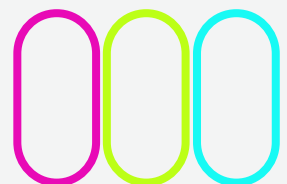


# Clearview Residential

St. Faith's, London Road  
Brentwood

Development Framework Document



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**Client**

Clearview Residential Ltd.




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**Design Team**

HGH Planning



5plus Architects

TTHC



Clearview Residential Ltd. has brought together a Design Team to present the opportunity for the strategic development of the land at London Road in Brentwood, known as St. Faith's.

This document has been compiled for submission as part of representations to Brentwood Borough Council's emerging Local Plan.

# Contents

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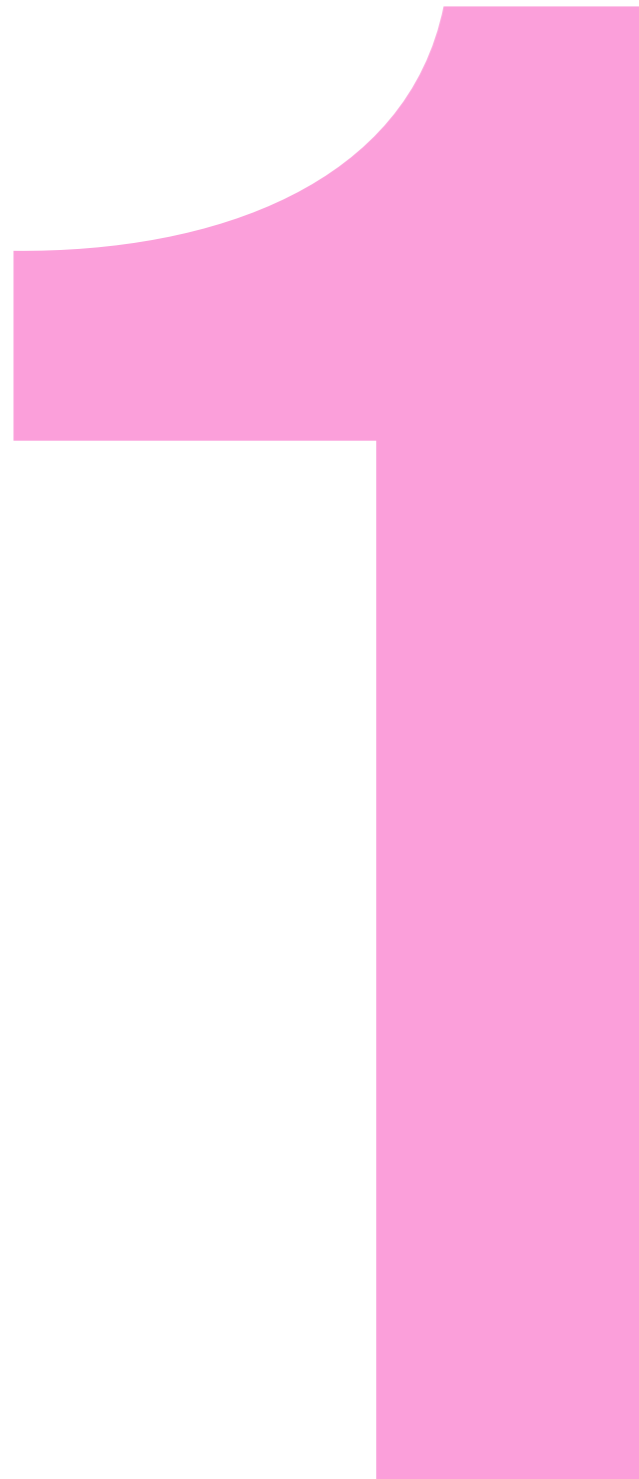
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|  |           |
|--|-----------|
| <b>1.0 Introduction</b>                          | <b>5</b>  |
| <b>2.0 Site and Surroundings</b>                 | <b>9</b>  |
| 2.1 Site Location                                | 10        |
| 2.2 Surrounding Context                          | 12        |
| 2.3 Surrounding Context - Socio-Economic Context | 14        |
| 2.4 The Immediate Surroundings                   | 16        |
| 2.5 The Site                                     | 20        |
| <b>3.0 Opportunities for Enhanced Recreation</b> | <b>37</b> |
| 3.1 Brentwood's Evidence Base                    | 38        |
| <b>4.0 The Case for Green Belt Release</b>       | <b>41</b> |
| 4.1 Policy Overview                              | 42        |
| 4.2 Assessment Against Five Purposes             | 44        |
| 4.3 Exceptional Circumstances for Release        | 45        |
| <b>5.0 Sustainable Urban Development</b>         | <b>47</b> |
| 5.1 Accessibility                                | 48        |
| 5.2 Healthcare                                   | 50        |
| 5.3 Education                                    | 51        |
| 5.4 Environment                                  | 52        |
| 5.5 Local Facilities                             | 54        |
| <b>6.0 A Deliverable Site</b>                    | <b>57</b> |
| 6.1 A Deliverable Site                           | 58        |
| <b>7.0 Proposals</b>                             | <b>61</b> |
| 7.1 Vision Statement                             | 62        |
| 7.2 The Urban Strategy                           | 64        |
| 7.3 Developing the Place                         | 66        |
| 7.4 Development Framework                        | 68        |
| 7.5 Amount and Use                               | 70        |
| 7.6 Green Space Provision                        | 72        |
| <b>8.0 Scheme Benefits</b>                       | <b>75</b> |
| 8.1 Scheme Benefits                              | 76        |
| 8.2 Summary                                      | 77        |
| <b>Figure List</b>                               | <b>78</b> |

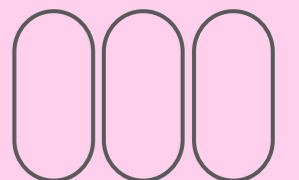


## 1.0 Introduction

This document has been prepared by Clearview Residential to promote the allocation of the BT Site at One London Road and former St. Faith's Hospital at Weald Road and Honeypot Lane as a preferred site in the council's emerging Local Plan. The 21 hectare site – a quarter of which comprises brownfield land – offers a strategic opportunity for new development within the heart of Brentwood capable of providing:

- + Enhanced green spaces for sport and recreation with improved connections to surrounding infrastructure.
- + Approximately 750 new and deliverable homes – including 35% affordable – to meet current and future needs.
- + Integration of existing office building for BT or other businesses.
- + An element of local needs retail and leisure facilities to serve both new and existing communities.

This is to be known as St. Faith's, London Road.



# 1.1 Introduction

The government's drive to "boost significantly the supply of housing" is nothing new. Consistent failures to build enough homes across the country has created serious issues of affordability, as well as implications for sustainable economic growth. No more is this pressure felt than in London and the South East where housing requirements have risen steeply. Brentwood is set to see a 25% increase in its housing requirements as per latest government projections.

The issue goes beyond planning permissions. There is now a renewed focus on the actual delivery of housing. The recent Housing White Paper states that to "fix our broken housing market" we need to:

- + Plan for the right homes in the right places;
- + Build homes faster; and
- + Diversify the housing market.

The land at St. Faith's can directly support these objectives, as well as other local needs. It is a demonstrably deliverable site, being promoted by Clearview Residential in an affluent area where values can be better captured for the benefit of local communities. It is highly accessible, with Crossrail services soon to operate from Brentwood and Shenfield, providing 12 trains an hour in each direction at peak times.

Thus, there is a strong market appetite for housing in this location and this will enable the site to support an accelerated rate of housing delivery, utilising multiple building streams and the early provision of infrastructure.

Furthermore, the land is suitable for housing now given a combination of its poor performance against the requirements of the Green Belt, and the demonstrable need for at least some Green Belt release to meet objectively assessed needs - its release representing a reduction to Brentwood's total Green Belt by only 0.1%. In addition, around 26% of the site is already previously developed, containing the existing BT office building at 1 London Road and its associated infrastructure.

This document has been prepared to explain in simple terms the fantastic opportunity that the development of St. Faith's offers. The allocation of this site is the single most logical and sustainable location for an urban extension to Brentwood. It promotes the site for release from the Green Belt and for a residential-led allocation in Brentwood's emerging Local Plan. An indicative masterplan is provided which shows that only 25% of the land would have a built footprint, with the remaining land operating as enhanced open and green spaces.



### Key

Indicative Site Boundary (21 ha)

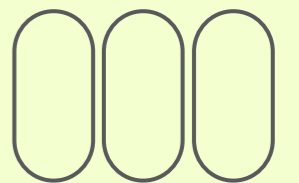


Figure 1.1 - OS Map of Site



## 2.0 Site and Surroundings

This section focuses on the physical site, its location within Brentwood and its wider context. It demonstrates the new opportunities for development.



## 2.1 Site Location

The 21 hectare site is located close to the centre of Brentwood, on land to the north of London Road.

It is bordered to the north by Weald Road, to the west by Honeypot Lane, to the East by residential properties and to the south by London Road Cemetery and the A1203. Some of the site is currently located in the Green Belt.

The land occupied by BT - One London Road - comprises approximately 5 hectares of previously developed land outside of the Green Belt. It is included within the subject site and the existing office building is proposed for retention.

The western context of the subject site is largely defined by agricultural land. To the west of Honeypot Lane is a further potential development site for c.200 units. The A12 forms a discernible physical barrier between the urban area of Brentwood and the countryside beyond. Further to the west lies Weald Country Park.

The context to the north, east and south is the urban conurbation of Brentwood.

A designated Cycle Route connecting Weald Road and London Road and a number of informal pedestrian routes are present on the site.

### Key

 Site Boundary

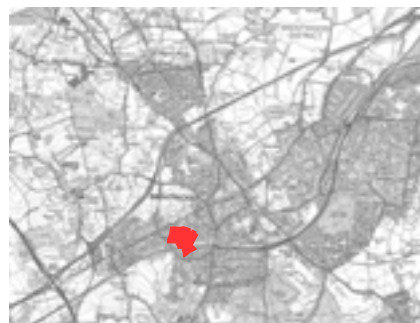


Figure 2.1A - OS Map of Site



Figure 2.1B - Aerial View of Site

## 2.2 Surrounding Context

The subject site is well located in proximity to open existing green spaces, Brentwood town centre and benefits from good public connectivity.

The site is located 500m west of Brentwood town centre, providing good accessibility to various local amenities in the town.

The site is connected to the M25 to the west via London Road and is in close proximity to the A12 Road providing connections to both Colchester to the east and Romford to the west.

Railway links into central London and Colchester are accessible via Brentwood Railway Station, approximately 0.8 miles away.

There are various open green spaces within 2km of the subject site, including Weald, Warley and Thorndon Country Parks. The Thames Chase catchment area encompasses the open green space to the south of Brentwood.

### Key

- Site Boundary
- Brentwood Town Centre
- Primary Roads
- Railway Line
- Railway Station
- Thames Chase Catchment Area
- Country Park
- Open Green Space
- Urban Conurbation
- Green spaces identified as useful in the physical separation of Brentwood and Shenfield.

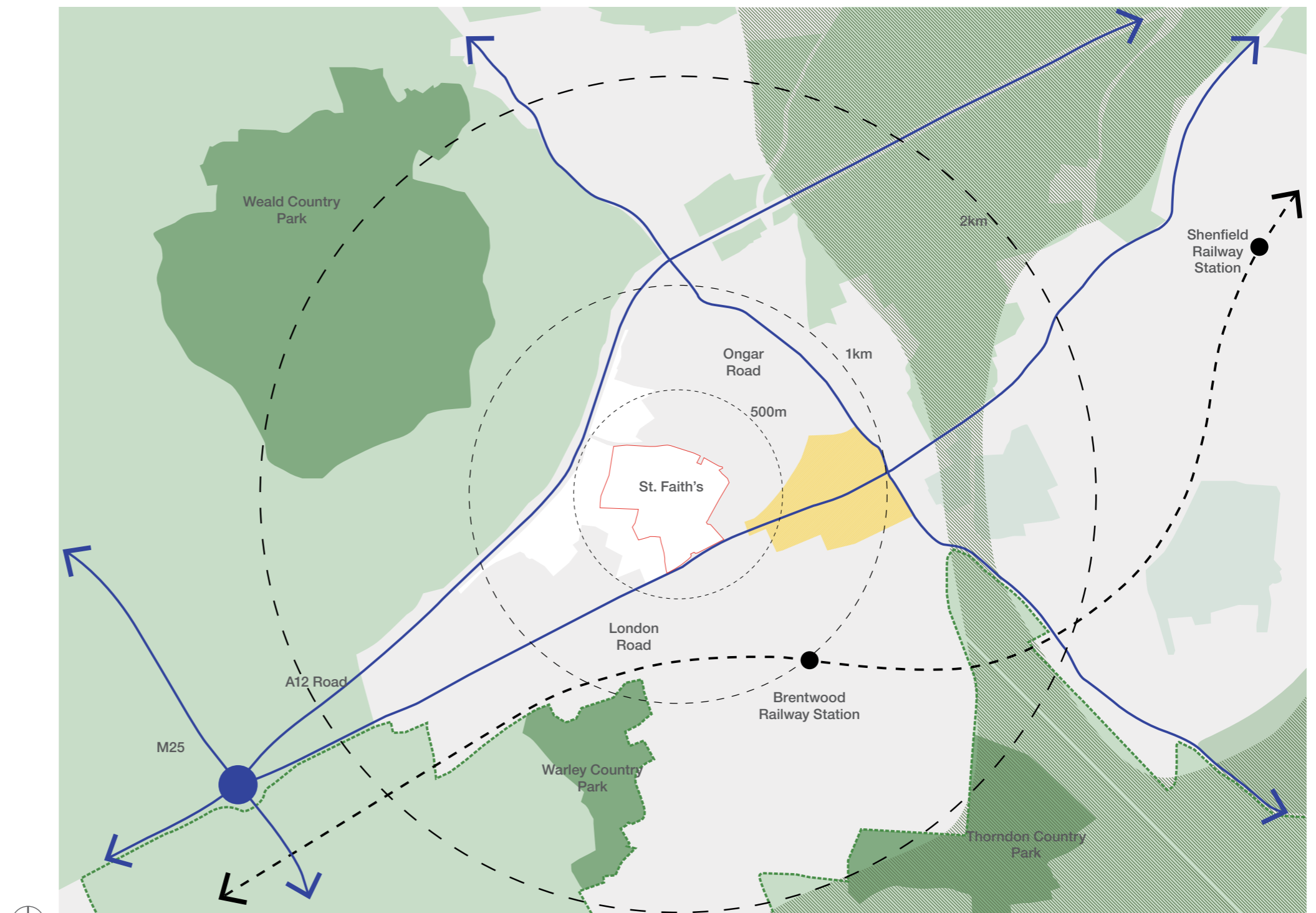


Figure 2.2 - Wider Context Map

## 2.3 Surrounding Context

### Socio-Economic Context

#### Socio-Economics

Based on 2011 Census data, Brentwood has a population of around 75,000. With an average age of 42, its population is older than the national average and set to rise.

Brentwood has a higher rate of home ownership – either outright or via a mortgage – than the national average (75.2% compared to 63.4%); lower levels of social rented homes (11.7% compared to 17.7%), and 20% more higher and intermediate managerial, administrative or professional households – all of which suggests that Brentwood is a relatively affluent area.

Furthermore, the percentage of residents in Brentwood rating their health as “very good” is more than the national average.



Figure 2.3A - Brentwood Town Centre

## 2.3 Surrounding Context

### House Prices

#### House Prices

Brentwood has already established itself as a place where people aspire to live. This is reflected in market signals such as average house price sales of around £465,000 compared to an average in Essex of around £315,000 and £225,000 in the UK.

According to Rightmove, the majority of sales in Brentwood during the last year were semi-detached properties. Detached properties sold for an average of c.£800,000 with flats fetching c.£275,000.

House prices in Brentwood have also risen substantially over recent years, with sold prices over the last year 6% up on the previous year, and 25% up on the 2015 level of £395,000.



Figure 2.3B - Brentwood Residential House's for Sale



## 2.4 The Immediate Surroundings Adjacent Land Uses

The adjacent land uses within the immediate context of the site to the north and east are residential, inhabited largely by small scale 1-2 storey houses, with larger apartment blocks neighbouring the site to the east. Further east of the site lies the town centre of Brentwood, inhabited by retail and commercial uses.

The southern land uses, although predominantly residential in the wider context, are mixed with both office and cemetery uses located on the border of the site.

The western land uses are predominantly agricultural.

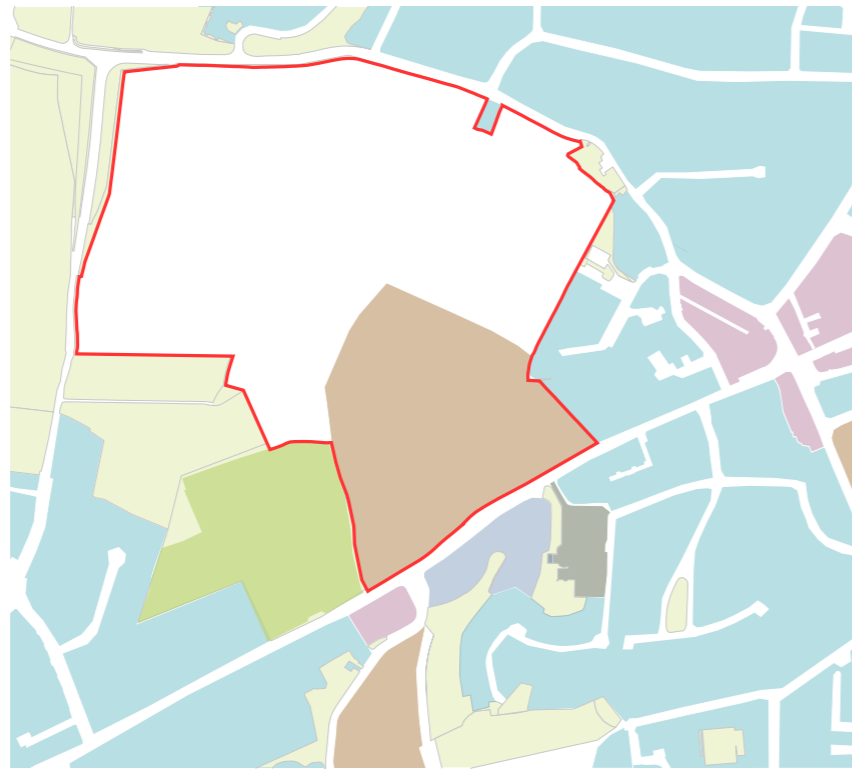


Figure 2.4A - Adjacent Land Use Diagram



### Key

- Site Boundary
- Residential Land Use
- Retail/Commercial
- Elderly Care
- Office/Light Industrial Use
- Institutional Use
- Cemetery Use
- Open Green Space

## 2.4 The Immediate Surroundings Adjacent Building Heights

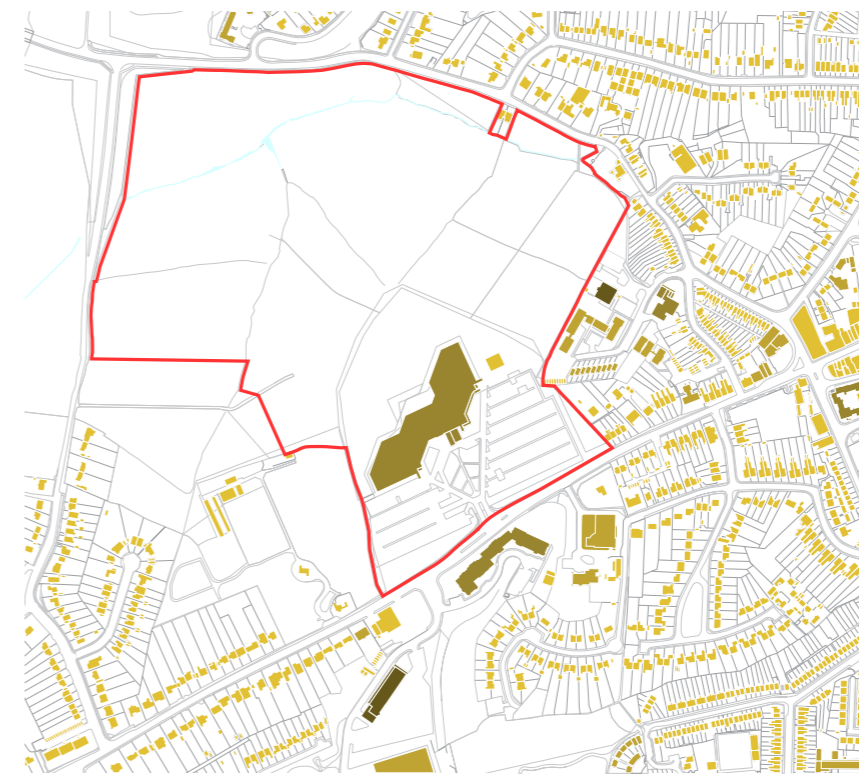


Figure 2.4B - Adjacent Building Height Diagram



The adjacent building heights range between 1- 2 Storeys to 10 Storeys.

Whilst the majority of the buildings are 1-2 Storeys, there are a number of more recent developments that are taller, providing either residential or commercial uses.

### Key

- Site Boundary
- 1-2 Storeys
- 3-4 Storeys
- 5-6 Storeys
- 7-8 Storeys
- 9-10 Storeys

## 2.4 The Immediate Surroundings London Road Cemetery

London Road Cemetery, neighbouring St. Faith's to the west, has been in existence since the 19th century. The 2.5 ha cemetery currently has 6627 grave spaces, with no vacant graves.

The London Road Cemetery Management Plan 2016-2021 states that there are no plans to increase the cemetery to provide further grave spaces. In addition to this, they appear to have implemented a good maintenance strategy for the Cemetery.

There are currently no public rights of way or access into the site from St. Faith's. The cemetery is therefore an opportunity to encourage good open design as part of a wide master-planning exercise. The latest design guidance for Cemeteries encourage the opening up of their boundaries and encouraging the general public to better appreciate these public spaces.



Figure 2.4C - CAGE Cemeteries, Churchyards and Burial Grounds



Figure 2.4D - London Road Cemetery Management Plan



Figure 2.4E - London Road Cemetery



Figure 2.4F - London Road Cemetery

## 2.4 The Immediate Surroundings Land West of Honeypot Lane



Figure 2.4G - Land West of Honeypot Lane

The 11 hectares of land to the west of Honeypot Lane is being promoted by Barwood Land and Estates Ltd. for up to 250 dwellings with new access and green infrastructure. The emerging Local Plan has identified the land as a potential housing allocation for 200 homes (LPA ref. 022). Located in parcel 32 (alongside the subject site), Brentwood's Green Belt Review shows that the site performs poorly against the five purposes of the Green Belt.

Key  
Land west of Honeypot Lane

## 2.5 The Site History

The history of the site is one of naturalised green spaces with distinct hedgerows which should be retained where possible.

Brentwood was created during the 12th century from a clearing in the Great Wood of Essex, with people being attracted to the area by the Roman Road connecting between London and Colchester. Since its inception, the urban settlement has orientated itself along the Roman road, with the concentration of the built environment being located in the present day location of the town centre.

Historically, Brentwood became a popular stopping destination for Pilgrims travelling to Canterbury Cathedral.



Figure 2.5A - 1805  
The evident street pattern in 1805 is orientated along the Roman Road, with the focus of the urban settlement located in the present day location of the town centre.

### Key

Indicative Site Boundary



Figure 2.5B- 1852  
The urban settlement of Brentford begins to spread further along London and Roman Road, with new and more developed secondary roads beginning to emerge and connect the town with surrounding settlements. This emergence was a consequence of the new railway line and station built during the 1840s. Brick and Gas works begin to appear within the town context, located in close proximity to the railway for transportation purposes.

The large building which occupies the southern portion of the subject site on London Road (in the location of the existing BT Offices) first opened in the 1850s as an agricultural and industrial school.

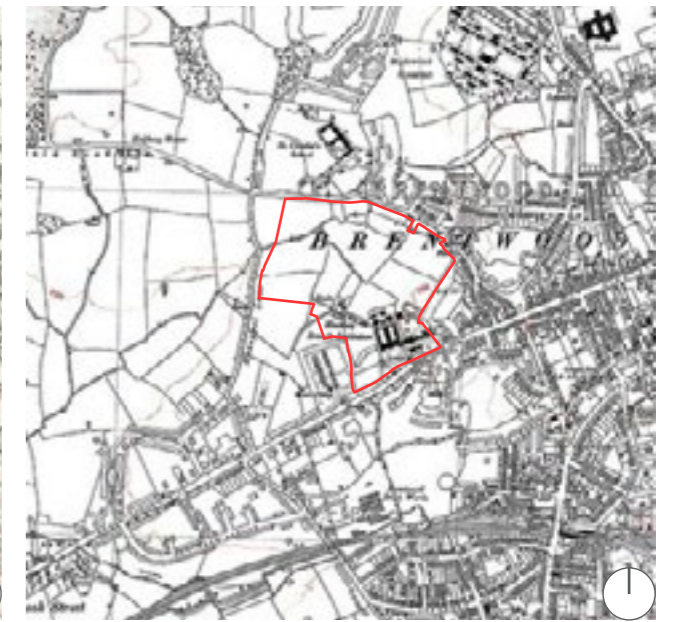


Figure 2.5C- 1938  
The urban settlement has expanded along new street patterns, connecting between the primary roads and railway line.

These settlements are small in scale, residential in character, with front and back gardens.

The large building on the southern portion on the subject site was taken over by Essex County Council and was renamed St. Faith's Hospital. The hospital remained in existence until 1985, with the demolition and construction of the BT Offices beginning in 1998.

# 2.5 The Site Site Visibility

The site has a greater than 25m rise from west to east. Usually this would suggest the lower parts of the site would be the least sensitive to development, but in this case it is in fact reversed, with the higher areas of land already well developed, but the lower areas more exposed and visually sensitive.

The zone of visual impact extends greater to the north-west of the site where the topography rises to Weald Country Park.

The photos on the following pages are taken from the view-points highlighted on the diagram on the right. These demonstrate that there is minimal visibility of the site from these high points.

At the next stage of design, verified views will be provided to demonstrate the Zone of Visual Impact.

### Key

- +35 AOD - +110 AOD
- Site Boundary
- View from High Point
- Zone of Visual Impact
- Primary Roads
- Railway Line
- Country Park
- High Point Views over-leaf



Figure 2.5D - Site Visibility Diagram

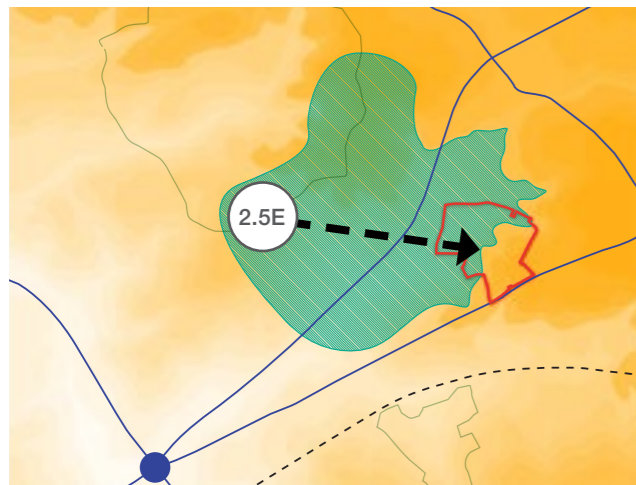
# 2.5 The Site Site Visibility



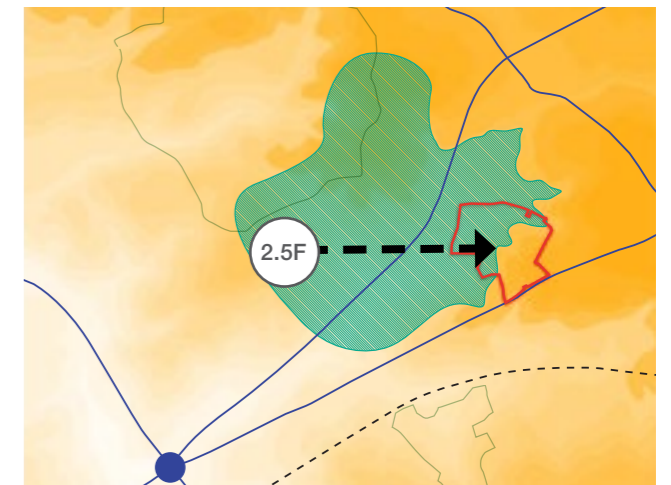
Figure 2.5E - View from South Weald



Figure 2.5F - View from fields off Wigley Bush Lane



**Key**  
 ..... Extent of Subject Site  
 ■ Extent of Subject Site in view

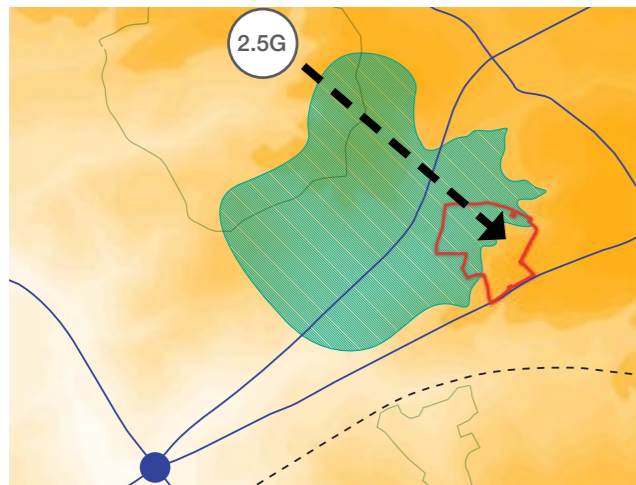


**Key**  
 ..... Extent of Subject Site  
 ■ Extent of Subject Site in view

# 2.5 The Site Site Visibility



Figure 2.5G - View from Weald Country Park

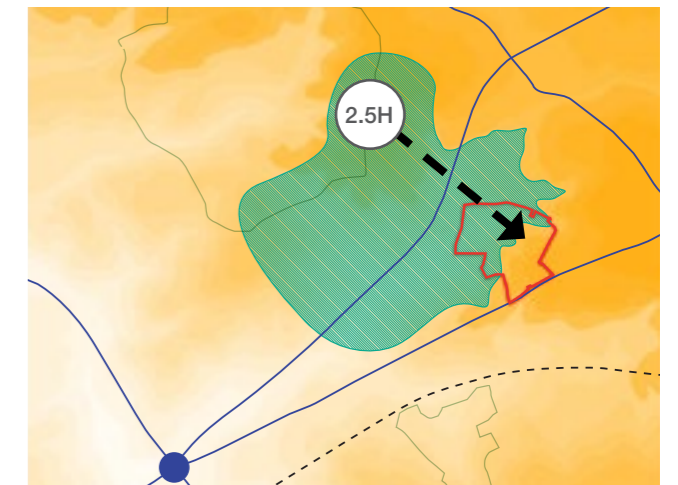


**Key**

- ..... Extent of Subject Site
- Extent of Subject Site in view



Figure 2.5H - View from South Weald Cricket Club



**Key**

- ..... Extent of Subject Site
- Extent of Subject Site in view

## 2.5 The Site

Photos taken from Site

The subject site is characterised by green fields on a gently sloping site to the West and South. There are a large number of trees on the site and a designated cycle path connecting Weald Road to London Road.

[Figures 2.5 - Photos taken from Site]



## 2.5 The Site

Previously Developed Land  
BT Office, One London Road



An element of the subject site is formed of previously developed land. Currently on the site are the BT Offices, with an entrance from London Road.

The existing building provides office uses and is between 3-4 Office Storeys tall.

Approximately, one third of the open space is green, with the other two thirds being allocated to car-park.

[Figures 2.5 - Previously Developed Land Site Photos]

## 2.5 The Site Surrounding Context

The site is surrounded by development of 4 and 5 stories, with a residential tower to the east in excess of 10 stories. There is thus good precedent for taller buildings and apartment type development to the east of the site.

[Figures 2.5 - Surrounding Context]



## 2.5 The Site Wider Context



The surrounding wider context is inhabited both by natural open green areas, including Weald Country Park and by the urban development of Brentwood town centre and surrounding residential areas.

[Figures 2.5 - Wider Context]

### Key

- 1. Weald Country Park
- 2. South Weald Cricket Club Pavilion
- 3. High Street - Brentwood Town Centre
- 4. Honeypot Lane - Residential Properties
- 5. High Street - Brentwood Town Centre





## 2.5 The Site

### Site Analysis

There are a number of constraints and opportunities on the subject site, which have been analysed in order to inform the proposed development on site.

#### Current Vehicular Access

Current vehicular access into the site is from London Road through the existing access into the BT Campus. Additional access is provided to the site from Honeypot Lane along a track road.

#### Trees

There is a wealth of existing trees on site, which should be retained where possible to create informal green space and act as plot boundaries for the development framework.

#### Water Course

The existing water course traverses the site to the North, with trees running parallel along its banks. This should be retained within the proposed development as it provides an informal green space for the community and residents to enjoy.

#### Sewer

There is an existing sewer running North-South through the centre of the site. This is considered a deep sewer at more than 15m deep. It will have limited impact on development.

#### Sensitive Boundaries

There are a number of sensitive boundary conditions on site. These relate to the boundaries with neighbouring residential uses and the adjoining cemetery. The proposed development of the site will need to be considerate of this.

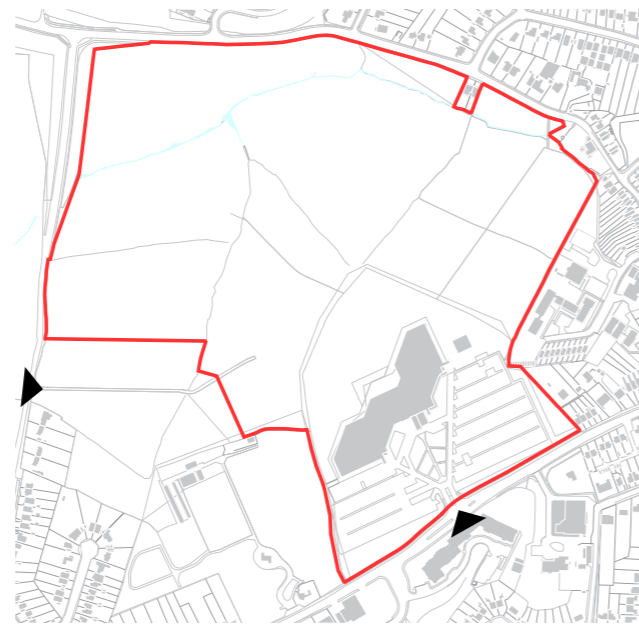
#### Cycle and Walking Routes

There are a number of cycle and pedestrian routes existing on site. A designated cycle route connecting between Weald Road and London Road should be maintained and enhanced within the proposed development.

#### Topography

The site has a greater than 25m rise from west to east.

[Figures 2.5 - Site Analysis]



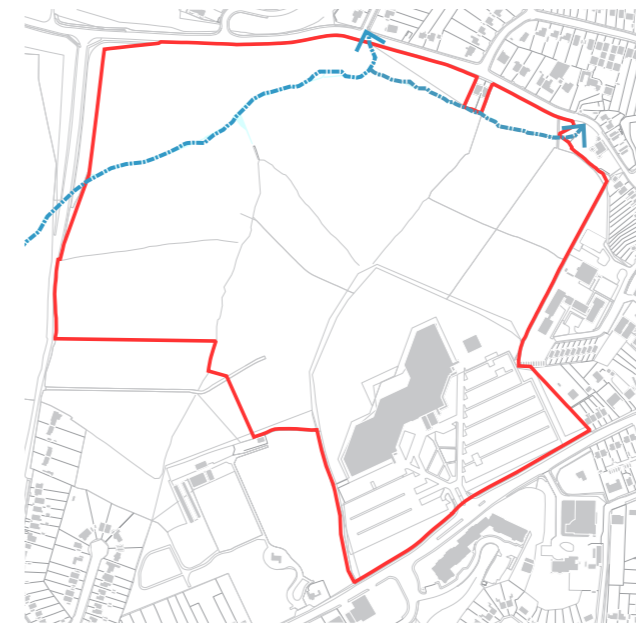
Current Vehicular Access

➔ Current Vehicular Access



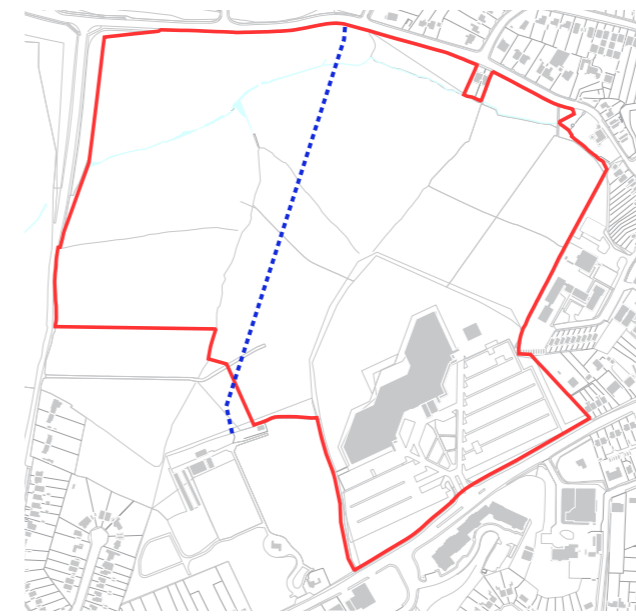
Trees

● Tree



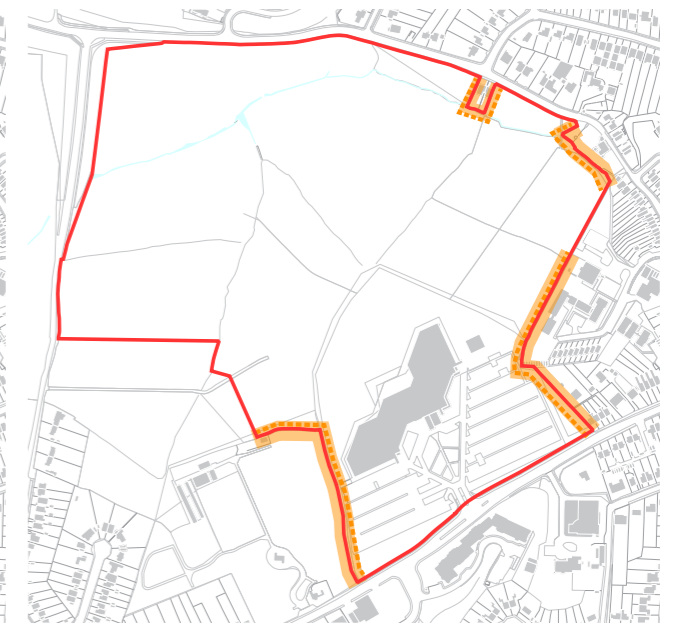
Water Course

■ Water Course



Sewer

■ Sewer



Sensitive Boundaries

■ Sensitive Boundary



Cycle and Walking Routes

■ Primary Cycle Route  
 ■ Primary Walking Route  
 ■ Secondary Walking Route

# 2.5 The Site

## Site Analysis - Summary

This Site Analysis summary diagram overlays the images from the previous page.

The existing office building, located within the previously developed portion of the site will be retained.

This analysis suggest that the site has a number of physical and natural features which should be considered carefully and incorporated into any future development framework where appropriate.

### Key

- Site Boundary
- Previously Developed Land
- ▶ Vehicular Access
- Water Route
- Sensitive Boundary
- Tree
- Sewer
- Primary Cycle Route
- Primary Walking Route
- Secondary Walking Route
- Contours

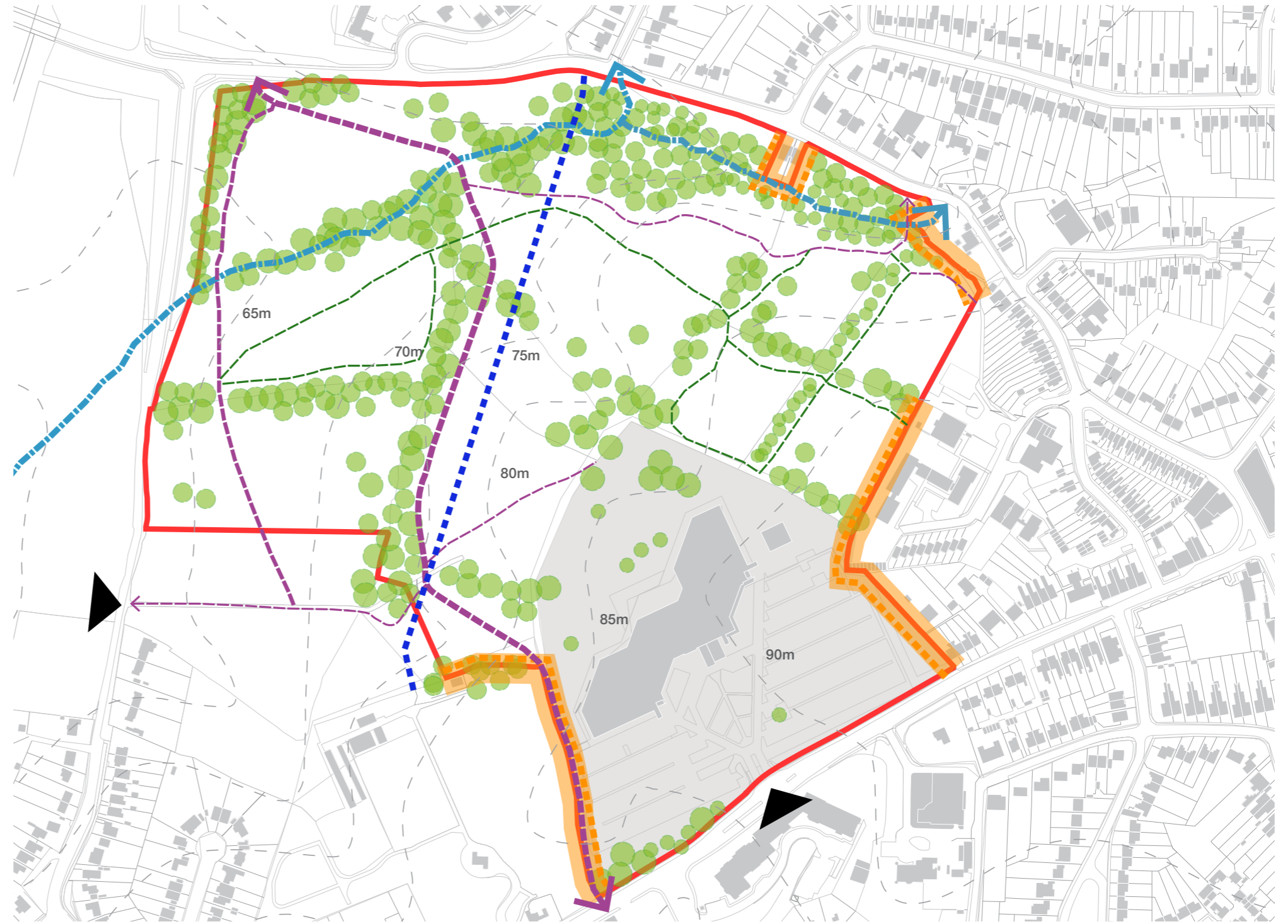
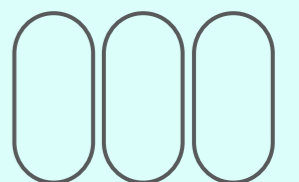


Figure 2.5 - Site Analysis Summary Diagram



### 3.0 Opportunities for Enhanced Recreation

This section outlines the various opportunities for providing enhanced recreational uses across the site as identified by Brentwood Council.



### 3.1 Brentwood's Evidence Base Opportunities for Enhancement

Brentwood's Sport, Leisure and Open Space Assessment (August 2016) confirms that there are relatively good levels of access to green spaces and sports provision in Brentwood, albeit their quality could be improved.

Notably, current provision equates to 12.65ha per 1,000 population compared to a recommended minimum standard of 9.39ha per 1,000 population.

**Accordingly, the following recommendations are made:**

- + The Council and its partners will seek to protect, enhance and provide sufficient accessible, high quality network of open spaces, outdoor and indoor sports facilities to meet the needs of current and future residents for physical activity and recreation and the enjoyment of the natural environment.
- + The Council adopts as a minimum the provision standards for open spaces amenity spaces, allotments and play areas as set out above. This is in addition to the provision of playing pitches.
- + The Council should explore options for improving the quality of, and addressing accessibility issues for, low rated informal, natural and protected open spaces. Consideration should be given to the part disposal of sites to provide funds for improvements on the outstanding site. Improvements to access for people with disabilities are a priority requirement. Where no solution is possible, consideration should be given to the disposal of the site for an alternative use.

St. Faith's Country Park is identified as an "informal and natural open space" of "poor quality" in the open space assessment. Based on criteria such as the quality of entrances, boundaries, grassed and wooded areas, safety, security, parking and access, the site has been given a rating of just 1.14 out of 5 – the second lowest of all other informal and natural open spaces in Brentwood over 0.2 hectares.

There is thus a clear scope for using development across some of the site to provide funds and opportunities to significantly enhance the quality and accessibility of the remaining open space for sport and recreation.

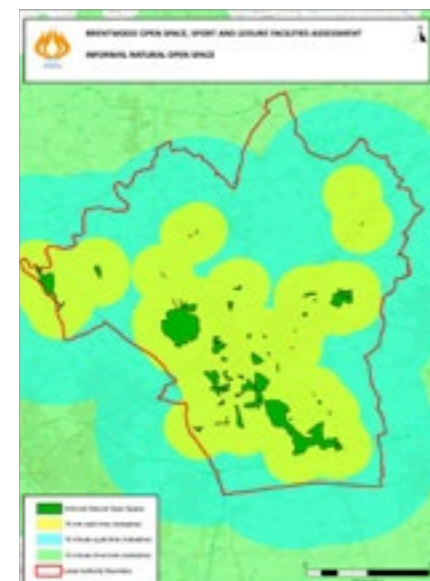


Figure 3.1A - Natural Information Open Space

| Categories                       | Ha/1,000 pop |
|----------------------------------|--------------|
| Formal Open Spaces               | 0.5          |
| Informal and Natural Open Spaces | 8.39         |
| Amenity Green space              | 0.30         |
| Allotments                       | 0.16         |
| Playgrounds                      | 0.04         |
|                                  | <b>9.39</b>  |

Figure 3.1B - Open Space Table

### 3.1 Brentwood's Evidence Base Providing More Green Infrastructure in Brentwood



- Key Opportunity Sites
- Proposed Greenways
- Existing Country Parks
- Opportunities for additional Children's Play
- Existing spaces with opportunities for improved access + facilities
- Opportunities for additional semi natural + amenity space
- Allotments
- Park + Ride

Brentwood's Green Infrastructure Strategy (September 2015) seeks to support, enable, and plan for high-quality and inter-connected networks of multi-functional green infrastructure capable of supporting the needs of Brentwood and the wider region. This links into key initiatives such as the Thames Chase Plan for reintroducing the Community Forest concept.

The proposed greenway that runs along the northern boundary of St. Faith's will be supported and enhanced by the proposed development on site. This greenway will act as a buffer to Weald Road and will support informal green space for the community and residents.

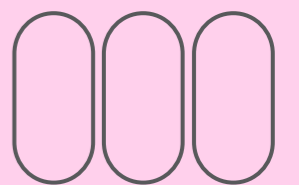
Figure 3.1C - Providing more Green Infrastructure in Brentwood



## 4.0 The Case for Green Belt Release

Brentwood is located entirely within the London Metropolitan Green Belt. 89% of the authority is currently designated as Green Belt – comprising c.13,700 hectares – with the site representing just 0.1% of this.

The original Green Belt boundaries were established by the County of Essex Development Plan in 1957, and then extended in 1976. Only minor alterations have been made since.



## 4.1 Policy Overview

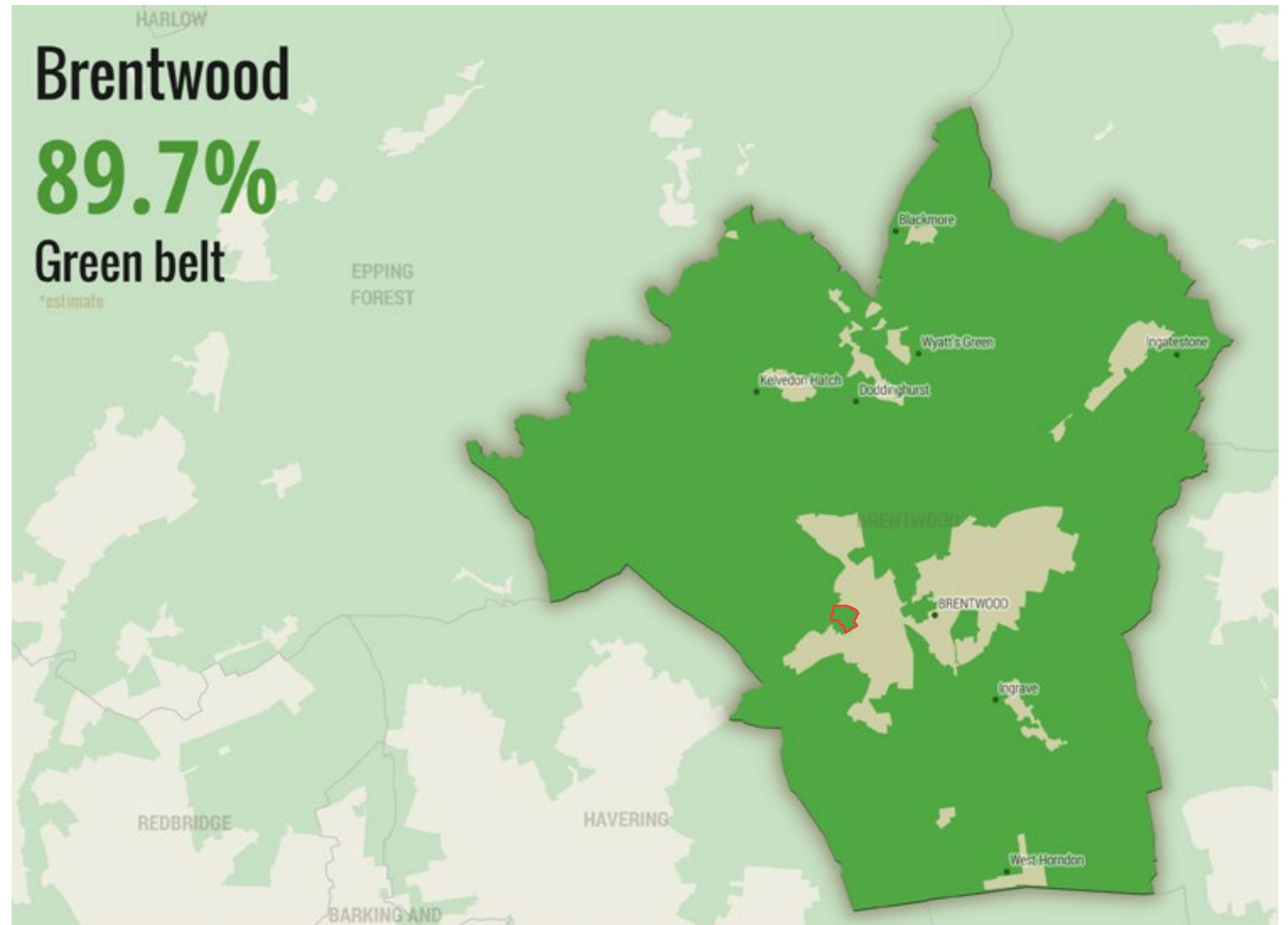
National planning policy is clear on the protection to be afforded to Green Belts. Their fundamental aim “is to prevent urban sprawl by keeping land permanently open.” The Green Belt thus serves five purposes:

- + 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.

National planning policy is clear however that alterations to Green Belt boundaries can be made in “exceptional circumstances, through the preparation or review of a Local Plan.” When doing so, local planning authorities should “take account of the need to promote sustainable patterns of development.”

The draft NPPF states that “strategic plan-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary ... Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport. They should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.”

Brentwood is currently preparing a new Local Plan which will set out the long-term vision for its development over the next 15 years. Given that 89% of the Borough is located within the Green Belt, and 10% is already previously developed, there is only a very limited amount of land available to meet the growing requirements for housing and other development needs. As such, the Council should continue to consider the potential for Green Belt release.



**Key**

□ Indicative Site Boundary

Figure 4.1 - Brentwood's Green Belt

## 4.2 Assessment Against Five Purposes

Brentwood's emerging Green Belt Study (November 2017) provides an initial assessment of various parcels against the five purposes of the Green Belt.

The site is located within "Parcel 32" which is shown to provide only a "low to moderate" contribution to Green Belt purposes – and thus is a prime candidate for release.

The site is well contained on the edge of the urban area of Brentwood within a non-critical gap. Its development would neatly 'round off' the existing settlement without resulting in any unrestricted sprawl of the built-up area into the open countryside, or the merging of neighbouring towns. Furthermore, with the site containing a large area of previously developed land, further development would assist in urban regeneration priorities.

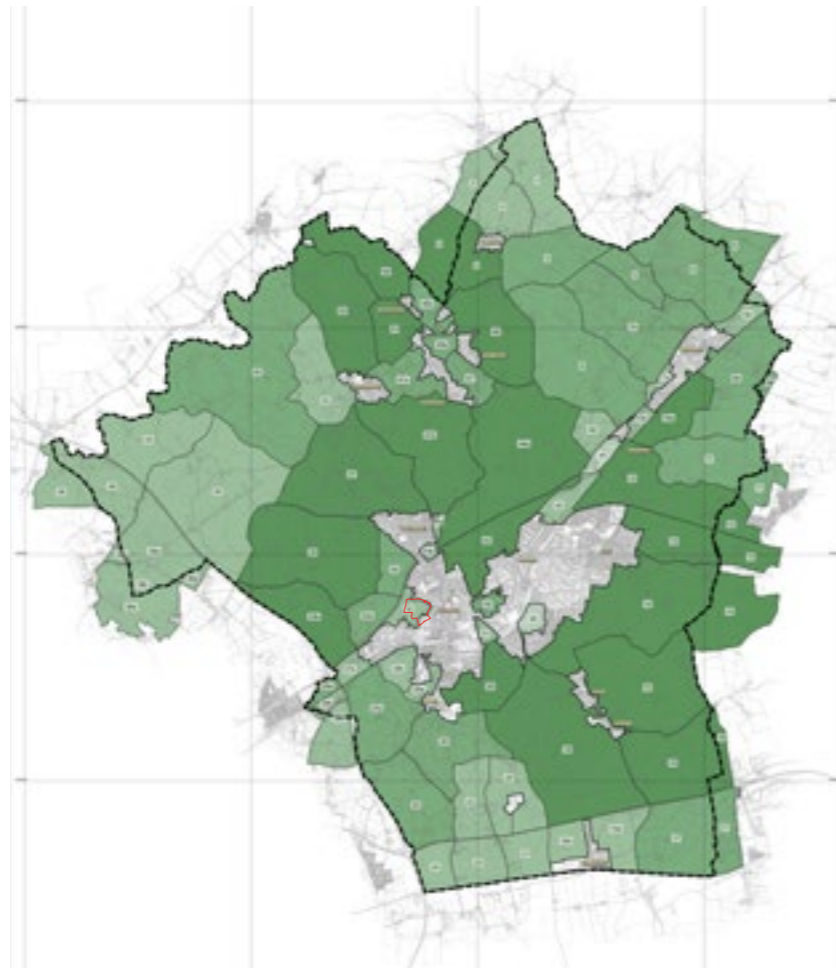


Figure 4.2A - Overall Contribution of Parcels to Green Belt Purposes

| Purpose   | Assessment             |
|---|------------------------|
| To check the unrestricted sprawl of large built-up areas        | Well Contained         |
| To prevent neighbouring towns merging into on another           | Non-Critical Gap       |
| To assist in safeguarding the countryside from encroachment     | Functional Countryside |
| To preserve the setting and special character of historic towns | Moderate Relationship  |

Figure 4.2B - Parcel 32 Green Belt Assessment Table

## 4.3 Exceptional Circumstances for Release

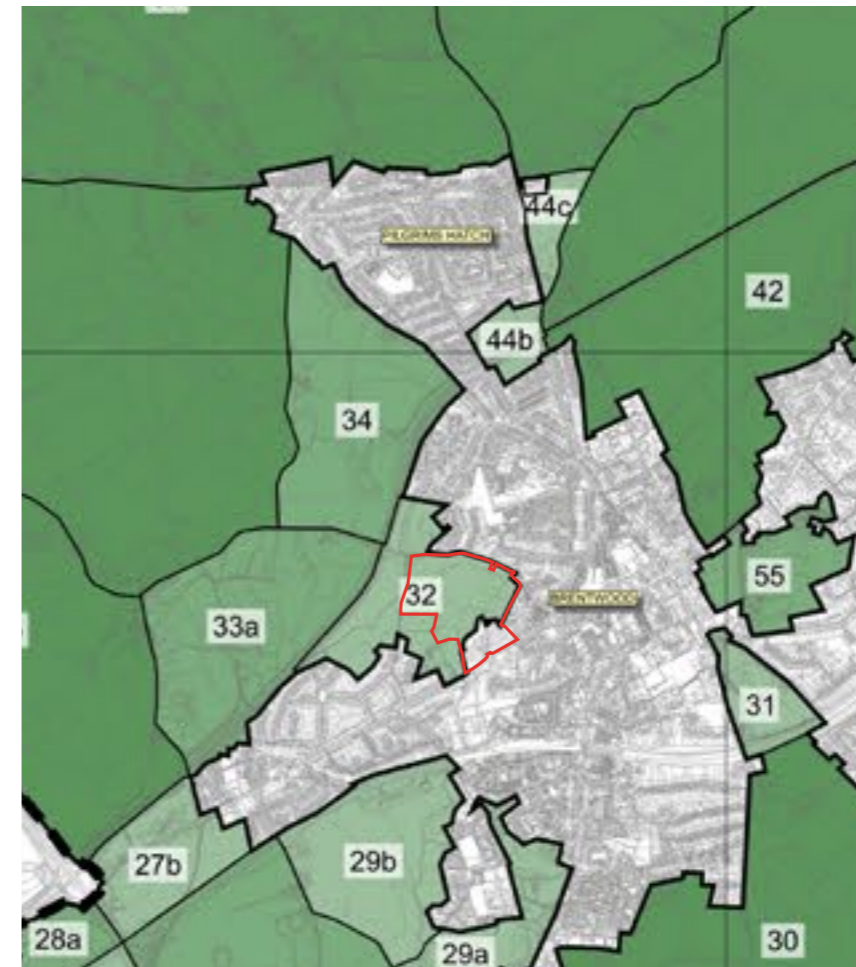


Figure 4.3 - Overall Contribution of Parcels to Green Belt Purposes

### Exceptional Circumstances

The "exceptional circumstances" which are considered to necessitate the release of the site from the Green Belt for development include:

- + There is a clear requirement to "boost significantly the supply of housing" in the UK in response to the national housing crisis brought about by years of persistent under-delivery;
- + Evidence shows that Brentwood requires an uplift in housing numbers of around 30% beyond demographic projections to address a worsening of the affordability ratio and recent increases in the costs of renting;
- + There is limited developable land in Brentwood given that 89% of the Borough is currently within the Green Belt and 10% is already previously developed;
- + The Council can only demonstrate a 2.6 year supply of housing land – well below the expected minimum of 5 years – and is unlikely to be able to demonstrate a sufficient supply anytime soon given the significant backlog of housing to be recovered and the need to identify more "deliverable" sites; and
- + The site provides only a limited contribution to the purposes of the Green Belt and its removal represents an immaterial reduction in Brentwood's total Green Belt of just 0.15%.

In summary, the site offers a fantastic opportunity for the release of deliverable land that performs poorly against Green Belt criteria in order to assist in meeting demonstrable and objectively assessed development needs.

### Key

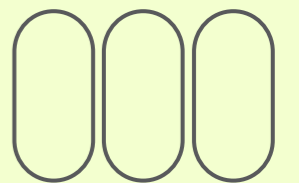
Indicative Site Boundary



## 5.0 Sustainable Urban Development

The purpose of planning is to help achieve sustainable development. National planning policy is clear that “the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns.”

As a strategic development opportunity, St. Faith’s has all the credentials to become a Sustainable Urban Extension.





# 5.1 Accessibility

### Vehicular Accessibility

Vehicular accessibility in the context of the site is good, being located off one of the primary roads running through Brentwood - London Road. The M25 motorway runs along the Western boundary of Brentwood and connects the site into London. Various Bus routes serve the site within the context and along London Road.

### Railway Accessibility

The site has good accessibility to rail links via Brentwood Railway Station, located approximately 0.8 miles away and a 16 minute walk from the centre of the site. Brentwood Railway Station is served by trains into London Liverpool Street Station with an approximate journey time of 45mins-1hour.

### Pedestrian Accessibility

There are a number of Public Rights of Way within the wider context of the site. However, as evidenced by the accompanying diagram, there is presently a lack of public rights of way through the town centre and suburban area of Brentwood. The proposed development on site should seek to connect these public rights of way.

### Cyclist Accessibility

There are a number of designated cycle route throughout Brentwood, including on-road and off-road routes. Whilst these routes appear to be better connected than the public rights of way, there is scope to improve the connectivity of these routes throughout the context.

| Number    | Route   |
|-----------|---|
| 498 (TFL) | Brentwood - Brook Street - Romford                                      |
| 9         | Warley - Brentwood - Basildon   |
| 37        | Brentwood - Pilgrims Hatch - Bishops Hall Estate                        |
| 80A/80C   | Brentwood - (A: Hutton) - Shenfield - (C:Hutton) - Brentwood (circular) |
| 251       | Warley - Brentwood - Billericay - Wickford Broadway                     |
| 351       | Warley - Brentwood - Ingatestone - Chelmsford                           |
| 565       | Brentwood - West Horndon - Bulphan                                      |

Figure 5.1A - Brentwood Bus Route Table

### Key

- Site Boundary
- Brentwood Town Centre
- Primary Roads
- Secondary Road
- Bus Route
- Railway Line
- Railway Station
- Green Space
- Urban Conurbation
- Public Right of Way
- Designated Cycle Route

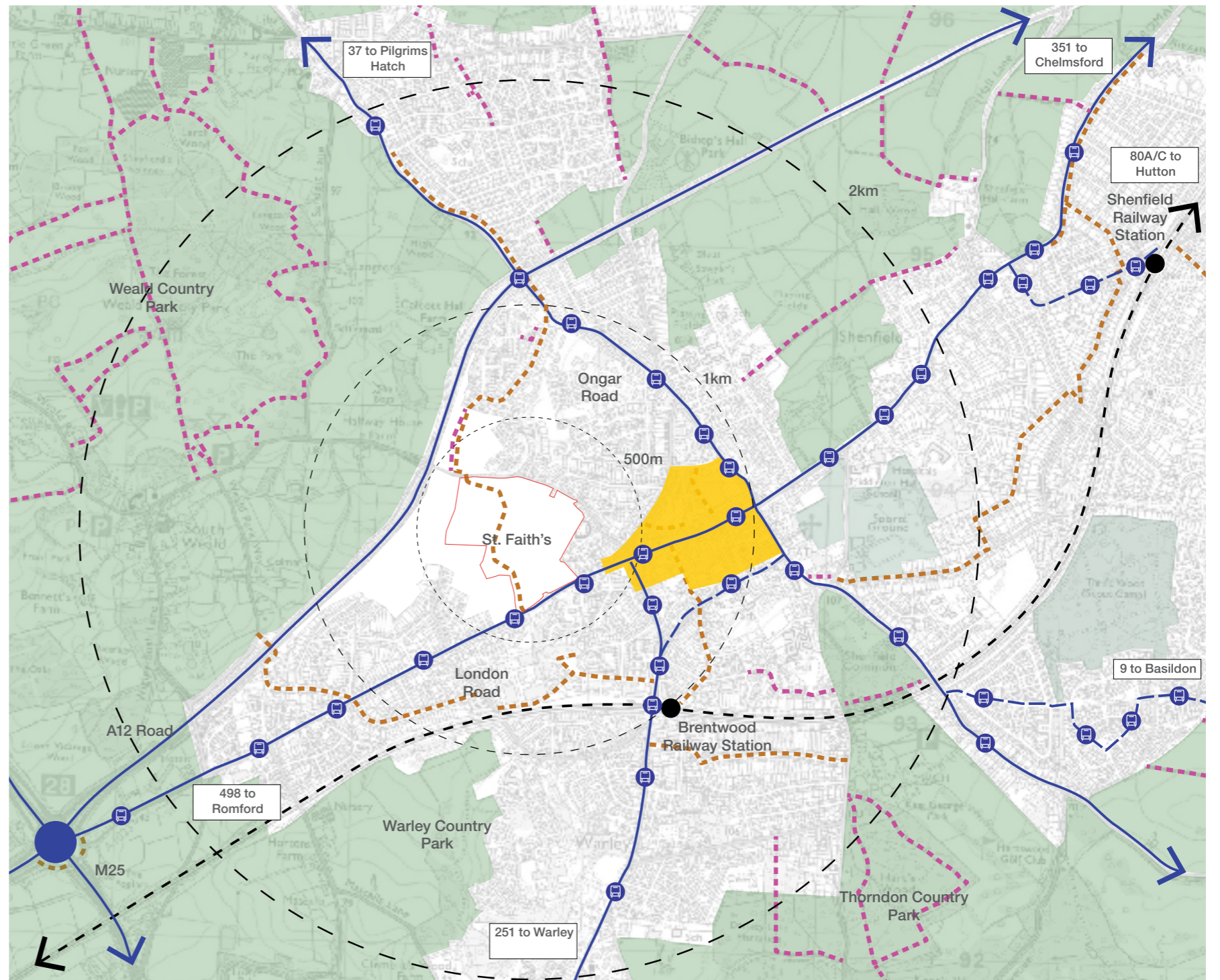


Figure 5.1B - Accessibility Diagram

## 5.2 Healthcare

A number of hospitals and doctors clinics are located within the context of Brentwood and further afield in Shenfield and Warley.

The closest doctors clinic is The Tile House Surgery located 0.7 miles away [No.1 on diagram to the right] and the nearest hospital from the subject site is the Brentwood Community Hospital located 1.3miles away. [No.2 on diagram to the right]

Private Nuffield Hospital is also located close to the site.

Key:

- 1. Tile House Surgery
- 2. Brentwood Community Hospital

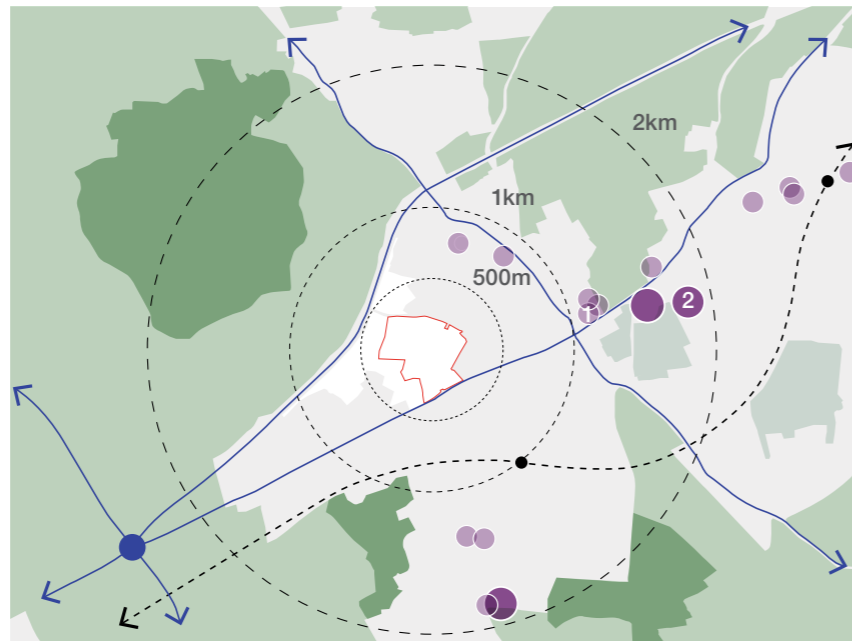


Figure 5.2A - Brentwood Healthcare Diagram



Figure 5.2B - Tile House Surgery



Figure 5.2C - Brentwood Community Hospital

Key

- Site Boundary
- Hospital/Health Centre
- Doctor's Clinic

## 5.3 Education

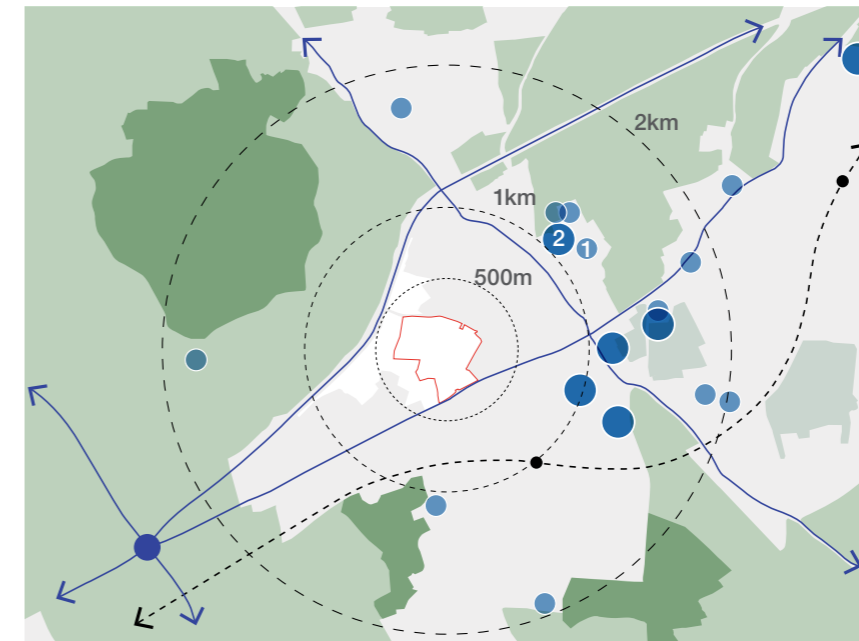


Figure 5.3A - Brentwood Education Diagram



Figure 5.3B - St. Helen's Catholic Primary School



Figure 5.3C - Becket Key's School

There are a number of Primary and Secondary Schools located within Brentwood and further afield in Shenfield and Warley.

The closest primary school is St. Helen's Catholic Primary School, located 0.7miles away from the subject site [No.1 on diagram to the left].

The closest state run secondary school is Becket Key's School, located 1.1miles away from the subject site [No.2 on diagram to the left].

The Preparatory School, Brentwood School and all girls school Ursuline School are also close to the site.

Key:

- 1. St. Helen's Catholic Primary School
- 2. Becket Key's School

Key

- Site Boundary
- High School
- Primary School

## 5.4 Environment

Regarding the natural and historic environment, an initial desk-based assessment has been undertaken. Whilst further technical work will be required moving forward, there are no known physical constraints to development at this time.

### Ecology

The site is not subject to any statutory ecological designations. There is a small area of deciduous woodland along Weald Road which could provide opportunities for enhancement. A series of hedgerows, trees and shallow streams running across the site may also provide some ecological value and consideration should be given to their retention. With sufficient mitigation as required, there is not anticipated to be any adverse effects on ecological resources.

### Flood Risk

The site is located in Flood Zone 1 as shown on the Environment Agency's Flood Risk Maps. This is defined as land with a "low probability", having a less than 1 in 1,000 annual probability of river or sea flooding. Whilst there is a small brook running parallel to Weald Road to the north of the site, this is not considered to prevent development of the site.

### Heritage

Weald House is a Grade II listed building in close proximity to the site. Whilst well screened by trees, special attention will still need to be paid to conserving its setting. There are a number of other listed buildings within Brentwood town centre, including the Grade II\* White Hart Inn and Church of St Thomas of Canterbury, and The Chapel of St Thomas A Becket (Scheduled Monument). The Grade II Weald Park and a univalent hill-fort at Callcott Hall Farm (Scheduled Monument) are also located approximately 1km to the north west. Given these extended distances, development of the site is unlikely to cause any substantial harm to heritage assets.

### Landscape

The site is identified within Brentwood's Landscape Character Assessment (September 2006) as being within the Weald Wooded Farmland character area. Whilst parts of this area are rural in character, the site is located on the edge of the Brentwood urban area. Any sense of tranquillity is further disturbed by the A12 to the west. The assessment recommends that any new development should respond to the historic settlement pattern and integrate with the surrounding landscape.

### Air Quality

There are a number of Air Quality Management Areas within Brentwood. The site is not located within an AQMA, but careful consideration will be given to any impacts upon these, with air quality emissions minimised as far as possible through the promotion of sustainable modes of transport.

### Contamination

Given the largely undeveloped nature of the site, there are unlikely to be any major sources of contamination. However, further consideration of ground conditions will be given to determine the presence of any contamination.

### Transportation

Principal access to the site will utilise the existing signal controlled junction on London Road. Secondary accesses are proposed by way of priority junctions on Weald Road and/or Honeypot Lane to help disperse traffic. Vehicular trips will be distributed across the three access points and can be satisfactorily accommodated on the local highway network. A central street with traffic calming throughout the site could provide bus access into the site and would lead onto additional secondary and tertiary streets. Other sustainable modes of travel will be promoted and prioritised in the design.

### Key

- Site Boundary
- Air Quality Management Area
- Flood Zone 3

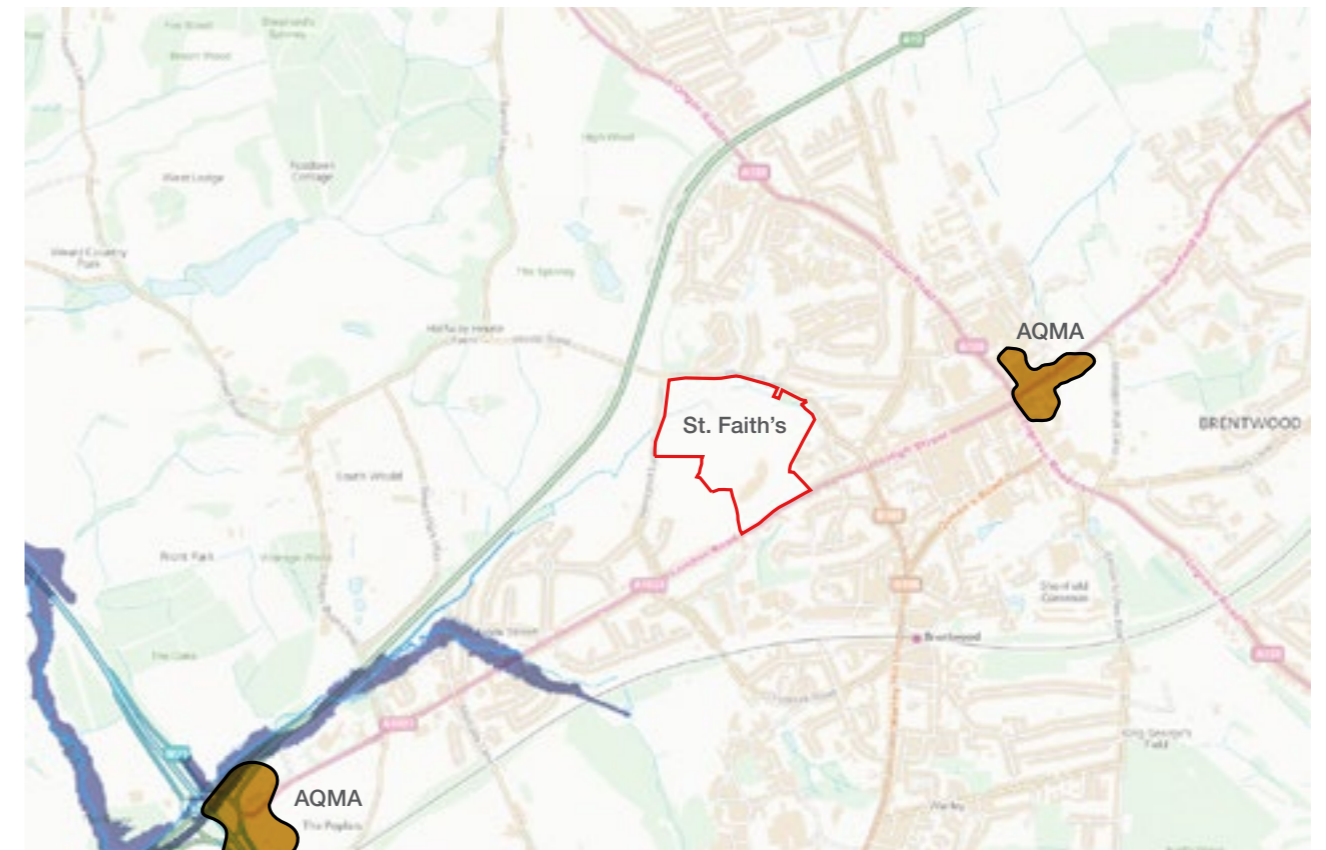


Figure 5.4A - Brentwood Flood Risk and Air Quality Map



Figure 5.4B - St. Thomas of Canterbury, Brentwood



Figure 5.4C - Watercourse within site

### 5.5 Local Facilities

There are a number of local facilities a short distance from St. Faith's in the town centre.

Many local facilities are located within the town centre only 500m to the east of the site, with clusters of other local facilities along the Primary Roads running through Brentwood and adjoining Warley and Shenfield.

#### Key

- Site Boundary
- Town Centre
- Retail/Commercial Centre
- Pharmacy
- Dentist
- Post Office
- Place of Worship
- Car Dealership
- Petrol Station
- Leisure Facility
- Residential Care Home
- Car Dealership

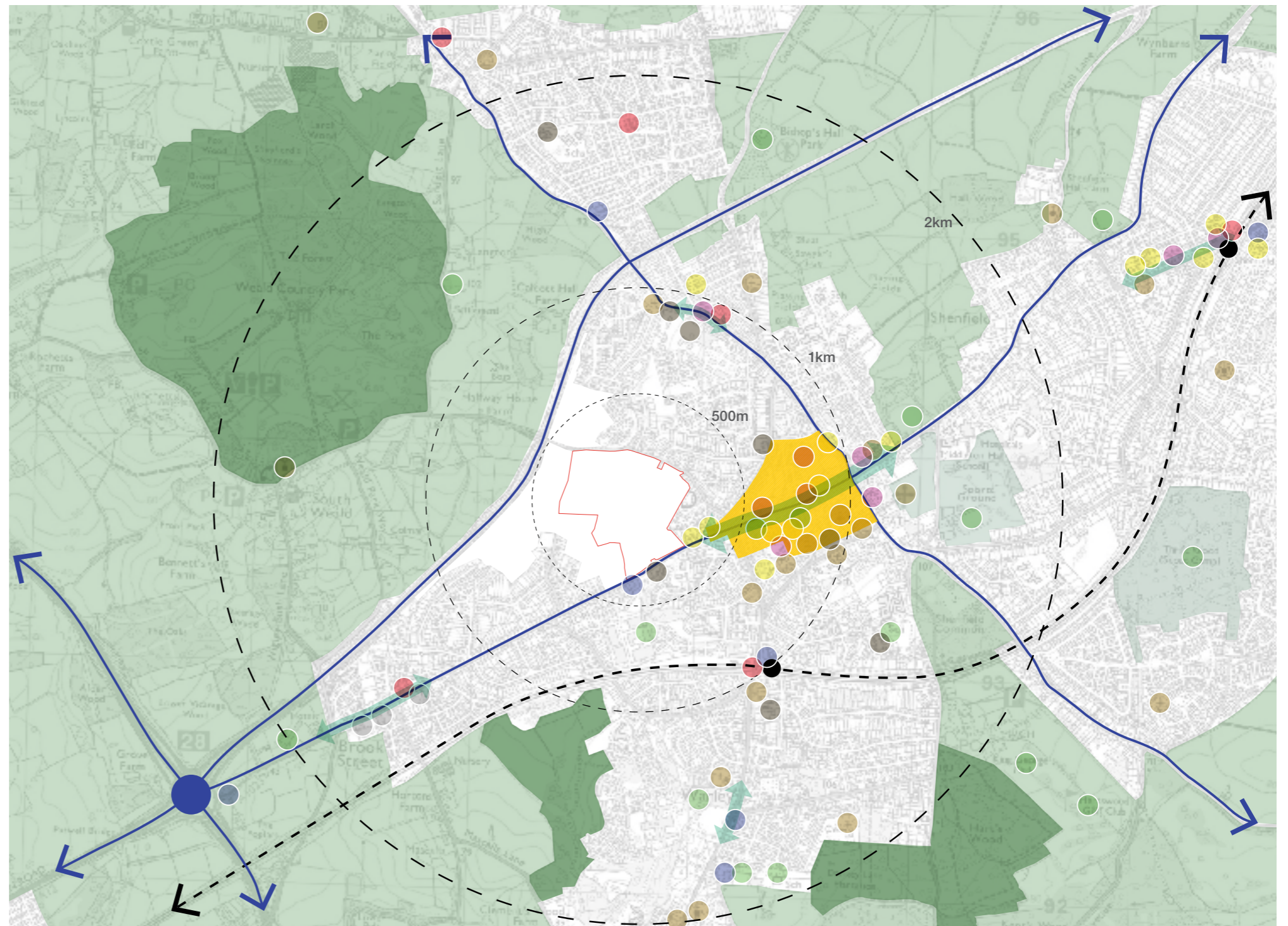


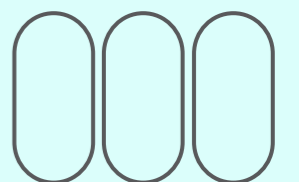
Figure 5.5 - Local Facilities Diagram



## 6.0 A Deliverable Site

In order to address the housing crisis, the government has placed a renewed focus on driving up delivery – both for local authorities and private developers.

- + To be considered deliverable, “sites 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 and in particular that development of the site is viable.”
- + To be considered developable, “sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.”
- + The site is capable of delivering new homes in the short-term as well as providing the Council with a firm supply of developable housing in the early years of the emerging Plan.



# 6.1 A Deliverable Site

### Availability

The site is being promoted for development by Clearview Residential. Clearview is keen to submit a planning application for the whole site at the earliest opportunity.

### Suitable

The site offers a suitable location for development now given its ability to form a sustainable and natural extension to the town of Brentwood. There are no major physical constraints to development and any environmental impacts can be adequately mitigated.

### Achievable

The site is capable of delivering around 750 new dwellings (alongside other associated uses) in a high value area. Clearview Residential has undertaken an initial feasibility study which has concluded that development of the site is demonstrably viable, including all other planning obligations and infrastructure requirements.



Figure 6.1A - Harrow Road, Kensal Rise



Figure 6.1B - Courtlands Drive, Watford



Figure 6.1C - Kenton Lane, Harrow



Figure 6.1D - Horton Road, West Drayton

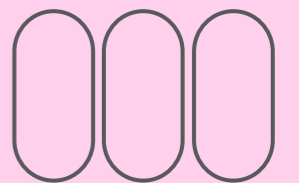


Figure 6.1E - The Spinney, Gerrards Cross



## 7.0 Proposals

This section of the document builds upon the physical site analysis and policy context for the area in order to develop a development framework for the site. It demonstrates how this site can be brought forward in a sustainable way.



# 7.1 Vision Statement

## Making Connections

This site provides an excellent opportunity to improve the connections between the town of Brentwood and the surrounding countryside.

The route along Weald Road is highlighted as a 'Green Route' in Brentwood's Green Infrastructure Strategy (September 2015). This builds on the theme of reconnection highlighted in the Hertfordshire Strategic Green Infrastructure Plan. The vision is to reconnect Public Rights of Way that have been severed by major barriers, such as the A12.

Strong connections can be reinforced between the existing Public Right of Way to the North of the site; the routes into the town Centre along Weald Road, and the existing Cycle Path to London Road.

These desire lines set up the context for significant improvements in movement networks across and around the site.

The diagram to the right illustrates how green connections can be reinforced at the start of the master-planning process. The improvement of green routes and desire lines across the site is central to our vision.

The development of the site should start by promoting Active Design Principles and improved Health and Well-being. The improvement of the site's green spaces will demonstrate:

- + Activity for all
- + Walk-able communities
- + Connected walking and cycle routes
- + Co-location of community facilities
- + Multifunctional open spaces
- + Appropriate infrastructure
- + Active frontages
- + Management, maintenance, monitoring and evaluation



Figure 7.1A - Weald Country Park

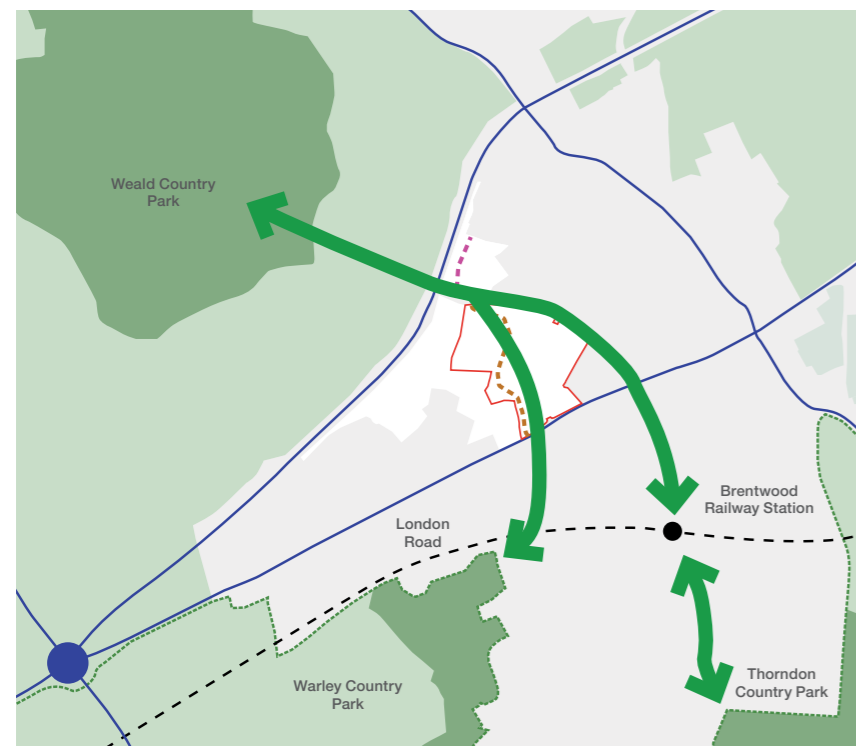


Figure 7.1B - Wider Connections Diagram

- 01 Connections to the wider countryside and the existing Public Right of Way. Routes to Weald Country Park and the town centre.
- 02 Improvements to the quality and safety of the existing cycle route across the site between London Road and Weald Road.
- 03 Re-use of the existing vehicular connection onto London Road, bringing this into Public use.
- 04 Opportunities for more formal connections between the existing dense residential areas and the site.
- 05 In line with CABE Space Guidance, cemeteries deliver as many amenity and ecological benefits as parks, and should be integrated into a wider green space strategy



Figure 7.1C - Making Connections Diagram



## 7.2 The Urban Strategy

### Density and Uses in the right place

The masterplan will consist of three different land uses:

- + Improved green space and facilities
- + Existing Office and commercial
- + Residential development

The location for each of these should take into account the surrounding uses, resulting in a very natural balance of uses.

The green infrastructure identified on the previous page is located predominantly to the west of the site, with strong connections along both Weald Road and the cycle path to the Cemetery.

The office and commercial uses are located along London Road. These uses benefit from good connections to London Road, with good visibility.

The residential uses should be located predominately alongside the existing residential uses to the east of the site, reducing in density as the development flows to the west.

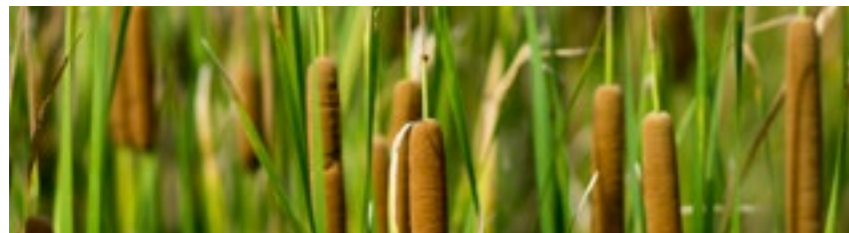


Figure 7.2A - Precedent Images

- 01 New development located adjacent to the existing residential development
- 02 Some lower density development in pockets of development nestled in the trees.
- 03 A sustainable urban drainage system will be developed at the lowest level of the site to attenuate surface water run off and provide ecological habitat.
- 04 Formal sports facilities will be incorporated into the masterplan, relating to local need.
- 05 Local sites for community related buildings will be incorporated into the landscape, including changing facilities, stores for outdoor equipment, information and wildlife centres or coffee kiosks.
- 06 Areas of formal green space will be located across the masterplan, including a variety of children's play areas.
- 07 A primary vehicle route will be threaded across the site. The route has been carefully selected to have minimum impact on existing ecology. The route will be kept at a good distance from the main pedestrian and cycle routes to ensure good segregation of vehicles. Connections are available onto both Weald Road and Honeypot Lane.
- 08 Employment uses will be retained on London Road.



Figure 7.2C - Urban Strategy Diagram

### 7.3 Developing the place

#### Creating the right scale and routes

Having developed the main walking, cycling and primary vehicular routes, the grain of the urban development is created by the introduction of secondary and tertiary structures.

The adjacent layout shows how the development could come forward taking into account the existing site ecology and gradients. In the majority of cases the existing hedgerows and hedgerow trees are retained as new boundaries alongside routes or between private back-gardens.

The size of these residential parcels reduce in size towards the West of the site where the site is more visible from Weald Country Park.

- 01 Passive surveillance of open spaces
- 02 Shared surfaces on quieter routes
- 03 Pocket parks and play spaces

**Key**

- Site Boundary
- Residential Use
- Commercial Use
- Primary Road
- Second Road
- Tertiary Road
- Green Route
- Cycle and Pedestrian Route
- Body of Water
- Water Course
- Open Green Space
- Tree
- Built Area
- Green Area



Figure 7.3A - Developing the Place Diagram (Zoomed)



Figure 7.3B - Developing the Place Sketch



Figure 7.3C - Developing the Place Diagram

## 7.4 Development Framework

The development framework provides an illustrative layout for the various components of the masterplan - commercial, community and residential.

The existing BT building is shown to be retained, providing significant office accommodation on London Road. The associated car parking will be rationalised to enable the creation of a more appropriate entrance with enhanced public realm and landscaping.

A full range of residential homes can be accommodated on the site, with both traditional housing and apartment accommodation. The traditional housing element range from 2 bed homes through to 5 bedroom family homes with appropriate gardens and outdoor space.

They range in height from 2 to 3 stories. The apartments also provide a range of homes from 1 bedroom to 3 bedroom, and range from 3 to 6 storeys with taller elements situated around the higher points on the site to the east, mimicking the surrounding context.

The layout shows a substantial number of green open areas for sport and recreation, as well as community facilities and additional trees across the site.

[Figure 7.4 - Development Framework Diagram]

### Key

- Site Boundary
- Residential Use
- Commercial Use
- Community Use
- Primary Road
- Second Road
- Tertiary Road
- Green Route
- Cycle and Pedestrian Route
- Body of Water
- Water Course
- Open Green Space
- Tree
- Built Area
- Green Area



## 7.5 Amount and Use

The residential proposals are based on achieving this mix of development, and based on 35% affordable housing provision.

The development framework provides the following:

### New Homes

|               |            |
|---------------|------------|
| One Bedroom   | N/A        |
| Two Bedroom   | 68 (22%)   |
| Three Bedroom | 99 (32%)   |
| Four Bedroom  | 118 (38%)  |
| Five Bedrooms | 25 (8%)    |
| <b>Total</b>  | <b>310</b> |

### New Apartments

|               |            |
|---------------|------------|
| One Bedroom   | 119 (27%)  |
| Two Bedroom   | 242 (55%)  |
| Three Bedroom | 79 (18%)   |
| <b>Total</b>  | <b>440</b> |

### Overall Mix

|                       |                   |
|-----------------------|-------------------|
| One Bedroom           | 119 (16%)         |
| Two Bedroom           | 310 (41%)         |
| Three Bedroom         | 178 (24%)         |
| Four or More Bedrooms | 143 (19%)         |
| <b>Total</b>          | <b>750 (100%)</b> |

### Key

- Site Boundary
- Residential Land Use
- Retail Use
- Elderly Care Use
- Commercial/Office Use
- Institutional Use
- Cemetery Use
- Open Green Space

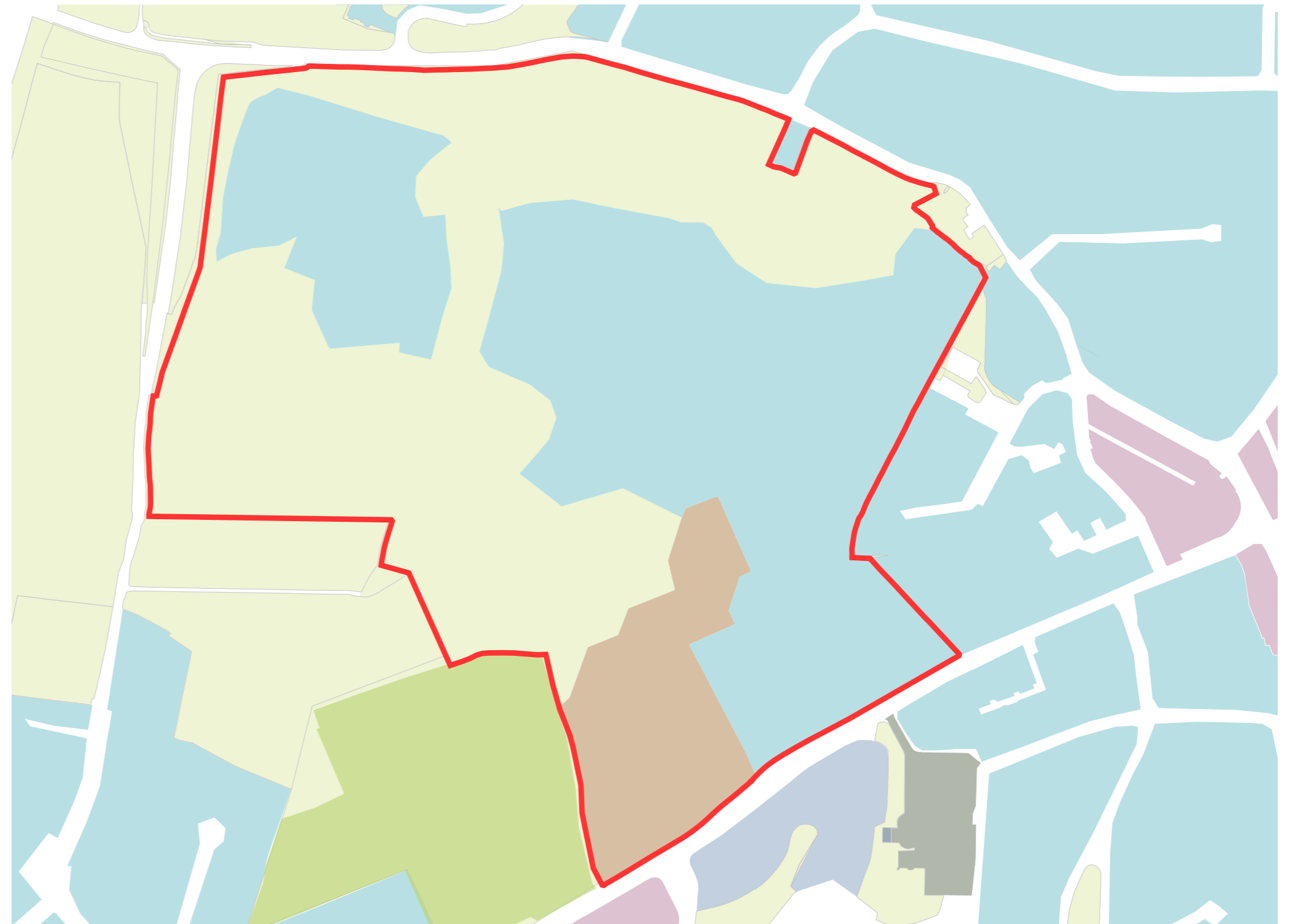


Figure 7.5 - Proposed Land Uses Diagram

## 7.6 Green Space Provision

Based on a site area of 21 hectares, this provides a density of approximately 36 dwellings per hectare. In order to achieve this density, and maintain a healthy proportion of green space, the development heights range up to 6 storeys where appropriate to do so.

Based on 750 dwellings, with an average of 2.4 people per home, this would give a potential new population of 1,800 people.

Formal Open space will be fully provided on site. Using the National Playing Fields Association minimum standard of 2.43 ha per 1000 population, this would equate to 4.3 hectares of formal open space. This should be split two thirds Outdoor Sports spaces and one third Children's Play Spaces. The requirements are therefore as follows:

- + Formal Open Space: 2.8 ha
- + Children's Play-space: 1.5 ha

The development framework is in excess of this, providing 15.8 ha of public realm and open space within the 21 ha site.

The site is well located; a range of large informal open spaces are located very close to the site. Weald Country Park is in excess of 200 hectares and is within two km of the site.

### Key

- Site Boundary
- Residential Use
- Commercial Use
- Community Use
- ..... Green Route
- - - - - Cycle and Pedestrian Route
- Body of Water
- Open Green Space
- Tree
- Built Area
- Green Area



Figure 7.6A - Entrance from London Road

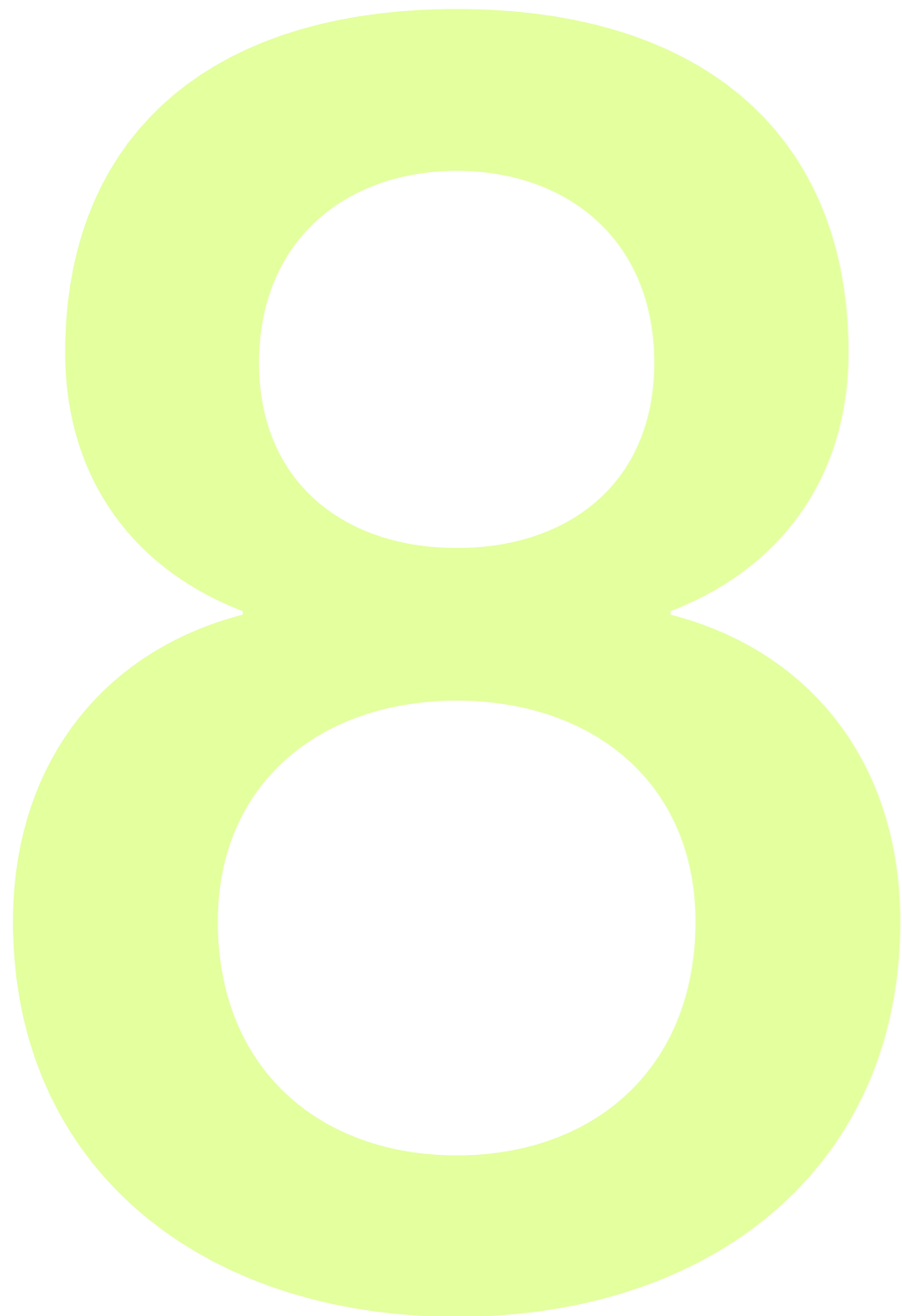


Figure 7.6B - Informal Green Space



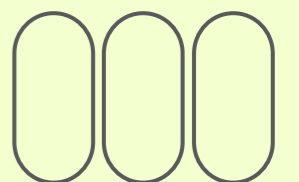
Figure 7.6C - Green Space Provision Diagram

- 01** Areas of informal green space will be located across the masterplan.
- 02** Formal sports facilities will be incorporated into the masterplan, relating to local need.
- 03** Areas of formal green space will be located across the masterplan, including a variety of children's play areas of various sizes.
- 04** Improvements to the quality and safety of the existing cycle route across the site between London Road and Weald Road will be undertaken to provide a green connection through the site for both cyclists and pedestrians.
- 05** The cemetery should be integrated into the wider green space strategy for the subject site.
- 06** The existing, and proposed trees on site will enhance the quality of the open space provision for the residents, creating natural plot boundaries and animating the proposed open green spaces and new green routes through the site.



## 8.0 Scheme Benefits

The proposed development will generate a number of significant economic, social and environmental benefits, that support a sustainable development.



## 8.1 Scheme Benefits

| Economic  | Social  | Environmental   |
|---|---|---|
| <ul style="list-style-type: none"> <li>+ Approximately £150 million of new investment into the local area through the construction process;</li> <li>+ Approximately 3,225 direct, indirect and induced jobs created during construction based on figures from the Home Builders Federation;</li> <li>+ Approximately £22 million net additional spending annually in the local economy from new residents based on an average weekly household spend in the UK of £554;</li> <li>+ An accelerated rate of delivery of homes to support socio-economic objectives;</li> <li>+ Approximately £5.8 million in New Homes Bonus payments;</li> <li>+ Potentially around £15 million in Community Infrastructure Levy (CIL) payments based on Brentwood's Draft CIL Charging Schedule;</li> <li>+ Business rates from the continued offices and commercial units;</li> <li>+ Other site-specific planning obligations; and</li> <li>+ Enhanced digital connectivity to promote home-working and entrepreneurialism.</li> </ul> | <ul style="list-style-type: none"> <li>+ Enhancements to any retained open space to provide better opportunities for sport and recreation;</li> <li>+ Improved pedestrian and cycle connections to public transport, Brentwood town centre, and strategic green infrastructure;</li> <li>+ At least 750 new homes of varying types and sizes to meet current and future demographic needs, including those of the elderly;</li> <li>+ 35% affordable housing, equating to at least 260 affordable homes;</li> <li>+ Support for improvements to London Road Cemetery, including the creation of additional parking facilities and connectivity;</li> <li>+ A high standard of design, adopting the principles established in the 2018 Essex Design Guide and undertaking an independent design review; and</li> <li>+ Early and meaningful engagement with local communities to provide better outcomes for all.</li> </ul> | <ul style="list-style-type: none"> <li>+ The promotion of sustainable modes of travel alongside enhanced connections to public transport and Brentwood town centre to reduce reliance on the car;</li> <li>+ The retention and enhancement of key natural and landscape features;</li> <li>+ Optimising the redevelopment potential of any Previously Developed Land (PDL) across the site;</li> <li>+ The potential for a zero-carbon development; and</li> <li>+ The potential for a net gain in biodiversity.</li> </ul> |

## 8.2 Summary

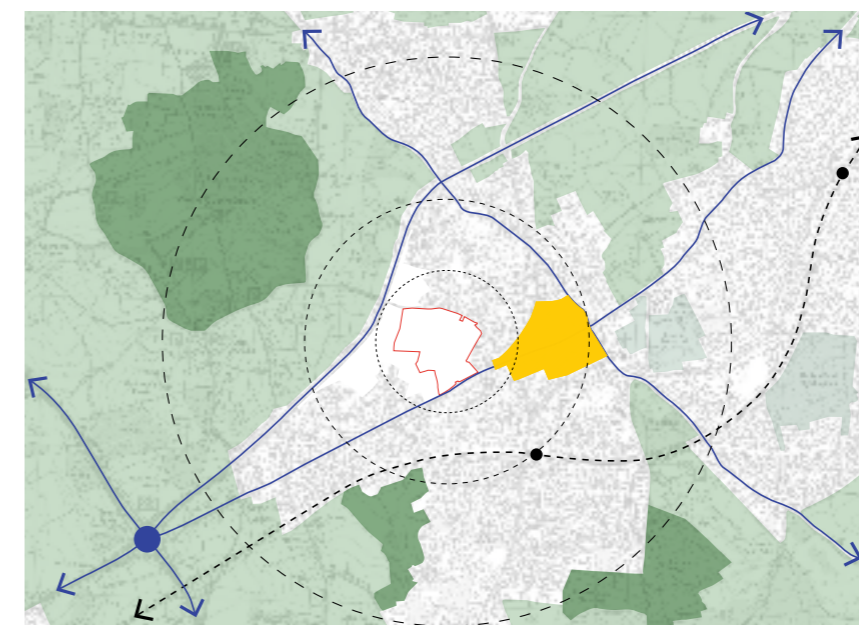


Figure 8.2A - Summary Diagram - an obvious and sustainable urban extension for Brentwood

This development framework document has been produced by Clearview Residential to promote the land at St. Faith's, London Road for a high-quality residential-led development. A development framework has been prepared that demonstrates how the 21 hectare site can support:

- + Enhanced green spaces for sport and recreation with improved connections to surrounding infrastructure.
- + Approximately 750 new and deliverable homes – including 35% affordable – to meet current and future needs.
- + Integration of existing office building for BT or other businesses.
- + An element of local needs retail and leisure facilities to serve both new and existing communities.

The site thus provides a strategic development opportunity for the Council and the single most logical and sustainable location for an urban extension to Brentwood.



Figure 8.2B - Development Framework Diagram

- + It is demonstrably deliverable with no major physical or legal constraints to development;
- + It comprises part previously developed land and is located close to local facilities and services;
- + It performs poorly against the five purposes of the Green Belt and is a well contained site, the removal of which would represent only a 0.1% reduction in Brentwood's Green Belt.
- + Only 25% of the land would have a built footprint, with the remaining land operating as enhanced open and green spaces.

It is proposed that the site be released from the Green Belt and for a residential-led allocation to be included in Brentwood's emerging Local Plan.

## Figure List

| Image No.   | Description  |
|---|--|
| Figure 1.1  | OS Map of Site   |
| Figure 2.1A   | OS Map of Site   |
| Figure 2.1B   | Aerial View of Site                                    |
| Figure 2.2  | Wider Context Map                                      |
| Figure 2.3A   | Brentwood Town Centre                                  |
| Figure 2.3B   | Brentwood Residential House's for Sale                 |
| Figure 2.4A   | Adjacent Land Uses Diagram                             |
| Figure 2.4B   | Adjacent Building Height Diagram                       |
| Figure 2.4C   | CABE Cemeteries, Churchyards and Burial Grounds        |
| Figure 2.4D   | London Road Cemetery Management Plan                   |
| Figure 2.4E   | London Road Cemetery                                   |
| Figure 2.4F   | London Road Cemetery                                   |
| Figure 2.4G   | Land West of Honeypot Lane                             |
| Figure 2.5A   | 1805   |
| Figure 2.5B   | 1852   |
| Figure 2.5C   | 1938   |
| Figure 2.5D   | Site Visibility Diagram                                |
| Figure 2.5E   | View from South Weald                                  |
| Figure 2.5F   | View from fields off Wigley Bush Lane                  |
| Figure 2.5G   | View from Weald Country Park                           |
| Figure 2.5H   | View from South Weald Cricket Club                     |
| Figures 2.5 - Photos taken from Site                | Photos taken from Site                                 |
| Figures 2.5 - Previously Developed Land Site Photos | Previously Developed Land Site Photos                  |
| Figures 2.5 - Surrounding Context                   | Surrounding Context Site Photos                        |
| Figures 2.5 - Wider Context                         | Wider Context Site Photos                              |
| Figures 2.5 - Site Analysis                         | Site Analysis Diagrams                                 |
| Figures 2.5 - Site Analysis Summary                 | Site Analysis Summary Diagram                          |
| Figure 3.1A   | Informal Natural Open Space                            |
| Figure 3.1B   | Open Space Table                                       |
| Figure 3.1C   | Providing More Green Infrastructure in Brentwood       |
| Figure 4.1  | Brentwood's Green Belt                                 |
| Figure 4.2A   | Overall Contribution of Parcels to Green Belt Purposes |
| Figure 4.2B   | Parcel 32 Green Belt Assessment Table                  |
| Figure 4.3  | Overall Contribution of Parcels to Green Belt Purposes |

| Image No.   | Description                              |
|-------------|--|
| Figure 5.1A | Brentwood Bus Route Table                |
| Figure 5.1B | Accessibility Diagram                    |
| Figure 5.2A | Brentwood Healthcare Diagram             |
| Figure 5.2B | Tile House Surgery                       |
| Figure 5.2C | Brentwood Community Hospital             |
| Figure 5.3A | Brentwood Education Diagram              |
| Figure 5.3B | St. Helen's Catholic Primary School      |
| Figure 5.3C | Beckett Key's School                     |
| Figure 5.4A | Brentwood Flood Risk and Air Quality Map |
| Figure 5.4B | St. Thomas of Canterbury Brentwood       |
| Figure 5.4C | Watercourse within Site                  |
| Figure 5.5  | Local Facilities Diagram                 |
| Figure 6.1A | Harrow Road, Kensal Rise                 |
| Figure 6.1B | Courtlands Drive, Watford                |
| Figure 6.1C | Kenton Lane, Harrow                      |
| Figure 6.1D | Horton Road, West Drayton                |
| Figure 6.1E | The Spinney, Gerrards Cross              |
| Figure 7.1A | Weald Country Park                       |
| Figure 7.1B | Wider Connections Diagram                |
| Figure 7.1C | Making Connections Diagram               |
| Figure 7.2A | Precedent Images                         |
| Figure 7.2B | Urban Strategy Diagram                   |
| Figure 7.3A | Developing the Place Diagram             |
| Figure 7.3B | Developing the Place Sketch              |
| Figure 7.3C | Developing the Place Diagram             |
| Figure 7.4  | Development Framework Diagram            |
| Figure 7.5  | Proposed Land Uses Diagram               |
| Figure 7.6A | Entrance from London Road                |
| Figure 7.6B | Informal Green Space                     |
| Figure 7.6C | Green Space Provision Diagram            |
| Figure 8.2A | Summary                                  |
| Figure 8.2B | Development Framework Diagram            |



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