

Delivery Statement



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**Brentwood Borough Council: Strategic Growth Options Local
Plan Consultation**

Land adjacent to Rayleigh Road, Hutton



1.0 Introduction

1.0	Introduction	p1	<p>This document has been prepared by Strutt & Parker LLP on behalf of Elizabeth Finn Care, in support of the proposed residential development of land adjacent to Rayleigh Road, Hutton. The document seeks to demonstrate that the site represents a suitable, sustainable and deliverable site to provide for approximately 60 dwellings within the emerging Brentwood Borough Council Local Plan (2015-2030).</p>
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5.0	Site Analysis	p7	<p>The first component of this delivery statement responds to the questions contained within the Strategic Growth Options Consultation. In addition, this document sets out a summary of the site context and history, planning background, completed technical surveys, and proposed enhancement works associated with a future development of the site.</p> <p>The above information outlines the suitability of the land adjacent to Rayleigh Road in economic, social and environmental sustainability terms, as well as provide evidence to support the sites deliverability in the short term to meet housing needs in Brentwood Borough.</p>
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2.0 Site Context

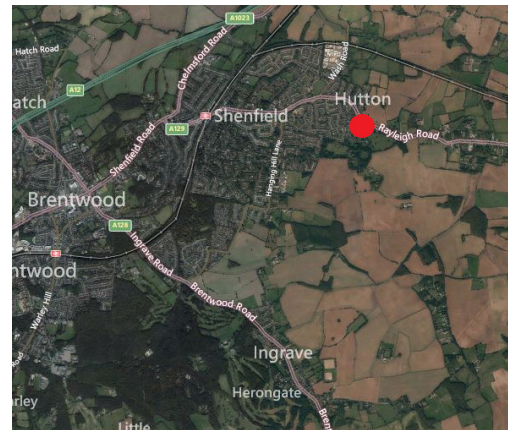
Location

The site address is: Rayleigh Road, Hutton, Essex. The site is located in a sustainable position on the eastern edge of Hutton directly to the west of Rayleigh Road in an area of residential character.

Hutton is situated in Essex, approximately 30 kilometres from Central London, 12 kilometres from Chelmsford in a position well related to regional and national infrastructure. Hutton lies in close proximity to Brentwood and Shenfield on the A12 corridor.

Hutton has strong service and education provision. The settlement benefits from excellent access to Shenfield High Street on the Hutton Road which adjoins Rayleigh Road and runs centrally through the settlement on a east-west axis. The High Street provides for a variety of services, shops and businesses.

In addition to an active and accessible service centre, Hutton Business Park which is situated approximately 1 kilometre north of the land adjacent to Rayleigh Road provides opportunities for local employment. In terms of education, Hutton supports strong state and public school provision including three primary schools, a secondary school and a public school which meet the educational requirements of the area.



The land adjacent to Rayleigh Road is well related to the regional and national infrastructural network. Junction 28 of the M25 is situated approximately 7km west. Junction 12 of the A12 lies 2km to the north of the site. Both the A12 and M25 provide connectivity between London and the east of England.

Shenfield Railway Station lies 2 km west of the site and sits on the Great Eastern Mainline which links central London to Norwich. Liverpool Street Station can be reached in 25 minutes.

Stansted Airport lies approximately 28 km to the north west, with Southend Airport 25km to the east.



3.0 Planning Background

Planning Background

Strutt and Parker and an associated team of consultants have been working on behalf of Elizabeth Finn Care, to outline that the proposals for the development of land adjacent to Rayleigh Road are sustainable and deliverable in planning terms. This provides support for the allocation of the site as part of the emerging Brentwood Borough Council Local Plan Strategic Growth Options Consultation.

Consultation Engagement

As part of the Strategic Growth Consultation Brentwood Borough Council are seeking responses on key issues for the delivery of the emerging plan. A response to the key issues and questions is provided in section 4.0.

Site Delivery

To support this process a body of consultant scoping work has been undertaken to review the ability of the site to support a residential development. This work includes:

- **Appendix 1** — Site Opportunities and Constraints plan prepared by Go Planning Ltd.
- **Appendix 2** — Site Master planning prepared by Go Planning Ltd.
- **Appendix 3** — Site Context Sheets 1 & 2
- **Appendix 4** — Site Landscape Assessment prepared by Lockhart Garratt
- **Appendix 5** — Tree Constraints and Opportunities Report prepared by Lockhart Garratt
- **Appendix 6** — Ecological Constraints and Opportunities Report prepared by Lockhart Garratt
- **Appendix 7** — Access Appraisal prepared by Journey Transport Planning

The key findings of the above reports and assessments have been summarised within this Delivery Statement, which demonstrates that the development of the land adjacent to Rayleigh Road is fully deliverable in technical planning terms.

The NPPF outlines that there are three dimensions to sustainable development; economic, social and environmental.

The scoping work summarised in this statement outlines that the land adjacent to Rayleigh Road is a sustainable location and should be allocated to meet the required housing need of the Borough.

The reports referenced above have been appended to this document.

4.0 Strategic Growth Options Consultation Response

Brentwood Borough Council are in the process of preparing an emerging local plan which, upon adoption, will supersede the current Brentwood Local Plan (1998). As part of the plan preparation process, the council are consulting on Strategic Growth Options for the borough. The consultation presents a series of questions to consultees regarding the direction of development in the borough.



The National Planning Policy Framework states that Local Planning Authorities should only submit a plan for independent examination which it considers is 'sound';, this means that the plan should be:

- **Positively prepared** - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** - the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence
- **Effective** - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

4.0 Strategic Growth Options Consultation Response

Question 1: Do you agree with the broad areas, for the purpose of considering approaches to growth?

The broad areas for growth identified in the plan are generally supported. The focus of development around key transport corridors, particularly the A12 are considered to be logical in terms of access to service and employment provision.

The arrival of Cross Rail presents future opportunities for growth within the A12 corridor, with associated responsive demand for employment and housing provision anticipated to significantly increase in the Shenfield and Hutton area as a result. In order for the plan to be considered to be sound, it is important that the Council allocates land for housing within the Shenfield and Hutton area, to adequately meet their objectively assessed housing needs. The housing need is likely to be particularly high in the Shenfield/Hutton area given the very good rail links to London and pressures on the housing market area as a result of the shortage of housing in London. This will be exacerbated by the arrival of Cross Rail.

The land adjacent to Rayleigh Road is well-suited in this regard, being strongly related to the settlement of Hutton with excellent access to services and the infrastructural network. Allocation of this land is required in order to positively plan for growth as required by the NPPF and would be an effective approach in planning terms.

Dunton Garden Suburbs

The proposed allocation of between four and six thousand units at Dunton Garden Suburb is praised in terms of its recognition of housing demand. However, an adequate spread of housing needs to be provided across the Borough in order to meet the housing needs of different areas. The housing need of Hutton/Shenfield/Brentwood area will not be met from the delivery of Dunton Garden Suburbs.

In addition the scale and strategic nature of the allocation of the development will present the council with significant challenges in the delivery of housing in the short term. As set out in paragraph 47 of the NPPF to boost significantly the supply of housing, local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land.

The infrastructure requirement for large strategic sites such as Dunton will be considerable and a development of this size is not likely to come forward until later in the plan period. In addition, to comply with paragraph 47 of the NPPF it is imperative that the Council provide choice and competition for market land, which can only be achieved through the allocation of a range of different sites, not just Dunton garden suburb.

Land adjacent to Rayleigh Road Hutton, being of a size of approximately 60-65 dwellings, could be delivered without the need for major infrastructure requirements and would help meet the demand for housing within years 0-5 of the plan, as required by paragraph 47 of the NPPF. It will also help provide the choice and competition for market land.

4.0 Strategic Growth Options Consultation Response

Question 3: Do you have any comments on the appropriateness of particular sites?

Strutt and Parker LLP are acting on behalf of Elizabeth Finn Care in order to promote the land adjacent to Rayleigh Road, Hutton as part of the Strategic Growth Option consultation process.

The land adjacent to Rayleigh Road lies adjacent to the existing settlement boundary and presents a logical extension to the well-serviced suburb of Hutton. The sites relationship to the existing settlement boundary along with its proximity to existing residential development ensures that proposal would have a minimal impact on the Green Belt.

The site is under the sole ownership of Elizabeth Finn Care who are committed to delivering a sustainable residential scheme on site in accordance with the principles and policies of Brentwood Borough Council.

A comprehensive examination of the site has been commissioned by Elizabeth Finn Care in order to investigate the deliverability of the site. Matters of landscaping, arboriculture, ecology, infrastructure, site drainage and master planning are summarised within this Delivery Statement with the respective scoping works included as part of the submission.

The scoping work confirms that the proposal for the land adjacent to Rayleigh Road, Hutton is suitable, sustainable and deliverable to come forward as part of the emerging Local Plan to meet immediate housing need. In order for the plan to be considered to be sound, this land needs to be formally allocated for residential use to be delivered early on in the emerging plan period.

In addition, please refer to our response for question 1 which relates to the Dunton Garden suburb.

4.0 Strategic Growth Options Consultation Response

Question 6: In order to provide for local need is it preferable for Greenfield sites on the edge of villages to be released, or to develop brownfield sites (both within the Green Belt)?

Scenario C in the Strategic Growth Areas Consultation report sets out a Housing Growth that meets objectively assessed needs and accounts for past unmet need. This is based on 6,200 dwellings. In order to meet this objectively assessed need it is centrally important that the council consider the allocation of Green Belt green field sites for residential development.

The objectively assessed housing needs for Brentwood Borough Council far exceed the availability of brownfield land in the borough. The council cannot provide a sustainable level of housing in the borough without considering suitable greenfield land opportunities.

As part of this process the land adjacent to Rayleigh Road, Hutton is a well placed sustainable site that can come forward in support of the councils housing land requirement.

Question 8: In order to ensure that the Town Centre remains economically sustainable, do you agree that a “Town Centre First” approach should be taken to retail development?

A focus on retail development in town centres is generally supported. The development of housing on sites accessible to town centres such as Rayleogh Road, Hutton will assist in supporting the vitality of the boroughs town centres.

Question 9: Are the opportunities for more open space provision in the area where you live?

Open space provision as part of the plan is supported. The provision of appropriate landscaping at development sites is also supported and forms an important component in the delivery of growth in the borough for residential and commercial sites alike.

Elizabeth Finn Care have committed heavily to open space provision within their proposal to deliver a residential development on the land adjacent to Rayleigh Road. The existing site features have been analysed to provide a scheme that makes appropriate provision for open space and respects the characteristics of the surrounding conservation area landscape.

Elizabeth Finn Care own additional land immediately adjoining the proposal site. This presents future opportunities for Hutton as part of the emerging plan process. There is ample capacity on the wider land holding to accommodate additional public open space in conjunction with additional housing to meet the councils identified housing need.

5.0 Site Analysis

Elizabeth Finn Care Land Ownership

The land at Rayleigh Road, Hutton is solely owned by Elizabeth Finn Care. The land ownership encompasses the 2.4 hectares (5.9 acres) promoted for residential development within the emerging Local Plan and also a larger portion of land extending to 8.5 hectares (21 acres) which adjoins and encloses the southern border of the small site. A site plan of wider land ownership is attached to this representation (Appendix 8).

Arboricultural Considerations

In order to establish the quantity and quality of vegetation on the land adjacent to Rayleigh Road, Lockhart Garratt were commissioned to undertake an arboricultural constraints and opportunities report.

Methodology

The arboricultural team at Lockhart Garratt undertook a site visit in 2nd February 2015 to identify the arboricultural value and potential constraints and opportunities to development in tree protection terms. This work culminated in the production of Tree Constraints Plan (Appendix 5) which individually highlights and analyses the trees and tree groups on site in terms of their value and quality.

The tree study determined that vegetation is predominately limited to the site boundaries. A copse of trees abounds the southern boundary of the site and naturally shields the site to views from the south. The bulk of the site consists of managed grassland.

The majority of vegetation on the site boundaries are capable of being retained and incorporated within the development. Any losses associated with development can be substantially mitigated in order to ensure that the quantity and quality of vegetation will be enhanced as part of the proposals.

The tree coverage on the site border adjoining Rayleigh Road was considered to be of particular importance in terms of its ability to visually shield the site. The proposal incorporates additional planting to enhance this



Green Belt

Brentwood Borough Council are in the preliminary stages of preparing an emerging Local Plan. Due to the early stage of the process, Brentwood Borough Council have not yet taken forward a review of its Green Belt. To support the allocation of this site, Elizabeth Finn Care have commissioned Lockhart Garratt to undertake a landscape review of the land adjacent to Rayleigh Road with respect to its Green Belt and Conservation Area setting.



5.0 Site Analysis

Landscape Appraisal

Two key considerations for the principle of the sites development are its location within the Green Belt and its location within the Hutton Village Conservation Area. In order to thoroughly investigate the above Lockhart Garratt Ltd. were instructed to undertake a Green Belt and Conservation Area landscape context assessment. This work included a review site in its context along with an examination of the Hutton Conservation Area with respect to its land use, built form, setting and key characteristics.

Site Characteristics

The landscape appraisal describes the site in its present condition as:

Currently in use as paddocks and as such, principally comprises open pastoral grassland with conspicuous white electrified fencing dividing the site into a number of smaller units.

There are two treed areas in the south of the site. The western area comprises mainly aspen with no understorey and is bisected by an informal access track, whilst the eastern area is scrubbier in appearance with a dense understorey and strong eye level screening even in winter.

The only structures currently present within the site are a timber stable blocks and feeding and water troughs.

Visual Context

The visual impact of the site is considered to be limited due to a combination of existing built development, vegetation and area topography.

- Views to the north are filtered by the avenue of roadside trees along the A127 Rayleigh Road (Photograph 1), and beyond this are largely screened by the rising topography, although distant views to the opposite side of the Wid Valley are available between the eastern edge of Brentwood and the rising land.
- Views to the east are contained by Nos. 433-437 Rayleigh Road and their associated vegetation, as well as the area of scrubby woodland through which the site's eastern boundary passes.
- Views to the south from the eastern and western extremities of the site are screened by the scrubby woodland area and dwellings on Hutton Village respectively, whilst open views, filtered by the existing trees, are available from the central part of the site and its southern extension over the open pastoral land to the south, terminating as the land rises to the south towards Church Lane.

- Views to the west are filtered by the avenue of roadside trees along Hutton Village, and beyond this terminate in the existing built edge of Brentwood

The strong boundary vegetation and narrow visual envelope limit the number of visual receptors to the proposed development of the site.

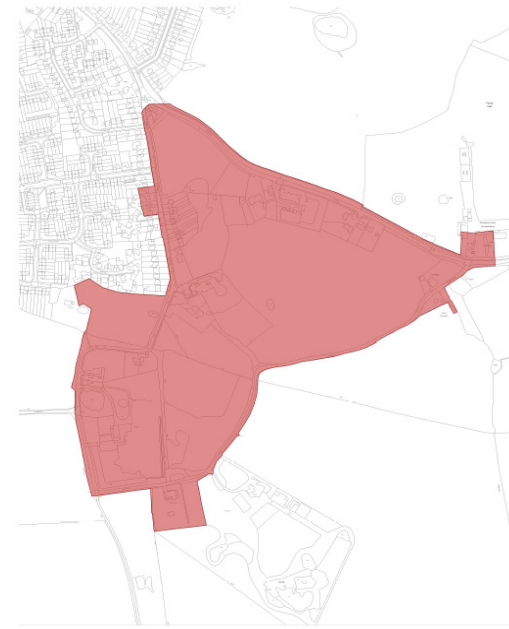
It is therefore considered that the site can be developed without compromising the wider objectives of the openness of the Green Belt.

5.0 Site Analysis

Conservation Area Setting

The interaction of the proposed development with the character and appearance of the Hutton Village Conservation Area is a key consideration in landscape terms. The extent of the conservation area is shown on the adjacent plan. The key elements of the conservation area are considered as follows:

- Heavily treed character, arising from woodland, scrub and strong roadside and field boundaries.
- Strong mature roadside tree planting, mostly Corsican pine, oak and lime.
- Range of architectural styles utilising a combination of white render, weatherboarding, red brick, sash windows, peg tiles and slate.
- Pastoral character to the north, including electric fenced paddocks, with a more treed character to the south.
- Distinctive flint parish church on the southern boundary.



At detailed design stage the development proposal would be prepared sensitively having regard to the setting of the site within the Conservation Area.

Rather than seeing the Conservation Area characteristics as a constraint to development, it is considered to be an opportunity. The proposed development will seek to reflect and integrate key features of the conservation area into the design and layout. The strong architectural character of the area presents an opportunity to provide a high-quality design-led development.

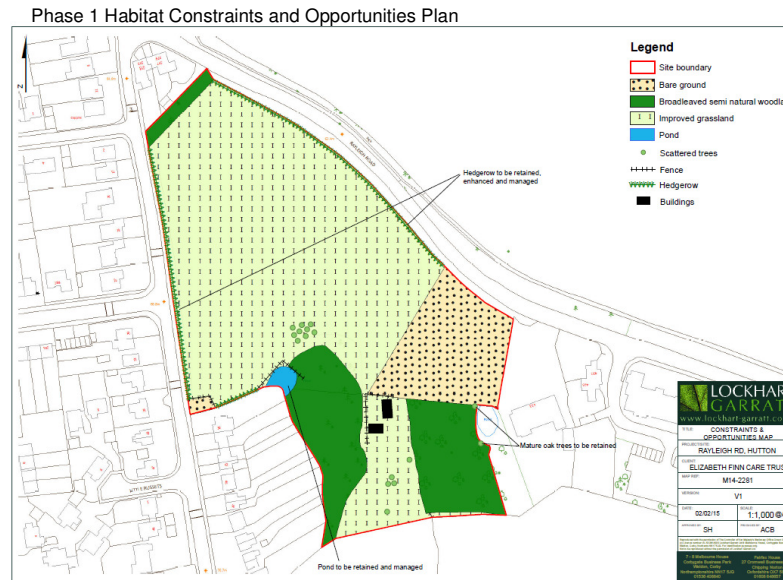
5.0 Site Analysis

Ecology

An ecological constraints and opportunities report, undertaken by Lockhart Garratt Ltd., was conducted on the land adjacent to Rayleigh Road in order to establish the present ecological quality of the site and to identify the opportunities for ecological enhancement on site along with the areas where further ecological scoping work may be required to enable the development of the site.

Methodology

The scope of works includes a desk based study to evaluate a 2km radius for statutory designation wildlife sites with reference to information gathered from the Essex Wildlife and the Habitat Suitability Index (HIS). In addition, an on-site ecological appraisal was undertaken to evaluate the quality of existing habitat and identify evidence of dominant plant species, vegetation types and protected and rare wildlife.



Survey Findings

- One statutory designated nature conservation site is located within 2km of the land adjacent to Rayleigh Road. Hutton Country Park is located 430 metres north of the site. The locally reserve sits beyond established residential estate situated off of Wash Road and is therefore considered to be unaffected by the proposed development of the land adjacent to Rayleigh Road.

- No SPA's, SAC's or RAMSAR sites were identified within an 7km radius.
- The majority of the site (grazed field) was considered to be of low ecological value. Some of the hedgerows containing mature trees to the north, east and western boundaries of the site could provide some potential habitat for dormice, bats and nesting birds.
- If development is confined to the arable part of the site it was considered that impacts on local flora and fauna would be negligible.
- The report noted that further surveys may be required to support a planning application for development. Elizabeth Finn Care are committed to delivering an ecologically sustainable site and therefore provision can be made for additional survey work at the pre-application stage of the planning process.
- It was considered that with a sensitive landscape scheme, and by including some of the recommended further remediation within the ecological report, the site could be enhanced for local wildlife post development.

Overall the site is fully deliverable in ecological terms.

5.0 Site Analysis

Site Drainage Strategy

The land adjacent to Rayleigh Road, Hutton is located within Flood Zone 1; land assessed as having a low probability of flooding from fluvial sources.

The site is not any risk from flooding given its position within a low flood risk zone in conjunction with the ability to implement suitable mitigation engineering measures as part of a proposed residential development of the site.

The next steps of the scheme development would include design development, ground investigation works and formal submissions to Thames Water and the Environment Agency for development approvals at a pre planning stage.

Initial site topographical investigations confirms the north of the site as its lowest point. Against this background, the initial master plan includes provision for a large attenuation basin in this area. Which will contribute to the site sustainable urban drainage strategy (SUDS). The basin will have the dual-benefit of providing a landscape feature for the site.



5.0 Site Analysis

Transport — Existing

An Access Appraisal was undertaken by Journey Transport Planning to assess:

- The sustainability of the sites location with references to local infrastructure network
- The proximity of sustainable modes of transport to the site
- The existing and proposed access arrangements to the site.

Site Location

The site is bound by Rayleigh Road, a single carriageway 40mph road of approximately 7 metres width, and Hutton Village, a 30mph 5.5 metre wide single carriage way benefitting from dual footways. Rayleigh Road and Hutton Village provide connectivity to Hutton, Shenfield and Brentwood beyond. The land adjacent to Rayleigh Road is well-related to the local infrastructural network with strong access to walking, cycling and public transport routes.

At present the land at Rayleigh Road is accessed at its western border from Hutton Village. The access consist of a gated agricultural access.

Public Transport

Figure 2 below confirms that the land adjacent to Rayleigh Road is extremely well connected to public transport provision with ten bus stops located within 500 metres of the site. A number of services are available from the stops including providing a 20 minute frequency service between the site, Shenfield and Brentwood Rail Stations, Shenfield and Brentwood town centres and Lakeside, Thurrock.

In view of the level of service available from these stops the site is considered very accessible by bus based public transport. And is a sustainable site.

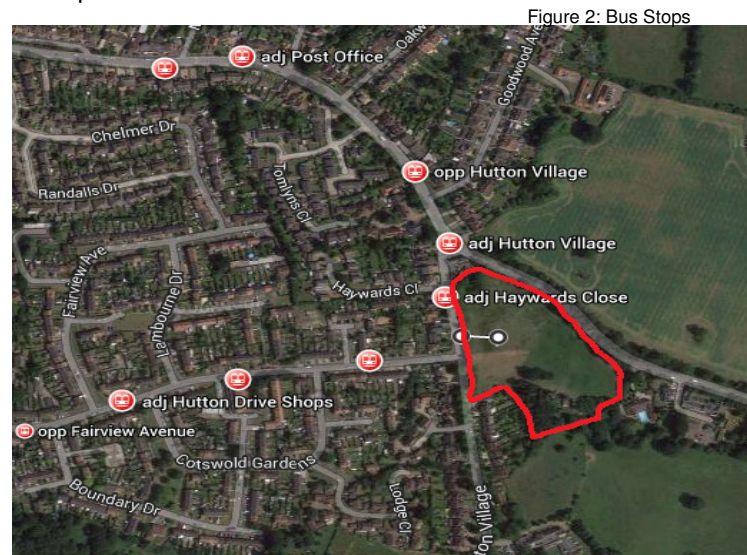


Figure 2: Bus Stops

Pedestrian and Cycling Assessment

Cycling is considered to have the potential to substitute short car trips, particularly those under five kilometres. A five kilometre catchment of the site includes much of Shenfield and Brentwood including their respective town centre, shopping and service facilities along with both railway stations.

In order to calculate the sustainability of the site in terms of pedestrian accessibility an 800 metre radius (10 minute walk) is utilised to measure the accessibility of local facilities and amenities. A review of the surrounding area confirms accessibility to two parades of shops, a co-operative supermarket, pub and local park to name a few.

In consideration of the above, the site is well located in terms of sustainable accessibility. The proposed residential development of the site would benefit from accessible established service provision and could therefore come forward sustainably without over-reliance on the motor vehicle.

The development of this site would fully accord with the presumption in favour of sustainable development set out in the NPPF.

5.0 Site Analysis

Transport — Proposed

Vehicular Access

The Access Appraisal confirms the suitability of Hutton Village roadway to provide a vehicular access at the sites western boundary. An access in this location would meet the capacity requirements for a development of up to 75 units as well as achieving the necessary visibility splay minimum to ensure vehicular safety.

The vehicular access onto Hutton Village will be formed of a simple priority T-Junction. The access road will be formed of a Type 4 5.5 metre wide major access road with 2.0 metre wide footways to both sides.

Visibility at the proposed access location can be achieved in accordance with the standards for priority junction access set out in the Design Manual for Roads and Bridges for a 30mph road, with visibility at 2.4m by 90.0m being achievable in both directions from the access.

Assessed Indicative Traffic Generation

The TRICS 7.1.1 trip generation database has been interrogated to assess the likely number of trips that could be associated with residential use. This accord with the Guidance for Transport Assessment (DfT, 2007) which states that proposals must be considered with respect to the impact of development on the infrastructural network through likely level of trips that could be generated.

The indicative trip generation ate for a development of 75 residential units is considered as follows:

Table 4.1 TRICS Residential Use Trip Rate and Forecast Generation Summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.136	0.363	0.347	0.206
Total trips 75 Units	10	27	26	16

The above table confirms that a scheme of 75 units could generate up to 37 trips in the AM peak and 42 trips in the PM peak. It is therefore considered that the proposal would represent only a minor increase in vehicular traffic in the surrounding area. This in turn confirms that the proposal would not have a negative impact on the operation or safety of the proximate local highway network.

Vehicle Parking

The adopted Essex Parking Standards (2009) states a requirement for 2+ spaces per dwelling. The proposed site layout has been prepared in accordance with these standards which therefore confirms that the parking requirement the site can be met without an overspill of parking onto the surrounding highway network.

Safety

The Essex Highways Database indicates that there has only been one recorded road traffic accident in the vicinity of the site in the 5 year period between 2010—2015. The accident was considered slight in terms of severity and took place on Rayleigh Road to the west of the junction with Hutton Village. In consideration of the total traffic flow along Rayleigh Road for the period of assessment the number of assessment is statistically very low.

The site is therefore fully deliverable in access and transport terms.

6.0 Site Master planning

In support of the site scoping work, Elizabeth Finn Care commissioned Go Planning architects to produce site opportunities and constraints plan and site master plan.

The design approach to the scheme has been influenced by the landscaping, ecological and arboricultural informative scoping work, in order to provide a proposal of suitable density, layout and style.

Quantity

The proposed site layout provides for approximately 60/65 residential units across a site area of 2.4 hectares (5.9 acres)

Layout

The approach to developing a residential layout has been focused by the opportunities and constraints of the site. Tree protection is a primary consideration within this mind-set; the sites developable area has been identified to protect and enhance the tree coverage on the site boundaries and wooded area to the south of the site. In addition, a review of the site topography confirms drainage into the northern portion of the site. It is therefore intended to incorporate an attenuation balancing pond within a wider landscaped amenity area.

Mix & Design

The Lockhart Garratt landscape appraisal included a review of the key characteristics of the Hutton Village Conservation Area. The materials, architectural design and mix of properties in the surrounding area have formed a platform to develop the proposal for the land adjacent to Rayleigh Road, with the clear intention of providing a scheme that sits in keeping with the Conservation Area.



7.0 Conclusion

Sustainable

The land adjacent to Rayleigh Road, Hutton represents a sustainable opportunity to bring forward approximately 60 homes in the settlement of Hutton to meet present and future housing demand in Brentwood Borough Council. The land is considered sustainable in economic, environmental and social terms:

Economic There is an inherent link between providing homes and the creation of jobs. The intention for the land adjacent to Rayleigh Road, Hutton is to provide homes for people working in and around the Hutton area.

Environmental The body of environmental consultancy work including detailed landscape appraisal, arboricultural investigations, ecological surveying and site master planning have confirmed that the site can be brought forward for development without undue harm to the environment.

Social The land adjacent to Rayleigh Road is very well-connected to local service provision with the majority of Hutton and Shenfield's services within a 2km radius of the site. In addition, the site benefits from excellent public transport links. The provision of homes to meet housing needs will have very significant social sustainability benefits.

Deliverable

The body of supportive consultancy work has fully confirmed the sustainability and sites deliverability of the site:

- A vehicular access is achievable onto the site in terms of safety, visibility and capacity from Hutton Village roadway. Transport scoping work has confirmed that the traffic impact associated with a development of up to 75 units can be comfortably accommodated on the existing highway network in proximity to the site.
- The land adjacent to Rayleigh Road is located within Flood Risk Zone 1. There is available land within the site to accommodate sustainable drainage and water attenuation features to ensure that the site will not contribute to surface water run-off.
- Detailed landscaping and conservation appraisal work has been utilised to create a site layout appropriate to its setting.
- The developable area of the site has been dictated by existing tree coverage and ecological considerations. Great effort has been taken to ensure that a residential development can be accommodated without detrimental impact to ecological or arboricultural considerations.
- The site is under the sole ownership of Elizabeth Finn Care who are committed to delivering a sustainable residential scheme on site in accordance with the principles and policies of the Brentwood Borough Council planning policy framework.

It is considered that the land adjacent to Rayleigh Road is sustainable, deliverable and achievable to come forward to residential development in the short term in order to meet the housing requirements of Brentwood Borough Council.



Brentwood Borough Council: Strategic Growth Options Local
Plan Consultation

Land adjacent to Rayleigh Road, Hutton

