



DOCUMENT 2 - LANDSCAPE AND VISUAL IMPACT

Landscape and Green Belt Appraisal

for

Land adjacent to Viking Way, Brentwood, Essex

on behalf of

Countryside Properties

January 2015

Quality Control
Landscape and Green Belt Appraisal
for
Land adjacent to Viking Way, Brentwood, Essex

Checked by Project Manager:

Approved by:

Signature:

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The Landscape Partnership is registered with the Landscape Institute, the Royal Town Planning Institute, and is a member of the Institute of Environmental Management and Assessment

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1 INTRODUCTION

- 1.1 This report has been prepared on behalf of Countryside Properties by The Landscape Partnership (TLP) in relation to two sites either side of the A12 in Brentwood, Essex by Viking Way and Doddinghurst Road respectively. The study considers the existing role of the sites in fulfilling the functions of Green Belt as set out in the National Planning Policy Framework and the potential effects that development of this land may have on the functioning of the Green Belt in the surrounding area.
- 1.2 The Green Belt Appraisal provides a description of: the existing landscape and built features in the immediate vicinity of the sites, the key characteristics of the local landscape character and how these relate to the sites, the presence of statutory or local landscape related designations nearby and the possible impacts that development on the sites may have on landscape character, local views and Green Belt functions.

2 SCOPE OF STUDY

- 2.1 The study comprised the following three stages of work, the results of which are set out in this report:

Stage one - assessment of the landscape and visual context of the sites and local area

Stage two - assessment of the current role of the site as a whole in fulfilling the five Green Belt functions as set out in the NPPF and local objectives; and,

Stage three - assessment of the likely effects on the functioning of the wider Green Belt if the site were to be developed.

3 SITE LOCATION AND CONTEXT

- 3.1 The sites comprise two areas adjacent to the A12 where it passes through Brentwood, at grid reference TQ 58921 95084 (centre of site) (see Figure 1). The total area of the two sites is 8.2ha, with 5.7ha abutting the A12 to its north and 2.5ha located immediately to its south.
- 3.2 The site is located in the north of the Borough of Brentwood in the County of Essex. It lies at approximately 85.20m AOD (centre of site), at a distance of c. 1.25km to the north of the town centre of Brentwood. The town of Shenfield is c. 2km to the south-east of the site and Weald Country Park is c. 1km to its west. The A12 rises out of a cutting and on to an embankment as it

passes through the site from west to east and a dense belt of vegetation is located on either side of the road which screens most traffic from view.

- 3.3 Locally, to the north (in an area known as Pilgrims Hatch), south and west, the site is surrounded by low-rise residential development of a suburban character. To the east it is abutted by the Brentwood Centre, a leisure and entertainment facility surrounded by sports pitches and a large car park. Beyond this, to the north-east the landscape becomes more rural in character comprising gently undulating agricultural land with small woodland blocks (ref. photograph E).

4 SITE DESCRIPTION

- 4.1 The northern part of the site is the larger and more open area and is known as the Viking Way site (ref photograph A). It comprises three fields which slope down gently to the north and are currently an area of rough grazing for horses. Two former field hedgerows with occasional mature trees are still present although the hedges are unmanaged, overgrown and with several gaps. It is bordered to the north and west by existing twentieth century residential development which back on to the site (properties on Viking Way, Bishops Hall Way and High Grove). A public footpath passes along the western edge of the site providing a pedestrian route from King George's Road to Hurstwood Avenue. The southern boundary of the site is formed by dense shrub vegetation along the highway verge of the A12 and the eastern boundary is a timber post and rail fence. A broad grass verge with semi-mature trees separates the site from the Doddinghurst Road which passes adjacent to the site at a slightly lower level. Overall the site's use as an area for 'horsiculture', its poorly maintained boundaries and its enclosure on three sides by urban development and the A12 give the area an urban fringe character. It has few characteristics in common with the areas of open countryside to the north-east.
- 4.2 The southern part of the site, known as the Doddinghurst Road site, is smaller and more densely vegetated. It is bordered to the north by the A12 (on embankment), to the east by Doddinghurst Road and to the west and south by existing residential development on Warescot Road and properties off St Kildas Road (on Russell Close and Karen Close) respectively. Until recently the site was inaccessible due to the presence of dense vegetation however, this has been now been thinned and the site now comprises several large cleared areas (ref photograph D) with mature and semi- mature trees and scattered areas of retained scrub. The site has no formal public access and until recently was impenetrable due to the coverage of dense vegetation. As with the northern site, it is strongly influenced by its urban context and has few characteristics in common with areas of countryside in the wider Green Belt to the north. Beyond the site to the south and west are residential suburbs of Brentwood. To the east of the site is a narrow area of undeveloped land which connects with a more extensive area of undeveloped Green Belt land (ref. photograph G).

- 4.3 Both sites are visually enclosed with a small zone of visual influence (see Figure 5 for the visual context) and no long distance views into either site. There are views of the Viking Way site from public viewpoints on the Doddinghurst Road as the road passes the site (ref. photograph F), and from the public footpath along the western edge (ref. photograph A). There are also views from the rear/side of private properties around the site on Viking Way, Bishop's Hall Road and High Grove (particularly from upper floor windows). For the Doddinghurst Road site there are public views of the eastern edge of the site from Doddinghurst Road (ref. photograph G) and narrow views of the site along Karen Close, the driveway to the rear of Karen Close (ref. photograph C), Russell Close and Ongar Road. There are also private views of the site from the rear of properties on the southern and western sides of the site (e.g. the northern half of Warescot Road and the ends of Russell Close and Karen Court).

5 LANDSCAPE AND ENVIRONMENTAL DESIGNATIONS

- 5.1 Both the sites currently fall within the Green Belt but are not subject to any further landscape or environmental designations. There are however, a number of landscape designations in the surrounding area and several sites are subject to multiple designations (for details see Figure 2).
- 5.2 Weald Country Park, located approximately 1km to the west of the sites, is the nearest national level designation, registered as a Historic Park & Garden by English Heritage. The nearest SSSI is Hart's Wood c.2km to the south of Brentwood town centre.
- 5.3 Brentwood Borough Council, in its Replacement Local Plan 2005, demarcated several areas in Brentwood as "Protected Urban Spaces". The nearest of these are the sports field attached to the Larchwood Primary School and Children's centre to the north, and the allotments at the end of St.Charles road to the south.
- 5.4 The Local Plan also establishes certain wooded areas near the Sites as County Wildlife Sites, the nearest of which are High Wood to the west, Hall Wood to the south-east and the green space adjacent to Marconi Gardens to the north.
- 5.5 The nearest Conservation Areas, as listed in the Local Plan 2015, are Weald Park to the west and the residential area contained within Ongar Road and Greenwich Avenue to the south.

6 LANDSCAPE CHARACTER

National level

- 6.1 At a national level, the landscape character of England is set out in National Character Area Profiles produced by Natural England. The site lies within National Character Area (NCA) 111, the Northern Thames Basin, (Natural England (2013)). NCA 111 covers the area from Hertfordshire in the west to the Essex coast in the east. To the south it approaches the city of London and to the north it borders the claylands of South Suffolk and North Essex (NCA 86). Brentwood is situated in the south of NCA 111. The Greater Thames Estuary National Character Area (NCA 81) separates it from the North Sea and Thames Estuary.
- 6.2 NCA 111 is a diverse landscape consisting of a wide plateau divided by multiple broad river valleys. The area contains diverse landscapes with areas of urbanisation mixed in throughout. Key characteristics of the NCA of relevance to the landscape around the site include extensive areas of thick clay, considerable areas of ancient and semi-natural woodland, mixed farming with arable land predominating and large areas of urban expansion.

County level

- 6.3 The Essex County Landscape Character Assessment (2003) provides an assessment of the character of the landscape at the County scale. The site is located within the landscape character area known as *Brentwood Hills*.
- 6.4 The *Brentwood Hills* character area is described as having "...a varied topography comprising a series of ridges and rounded hills." Also, because it is identified as "...a wooded landscape with many small scattered woods, some large blocks of woodland, tree belts of historic parkland and hedgerow trees", the views within the area are "...often quite confined, but in parts long views are possible over more open farmland and from high ground."
- 6.5 The report indicates that visual interest is generated by "...Small unenclosed greens, commons and scattered ponds" as well as "...isolated churches located on hilltops"
- 6.6 The report also suggests a settlement pattern generated by road and rail networks, as "...Villages, hamlets, cottages and farmsteads are typically strung out along the narrow lanes, with a dense urban settlement concentrated along the main road and rail routes running through the centre of the area."

District level

- 6.7 The Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment (Chris Blandford Associates 2006) provides a district level assessment of landscape character. Within this, the site falls within the Doddinghurst Wooded Farmland landscape character area.
- 6.8 *Doddinghurst Wooded Farmland* is described as “...patches of mature deciduous and mixed woodland” covering “...undulating, predominantly arable farmland”. According to the report, the wooded character of this area is further enriched by the presence of “...mature hedged field boundaries and tree covered narrow lanes”
- 6.9 The report also points out that the A128 and A12 road corridors disturb the sense of tranquillity created by the intricate landscape pattern of the area.
- 6.10 Visually, the character area is defined by “...open and framed views to wooded horizons within wooded farmland (adjacent character areas) to the east and west” and also, more relevant to the site, by views to the northern edge of Brentwood.
- 6.11 The report suggests planning guidelines for new developments in the area, which emphasize that ways should be sought to ensure developments on the fringes of Brentwood are not visually intrusive with respect to the surrounding landscape.
- 6.12 Other suggested planning and management guidelines include:
- Mitigation of “...the visual impact of the A12 and A128 road corridors through the introduction of mews and the strengthening of existing parallel shelter belts”
 - Conservation of the mostly rural aspects of the character area such as the ancient and semi-natural woodlands, the existing hedgerow pattern, tree lined lanes and unimproved roadside verges.

7 GREEN BELT APPRAISAL

Role and purpose of the Green Belt

7.1 The Metropolitan Green Belt (MGB) was established as a ring around London in 1944 with the purpose of preventing the uncontrolled expansion of the capital. Since then the retention and protection of the Green Belt has remained a key element of national planning policy. The former PPG2 set out five functions of the Green Belt and these have been brought forward in the National Planning Policy Framework (2012) which states that the essential characteristics of the Green Belt are their openness and permanence and the five purposes which they perform are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.2 All of Brentwood Borough lies within the Metropolitan Green Belt (as set out in The County of Essex Development Plan as approved in 1957 and amended in 1976). An inner Green Belt boundary was established around the town of Brentwood when the MGB was first established with additional boundaries around other settlements added in the adopted 1995 Brentwood Local Plan including Blackmore, Hook End, Stondon Massey and Mountnessing.

7.3 The Brentwood Replacement Local Plan (adopted 2005) sets out the local aims and objectives of the Green Belt with the overall aim identified as '*To maintain the extent, character, and openness of the Borough's countryside*' and supporting objectives as:

- *To conserve and enhance the character, appearance and ecological value of the countryside;*
- *To resist inappropriate development or that giving rise to unacceptable increases in activity;*
- *To maximise public access to and enjoyment of the countryside for passive and active recreation, compatible with the conservation of its character, appearance and ecological value;*
- *To avoid the loss of the best and most versatile agricultural land; and,*

- *To promote opportunities for the development and enhancement of sustainable rural communities and a sustainable rural economy.*

7.4 These general principles are maintained in the emerging Local Plan 2015 – 2030 (Preferred Options for Consultation, July 2013) in the draft policy DM11 - New Development in the Green Belt which states:

Within the Green Belt, as defined on the Policies Map, changes of use of land, the construction of new buildings or extension or re-use of existing buildings for purposes other than those considered appropriate in the Green Belt will be refused planning permission except in very special circumstances. In assessing proposals for new development in the Green Belt the Council will have regard to the following:

a. the objective of maintaining the openness, function and permanence of the Green Belt

b. the protection of the general character and appearance of the rural area

c. the effect of the proposal on public rights of way

d. whether the proposal will diminish or support people's quiet enjoyment of the countryside

e. the need to preserve or enhance existing landscape and ecological features

7.5 Figure 6 shows the location of the Green Belt within Brentwood and the adjoining areas together with the key settlements in the area which the Green Belt aims to protect. This assists in understanding the role of different parts of the Green Belt around Brentwood in contributing to the key Green Belt functions which are discussed in more detail below. In particular it should be noted that it is considered that Pilgrims Hatch is a suburb of Brentwood and not a separate settlement.

Assessment criteria for Green Belt review

7.6 When assessing the role of a site in fulfilling Green Belt functions it is considered best practice to consider both national and local Green Belt functions. For this study, the national Green Belt functions are taken to be the functions set out in the NPPF and identified in para 7.2 above whilst the local function is taken to be the contribution of the site to achieving the overall aim set out in the current Local Plan '*To maintain the extent, character, and openness of the Borough's countryside*' (see para 7.3 above).

7.7 For each Green Belt function it is necessary to provide definitions of the key terms used in the description of the functions and identify a set of clear and specific questions which allow the

importance of the site in contributing to each function to be assessed. Table 1 below therefore provides definitions of the key terms used and Table 2 sets out the assessment criteria which were used for this study. This methodology for the Green Belt Review is based on the methodology, definitions and criteria used in 'Green Belt Review Purposes Assessment' (SKM, 2013) prepared for Dacorum Borough Council, St Albans City and District Council and Welwyn Hatfield Borough Council which in turn was developed following a best practice review of six other similar Green Belt Reviews.

Table 1: Definitions of terms for Green Belt purposes

<i>Purpose</i>	<i>Definition of Terms to be applied in Assessment</i>
To check the unrestricted sprawl of large built-up areas	<p>Sprawl – 'spread out over a large area in an untidy or irregular way' (Oxford Dictionary online).</p> <p>Large built-up areas – in the context of this study, London and Brentwood (including the suburbs of Pilgrims Hatch and Shenfield) are considered to be the large built up areas which the original Green Belt aimed to control the expansion of.</p>
To prevent neighbouring towns from merging	<p>Neighbouring towns – key settlements (1st and 2nd tier settlements as defined in the emerging Local Plan (see Figure 5 – Green Belt context)</p> <p>Merging – connection between towns by way of general sprawl (see above) or by;</p> <p>Ribbon development– 'the building of houses along a main road, especially one leading out of a town or village' (Oxford Dictionary Online).</p> <p>Strategic gap– undeveloped areas between 1st and 2nd tier settlements.</p>
To assist in safeguarding the countryside from encroachment	<p>Encroachment – 'a gradual advance beyond usual or acceptable limits' (Oxford Dictionary online).</p> <p>The countryside – 'the land and scenery of a rural area' (Oxford Dictionary online) i.e. – open land with an absence of built development and urbanising influences, and characterised by rural land uses including agriculture and forestry.</p> <p>Openness – absence of built development or other urbanising elements (NB this differs from the use of the term 'openness' in a landscape character sense - which also includes enclosure</p>

	by topography and woodland / hedgerow cover).
To preserve the setting and special character of historic towns	Historic town – a town with historic features identified in local policy or through Conservation Area or other historic designation(s). (Brentwood town centre, Ingatestone High Street and Billericay High Street)
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Derelict and other urban land – brownfield land as identified in the Brentwood SHLAA (2011)

Table 2 - Assessment criteria

<i>Purpose</i>	<i>Definition of purpose to be applied in Assessment</i>
To check the unrestricted sprawl of large built-up areas	<ol style="list-style-type: none"> 1) Does the parcel act, in itself, as an effective barrier to prevent sprawl from large built-up areas within or outside of the Borough, specifically London or Brentwood? 2) Does the site contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of these built-up areas? 3) Would development in this area lead to ribbon development? 4) Do natural and physical features provide a good existing barrier between the existing urban area and undeveloped land? If development breached this barrier would it contribute to sprawl?
To prevent neighbouring town from merging into one another	<ol style="list-style-type: none"> 5) Does the parcel provide, or form part of, a gap or space between existing key settlements (neighbouring towns)? 6) What is the distance of the gap between the settlements? 7) Is there evidence of ribbon development on major route corridors? 8) What is the visual perception of the gap between settlements from major route corridors? 9) Would a reduction in the gap compromise the separation of settlements in physical or visual terms?
To assist in safeguarding the countryside from encroachment	<ol style="list-style-type: none"> 10) What countryside / rural characteristics exist within the parcel including agricultural or forestry land uses and how is this recognised in established national and local landscape designations?

	11) Has there already been any significant encroachment by built development or other urbanising elements?
To preserve the setting and special character of historic towns	11) What settlements or places with historic features exist within the parcel? 12) What is the relationship and connection (in the form of character, views and visual perception) between the parcel and historic features? 13) Does the parcel provide an open setting or a buffer against encroachment by development around settlements or places with historic features?
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	14) Have brownfield sites been identified within the borough that are suitable and available for development? 15) If so, is sufficient brownfield land available to meet the strategic housing needs of the borough? 16) Are there similar brownfield sites available for development in the vicinity of the Green Belt site? 17) Would development of the Green Belt Site discourage redevelopment of the brownfield sites in the local area?
To maintain the extent, character, and openness of the countryside in Brentwood	18) Does the site contribute to maintaining the openness, function and permanence of the Green Belt? 19) Does the site contribute to protecting the general character and appearance of the rural area? 20) Does the site effect any public rights of way? 21) Does the site influence people's quiet enjoyment of the countryside? 22) Are there existing landscape and ecological features which would be affected by development of the site?

Assessment of contribution of the site to Green Belt functions

7.8 In general it was considered that the contribution of the site to each of the Green Belt functions was the same, or similar for the two parts of the site. The assessment was therefore undertaken for the combined role of the two parts of the site. However, where there was a variation between the two areas, then this was noted in the assessment.

Function 1: To check the unrestricted sprawl of large built-up areas

- 7.9 Very Minor role - The site is located on the edge of Brentwood a considerable distance from the edge of London; it plays no role in preventing sprawl from London and a very minor role in preventing sprawl from Brentwood. It is contained on three sides by the existing built edge of Brentwood and on the fourth side by the Doddinghurst Road. It is not connected to an existing area of ribbon development and development of the site would not lead to sprawl or new ribbon development. The current boundary between the existing urban edge and the Green Belt is not marked by a significant natural or physical boundary. However if the site were to be developed a new permanent and well-defined boundary to the Green Belt could be established along the Doddinghurst Road.

Function 2: To prevent neighbouring towns from merging into one another

- 7.10 Insignificant role - The existing relationship between Brentwood town and the neighbouring towns of Ingatestone, Romford, Billericay, Chelmsford, Harlow or Basildon is shown on Figure 6. The existing minimum distances and sense of separation between these settlements would not be affected if the site were developed as the site does not provide, or form part of, a significant gap or space between Brentwood and these towns and development of the site would not compromise the separation of these settlements in physical or visual terms.

Function 3: To assist in safeguarding the countryside from encroachment

- 7.11 Minor role: The site could currently be considered as countryside as each part of the site is currently undeveloped and 'open'. However, both parts are overlooked by existing urban development, the site as a whole is bisected by the A12, and the existing landuses of horse grazing and recently cleared unused scrublands are typically urban fringe uses. The site is included within the local landscape character area assessment (*Doddinghurst Wooded Farmland*) but displays few of the characteristics of the local character area. It is considered that the site does not have a strong rural or countryside character and therefore does not play a significant role in safeguarding the countryside from encroachment.

Function 4: To preserve the setting and special character of historic towns

- 7.12 Insignificant role - The nearest historic towns (identified as Conservation Areas) to the site are Brentwood town centre 1.25km to the south), Billericay High Street to the east and Ingatestone High Street to the north east. There are no physical or visual relationship between the site and these historic areas and the site does not play a significant role in the setting of these areas.

Function 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

- 7.13 Insignificant role – The Basildon SHLAA (2011) identifies brownfield land within Brentwood with development potential. All the sites within or close to Brentwood town are significantly smaller

than the Viking Way and Doddinghurst Way site and would only be capable of delivering small scale development opportunities. Even if all brownfield sites with development potential were to come forward for development, then this would be insufficient to meet the local housing needs 2015 - 2030. It is therefore considered that the current and future use of the site would not affect the ability and likelihood of the recycling of derelict and other brownfield land.

Function 6: To maintain the extent, character, and openness of the countryside in Brentwood

- 7.14 Very Minor role – The site makes a very minor contribution to the functioning of the Green Belt in the Borough due to its very minor role in contributing to function 1, 2 and 3 above. As noted above in function 3 it is considered that the site does not have a strong countryside character and is not an area used by the local community to allow quiet enjoyment of the countryside. However, a public right of way passes along the western edge of the northern part of the site. Users of this right of way benefit from enjoyment of the openness of the site and the views of grazing horses although the proximity of the A12 and the associated traffic noise and low quality of the existing urban edge reduce the quality of the footpath experience. The northern part of the site contains mature former hedgerow vegetation including occasional mature trees and the southern part contains some mature trees and a badger sett. Depending on the detailed nature of the development proposals these could be retained and integrated within a future development on the site.

Potential effects on Green Belt functions if the site were developed

- 7.15 Sketch development proposals have been prepared for both sites which incorporate a total of c. 200 dwellings, a landscape buffer on both sides of the A12 and public open space. This would require the release of both sites from the Green Belt and the realignment of the Green Belt boundary. A potential new alignment for the Green Belt boundary would be along Doddinghurst Road adjacent to the east side of the site, reconnecting with the existing Green Belt boundary in the north at the end of Green Lane and in the south in the south-east corner of the site where it meets the existing settlement edge.
- 7.16 Paragraph 85 of the NPPF states that, when defining Green Belt boundaries, local authorities should '*define boundaries clearly, using physical features that are readily recognisable and likely to be permanent*'. The proposed realignment of the Green Belt boundary described above would be a logical and defensible alignment since it follows the Doddinghurst Road which is a clearly defined physical and established feature which is likely to be permanent. Furthermore it is considered that this is a more defensible boundary than the existing boundary which simply follows the alignment of the existing built edge rather than a notable physical feature.

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- 7.17 The revision of the Green Belt boundary as proposed above would result in a reduction of the area of the Green Belt of c. 8ha.
- 7.18 With the revised boundary in place it is considered that function 1 of the Green Belt - *To check the unrestricted sprawl of large built-up areas*, would be strengthened. The new boundary is clearer and more defensible than the existing boundary and is therefore more likely to be effective in preventing future sprawl from Brentwood. It is noted that the Brentwood Leisure centre is located beyond this boundary however this is considered to be an appropriate Green Belt land use and does not constitute sprawl.
- 7.19 Function 2 of the Green Belt - *To prevent neighbouring towns from merging into one another*, would not be significantly affected by the proposed realignment of the boundary. The Green Belt would continue to function successfully in preventing Brentwood from merging with Ingatestone to the north and the other surrounding towns.
- 7.20 Function 3 of the Green Belt - *To assist in safeguarding the countryside from encroachment*, would also not be significantly affected by the proposed boundary realignment. It is considered that although the site is undeveloped, it has a stronger character as an urban fringe area rather than countryside and that therefore development of the site would not directly result in loss of countryside or enjoyment of the countryside. The area of land closest to the site which is considered to be countryside is the area to the east of Doddinghurst Road. This area would continue to be safeguarded from encroachment following the realignment of the Green Belt boundary as proposed.
- 7.21 As noted above the site does not currently contribute to function 4 of the Green Belt - *To preserve the setting and special character of historic towns*. The proposed realignment of the Green Belt boundary would therefore have no effect on this Green Belt function.
- 7.22 Regarding function 5 of the Green Belt - *To assist in urban regeneration, by encouraging the recycling of derelict and other urban land*, it is considered that development of the site is unlikely to discourage regeneration of brownfield land elsewhere in Brentwood as there is insufficient brownfield land available to meet the Borough's housing needs.
- 7.23 Finally, regarding the local function of the Green Belt - *To maintain the extent, character, and openness of the countryside in Brentwood*, it is considered that development of the site would not affect this function. As noted above, the site is not considered to be, or have the character of, an area of countryside and development of the site would therefore not affect the Borough's countryside.
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8 SUMMARY AND CONCLUSION

- 8.1 The site (comprising of two areas) is located on the edge of Brentwood in the county of Essex and lies wholly within the Metropolitan Green Belt. A study was undertaken to review the existing character and context of the site, to assess the current role of the site in performing the key functions of the Green Belt and assess the potential effects on the functioning of the Green Belt if the areas was developed.
- 8.2 The site has an urban fringe character; its character is strongly influenced by the surrounding existing urban areas on three sides. It shares few of the characteristics of the area of open countryside area to the north-east. There are also few significant visual or physical links between the site and the neighbouring areas of countryside/ Green Belt.
- 8.3 Overall, the site's contribution to the functioning of the Green Belt in and around Brentwood is very small. Its main role is in fulfilling a local function for north Brentwood by providing users of the public right of way on the west side of the site with views over an open undeveloped area of land. The site does not contribute towards the Green Belt function of providing a setting for historic towns and performs only a very minor role in checking unrestricted sprawl, preventing towns from merging, safeguarding the countryside and encouraging recycling of derelict and other urban land.
- 8.4 It is considered that the site as a whole does not make a significant contribution to performing the Green Belt functions as set out in the NPPF and the local function as set out in the current Local Plan, and that development of the site could be accommodated without significantly adversely affecting the future performance of the Green Belt in the area. Both parts of the site are affected by a number of development constraints including the presence of mature vegetation, noise and vehicle emissions from A12, a public right of way and ecological features. These would need to be considered in the development of any detailed development proposals for the site.

Appendix A: Figures



View south of Viking Way site from King George's Road

Photograph A



View east along A12

Photograph B



View of Doddinghurst Road site from road at rear of Karen Close

Photograph C



View of Doddinghurst Road Site from within site

Photograph D



View South along Doddinghurst Road (approx 500m north of the site)

Photograph E



View South along Doddinghurst Road (close to junction with Green Lane)


Photograph F



View North along Doddinghurst Road

Photograph G



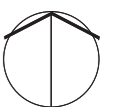
KEY
 Development site

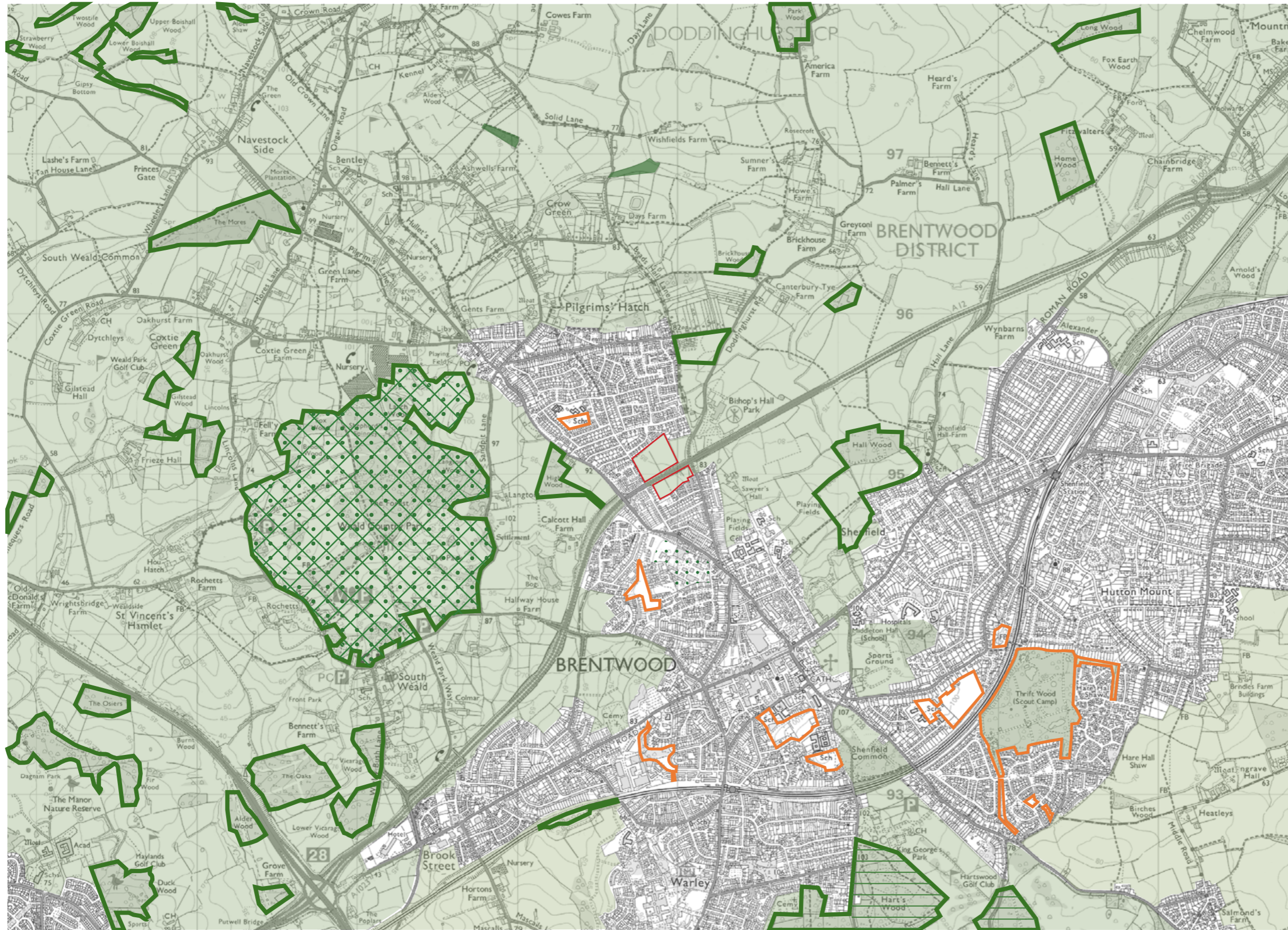
L14426 Viking Way, Brentwood








Site Location

Figure 1

January 2015





- KEY**
-  Site boundary
 -  Green Belt
 -  Conservation Area
 -  Site of special scientific interest
 -  Historic Parks and Gardens
 -  Protected Urban Open Space
 -  County wildlife site

L1426 Viking Way, Brentwood

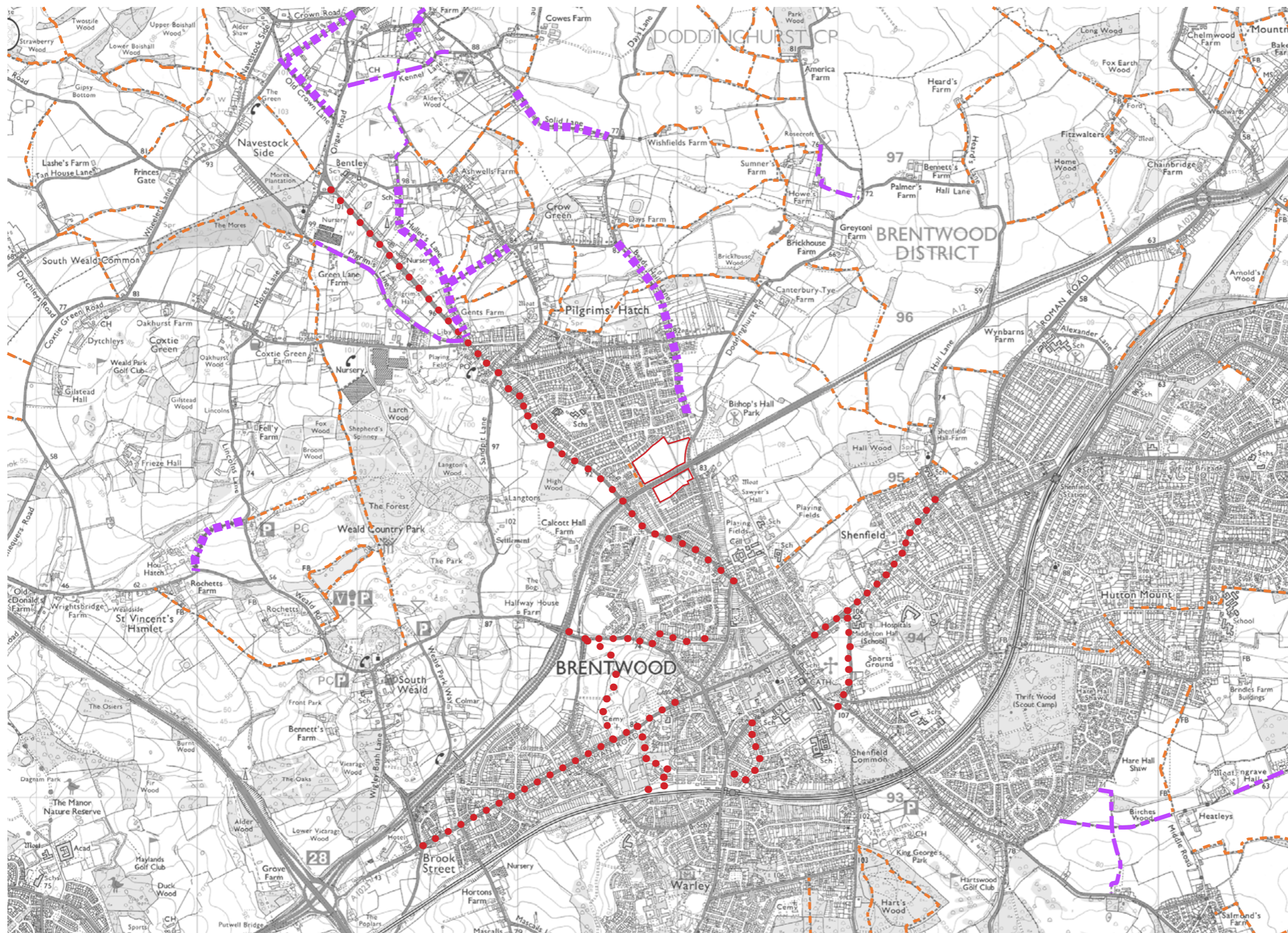
Environmental Designations






Figure 2

1:25000@A3

January 2015





- KEY**
-  Site boundary
 -  Cycleway proposals
St. Edmundsbury Borough Council
 -  Public footpath
 -  Public bridleway
 -  Byway Open to all Traffic

L1426 Viking Way, Brentwood

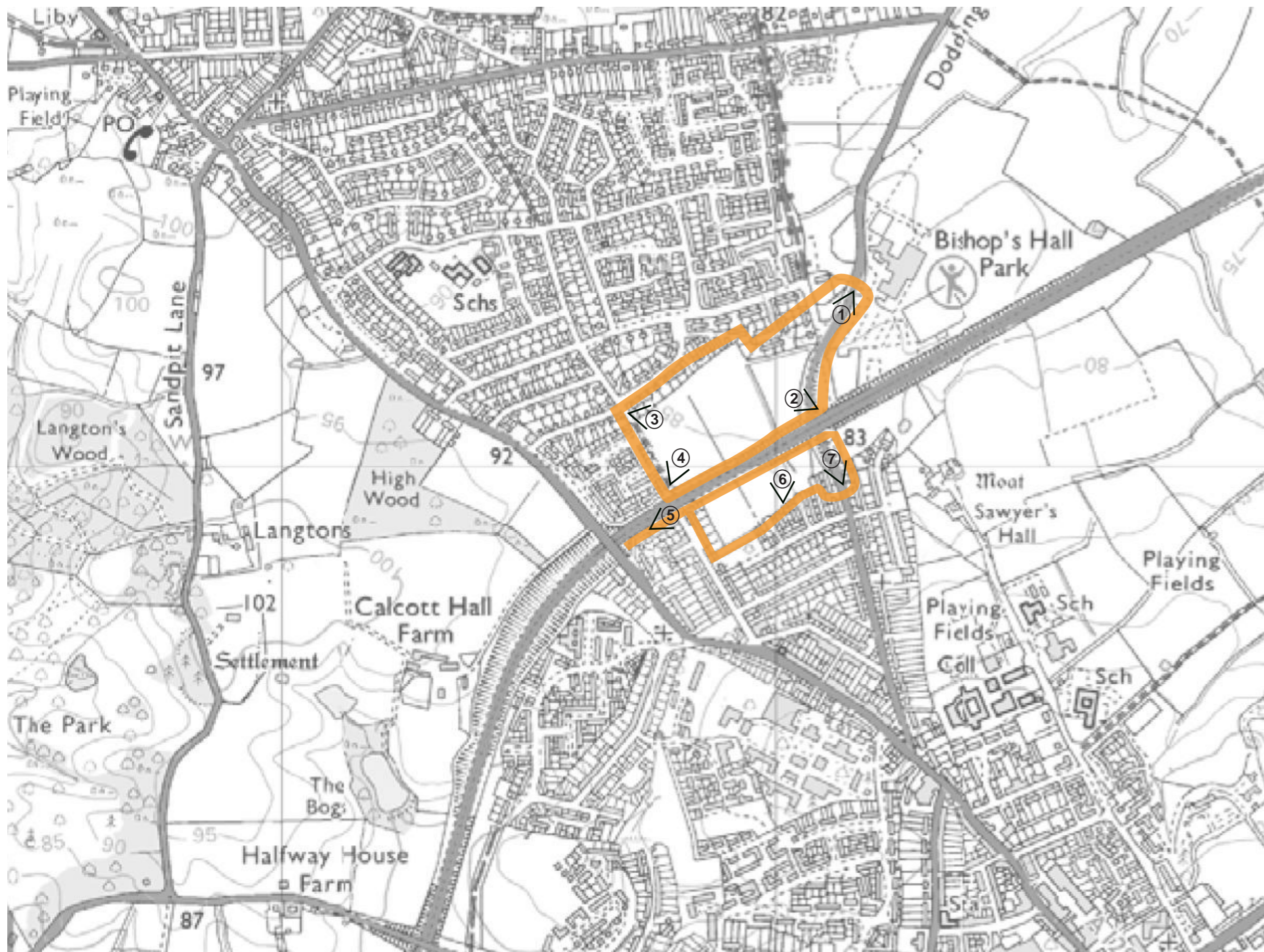
Public rights of way



Figure 3

1:25000@A3

January 2015





- KEY
-  Key viewpoints
 -  Approximate zone of visual influence

L14426 Viking Way, Brentwood

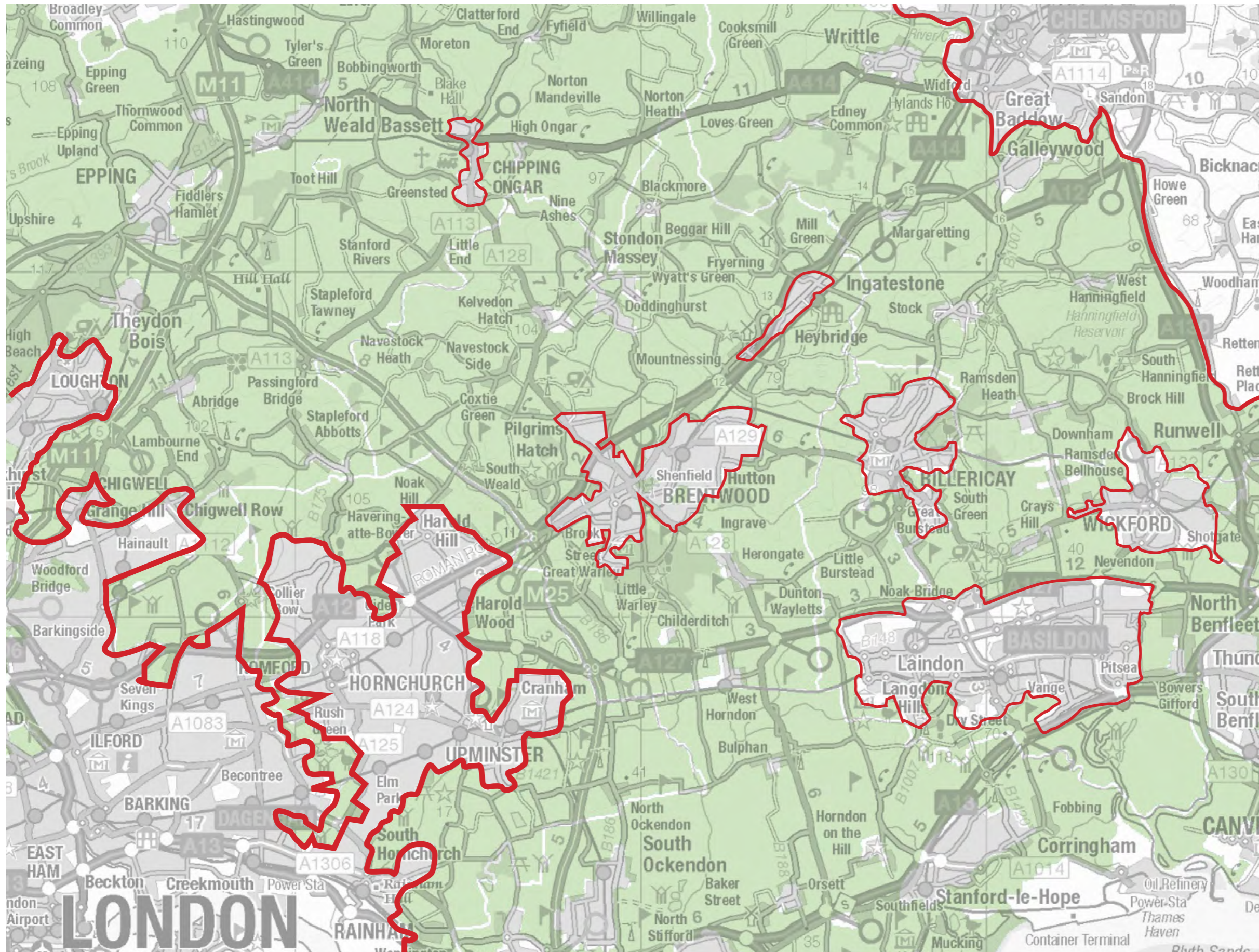
Visual context



Figure 4

NTS

January 2015





- KEY
-  Key settlements
 -  Green Belt

L14426 Viking Way, Brentwood

Green Belt context



Figure 5

1:125000@A3

January 2015





- KEY
-  Photograph location points
 -  Site boundary

L14426 Viking Way, Brentwood

Photograph locations

Figure 7

NTS

January 2015



Landscape and Green Belt Appraisal

for

Land adjacent to Viking Way, Brentwood, Essex

on behalf of

Countryside Properties

Addendum responding to Brentwood Borough
Council Draft Green Belt Review

(Report Reference: CE-BW-0585-RP01 - Draft v4i)

March 2016

The Landscape Partnership is registered with the Landscape Institute, the Royal Town Planning Institute, and is a member of the Institute of Environmental Management and Assessment

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- 1 Introduction
- 2 Scope of addendum
- 3 Methodology Review
- 4 Review of Green Belt Assessment for Site 023 - Doddinghurst Road
- 5 Conclusions and Recommendations

1 INTRODUCTION

- 1.1 This addendum report has been prepared on behalf of Countryside Properties by The Landscape Partnership (TLP) in relation to two sites either side of the A12 in Brentwood, Essex by Viking Way and Doddinghurst Road respectively. It provides a review of the Green Belt assessment undertaken for the same site on behalf of Brentwood Borough Council (BBC) within the draft report: 'Assessment of Potential Housing, Employment and Mixed Use Sites in the Green Belt and their Relative Contribution to the Purposes of the Green Belt Designation' - Report Reference: CE-BW-0585-RP01 - Draft v4i (hereafter referred to as the 'BBC Draft Green Belt Review'.)
- 1.2 This report should be read in conjunction with an earlier report produced by The Landscape Partnership in January 2015 titled: 'Landscape and Green Belt Appraisal for Land adjacent to Viking Way, Brentwood, Essex', which provides a description of: the existing landscape and built features in the immediate vicinity of the sites, the key characteristics of the local landscape character and how these relate to the sites, the presence of statutory or local landscape related designations nearby and the possible impacts that development on the sites may have on landscape character, local views and Green Belt functions.

2 SCOPE OF ADDENDUM

- 2.1 The Addendum comprises the following four stages:

Stage one – review of methodology used in BBC Draft Green Belt Review;

Stage two – review of Green Belt assessment for Site 023 - Doddinghurst Road, in the BBC Draft Green Belt Review;

Stage three – comparison between TLP Green Belt Appraisal and BBC Draft Green Belt Review; and,

Stage four – summary and recommendations.

3 METHODOLOGY REVIEW

- 3.1 The methodology and approach for the BBC Draft Green Belt Review is set out in section 2.0 of the draft report. In this, in para 2.1.1 the consultant notes, correctly, that there is no definitive method for carrying out an assessment of effects that potential development may have on the purposes of the Green Belt. A methodology has therefore been designed that is '*based on other precedent studies from across the UK.*'

-
- 3.2 For each of the five Purposes of Green Belt, as set out in the NPPF, the methodology sets out criteria which were considered in terms of assessing the relative contribution of each Site to these Purposes. Sites were then categorised in terms of how well these criteria were met. Whilst in principle, this is a clear and transparent methodology, we do have some comments about the about the specific criteria that were used for assessing some of the Purposes. We feel that some amendments would help to generate a more robust assessment. Our comments relating to each of the five Purposes is provided below.
- 3.3 *Purpose 1: - To check the unrestricted sprawl of large built-up areas.* The methodology should focus more on whether a site in its current form contributes to the Green Belt function of 'checking unrestricted sprawl of large built-up areas' or whether it contributes, as part of a wider network of parcels, to a strategic barrier against the sprawl of these built-up areas.
- 3.4 *Purpose 2: To prevent neighbouring towns from merging into one another.* Para 2.2.31 sets out the criteria used for Assessment of Contribution of Purpose 2. We feel that this could have a stronger definition of which settlements were considered as 'towns' for the purposes of this assessment. Of particular relevance to the Viking Way/Doddinghurst Road site is whether Pilgrims Hatch should be considered as a separate 'town' or as a village which has expanded and is now a part of Brentwood town. We consider that Pilgrims Hatch should form part of the wider Brentwood urban area as Pilgrims Hatch is contiguous with it. It is not a separate 'town' from Brentwood and therefore from a Green Belt function perspective, Brentwood and Pilgrims Hatch should not be treated as separate settlements. This same approach is also adopted in the Brentwood Landscape Character Assessment (2006) which includes Pilgrims Hatch within the Brentwood Urban Area (rather than as a separate settlement within the Green Belt e.g. such as Doddinghurst).
- 3.5 We consider that for the purposes of this study a 'town' should be taken to be the tier 1 and tier 2 settlements as defined in the Draft Local Plan i.e. Brentwood and Ingatestone, and that Pilgrims Hatch is considered as being a part of Brentwood. This approach follows the settlement hierarchy as set out in section 5 of the draft Local Plan (2016) which states clearly that settlement category 1 : Main Town comprises '*Brentwood Urban Area, made up of connected local centres such as Brentwood, Shenfield, Hutton, Warley, Brook Street, and Pilgrims Hatch*'. Pilgrims Hatch should not therefore be considered as a separate 'town'.
- 3.6 In summary, we consider that the methodology for assessing Purpose 2 should be revised to clearly identify the settlements to be considered as 'towns' for the purposes of making this assessment and that this should relate to the Borough's settlement hierarchy as set out in the draft Local Plan.
-

- 3.7 *Purpose 3: To assist in safeguarding the countryside from encroachment.* Paras 2.2.36 – 2.2.4 set out the criteria used for assessing this Purpose. No comment.
- 3.8 *Purpose 4: To preserve the setting and special character of historic towns.* Paras 2.2.42 – 2.2.46 set out the criteria used for assessing this Purpose. No comment.
- 3.9 *Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.* Purpose 5 has been discounted from the assessment as it was considered that development would be directed towards sites outside the Green Belt before consideration of Green Belt sites.

4 REVIEW OF GREEN BELT ASSESSMENT FOR SITE 023 – DODDINGHURST ROAD

- 4.1 A record of the assessment of Green Belt Purposes for site 23 is included within Appendix 4 of the BBC Draft Green Belt Review. A separate assessment was undertaken by TLP on behalf of Countryside Properties in 2015 and this is provided in a separate supporting report. Commentary and a comparison is provided below on these two assessments.
- 4.2 *Purpose 1: - To check the unrestricted sprawl of large built-up areas.*
 BBC Draft Assessment: Low contribution
 TLP Assessment: Very Minor
 Whilst we have some observations about the criteria and methodology used by BBC for assessing Purpose 1 (see above), we would agree that the site is well-contained and consider that the overall contribution of the site to Purpose 1 is Low/Very Minor.
- 4.3 *Purpose 2: To prevent neighbouring towns from merging into one another.*
 BBC Draft Assessment: Moderate contribution (Significant Separation Reduction)
 TLP Assessment: Insignificant
 The BBC assessment is based on the assumption that Pilgrim's Hatch and Brentwood are separate towns and that the site performs a role in maintaining a separation between the two. However, as noted in section 3 above, Pilgrim's Hatch forms part of the tier 1 settlement of Brentwood and, in planning terms, is not a separate town. The assessment of the contribution of the site to Purpose 2 should be based on its contribution to maintaining separation between Brentwood town and the neighbouring towns of Ingatestone, Romford, Billericay, Chelmsford, Harlow or Basildon. In this context, the role of the site should be classed as 'Separation Retained' as development will not lead to merging of towns or significantly reduce the countryside 'gap'. Alternatively, it could be argued that the classification 'Not Applicable' is relevant for this site as the definition for sites

to be included within the 'Not Applicable' category for this Purpose Site includes those sites contained within an existing town for which infilling would not lead to a reduction in the distance between two or more distinct towns. The record sheet for site 023 in Appendix 4 notes that 'Development [of the site] would constitute Infilling'.

4.4 *Purpose 3: To assist in safeguarding the countryside from encroachment*

BBC Draft Assessment: High contribution (Functional Countryside)

TLP Assessment: Minor role

The site has 'limited or no public access' but has a land use type which falls within the types considered appropriate to Green Belt. It is therefore considered that, if the BBC methodology and criteria are used, the site can be more accurately described as making a Moderate contribution to Purpose 3. However, if the site is assessed in more detail, as it was in the TLP assessment, it can be demonstrated that the site does not have a strong rural or countryside character and displays few of the characteristics of the local landscape character area and therefore plays only a minor role in safeguarding the countryside from encroachment.

4.5 *Purpose 4: To preserve the setting and special character of historic towns*

BBC Draft Assessment: Low contribution (Limited Relationship with Historic Town)

TLP Assessment: Insignificant role

There is consensus between the two assessments that the site does not contribute to Green Belt Purpose 4.

4.6 *Overall Assessment*

The BBC Draft Assessment concludes that overall the site makes a Moderate contribution to Green Belt purposes. However, this conclusion does not meet the definition for Moderate as set out in the methodology for the BBC Draft Green Belt Review. This describes Moderate as: *Three, or all, Green Belt Purposes assessed to a Moderate level; or One Purpose of the Green Belt is assessed to a High level and at least two Purposes are assessed to a Moderate Level; or Two Purposes are assessed to a High level and the other two Purposes limited to a Low level.* For site 23, the assessment results were: One Purpose assessed as High, one as Moderate and two as Low level. This 'score' more closely resembles the description for Low-moderate which is *'Generally, no more than one Green Belt Purpose is assessed to a High level, with all other Purposes limited to a Low level; or Up to two Purposes assessed to a Moderate level and two Purposes to a Low Level.'*

In light of the comments made in paras 4.4 and 4.5, we consider that Purpose 2 should be re-scored as 'Low' or 'Not Applicable' and that Purpose 3 should be re-scored as 'Moderate' or 'Low'. Assuming a 'worst-case scenario' with Purpose 2 scored as 'Low' and Purpose 3 scored as

'Moderate', this would give a total score of three 'Lows' and one 'Moderate' which would give an overall assessment rating for the site of 'Low'.

5 CONCLUSIONS AND RECOMMENDATIONS

- 5.1 A Draft Green Belt Review for the Borough of Brentwood has been produced by Cresswood Environmental on behalf of BBC. It is considered that the methodology used, whilst being both clear and transparent, has a number of weaknesses which should be addressed before finalising the report. It is recommended that the following changes should be made:
- Details to be provided of precedent studies used which have informed the methodology;
 - Definitions to be added for the terms used in each of the criteria. Most importantly, this should include a definition of 'large built up areas' (purpose 1) and a definition for 'towns' (purpose 2) within the context of the study;
 - Criteria for Purpose 1 to be reviewed and revised to include consideration of whether a site in its current form contributes to the Green Belt function of '*checking unrestricted sprawl of large built-up areas*' or whether it contributes, as part of a wider network of parcels, to a strategic barrier against the sprawl of these built-up areas.
- 5.2 The assessment of the site at Doddinghurst Road/Viking Way (site 23) undertaken as part of the BBC Draft Green Belt Review site has been reviewed and compared with an assessment undertaken for the same site by TLP. In both assessments the contribution of the site to each of the five Green Belt purposes was considered but each used slightly different criteria for the assessment. In light of this review, it is considered that the following changes should be made to the assessment for site 23 :
- Purpose 2 to be re-assessed following clarification of the term 'town' in the methodology, re-definition of Pilgrims Hatch as part of Brentwood and recognition that development of the site would constitute 'Infilling';
 - Purpose 3 to be re-assessed following further review of the site characteristics and the appropriateness of considering this area as 'countryside';
 - Overall assessment to be re-assessed in light of the various points raised above.
- 5.3 Finally, it should be noted that TLP was given the opportunity to undertake a more detailed assessment of the role of the site in performing Green Belt Functions than was possible for the Borough-wide study and that the TLP study also included consideration of the landscape character and quality of the site and surrounding areas. The TLP study concluded that the site as a whole does not make a significant contribution to performing the Green Belt functions as set out in the

NPPF and the local function as set out in the current Local Plan, and that development of the site could be accommodated without significantly adversely affecting the future performance of the Green Belt in the area. It is our opinion that the overall assessment rating for the contribution of site 23 to Green Belt purposes should be 'Low'.

DOCUMENT 3 - TRANSPORT AND ACCESS

**ODYSSEY MARKIDES****TECHNICAL NOTE**

PROJECT	:	Land West of Doddinghurst Road, Brentwood
JOB NO.	:	14-301
NOTE TITLE	:	Highway Capacity Assessment
AUTHOR	:	DCP
APPROVED	:	JSB
DATE	:	March 2016

1.0 INTRODUCTION

- 1.1 Brentwood Borough Council (BBC) are currently consulting on a draft version of their Local Plan (the Plan). The Plan sets out a long-term vision of how the Borough should develop over the next 15 years. Once adopted, envisaged Q2 2017, the Plan will supersede saved policies in the current Replacement Local Plan (2005).
- 1.2 To inform the Plan, in 2015, BBC invited consultation on Strategic Growth Options, which identified potential sites for development, including site reference 023 '*Land off Doddinghurst Road, either side of A12,*' promoted by Countryside Properties (CP).
- 1.3 The site has now been identified within the Plan as an allocated housing site under Policy 7.4, and specifically a '*Greenfield Green Belt (Urban Extension)*' housing allocation, with capacity to accommodate 250 units.
- 1.4 The Plan states that, '*Comprehensive assessments of potential sites have been carried out by the Council, independent technical specialists and other bodies.*' The Plan also states that individual sites have been assessed against a range of criteria, including:
- '*accessibility to public transport, services and facilities; and*
 - '*Impact on highways.*'

- 1.5 CP have therefore instructed OM to provide a statement in support of the site's allocation as part of the latest round of consultation on the Plan. The focus within this submission is on the off-site traffic impact analysis and, if necessary, potential mitigation strategies, to demonstrate to BCC that the allocation of the site can be made without severe detrimental impact on the local highway network.
- 1.6 The submission is informed by a report prepared by Peter Brett Associates (PBA), (February 2016), which assessed the implications of delivering The Plan's development options on the capacity of the local highway network. The PBA report and technical appendices can be found at <http://www.brentwood.gov.uk/index.php?cid=966>.
- 1.7 The submission is therefore structured to firstly describe PBA's capacity assessment methodology and to identify particular junction locations that are sensitive to additional traffic impact generated by this site, before identifying potential mitigation strategies, whilst recognising that any changes to junction layouts will be subject to detailed design.

2.0 PBA'S HIGHWAY MODELLING REPORT

Introduction

- 2.1 PBA's highway modelling assessment was instructed by BBC to assess the implications of delivering the development proposals within the Plan in terms of impact on the capacity of the local highway network, described as a 'high level appraisal.'
- 2.2 The assessment identified those worse performing junctions that would require mitigation to address the impacts of additional development traffic, without going as far as to propose specific mitigation strategies.
- 2.3 The assessment considered a baseline scenario and four further development options, each of which consisted of a specific set of development sites, with the difference relating to which strategic housing site is included as a development option. PBAs report suggests at Table 3-2 that the site is included in all development options as an A12 Urban Extension site, with an assumed scale of development of 250 units. The impact of the site is therefore considered across all options.
- 2.4 This submission will therefore review the PBA report to identify those junctions within close proximity of the site that are shown to have capacity concerns and will expand upon the PBA assessment by proposing potential mitigation measures whilst recognising that any changes to junction layouts will be subject to further detailed design.

Methodology and Scope

- 2.5 The first step of reviewing the PBA assessment was to gain an understanding of the approach that they had applied in assessing impacts. The PBA report assessed a total of 23 junctions under a 2025 baseline scenario and four further alternative development scenarios. The 2025 Baseline scenario was based on traffic surveys undertaken between 2012 and 2014 and allowed for committed developments, an assumed windfall allowance and population projections.
- 2.6 All four development scenarios included a number of brownfield and urban extension sites, with different combinations of additional sites then added for each different scenario. The site under consideration in this report is one of the urban extension sites included in all four scenarios (site 023 Land off Doddinghurst Road, Brentwood). All four

scenarios would therefore include the traffic associated with this site (as well as that from a range of other sites).

2.7 Looking at the list of 23 junction assessed by PBA, we have considered those junctions that the site is considered more likely to impact upon. These junction locations are shown within **Figure 2.1** of the PBA assessment and include:

- *Junction 3 - A128 Ongar Road / Doddinghurst Road*
- *Junction 4 - A128 Ongar Road / Western Avenue*
- *Junction 6 - A128 Ongar Road / A1023 Shenfield Road / A128 Ingrave Road / A1023 High Street*
- *Junction 10 - A1023 High Street / B185 Kings Road / A1023 London Road / Weald Road*
- *Junction 11 - Weald Road / Western Road*
- *Junction 12 - Western Road / William Hunter Way*

2.8 Beyond these junctions, the development traffic is likely to have dispersed to such an extent that the impact would be small.

2.9 The following table provides a summary of the junction performance extracted from the PBA report for these junctions under all scenarios assessed, detailing the worst case Ratio of Flow to Capacity (RFC) result.

Table 2.1: Junction modelling Summary Results

Junction No	Type	AM					PM				
		2025 Baseline	Option 1	Option 2	Option 3	Option 4	2025 Baseline	Option 1	Option 2	Option 3	Option 4
3	Rbt	1.23	1.40	1.40	2.14	1.42	1.06	1.12	1.12	1.36	1.15
4	Priority	0.65	0.67	0.67	0.73	0.67	0.72	0.80	0.80	1.18	0.82
6	Rbt	0.82	0.85	0.85	0.89	0.89	0.84	0.93	0.93	1.00	0.96
10	Signals	82%	84%	84%	90%	90%	68%	78%	77%	99%	80%
11	Rbt	0.50	0.51	0.51	0.51	0.52	0.71	0.75	0.75	0.89	0.75
12	Rbt	0.65	0.66	0.66	0.70	0.97	0.69	0.74	0.74	0.89	0.74

2.10 It can be seen from the table above that the only junction that shows consistent traffic problems across all scenarios and would therefore potentially be adversely affected by development on the site under consideration is Junction 3, an existing mini-roundabout where Doddinghurst Road meets the A128 Ongar Road. In our view, this is likely to be the only one of the junctions considered in the PBA report where development on the site

under consideration has the potential to have a material impact on road network performance.

- 2.11 As all of the non-baseline tests include a number of different sites, including the one under consideration in this report, it is not possible from the PBA study to identify the impact of development on this site in isolation.
- 2.12 Furthermore, detailed highway modelling had not been carried out at this time but given the existing issues identified in the PBA report it is expected that some localized improvements will be required to support allocated development.
- 2.13 Given the existing modelling undertaken and hypothesised impact, the most feasible mitigation strategy is likely be to replace the mini-roundabout with traffic signals. It is our view that this would result in significantly improved performance when compared to the existing junction.

3.0 CONCLUSION

- 3.1 In summary therefore, based on the PBA Assessment, the only junction that is identified as having capacity issues within the highway network that the site is more reliant on is Junction 3 (A128 Ongar Road / Doddinghurst Road), which the assessment has demonstrated will even be over capacity under a 2025 Baseline scenario.
- 3.2 The most realist possibility for improvement of Junction 3 would be to replace the mini-roundabout with traffic signals. Modelling results for a preliminary traffic signal design indicate that the junction would result in significantly improved performance when compared to the existing junction under 2025 baseline traffic flows.
- 3.3 The results indicate that signalisation of this junction is likely to accommodate the additional impact of other the brownfield and urban extension sites that are common to all of the development scenarios assessed.
- 3.4 This submission therefore supports the continued allocation of site 023 *Land off Doddinghurstoad, either side of A12*, within BBC's emerging Local Plan.



DOCUMENT 4 - SOCIAL INFRASTRUCTURE

Doddinghurst Road, Brentwood

Social Infrastructure Review

March 2016

a) Introduction

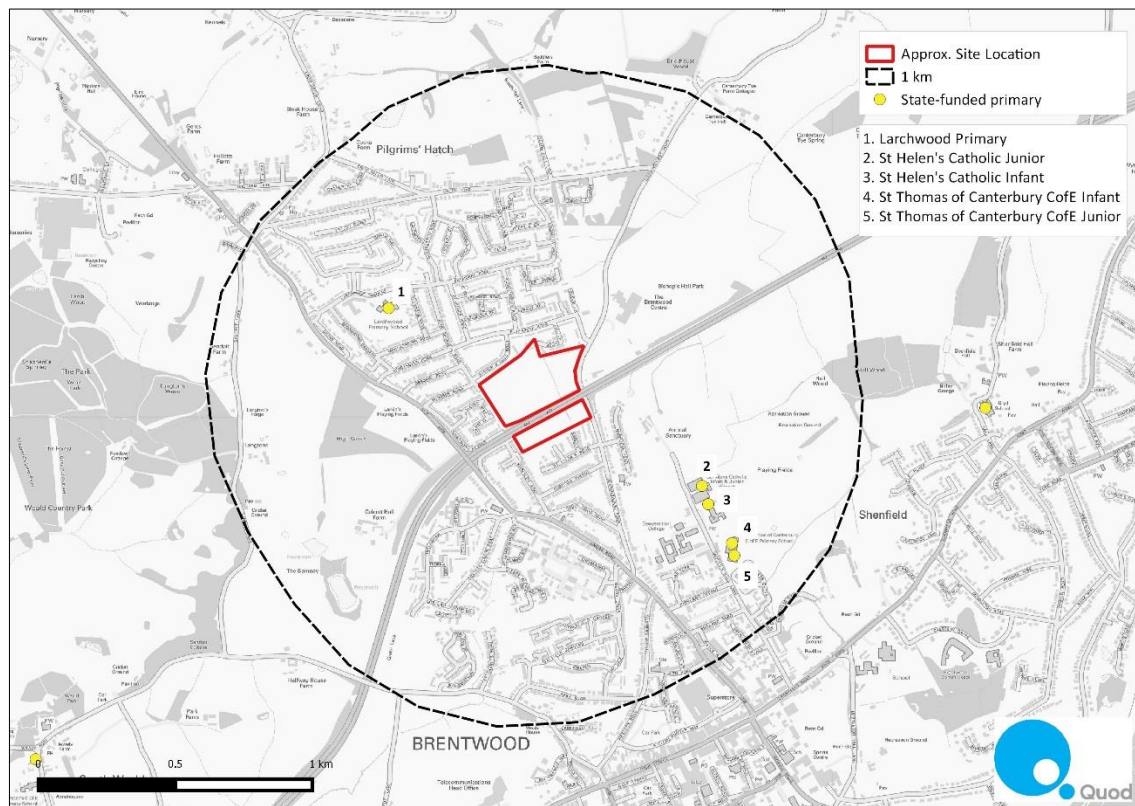
1. The Proposed Development will provide approximately 250 new homes in Brentwood. The Site is located to the north of Brentwood town centre in a predominantly residential area. It comprises two plots, one on either side of the A12.
2. The Site has been identified for housing as one of five 'Greenfield Green Belt' locations in Brentwood's Draft Local Plan (Site ref: 023 Land off Doddinghurst Road)¹.
3. New homes will accommodate a new resident population who, in turn, will generate demand for a range of social infrastructure. This note focuses on primary and secondary school provision and GP services. It seeks to establish the current capacity of the existing provision, and how demand arising from the Proposed Development could be mitigated.
4. The note concludes with a summary of the likely impact of the Proposed Development on school places and GP services, taking into account the broader context of growth set out in Brentwood's Draft Local Plan (2016). A coordinated approach, whereby need is met through the pooling of planning obligations across housing development sites within the Brentwood Urban Area, will be required in order to ensure an optimal and efficient solution.

b) Existing Primary School Provision

5. There are six primary schools (age groups 4-10 inclusive), two infant schools (age groups 4-6 inclusive), and two junior schools (age groups 7-10 inclusive) within 1km (this distance is taken to be a reasonable walking distance) of the Site. These are shown in Figure 1.

¹ Brentwood Borough Council (January 2016) Draft Local Plan 2013-2033

Figure 1: Primary Schools within 1km of the Proposed Development



6. Capacity and surplus place data for these primary schools is summarised in Table 1. The information in Table 1 is based on the Annual Schools Census (2015) data and published school admissions figures.

Table 1: Capacity of local primary schools

Map ref	School Name	Number on Roll	Capacity*	Surplus places (no.)	Surplus places (%)
1	Larchwood Primary	183	210**	27	13%
2	St Helen's Catholic Junior	306	308	2	1%
3	St Helen's Catholic Infant	224	225	1	0%
4	St Thomas of Canterbury CofE Infant	355	368	13	4%
5	St Thomas of Canterbury CofE Junior	269	270	1	0%
	TOTAL	1,337	1,381	44	3%

* Based on Published Admission Number (PAN) – Essex County Council (2015) Schools Admission Policies Directory 2016/17 – South Essex (Basildon, Brentwood, Castle Point, and Rochford)

** PAN rose from 30 (1FE) to 60 (2FE) for entry from September 2015

7. Table 1 shows that there is a surplus of approximately 3% (44 places) across the primary schools closest to the Site. The closest school to the Site, Larchwood Primary School, currently has 27 surplus places (13% of overall capacity).
8. Larchwood Primary School is in the process of being expanded and it began accepting 60 pupils (up from 30 pupils) in Reception class in September 2015 (this represents an increase from 1FE to 2FE). The expansion of the school will involve the construction of a new building to house additional classroom space, a library resource area and group workspace. Once fully expanded to 2FE, Larchwood will have capacity for 420 pupils (this is expected by 2021/22). This expansion will provide an additional 210 places. Therefore, the capacity of the primary schools within 1km of the Site will increase from its current level of 1,381 to 1,581 by 2021/22.
9. Approximately 2km (straight-line distance) from the Site is St Peter's CoE Primary School. This school is also due to expand and will increase its admissions by 15 places per year group (growing from 1.5FE to 2FE) from September 2016. Once fully expanded, St Peter's will have capacity for 420 pupils (a further 105 places). Not only will this provide important additional places in the context of housing and population growth, it will also provide additional capacity in the area close to the Proposed Development.

c) Existing Secondary School Provision

10. Analysis of secondary school capacity has been carried out across Brentwood as a whole to allow for pupil preference and because older pupils are more able to travel further to school.
11. There are six secondary schools in Brentwood. These are shown in Figure 2. Capacity and surplus space data for those schools is shown in Table 2.

Figure 2: Secondary Schools - Brentwood

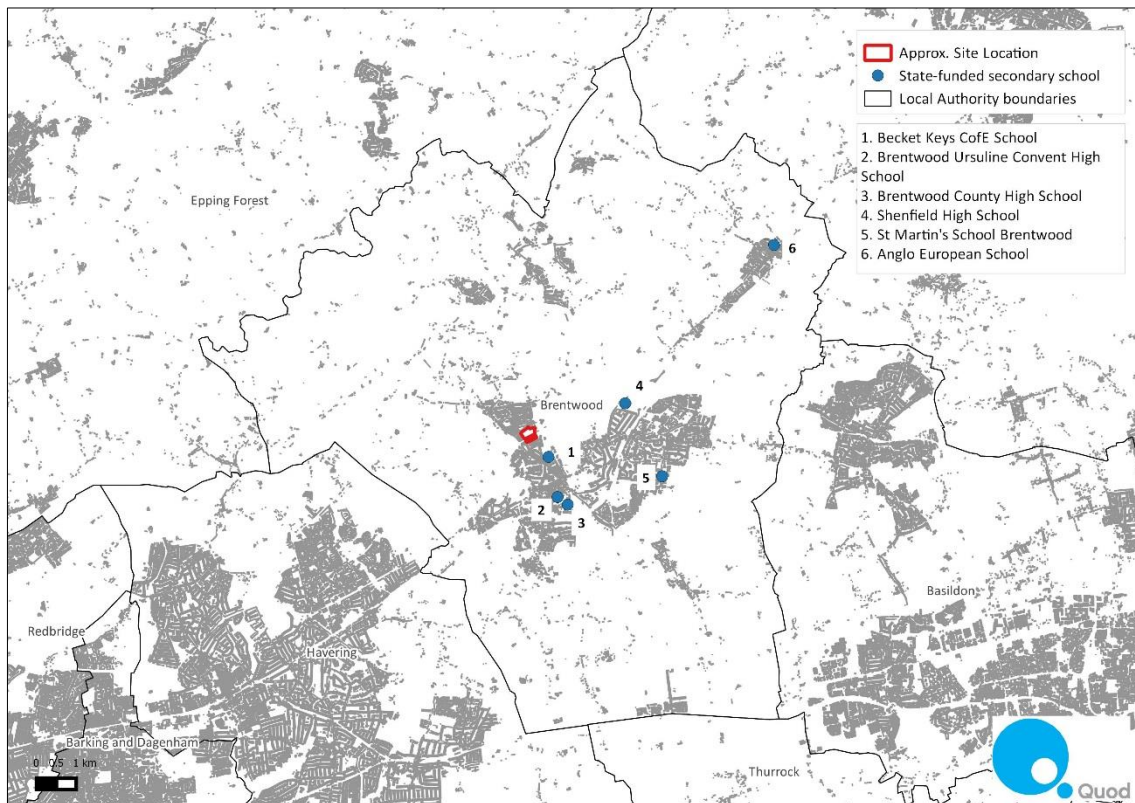


Table 2: Capacity of Brentwood's Secondary Schools

Map ref	School Name	Number on Roll	Capacity*	Surplus places (no.)	Surplus places (%)
1	Becket Keys CofE Free School	445	450	5	1%
2	Brentwood Ursuline Convent High School	821	875	54	6%
3	Brentwood County High School	1,099	1,050	0	0%
4	Shenfield High School	787	750	0	0%
5	St Martin's School Brentwood	1,397	1,400	3	0%
6	Anglo European School	1,038	1,050	12	1%
	TOTAL	5,587	5,575	74	1%

* Based on Published Admission Number (PAN) – Essex County Council (2015) Secondary Education in Essex 2016/17 – A Guide to Transferring from Primary to Secondary School

12. Table 2 shows there are 74 surplus spaces available in secondary schools across Brentwood. This is equivalent to 1% of overall capacity.

13. Becket Keys Church of England Free School opened with a 5FE intake in 2012, accepting pupils in Year 7 and expanding each year with each new Year 7 year group. At full capacity, the school will have space for 750 pupils aged 11 to 15 (inclusive).

d) Future School Place Planning

14. Essex County Council (ECC) is the Local Education Authority for Brentwood and other neighbouring boroughs. As such, it is responsible for planning for school places to ensure that education provision is able to meet needs generated by housing and population growth.
15. ECC has published a report that sets out expected demand for school places over the five-year period from 2014 to 2019². Expected changes in demand are modelled based on expected population changes, and growth in demand as a result of planned new housing development.
16. The report indicates that Brentwood Borough will see a 6% uplift in primary school place demand by 2018/19. This is equivalent to 314 places (or 1.5FE). There is recognition that the greatest pressure on places will be in schools in and around Brentwood town centre. At secondary level, a 4% uplift in demand for spaces is expected – equivalent to 221 places (or 1.5 forms of entry).
17. A summary of the growth forecasts for Brentwood Borough, set out within the ECC school place planning report are summarised in Table 3 below.

Table 3: ECC School Place Planning – forecast growth in pupil numbers in Brentwood (2014-2019)

	Expected growth in demand for Primary places	FE	Expected growth in demand for Secondary places	FE
ECC forecast growth in demand for school places in Brentwood (modelled based on population changes and a new housing build rate of 233 new homes per annum)	314	1.5	221	1.5

² Essex County Council (2014) Commissioning School Places in Essex 2014-2019

18. The ECC report contains detailed, school-by-school data for both primary and secondary schools (provided in Appendix 1a of the Commissioning Report). At primary level, the expansions of Larchwood and St Peter's primary schools (as detailed earlier in this note) are expected to meet some of the growth in demand for primary school places projected in Brentwood Borough. However, there is projected to be a deficit in places of 92 places by 2018/19.
19. At secondary level, surplus places are expected to remain 'plentiful' despite increasing Year 7 intake. By 2018/19, there is forecast to be approximately 894 surplus places across Brentwood's secondary schools. Note that ECC's forecasts for future secondary school capacity use the "Net Capacity" measure rather than "Published Admissions Number" (PAN) indicated in table 2. Net Capacity is a measure of the physical space in schools, rather than the number of pupils currently admitted, and so takes account of surplus space in school buildings that is not currently fully used due to lack of demand.
20. In the case of Brentwood, the Net Capacity measure is much higher than the PAN number, suggesting that schools have room to accommodate more children within their existing buildings. This is why forecasts show plentiful capacity even though most secondary school places offered are already being taken up.

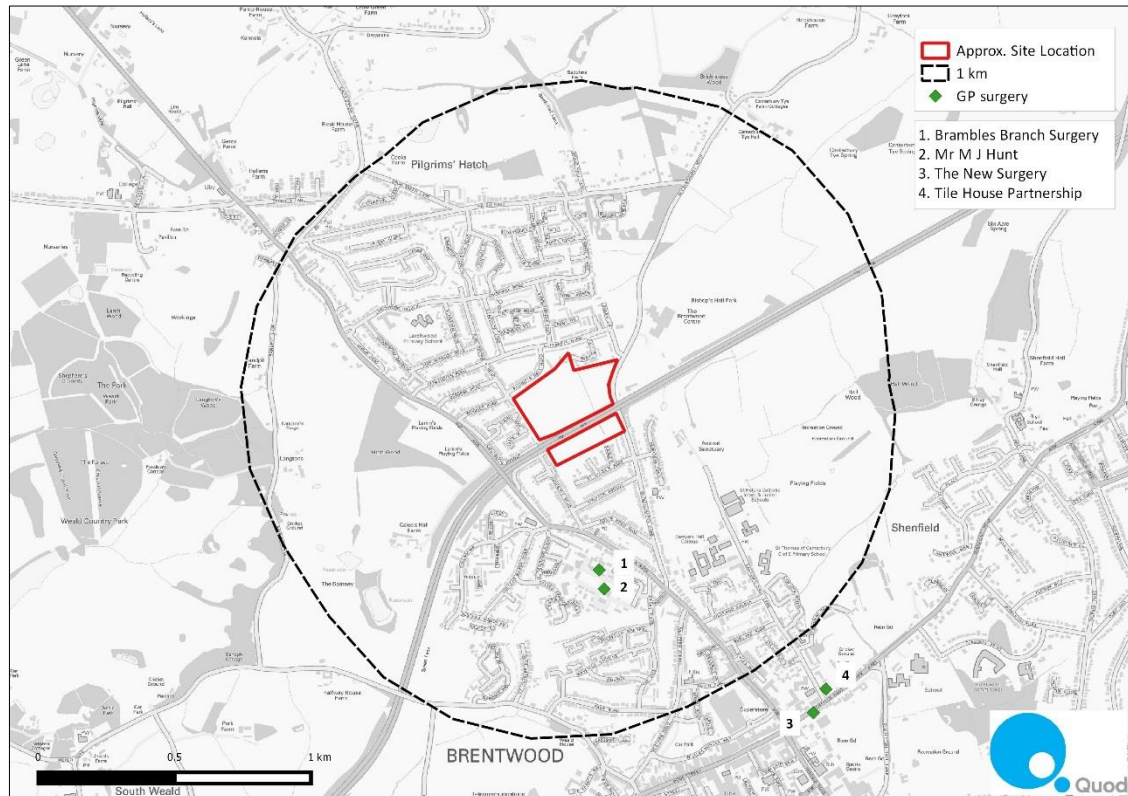
e) Forecasting Demand from the Proposed Development

21. Essex County Council (ECC) provides details of how developers should calculate their potential demand for school places in its Developers' Guide to Infrastructure Contributions (2010) and the Education Supplement (2010) which provides further detail on education contributions.
22. In order to calculate demand for places as a result of new residential development, a factor of 0.3 for primary school places, and 0.2 for secondary school places is specified, to be applied to the total number of new units proposed. A factor of 0 is applied for one bedroom properties.
23. The unit mix of the Proposed Development is not yet confirmed. However, by applying some assumptions in relation to the provision of one bedroom dwellings within the Proposed Development (of 250 homes) generates demand for approximately 68 primary school places, (equivalent to 0.3FE) and 45 secondary places, (or 0.3FE). This demand is set out in Table 5 below.

f) Existing GP provision

24. There are two GP surgeries within 1km of the Site and a further two just beyond 1km. The location of these are shown in Figure 3.

Figure 3: GP surgeries close to the Proposed Development



25. The average list size across these four surgeries is 1,862 patients. Although this is slightly above the standard ratio of one GP per 1,800 patients, it is not unusual in an area of low deprivation, where health needs tend to be lower³. All four surgeries are currently accepting new patients.
26. The closest GP surgery to the Proposed Development site is Brambles Surgery – a branch of The New Surgery. Brambles Surgery is open three days a week, at other times patients can visit the main surgery site. There are eight GPs working across the main New Surgery and Brambles Surgery practices.

³ Healthy Urban Development Unit (2010)

g) Future Healthcare Planning

27. NHS England, in its role as a statutory consultee, provided representations to Brentwood's Strategic Growth Options document in 2015⁴. The comments highlighted the current lack of surplus capacity in GP facilities across the Borough.
28. NHS England stated a preference for new infrastructure to be provided as part of one single large site rather than trying to mitigate the impact of dispersed growth across settlements⁵.

h) Forecasting Demand - healthcare

29. Based on the average household size of the two wards in which the Site is located (2.4 people per household, Census 2011), the Proposed Development could accommodate approximately 600 residents. This number of people generates the need for 0.3 GPs.

i) Summary

30. The Doddinghurst Road site (Site Allocation Ref. 023) has potential for approximately 250 new homes. This site is one of several allocations for housing in and around the Brentwood Urban Area. Collectively, these sites will bring new residents to the area who in turn can be expected to generate demand for facilities including schools and primary healthcare.
31. This report provides an assessment of the likely impact of the 250 new homes at Doddinghurst Road on school places and healthcare provision. The site is well located in relation to existing facilities, with primary and secondary schools nearby and accessible (as well as other facilities such as a nursery and the sport centre). When considered in isolation, the scheme will not create sufficient demand to support new facilities. However, in the context of other development proposed in and around Brentwood urban area, there may be a need for some additional education and healthcare capacity.
32. Brentwood Borough Council and Essex County Council have already started planning for growth and the expansion of two primary schools close to the Site is underway. This will provide 1.5FE of additional capacity over the next five years. At secondary school level, Essex County Council

⁴ Brentwood Borough Council (2015) Strategic Growth Options Consultation

⁵ Brentwood Borough Council (2015) Strategic Growth Consultation – Initial Findings

anticipates that surplus capacity will be available in the Borough over the coming years, although with further development more secondary school capacity may be needed later in the plan period.

33. In terms of healthcare provision, we are aware through NHS England's representations to the Brentwood Strategic Growth Options document in 2015 that there is a preference for additional healthcare provision to be provided as part of one single large site rather than trying to mitigate the impact of dispersed growth across settlements. This could be provided through a new surgery, expansion of an existing surgery, or relocation and consolidation of existing surgeries.
34. Overall, in order to mitigate the additional demand for school places and healthcare arising from new housing development, a co-ordinated approach from sites across the Brentwood Urban Area will be required to ensure an optimal and efficient solution.
35. Planned expansions to facilities will need to be taken into account to identify any residual demand. Mitigation of this demand can be met through Community Infrastructure Levy or planning obligations (where no more than five payments can be pooled for a single project).
36. The scale of this development is sufficient to contribute towards a new primary school without needing to exceed the five-scheme developer contribution pooling limit. The location of the site in relation to existing facilities and the established built-up area means it is well-placed to integrate into the existing and future network of community infrastructure.