

URS

Sustainability Appraisal (SA) of the Brentwood Local Plan

Interim SA Report

August 2013

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**BRENTWOOD
BOROUGH COUNCIL**



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INTRODUCTION

1 BACKGROUND

- 1.1.1 URS is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Brentwood Local Plan. SA is a mechanism for considering and communicating the likely effects of alternative strategies and the preferred / 'draft plan' approach in terms of sustainability issues, with a view to ensuring that the plan – once finalised - reflects sound sustainable development credentials. SA of Local Plans is legally required.¹

2 SA EXPLAINED

- 2.1.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose the EU Strategic Environmental Assessment (SEA) Directive.²
- 2.1.2 The Regulations require that a report is published for consultation alongside the draft plan that *'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'*. The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 2.1.3 In-line with the Regulations the report - which for the purposes of SA is known as the 'SA Report' – must essentially answer **four questions**:
1. What's the scope of the SA?
 2. What has Plan-making / SA involved up to this point?
 - Preparation of the draft plan must have been informed by at least one earlier plan-making / SA iteration at which point 'alternatives' are appraised.
 3. What are the appraisal findings at this current stage?
 - I.e. in relation to the draft plan.
 4. What happens next?

3 THIS INTERIM SA REPORT

- 3.1.1 At the current stage of plan-making the Council is consulting on 'Preferred Options'. This Interim SA Report is produced with the intention of informing the consultation and subsequent preparation of the draft ('Proposed Submission')³ plan.
- 3.1.2 Specifically, this Interim SA Report (within Part 3) presents an appraisal of options ('preferred' and 'alternative') for a range of the policy areas / issues covered by the consultation document.

4 STRUCTURE OF THIS INTERIM SA REPORT

- 4.1.1 Despite the fact that this is an 'Interim' SA Report (i.e. a document that does not need to provide the information required of the SA Report) it is nonetheless helpful to structure this report broadly according to the **four questions** listed above.

¹ The Planning and Compulsory Purchase Act 2004 established a requirement for a process of Sustainability Appraisal to be carried out alongside plan-making. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2012).

² Directive 2001/42/EC

³ Regulation 19 of the Town and Country Planning Regulations 2012 requires that a Proposed Submission version of the Local Plan is published so that representations can be made. Regulation 19 requires that 'the SA Report' is published alongside.

PART 1: WHAT'S THE SCOPE OF THE SA?

5 INTRODUCTION (TO PART 1)

5.1.1 The aim of this part of the report is to introduce the reader to the scope of the SA. In particular, this Chapter answers the series of questions below.

- What is the Plan broadly seeking to achieve?
- What's the sustainability 'context'?
- What's the sustainability 'baseline'?
- What are the key sustainability issues that should be a focus of SA?

5.1.2 **Chapter 6** answers the first question by listing the Local Plan objectives. The other three scoping questions are answered in **Chapters 7 – 9**.

5.1.3 Within Chapter 7 – 9 each scoping question is answered for the following 12 sustainability 'topics':

- | | |
|-----------------------------|-----------------------------------|
| • Air quality | • Flooding |
| • Biodiversity | • Housing |
| • Climate change mitigation | • Landscape |
| • Community and well-being | • Soil & contamination |
| • Cultural heritage | • Waste |
| • Economy and employment | • Water quality & water resources |

5.1.4 These topics are selected to reflect:

- a broad understanding of the anticipated scope of plan effects;
- topics suggested by the SEA Directive;⁴ and
- topics that were used as the basis for structuring the SA work undertaken in 2009 in relation to the Core Strategy.

5.2 Consultation on the scope

5.2.1 The Regulations require that *"When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies"*. In England, the consultation bodies are Natural England, The Environment Agency and English Heritage.⁵ As such, these authorities were consulted on the SA scope between 31 May and 5 July 2013.⁶ Other stakeholders were also consulted on the scope at this time.

5.2.2 The scope presented below reflects consultation responses made in relation to the Scoping Report. Stakeholders may also wish to comment on the scope of the SA at this current time.

⁴ The SEA Directive is 'of a procedural nature' (Para 9 of the Directive preamble) and does not set out to prescribe particular issues that should and should not be a focus, beyond requiring a focus on *'the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'* [our emphasis]

⁵ In-line with Article 6(3) of the SEA Directive, these consultation bodies were selected because *'by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programmes.'*

⁶ The consultation document is available online @ <http://www.brentwood.gov.uk/index.php?cid=1219>

6 WHAT IS THE PLAN SEEKING TO ACHIEVE?

6.1.1 The Brentwood Local Plan will set out a long term vision for how the Borough should develop by 2030 and the Council's strategy and policies for achieving that vision. The plan will allocate land for development and set policies to guide decisions on the location, scale and type of development and changes in the way land and buildings are used.

6.1.2 The plan covers the whole of the Borough of Brentwood and has been prepared in light of the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011. It takes account of the National Planning Policy Framework (March 2012), Planning Policy for Traveller Sites and National Policy Statements.

6.1.3 The plan is being prepared in the context of the Council's Corporate Plan 2013-16, which identifies the following overarching priorities:

- 1) Street scene and environment
- 2) Localism
- 3) A prosperous borough
- 4) Housing, health and wellbeing
- 5) A safe borough
- 6) A modern council

Corporate Priorities most relevant to the Local Plan are as follows:

- Set planning policy that supports discerning economic growth and sustainable development.
- Implement a planning framework to guide and enable infrastructure delivery
- Promote a mixed economic base across the Borough
- Maximise opportunities in the town centres for retail and a balanced night time economy.
- Broaden the range of housing in the Borough to meet the needs of our population now and in the future, with new planning policies that help to ensure we will have the right mix of homes in our towns and villages.

6.1.4 The Local Plan is also being developed in-light of the plans of neighbouring authorities (adopted and emerging). This is important given the 'Duty to Cooperate' established by the Localism Act 2011. There is a particular need for Brentwood to cooperate closely with authorities that share a common 'housing market area'.

6.1.5 Further background in relation to the Local Plan is provided within Part 2 of this Interim SA Report (which answers the question 'What has plan-making / SA involved up to this point?')

6.2 Local Plan objectives

6.2.1 The Local Plan sets out to achieve eleven objectives:

- **SO1** Direct development growth to the existing urban areas of Brentwood, Shenfield and West Horndon in locations well served by existing and proposed local services and facilities.
- **SO2** Manage development growth to that capable of being accommodated by existing or proposed infrastructure, services and facilities.
- **SO3** Foster a prosperous, vibrant and diverse local economy by attracting new commercial investment in order to maintain high and stable levels of economic and employment growth.
- **SO4** Expand and enhance Brentwood Town Centre's retail offer in particular opportunities for high quality niche shopping.

- **SO5** Promote and encourage the continued regeneration of Brentwood Town and Local Centres to provide high quality public realm and mixed use developments.
- **SO6** Optimise the social and economic benefits that arise from Crossrail for the benefit of residents and visitors to the Borough.
- **SO7** Safeguard the Green Belt and protect and enhance valuable landscapes and the natural and historic environment.
- **SO8** Plan for housing that meets the needs of the Borough's population and contributes to creating inclusive, balanced, sustainable communities.
- **SO9** Protect and nurture existing leisure, cultural and recreational assets such as the Borough's Country Parks for residents and visitors to the Borough and promote and enhance social inclusion, health and well being.
- **SO10** Improve public transport, cycling and walking facilities and encourage sustainable transport choices.
- **SO11** Secure the delivery of essential infrastructure, including transportation schemes and community facilities in order to support new development growth throughout its delivery.

6.3 What's the plan not seeking to achieve?

- 6.3.1 It is important to emphasise that the plan will be strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the development management process). The strategic nature of the plan is reflected in the scope of the SA.

7 WHAT'S THE SUSTAINABILITY 'CONTEXT'?

7.1 Introduction

7.1.1 An important step when seeking to establish the appropriate 'scope' of an SA involves reviewing 'sustainability context' messages. From the SEA Directive it is understood that there is a need to focus on context messages relating to:

- Broad problems / issues; and
- Objectives
 - i.e. 'things that are aimed at or sought'.

7.1.2 Set out below is an update to the context review presented within the 2013 Scoping Report. Readers are welcome to comment on this context review, as it will be possible to amend the SA scope prior to the next SA 'step'.

7.2 Air quality

7.2.1 The EU Thematic Strategy on Air Pollution⁷ aims to cut the annual number of premature deaths from air pollution-related diseases by almost 40% by 2020 (using 2000 as the base year), as well as substantially reducing the area of forests and other ecosystems suffering damage from airborne pollutants.

7.2.2 The National Planning Policy Framework (NPPF)⁸ identifies that there is a need to: prevent *"both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability"*.

7.2.3 The NPPF identifies that *"Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas"*.

7.2.4 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland⁹ sets health-based objectives for nine main air pollutants¹⁰. Performance against these objectives is monitored where people are regularly present and might be exposed to air pollution.

7.2.5 The recent Defra report Action for air quality in a changing climate¹¹ focuses on the synergies between the two issues of air quality and climate change. In particular, it notes the potential for additional health benefits through the closer integration of climate and air pollution policy. It is suggested that co-benefits can be realised through a variety of means, including promoting low-carbon vehicles and renewable energy.

⁷ Commission of the European Communities (2005) Thematic Strategy on air pollution [online] available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2005:0446:FIN:EN:PDF> (accessed 07/2013)

⁸ DCLG (2012) National Planning Policy Framework [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁹ Defra (2007) Air Quality Strategy for England, Scotland, Wales and Northern Ireland [online] available at: <http://www.defra.gov.uk/environment/quality/air/air-quality/approach/> (accessed 07/2013)

¹⁰ Benzene; 1,3-butadiene; carbon monoxide (CO); lead; nitrogen dioxide (NO₂); ozone; particles (PM₁₀); sulphur dioxide (SO₂); and polycyclic aromatic hydrocarbons.

¹¹ Defra (2010) Air Pollution: Action in a Changing Climate [online] available at: <http://www.defra.gov.uk/publications/files/pb13378-air-pollution.pdf> (accessed 07/2013)

7.3 Biodiversity

- 7.3.1 The EU Sustainable Development Strategy¹², adopted in 2006, included an objective to halt the loss of biodiversity by 2010. More recently at the European level, a new EU Biodiversity Strategy¹³ (May 2011) established a Europe-wide target to “*halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020*”.
- 7.3.2 Key messages from the National Planning Policy Framework (NPPF)⁸ include -
- Contribute to the Government’s commitment to halt the overall decline in biodiversity by minimising impacts and achieving net gains in biodiversity wherever possible.
 - Promote the ‘preservation, restoration and recreation of priority habitats, ecological networks’ and the ‘protection and recovery of priority species’. Plan for biodiversity at a landscape-scale across local authority boundaries.
 - Set criteria based policies for the protection of internationally, nationally and locally designated sites, giving weight to their importance not just individually but as a part of a wider ecological network.
 - Take account of the effects of climate change in the long term. Adopt proactive strategies to adaptation and manage risks through adaptation measures including green infrastructure.
 - Green infrastructure is defined as being: ‘a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities’. Positive planning for ‘green infrastructure’ is recognised as part of planning for ‘ecological networks’. High quality open spaces should be protected or their loss mitigated, unless a lack of need is established.
 - ‘Once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, notably to ‘retain and enhance landscapes, visual amenity and biodiversity’.
- 7.3.3 There is a need to focus on the conservation of biodiversity over large areas of land (i.e. at the landscape scale) where habitat patches that are now fragmented would once have functioned more as an interconnected whole. There is a need to protect and maximise the value of areas already rich in wildlife; expand, buffer, and create connections and stepping stones between these areas; and make the wider landscape more permeable to wildlife.¹⁴
- 7.3.4 New development should incorporate green space consisting of a ‘network of well-managed, high-quality green/open spaces linked to the wider countryside’. These spaces should be of a range of types (e.g. community forests, wetland areas and parks) and be multifunctional, for instance as areas that can be used for walking and cycling, recreation and play, supporting of wildlife, or forming an element of an urban cooling and flood management.¹⁵
- 7.3.5 The Brentwood Borough Assessment of Needs and Audit of Open Space, Sport and Recreation Facilities sets local standards for the provision of public open space and facilities, and identifies priority areas for the provision and improvement of open space to meet the needs of local communities. The recommendations of the report highlight the need to develop ‘strategic green linkages’ by growing the existing network of public footpaths, exploring opportunities to develop pathways along main waterways and developing existing Public Rights of Way into key cycle routes.

¹² Council of the European Union (2006) The EU Sustainable Development Strategy [online] available at: <http://register.consilium.europa.eu/pdf/en/06/st10/st10117.en06.pdf> (accessed 07/2013)

¹³ European Commission (2011) Our life insurance, our natural capital: an EU biodiversity strategy to 2020 [online] available at: http://ec.europa.eu/environment/nature/biodiversity/comm2006/pdf/2020/1_EN_ACT_part1_v7%5b1%5d.pdf (accessed 07/2013)

¹⁴ The Wildlife Trusts (2010) A Living Landscape: play your part in nature’s recovery [online] available at: <http://www.wildlifetrusts.org/alivinglandscape> (accessed 07/2013)

¹⁵ TCPA (2012) Creating garden cities and suburbs today [online] available at: http://www.tcpa.org.uk/data/files/Creating_Garden_Cities_and_Suburbs_Today.pdf (accessed 07/2013)

7.4 Climate change mitigation

7.4.1 Key messages from the National Planning Policy Framework⁸ (NPPF) include -

- Support the transition to a low carbon future in a changing climate as a 'core planning principle'.
- There is a key role for planning in securing radical reductions in GHG, including in terms of meeting the targets set out in the Climate Change Act 2008¹⁶. Specifically, planning policy should support the move to a low carbon future through:
 - planning for new development in locations and ways which reduce GHG emissions
 - actively supporting energy efficiency improvements to existing buildings
 - setting local requirements for building's sustainability in a way that is consistent with the Government's zero carbon buildings policy
 - positively promoting renewable energy technologies and considering identifying suitable areas for their construction
 - encouraging those transport solutions that support reductions in greenhouse gas emissions and reduce congestion.
- To minimise journey lengths for employment, shopping, leisure and other activities, planning policies should aim for 'a balance of land uses'. Wherever practical, key facilities should be located within walking distance of most properties.
- The transport system needs to be balanced in favour of sustainable transport modes (including walking, cycling and public transport), giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

7.4.2 Higher levels of walking and cycling could reduce congestion, improve local environmental quality, improve personal health and reduce transport-related CO₂ emissions¹⁷. Plans should ensure that local, strategic policies support and encourage both walking and cycling.¹⁸

7.4.3 This Department for Transport (DfT) 'Door to Door' strategy¹⁹ focuses on four core areas which need to be addressed with a view to encouraging sustainable transport:

- accurate, accessible and reliable information about the different transport options for their journeys;
- convenient and affordable tickets, for an entire journey;
- regular and straightforward connections at all stages of the journey and between different modes of transport; and
- safe, comfortable transport facilities.

¹⁶ The Climate Change Act 2008 sets targets for greenhouse gas (GHG) emission reductions through action in the UK of at least 80% by 2050, and reductions in CO₂ emissions of at least 26% by 2020, against a 1990 baseline.

¹⁷ Lancaster University, University of Leeds & Oxford Brookes University (2011) Understanding Walking and Cycling: Summary of Key Findings and Recommendations [online] available at: http://www.its.leeds.ac.uk/fileadmin/user_upload/UWCRptSept2011.pdf (accessed 08/2012)

¹⁸ National Institute for Health and Care Excellence (2012) Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation, Public Health Guidance PH41[online] available at: <http://guidance.nice.org.uk/PH41>

¹⁹ Dft (2013). Door to Door: A strategy for improving sustainable transport integration [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/142539/door-to-door-strategy.pdf (accessed 04/13)

- 7.4.4 In the guidance document "*How local authorities can reduce emissions and manage climate risk*"²⁰, planning functions are described as being a 'key lever in reducing emissions and adapting localities to a changing climate', with it considered particularly important that local authorities use these to:
- Enforce energy efficiency standards in new buildings and extensions;
 - Reduce transport emissions by concentrating new developments in existing cities and large towns and/or ensuring they are well served by public transport;
 - Work with developers to make renewable energy projects acceptable to local communities;
- 7.4.5 With regards to low-carbon district heating networks, the DECC report "*The future of heating*"²¹ points out that around half (46%) of the final energy consumed in the UK is used to provide heat, contributing roughly a third of the nation's greenhouse gas emissions. Renewable heat currently represents 1% of heat generation in the UK. The Government's vision is of: '*buildings benefiting from a combination of renewable heat in individual buildings, particularly heat pumps, and heat networks distributing low carbon heat to whole communities...focusing first on the energy efficiency of our buildings...*'
- 7.4.6 The Brentwood declaration on climate change²² acknowledges the increasing impact that climate change will have on the community during the 21st century and commits to tackling the causes and effects of a changing climate. The declaration features a number of actions that the Council will take from 2007 onwards. These include:
- Develop plans with partners and local communities to progressively address the causes and the impacts of climate change
 - Assess the risk associated with climate change and the implications for services and local communities of climate change impacts and adapt accordingly
 - Encourage local communities to take the opportunity to adapt to the impacts of climate change, to reduce their own greenhouse gas emissions and to make public their commitment to action.

7.5 Community and well-being

- 7.5.1 A 'core planning principle' of the National Planning Policy Framework⁸ (NPPF) is to 'take account of and support local strategies to improve health, social and cultural wellbeing for all' and support vibrant and healthy communities. Protection and promotion of town centres is encouraged; and planning policies should promote the retention and development of local services and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. Ensuring 'sufficient choice of school places' is of 'great importance'. To this end, local authorities are called upon to take a 'proactive, positive and collaborative approach' to bringing forward 'development that will widen choice in education'.

²⁰ Committee on Climate Change (2012) How local authorities can reduce emissions and manage climate risk [online] available at: http://hmccc.s3.amazonaws.com/Local%20Authorites/1584_CCC_LA%20Report_bookmarked_1b.pdf (accessed 11/2012)

²¹ DECC (2012) The Future of Heating: A strategic framework for low carbon heat in the UK [online] available at: <http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/heat/4805-future-heating-strategic-framework.pdf> (accessed 11/2012)

²² Brentwood Borough Council (2006) The Brentwood declaration on climate change [online] available at: <http://www.brentwood.gov.uk/pdf/15072008161938u.pdf> (accessed 04/2013)

- 7.5.2 The NPPF states that planning for transport and travel will have an important role in 'contributing to wider sustainability and health objectives'. Plans should ensure that local, strategic policies support and encourage both walking and cycling²³ as higher levels of walking and cycling could improve local environmental quality and improve personal health²⁴.
- 7.5.3 There is *"overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities"*²⁵. To ensure that the built environment promotes health and reduces inequalities for all local populations there is a need to:
- fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality;
 - prioritise policies and interventions that both reduce health inequalities and mitigate climate change by improving active travel; good quality open and green spaces; the quality of food in local areas; and the energy efficiency of housing; and
 - support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation.
- 7.5.4 Travellers should be treated in a fair and equal manner that facilitates their traditional and nomadic way of life, whilst also respecting the interest of the settled community, through promoting more private traveller site provision, whilst recognising that there will be those that cannot afford private sites; enabling the provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure; and having due regard for the protection of local amenity and environment.²⁶
- 7.5.5 Organisations involved in urban planning will need to adjust to an older population and will have an important role to play in preventing the social isolation of older citizens. 51% more people aged 65 and over and 101% more people aged 85 and over in England in 2030 compared to 2010; and a 90% increase in people with moderate or severe need for social care for the same time period.²⁷

7.6 Cultural heritage

- 7.6.1 The National Planning Policy Framework⁸ (NPPF) states that Local planning authorities should set out strategic policies to deliver the conservation and enhancement of the natural and historic environment, including landscape.
- 7.6.2 The NPPF goes on to say that Local Plans should present a 'positive strategy' for the 'conservation and enjoyment of the historic environment', including those heritage assets that are most at risk. Assets should be recognised as being an 'irreplaceable resource' that should be conserved in a 'manner appropriate to their significance', taking account of 'the wider social, cultural, economic and environmental benefits' that conservation can bring, whilst also recognising the positive contribution new development can make to local character and distinctiveness.

²³ National Institute for Health and Care Excellence (2012) Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation, Public Health Guidance PH41[online] available at: <http://guidance.nice.org.uk/PH41>

²⁴ Lancaster University, University of Leeds & Oxford Brookes University (2011) Understanding Walking and Cycling: Summary of Key Findings and Recommendations [online] available at: http://www.its.leeds.ac.uk/fileadmin/user_upload/UWCRReportSept2011.pdf (accessed 08/2012)

²⁵ The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: <http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf> accessed 08/2012)

²⁶ DCLG (2012) Planning policy for traveller sites [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2113371.pdf> (accessed 08/2012)

²⁷ Select Committee on Public Service and Demographic Change (2013) Ready for Ageing? [online] available at: <http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/> (accessed 07/2013)

7.7 Economy and employment

- 7.7.1 Key messages from the National Planning Policy Framework⁸ (NPPF) include -
- The planning system can make a contribution to building a strong, responsive economy by ‘ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure’.
 - There is a need to capitalise on ‘inherent strengths’, and to meet the ‘twin challenges of global competition and of a low carbon future’.
 - There is a need to support new and emerging business sectors, including positively planning for ‘clusters or networks of knowledge driven, creative or high technology industries’.
 - There is a need for positive planning policies to support competitive town centre environments. The need to enhance and retain markets is also outlined. Edge of town developments should only be considered where they have good access. This should be followed with an impact assessment to ensure town centre viability in the long term.
 - Local Plans should support the sustainable growth and expansion of all types of business and enterprise in rural areas and promote the development and diversification of agricultural and other land-based rural businesses.
- 7.7.2 Specific examples of areas where it makes sense for Government intervention to tackle market failures include: investment in infrastructure; tackling barriers such as transport congestion and poor connections; other support to areas facing long term growth challenges where this can help them manage their transition to growth industries; and strategic intervention where it can stimulate private sector investment in new green technology in strategic locations.²⁸
- 7.7.3 In order to revitalise town centres and high streets it is necessary for Local Authorities to re-imagine these places, ensuring that they offer something new and different that neither out-of-town shopping centres nor the internet can offer, rather than simply relying on retail provision.²⁹ Also, lower order retail and service facilities, which provide neighbourhood level provision, can provide economic resilience, act as a ‘hub’ for local communities, and play an important role in the shopping hierarchy because of their accessibility.³⁰
- 7.7.4 Local plans should support the sustainable growth and expansion of all types of business and enterprise in rural areas and promote the development and diversification of agricultural and other land-based rural businesses. The improvement of transport links and the provision of adequate digital infrastructure can facilitate the ‘significant untapped potential’ of rural areas to contribute to economic growth and employment.³¹
- 7.7.5 Brentwood is part of the South East Local Enterprise Partnership³² (LEP) which contains the three counties of Essex, Kent and East Sussex. The LEP aims to ‘*create the most enterprising economy in England*’ and key to achieving this is addressing three ‘barriers to growth’: tackling congestion on the transport network, improving skills and reducing deprivation. Other objectives of the LEP are to strengthen the rural economy through opportunities in the food sector, tourism and universal super-fast broadband.

²⁸ BIS (2010) Local Growth White Paper [online] available at <http://www.bis.gov.uk/assets/BISCore/economic-development/docs/L/cm7961-local-growth-white-paper.pdf>

²⁹ High streets at the heart of our communities: The Government’s response to the Mary Portas Review [online] available at: <http://www.communities.gov.uk/publications/regeneration/portasreviewresponse> (accessed 08/2012)

³⁰ DCLG (2012) Parades of shops: towards an understanding of performance and prospects [online] available at: <http://www.communities.gov.uk/documents/regeneration/pdf/2156925.pdf> (accessed 08/2012)

³¹ Federation of Small Businesses (2012) The Missing Links - Revitalising our rural economy [online] available at: http://www.fsb.org.uk/policy/assets/rural_report_web_final_proof.pdf (accessed 08/2012)

³² South East LEP (2012) Mission and Vision Statement [online] available at: <http://www.southeastlep.com/images/pdf/about/selep-vision.pdf> (accessed 07/2013)

7.7.6 The Heart of Essex: Economic Futures Study³³ identifies land, transport, storage and professional services; administrative and support services; and education as particular areas for growth. The study notes that 'supporting local businesses and attracting inward investment by creating the right conditions for growth will be critical to achieving the service-led growth that is forecast'; and strategic transport and communications infrastructure will be crucial to creating the right conditions for growth.

7.8 Flooding

7.8.1 The National Planning Policy Framework⁸ (NPPF) states development should be directed away from areas at highest risk from flooding, and should "*not to be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding*". Where development is necessary, it should be made safe without increasing levels of flood risk elsewhere.

7.8.2 The NPPF also states that Local Plans should also take account of the effects of climate change in the long term, taking into account factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. Planning authorities are encouraged to 'adopt proactive strategies' to adaptation. New developments should be planned so that they avoid increased vulnerability to climate change impacts. Where new development is at risk to such impacts, this should be managed through adaptation measures including the planning of green infrastructure.

7.8.3 The Flood and Water Management Act³⁴ sets out the following approaches to flood risk management:

- Incorporating greater resilience measures into the design of new buildings, and retro-fitting at risk properties (including historic buildings);
- Utilising the environment, such as management of the land to reduce runoff and harnessing the ability of wetlands to store water; and
- Identifying areas suitable for inundation and water storage.

7.9 Housing

7.9.1 Key messages from the National Planning Policy Framework⁸ (NPPF) include -

- To 'boost significantly the supply of housing', local planning authorities should meet the 'full, objectively assessed need for market and affordable housing' in their area. They should prepare a Strategic Housing Market Assessment to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The Strategic Housing Market Assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period.
- With a view to creating 'sustainable, inclusive and mixed communities' authorities should ensure provision of affordable housing onsite or externally where robustly justified.
- Plans for housing mix should be based upon 'current and future demographic trends, market trends and the needs of different groups in the community'.
- Larger developments are suggested as sometimes being the best means of achieving a supply of new homes, with these to be developed in accordance with the 'principles of Garden Cities'.
- The NPPF attaches great importance to the design of the built environment. It explains how good design is a key aspect in sustainable development, and how development should improve the quality of the area over its lifetime, not just in the short term. Good architecture

³³ Nathaniel Lichfield & Partners / Experian (2012) The Heart of Essex: Economic Futures Study [online] available at: <http://www.brentwood.gov.uk/pdf/06082012104212u.PDF> (accessed 04/2013)

³⁴ Flood and Water Management Act (2010) [online] at: <http://www.legislation.gov.uk/ukpga/2010/29/contents> (accessed 08/12)

and landscaping are important, with the use of design codes contributing to the delivery of high quality outcomes. Design should reinforce local distinctiveness, raise the standard more generally in the area and address the connections between people and places.

- 7.9.2 The Joseph Rowntree Foundation *International Review of Land Supply and Planning Systems*³⁵ explores whether policies and mechanisms that work well in other countries might be introduced or adapted to help unlock land supply and therefore new housing delivery in the UK. Despite record house prices in the early 2000s the supply of new homes did not increase significantly. This lack of responsiveness to increases in house prices contributes further to affordability problems. The global financial crisis and resultant recession(s) has only worsened the supply situation. The consequences of housing market volatility and shortage are increasingly serious.
- 7.9.3 The housing market is delivering much less specialist housing for older people than is needed. Central and local government, housing associations and house builders need urgently to plan how to ensure that the housing needs of the older population are better addressed and to give as much priority to promoting an adequate market and social housing for older people as is given to housing for younger people.³⁶

7.10 Landscape

- 7.10.1 The National Planning Policy Framework⁸ (NPPF) states that Local planning authorities should set out strategic policies to deliver the conservation and enhancement of the natural and historic environment, including landscape.
- 7.10.2 Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.
- 7.10.3 Local Authorities should adopt policies and measures for the protection, management and planning of all landscapes, whether outstanding or ordinary, that determine the quality of people's living environment.³⁷
- 7.10.4 During the consultation on the Scoping Report, one Parish Council and seven residents commented, on the importance of maintaining the Green Belt in the Borough to the same level of protection as set out in the 2005 Local Plan.

7.11 Soil & contamination

- 7.11.1 Key messages from the National Planning Policy Framework⁸ (NPPF) include -
- Protect and enhance soils.
 - Prevent new or existing development from being 'adversely affected' by the presence of 'unacceptable levels' of soil pollution or land instability and be willing to remediate and mitigate 'despoiled, degraded, derelict, contaminated and unstable land, where appropriate'.
 - Authorities can 'set out their own approach to housing density to reflect local circumstances' but should also look to 'encourage the effective use of land' through the reuse of land which has been previously developed, 'provided that this is not of high environmental value'.

³⁵ Joseph Rowntree Foundation (2013) *International Review of Land Supply and Planning Systems* [online] available at: <http://www.jrf.org.uk/sites/files/jrf/land-supply-planning-full.pdf> (accessed 04/2013)

³⁶ Select Committee on Public Service and Demographic Change (2013) *Ready for Ageing?* [online] available at: <http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/> [accessed 15/03/2012]

³⁷ Council of Europe (2000) *The European Landscape Convention* [online] available at: <http://conventions.coe.int/Treaty/en/Treaties/Html/176.htm> (accessed 08/2012)

- The value of best and most versatile agricultural land should also be taken into account.

7.11.2 In *Safeguarding our Soils: A strategy for England*³⁸, a vision is set out for the future of soils in the country. An element of this vision is the condition of soils in urban areas, which are to be 'sufficiently valued for the ecosystem services they provide and given appropriate weight in the planning system'. Good quality soils in urban areas are recognised as being 'vital in supporting ecosystems, facilitating drainage and providing urban green spaces for communities'. That planning decisions take sufficient account of soil quality is a concern of the report, in particular in cases where 'significant areas of the best and most versatile agricultural land are involved'. Preventing the pollution of soils and addressing the historic legacy of contaminated land is another element of the reports vision. Changing demands on our soils need to be better understood and it must be ensured that 'appropriate consideration is given to soils in the planning process'.

7.12 Waste

7.12.1 The Government's Review of Waste Policy in England' (2011) recognises that environmental benefits and economic growth can be the result of a more sustainable approach to the use of materials. As such, it sets out a vision to move beyond our current 'throwaway society' to a 'zero waste economy'. The report recognises that planning will play a critical role in delivering this ambition.

7.12.2 Local Authority Waste Management Statistics for England - 2011/12³⁹ showed -

- 43% of household waste recycled (the highest percentage on record but the lowest annual increase in ten years)
- 22.9 million tonnes of household waste generated equal to 431kg of waste per person (continuing the pattern of annual reductions seen since 2007/2008)
- 10.7 million tonnes of waste collected recycled, composted or reused by local authorities (for the first time this figure was greater than the amount landfilled)

7.13 Water quality & water resources

7.13.1 The NPPF⁸ states that local authorities should produce strategic policies to deliver the provision of a variety of infrastructure, including that necessary for water supply and should encourage and incentivise water efficiency measures at the demand side⁴⁰.

7.13.2 The EU's 'Blueprint to Safeguard Europe's Water Resources'⁴¹ highlights the need for Member States to reduce pressure on water resources, for instance by using green infrastructure such as wetlands, floodplains and buffer strips along water courses. This would also reduce the EU's vulnerability to floods and droughts. It also emphasises the role water efficiency can play in reducing scarcity and water stress.

³⁸ Defra (2009) *Safeguarding our Soils: A strategy for England* [online] available at: <http://archive.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf> (accessed 11/2012)

³⁹ Defra (2012) Local Authority collected waste for England [online] available at: <http://www.defra.gov.uk/statistics/environment/waste/wrfq22-wrmswqtr/>

⁴⁰ Defra (2011) *Water for life (The Water White Paper)* [online] available at: <http://www.official-documents.gov.uk/document/cm82/8230/8230.pdf> (accessed 08/2012)

⁴¹ European Commission (2012) *A Blueprint to Safeguard Europe's Water Resources* [online] available at http://ec.europa.eu/environment/water/blueprint/pdf/COM-2012-673final_EN_ACT-cov.pdf (accessed 11/2012)

8 WHAT'S THE SUSTAINABILITY 'BASELINE'?

8.1 Introduction

- 8.1.1 The baseline review is about tailoring and developing the problems/issues identified through context review so that they are locally specific. A detailed understanding of the baseline can aid the identification and evaluation of 'likely significant effects' associated with the draft plan / alternatives.
- 8.1.2 Set out below is an update to the baseline review presented within the 2013 Scoping Report. Readers are welcome to comment on this context review, as it will be possible to amend the SA scope prior to the next SA 'step'.

8.2 Air quality

The current situation

- 8.2.1 Air quality in Essex as a whole is generally considered to be good; however, Brentwood Borough features a high proportion of Air Quality Management Areas (AQMA) when compared to the rest of the County⁴². In total there are seven AQMAs located in the Borough.⁴³
- 8.2.2 Transport is a principle matter of concern in terms of the Borough's air quality. The main source of traffic emissions are the Borough's major roads, with these being the M25, A12, A128, A1023, A129 and A127.⁴⁴
- 8.2.3 The AQMAs designated in Brentwood Borough are predominantly located on the main transport route, the A12. The one exception to this is the AQMA located within Brentwood Town Centre at the A128/A1023 junction. The main pollutant identified in all cases is nitrogen dioxide (NO₂).
- 8.2.4 NO₂ concentrations have not exceeded the annual mean Air Quality Objective value for the past four years at the following locations; and may have their AQMA status revoked:
- M25/Nags Head Lane Junction;
 - A12/Greenshaw and Porters Close;
 - A12/Roman Road Mountnessing; and
 - A12/Fryerning Lane, Pemberton Avenue, Trimble Close.

The likely situation in the future (assuming no intervention through the plan)

- 8.2.5 In the absence of the Plan to guide its location, new developments may occur in areas of greater sensitivity in terms of air quality, such as within the Borough's AQMAs. This may result in a deterioration of air quality in these locations should the new development result in increased traffic, which is a primary driver of air pollution in the Borough. Highly polluting development, or development unsuited to its location, may also occur (e.g. industrial facilities in residential areas) with negative effects on air quality. Air pollution mitigation measures (e.g. strategically located green space) are also less likely to put in place without Plan guidance.

⁴² Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁴³ Defra: AQMA Maps [online] available at: http://aqma.defra.gov.uk/maps.php?map_name=kent&la_id=33 (accessed 04/2013)

⁴⁴ Brentwood Borough Council (2012) Air Quality Updating and Screening Assessment for Brentwood Borough Council

8.3 Biodiversity

The current situation

- 8.3.1 The Essex Biodiversity Action Plan (BAP) sets out those species and habitats that should be protected and enhanced within the Borough. Priority habitats include woodlands, grasslands, hedgerows and ponds. Priority species include dormice, great crested newts and bats.
- 8.3.2 There are three Sites of Special Scientific Interest (SSSI) within the Borough. These are located at Coppice, Kelvedon Hatch; Curtis Mill Green; and Thorndon Park. All of these SSSIs are classified as being in 'unfavourable' condition, but remedial work is being undertaken. Of the sites, two are located within the north-west area of the Borough, whilst one is located to the south.
- 8.3.3 Other sites of biodiversity interest in Brentwood include:⁴⁵
- One statutory Local Nature Reserve (Hutton Country Park), and Warley Place which is managed by Essex Wildlife Trust as a Local Nature Reserve.
 - Thames Chase Community Forest and Red House Lake are both highlighted as sites for protection.
 - 147 Local Wildlife Sites (LoWS) and areas of woodland. One of the most noticeable features of the current LoWS network is the relative lack of high quality grasslands.⁴⁶
 - Eleven parks in the Borough and four country parks. The country parks are regarded as being of biodiversity importance; for instance, Thorndon Country Park hosts an ancient deer park area which has been designated as a SSSI.⁴⁷
- 8.3.4 Brentwood's country parks are based in the west, east and south of the Borough. With the exception of Tipps Cross ward in the north of the Borough, all residential areas are within the recommended accessible drive time catchment⁴⁸ of one of the four country parks.
- 8.3.5 Brentwood currently has no recognised formal green corridors. The built up area of Brentwood features a number of important 'green wedges', two of which extend into the centre of the town (Hartwood/Shenfield Common and Brentwood School/Merrymeade Park).

The likely situation in the future (assuming no intervention through the plan)

- 8.3.6 Without the implementation of the Plan, sites of biodiversity importance are likely to come under increasing pressure. Rising population and associated development may result in the loss of habitat. A failure to further 'connect' habitats through green corridors may lead to further losses as species are lost to due to the effects of isolation.
- 8.3.7 From the climate change projections for Essex⁴⁹ it is understood that, in addition to the changing climate, there is likely to be a decrease in soil moisture (particularly during summer and autumn) which could adversely affect biodiversity and the integrity of the natural environment. The UK Climate Change Risk Assessment (2011) also notes that risks to biodiversity will result from low water levels and reduced river flows presenting a risk to freshwater habitats due to increased concentration of pollutants from agriculture, sewage and air pollution.

⁴⁵ PMP (2007) Survey and assessment of needs and audit of open space, sport and recreation facilities in Brentwood Borough [online] available at: <http://www.brentwood.gov.uk/pdf/19032008093745u.pdf> (accessed 11/2012)

⁴⁶ EECOS (2012) Brentwood Borough Local Wildlife Site Review

⁴⁷ PMP (2007) Survey and assessment of needs and audit of open space, sport and recreation facilities in Brentwood Borough [online] available at: <http://www.brentwood.gov.uk/pdf/19032008093745u.pdf> (accessed 11/2012)

⁴⁸ A drive-time accessibility standard of 10 minutes (4km) was deemed appropriate for country parks given their role as a destination venue

⁴⁹ Thurrock Council (2008) Thurrock Climate Change Evidence Base [online] available at http://www.thurrock.gov.uk/planning/strategic/pdf/ldf_tech_climate_2008.pdf (accessed 12/2012)

8.4 Climate change mitigation

The current situation

- 8.4.1 Total domestic and commercial energy consumption in Brentwood was below the average for Essex County as a whole in 2005⁵⁰. With the possible exception of some small scale domestic solar panels, Brentwood had no renewable energy schemes in place in 2009, and no planning applications were received regarding renewable energy schemes over the course of 2010/11. There may, however, have been the installation of solar panels on individual residential properties in the Borough, for which planning permission is not required.⁵¹
- 8.4.2 Per capita emissions of CO₂ in the Borough have been falling in recent years. Total emissions per capita have fallen from 8.2 tonnes in 2005 to 7.2 tonnes by 2010 with a decline in transport emissions (0.4 tonnes), domestic emissions (0.3 tonnes) and industrial emissions (0.3 tonnes). Emissions per capita still remain above the 2010 Essex (6 tonnes), South East (6.1 tonnes) and National (6.6 tonnes) averages.⁵²
- 8.4.3 In 2001, 57% of the borough's population travelled to work by car (below the national average); a higher than average number of people commuted by train (20%); and 1% of residents cycled to work (below the regional and national average). Approximately 20% of residents travel greater than 20km to work; however the number of Borough residents working from home is slightly higher than average.⁵³
- 8.4.4 In terms of **sustainable transport** infrastructure: Fast train services stop at Shenfield and Ingatestone; metro services stop at Brentwood and Shenfield. In future Crossrail will replace the existing metro service, stopping at Brentwood and terminating at Shenfield. Crossrail will provide the Borough with an improved train service, increased capacity, station improvements and a direct link to London Heathrow airport.

The likely situation in the future (assuming no intervention through the plan)

- 8.4.5 Climate change mitigation is likely to increase as an 'issue' as the impacts are increasingly felt. The 2009 UK Climate Change Projections predict that (by 2080):
- Winters are likely to be warmer by around 2.2°C.
 - Summers are likely to be hotter by around 2.8°C.
 - Winter rainfall is likely to increase by 16%.
 - Summer rainfall is likely to decrease by 19%.
- 8.4.6 The future baseline under the 2009 UK Climate Change Projections also includes a potential increase in the frequency of extreme weather events over time, such as heat waves, storms and flooding.
- 8.4.7 In the absence of guidance from the Plan, the probability of new development and infrastructure being in-line with 'low-carbon' aspirations will be lower, given that such technologies and approaches tend to be more expensive to implement than carbon intensive measures, at least in the near term.

⁵⁰ Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁵¹ Brentwood Borough Council (2012) Annual Monitoring Report 2010/11 [online] available at: <http://www.brentwood.gov.uk/pdf/18012012112208u.pdf> (accessed 11/2012)

⁵² DECC (2010) Local Authority Carbon Dioxide Figures [online] available at: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/laco2/laco2.aspx (accessed 11/2012)

⁵³ Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

8.5 Community and well-being

The current situation

- 8.5.1 According to census data over the period 1971 to 2001, the population of Brentwood has been subject to a declining trend, with the population falling by 3.2% between 1991 and 2001 to stand at 68,456. The 2011 Census meanwhile records a 7% rise to 73,600. Around 70% of the Borough's population live in Brentwood urban area.⁵⁴ ⁵⁵ Almost all of the population change in Brentwood between 2001 and 2008 was through migration from the EU and UK.⁵⁶
- 8.5.2 Those aged over 60 makeup 23.9% of the population of Brentwood, which is above the average for England (20.9%)⁵⁷ and an increasingly ageing population is predicted.
- 8.5.3 In the Borough, there is a higher proportion of the population classed as having 'good' health than in England as a whole.⁵⁸ Life expectancy is higher than the national average. Over the period 2008-10 this stood at 81.1 for men and 84.3 for women in comparison to 78.2 and 82.3 respectively in England.⁵⁹ In the Borough's most deprived areas life expectancy is 9.4 years lower for men and 6.4 years lower for women than in the least deprived areas (See Figure 5.2).⁶⁰
- 8.5.4 According to the Department for Health, health priorities identified for Brentwood Borough include reducing road injuries and deaths, and increasing physical activity in adults and children.⁶¹
- 8.5.5 In a survey of Borough households, parks and gardens, and natural open spaces were considered to be the most important open spaces in the Borough. In terms of open spaces, urban parks and gardens, there are a number of areas outside of an accessible catchment – these areas include central Brentwood, Warley, Brook Street, Pilgrims Hatch, Shenfield and Hutton Mount.⁶²
- 8.5.6 The Borough's allotment sites accommodate 596 plots. According to a 2007 audit, there were waiting lists at some of these allotment sites and demand for plots was continuing to rise.⁶³ A more recent 2012 assessment of the sites found that in total 139 people were on waiting lists for plots in the Borough, so indicating that demand has continued to outstrip supply.⁶⁴
- 8.5.7 Whilst the Borough can on the whole be considered to be relatively affluent, there are some areas of relative deprivation (Figure 5.4). A number of areas of deprivation are concentrated on the outskirts of the town of Brentwood, particularly to its south-east⁶⁵. Rural deprivation is an issue in some areas of the Borough, with particular pockets of deprivation found to the south and east of the Brentwood urban area.

⁵⁴ Brentwood Borough Council (2012) Annual Monitoring Report 2010/11 [online] available at: <http://www.brentwood.gov.uk/index.php?cid=880> (accessed 11/2012)

⁵⁵ Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁵⁶ Roger Tym & Partners / Edge Analytics (2012) Heart of Essex Housing Growth Scenarios [online] available at: <http://www.brentwood.gov.uk/pdf/06082012102027u.pdf> (accessed 04/2013)

⁵⁷ Brentwood Borough Council (2012) Annual Monitoring Report 2010/11 [online] available at: <http://www.brentwood.gov.uk/index.php?cid=880> (accessed 11/2012)

⁵⁸ *Ibid.*

⁵⁹ *Ibid.*

⁶⁰ DoH (2012) Health Profile: Brentwood [online] available at www.apho.org.uk/resource/view.aspx?RID=117177 (accessed 11/2012)

⁶¹ *Ibid.*

⁶² PMP (2007) Survey and assessment of needs and audit of open space, sport and recreation facilities in Brentwood Borough [online] available at: <http://www.brentwood.gov.uk/pdf/19032008093745u.pdf> (accessed 11/2012)

⁶³ *Ibid.*

⁶⁴ Brentwood borough Council – Personal communication (09/05/2013)

⁶⁵ ONS – Neighbourhood Statistics [online] available at <http://www.neighbourhood.statistics.gov.uk/dissemination> (accessed 11/2012)

- 8.5.8 There are 24 primary schools and 6 secondary schools within the Borough of Brentwood; and no higher education facilities. Primary schools in the Borough are regarded as being at capacity, particularly in the Brentwood urban area.⁶⁶ Levels of attainment in education are considered to be relatively high, with a slightly higher than average proportion of 15 year old pupils achieving GCSEs or equivalent in 2007. The average number of people achieving no qualifications was also slightly lower than average.⁶⁷ 23% of the Borough's population have no qualifications, compared to 29.1% in England.⁶⁸
- 8.5.9 The Borough is home to a number of community facilities, providing both social and cultural services. Examples include the Brentwood Centre's International Hall, Brentwood Theatre, Merrymeade House, and a number of Parish and Village halls. The Borough has three libraries. These are located in Ingatestone, Shenfield and Brentwood. In terms of sports and recreation, a number of large facilities are available.⁶⁹
- 8.5.10 There was a rise in unauthorised caravans from January 2007, to January 2009, after which there was a sharp decline due to a number of temporary permissions being granted. However, the number of unauthorised sites has again increased. In July 2012 there were 36 caravans on unauthorised sites and 60 on authorised private sites.⁷⁰
- The likely situation in the future (assuming no intervention through the plan)*
- 8.5.11 The population of the Borough is predicted to grow and age in future. This will place pressure on health and community facilities, which are likely to face both a higher number of users and a more varied and demanding, set of requirements from these users. Without Plan guidance, steps taken towards the maintenance and provision of such services may not be sufficient to meet these future requirements.
- 8.5.12 Without efforts to modernise and coordinate the Borough's transport system through the Plan it is less likely that Brentwood will support thriving local communities with accessible services. Increased physical activity is less likely to occur without infrastructure to encourage active forms of transport, with resulting negative health implications.
- 8.5.13 In the absence of the Plan it is less likely that development and infrastructure will be directed towards those areas of the Borough that currently suffer from the highest levels of deprivation. As a result the gap between the best and worst off may widen, with negative social and health implications for all Brentwood residents. In addition, without the Plan development is more likely to happen without the infrastructure needed to support it, stretching existing services and infrastructure. This may disproportionately affect those who depend most on these.
- 8.5.14 Climate change projections for Essex⁷¹ highlight an increase in risk to people, property and the environment from flooding; and hotter and sunnier summers putting public health and safety at greater risk. The projections also highlight that predicted hotter summers could cause greater "heat stress" to buildings, utilities and the transport system; which could adversely affect residents' health and accessibility to services and employment opportunities.

⁶⁶ Brentwood Borough Council (2013) Personal communication [N.B. This Information will be included in the forthcoming Brentwood Borough Council Infrastructure Delivery Plan]

⁶⁷ Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁶⁸ Brentwood Borough Council (2012) Annual Monitoring Report 2010/11 [online] available at: <http://www.brentwood.gov.uk/index.php?cid=880> (accessed 11/2012)

⁶⁹ *Ibid.*

⁷⁰ *Ibid.*

⁷¹ Thurrock Council (2008) Thurrock Climate Change Evidence Base [online] available at http://www.thurrock.gov.uk/planning/strategic/pdf/ldf_tech_climate_2008.pdf (accessed 12/2012)

8.6 Cultural heritage

The current situation

- 8.6.1 Altogether there are 13 Conservation Areas, 518 listed buildings and 12 Scheduled Ancient Monuments to be found spread across the Borough. In addition, there are three historic parks and gardens, with these being: Thorndon Park, Weald Park and Warley Place.⁷²
- 8.6.2 There are two Listed Buildings in the Borough of Brentwood which are listed on English Heritage's Heritage at Risk Register.⁷³ These are: Chantry Chapel and Mausoleum (Grade II* listed building; poor condition) and Thoby Priory ruins (Grade II listed building / Scheduled Monument; very bad condition).

The likely situation in the future (assuming no intervention through the plan)

- 8.6.3 The cultural heritage of the Borough is likely to face increased pressure from development in the future. Without protective measures through the implementation of the Plan, heritage assets may be more likely to be lost or damaged by development, and opportunities for their redevelopment and restoration may be lost.

8.7 Economy and employment

The current situation

- 8.7.1 The Borough is closely connected to London's economy and in 2011 contributed £1.5 billion to the UK economy and despite the local economy shrinking by 4.6% in 2007/08 and a further 3.1% in 2009 due to the global economic crisis, overall the Borough's Gross Value Added (GVA) has been on the rise with its contribution expected to exceed 2006 levels by 2014.⁷⁴
- 8.7.2 Average incomes in the Borough stand at £708 per week which is higher than both the regional averages (£529) and national averages (£503). This is indicative of the high rates of out-commuting to high skilled, well-paid jobs in London (amounting to 55% of the Borough's resident workforce). In contrast the average weekly income of those residents working in Brentwood is £564 per week which is still above the national and regional average.⁷⁵
- 8.7.3 In 2010, employment in R&D, finance and business services made up the highest proportion of Brentwood's economy. Another significant sector within the Borough is construction in which there is a higher proportion of the local population employed than elsewhere in the UK. Accommodation and food services are also significant sectors. The unemployment rate for Brentwood rose to 4.6% in 2011, which was lower than the regional average (6.7%) and the UK average (7.7%).
- 8.7.4 Professional, scientific and technical and the construction sectors make up just under a third of Brentwood's businesses (31% of the total business base) which is a larger share than the regional average for these sectors. However between 2009 and 2011 the professional, scientific and technical sectors have grown by 5% year on year whilst the construction sector has declined by 1%. The third largest sector is retail (9%) which is 1% lower than the regional average. It is recommended that Brentwood Town Centre retail strengths should be built on and its retail and commercial offering grown.
- 8.7.5 The main employment centres in Brentwood are located in the central part of the Borough (Brentwood Town Centre and Shenfield) and the north east of the Borough in Ingatestone.

⁷² Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁷³ English Heritage, Brentwood Heritage Risk Register [online] available at: <http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=0&pn=1&st=a&di=Brentwood&ctype=all&crit=> (accessed 11/12)

⁷⁴ Nathaniel Lichfield & Partners / Experian (2012) The Heart of Essex: Economic Futures Study [online] available at: <http://www.brentwood.gov.uk/pdf/06082012104212u.PDF> (accessed 04/2013)

⁷⁵ *Ibid.*

The likely situation in the future (assuming no intervention through the plan)

- 8.7.6 Whilst the Borough has performed relatively well in terms of economic performance and employment levels, it is likely to be more difficult to sustain this trend in future in the absence of Plan guidance. The provision of key infrastructure and up-to-date employment sites that can support business growth and attract investment may be more limited. This could result in the loss or limited growth of key sectors of the local economy, such as knowledge industries.
- 8.7.7 The Borough's retail sector is an area of the local economy that may fail to realise its full potential without Plan support. Without Plan guidance new retail development is likely to occur in a more ad hoc fashion, potentially resulting in unsuitable development, or missed opportunities to concentrate retail investment in key areas; for example growth in out-of-centre development, which may occur as a result of unchecked market forces. Such development could result in the loss of business to competing centres.

8.8 Flooding

The current situation

- 8.8.1 The extent of fluvial flood risk is limited with the majority of areas categorised as Flood Zones 2 and 3 found in rural areas; although Heybridge and Ingatestone and areas to the west and east of the Brentwood urban area are most at risk of flooding. The most significant area of fluvial flood risk is in the north-west of the Borough in the vicinity of the River Roding⁷⁶.
- 8.8.2 Surface water flooding is associated with drains and sewers becoming overwhelmed during intense rainfall events; and is likely to be the most significant cause of flooding in the borough⁷⁷. Surface water flood risk is higher in urban areas⁷⁸.

The likely situation in the future (assuming no intervention through the plan)

- 8.8.3 In future, surface water flooding is likely to continue to be the primary source of flood damage in Brentwood. Such occurrences may become more serious as a result of climate change, which may lead to increasingly intense rainfall events. In the absence of the Plan developments are less likely to incorporate design features, such as SUDS, which may help to alleviate against such flooding. Without Plan guidance development could also be more likely to be allocated in inappropriate areas of high fluvial flood risk exacerbating flood risk and subsequently flood damage to development and infrastructure

8.9 Housing

The current situation

- 8.9.1 Nationally, the number of households in England is projected to grow to 24.3 million in 2021, an increase of 2.2 million (10 percent) over 2011, or 221,000 households per year⁷⁹. Changes in population will account for about 98 per cent of the household formation between 2011 and 2021. In ten years, the number of households is projected to grow between 5 and 10 per cent in nearly half (46 per cent) of all local authority districts in England. In Brentwood, the number of households is projected to grow by between 5 and 7.5% over this period.
- 8.9.2 Housing affordability is a major issue in Brentwood. Whilst local income levels are higher than the UK average, house prices too are significantly higher than the average prices for England. As a result, for many households, property costs and rental levels are unaffordable.

⁷⁶ Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁷⁷ Entec (2011) Brentwood Level 1 Strategic Flood Risk Assessment [online] available at: <http://www.brentwood.gov.uk/pdf/21032011162645u.pdf> (accessed 11/12)

⁷⁸ *Ibid.*

⁷⁹ DCLG (2013) Household Interim Projections, 2011 to 2021, England [online] accessed: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/182412/Stats_Release_2011FINALDRAFT.pdf (accessed 04/2013)

8.9.3 In terms of the type of housing that is required, the 2008 London Commuter Belt (East)/M11 Sub-Region Strategic Housing Market Assessment (SHMA) found that of a total housing requirement of 3,200, intermediate affordable housing should make up the greatest proportion, numbering 2,100 (65.5%); social rented housing should form the next largest segment of the tenure mix, at 1,000 (29.6%); and additional market housing should number just 200 (4.9%).

8.9.4 One and two bedroom properties make up a relatively small proportion of the total of the existing housing stock in Brentwood. In the context of longer life expectancy, more household break ups and a growing proportion of young people choosing to live alone, the lack of one and two bedroom properties affects affordability and choice of housing. This can result in the loss of young, economically active, elements of the population and an imbalance in the population structure over the long term. There has been a downward trend in the number and proportion of 3+ bedroom houses⁸⁰; and current welfare reforms may drive increased demand for smaller properties.

The likely situation in the future (assuming no intervention through the plan)

8.9.5 In the absence of the Plan, the delivery of the housing that is required to meet the needs of those in the Borough may be less likely to occur. In the absence of Plan guidance, the quantum of housing delivered may be above that required, due to reduced restrictions on the location and size of new developments, although it could also be lower in the absence of Plan support. Whatever the quantum of delivery under such a scenario, the suitability (e.g. size and design) and affordability of this housing may not be appropriate to local requirements. In addition, such unchecked development may have wider implications, for instance due to pressure on services.

8.10 Landscape

The current situation

8.10.1 The majority of the Borough of Brentwood is of a rural character, with built up areas making up less than 20% of the Borough. Around 80% of the Borough is designated Green Belt, which is protected for the 'openness' of its landscape (and to prevent settlement coalescence).

8.10.2 The Borough's rural areas comprise villages set in a largely attractive rolling landscape, which comprises a mix of agricultural land, woodland, and parks. Three distinct landscape types have been identified within Brentwood, all of which are regarded as having a relatively high sensitivity to change. These are: River Valley (to the north-west), Wooded Farmland (the majority of the Borough) and Fenland (to the south).⁸¹

The likely situation in the future (assuming no intervention through the plan)

8.10.3 Without the implementation of the Plan it appears likely that the landscape of the Borough will come under greater pressure from inappropriate development resulting from a higher population and associated economic development, with negative effects on landscape character. Without a coordinated approach, development is more likely to occur in landscape areas which are regarded as having a high sensitivity to change and without suitable mitigation measures.

⁸⁰ Brentwood Borough Council (2011) Annual Monitoring Report [online] available at <http://www.brentwood.gov.uk/pdf/18012012112208u.pdf> (accessed 11/12)

⁸¹ Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

8.11 Soil & contamination

The current situation

- 8.11.1 The entire borough is located within the London Metropolitan Green Belt, with around 80% of the borough classified as rural⁸². Since 2001, Brentwood has achieved a consistently high proportion of residential developments on previously developed land (PDL)⁸³ averaging 99% over the 11 years to 2012.⁸⁴ The Borough has continuously maintained high levels of density for completed new homes.
- 8.11.2 The majority of agricultural land is classed as being of Grade 3 quality. There are some areas of higher quality (Grade 2) land, mainly located in the north-east of the Borough.⁸⁵ There are currently no entries on the Council's Contaminated Land Register.⁸⁶

The likely situation in the future (assuming no intervention through the plan)

- 8.11.3 In the absence of the Plan, it may be the case that development more often occurs on greenfield land in the future. This is especially the case given the far greater availability of such land in the borough and the likely growth in the local population and economy which will make such development lucrative. Such a move towards unconstrained development may also result in a decline in development densities. Development on Greenfield land will also potentially result in the loss of best, most versatile agricultural land. A final consideration relates to the Climate change projections for Essex, which suggest a decrease in soil moisture that could adversely affect agriculture, the natural environment and landscape.⁸⁷

8.12 Waste

The current situation

- 8.12.1 The amount of waste generated in the Borough is significantly lower than the County average. In terms of the recycling of waste materials, Brentwood currently performs above average within Essex. The Borough reuses, recycles, or composts 56% of the household waste that is produced. This is in comparison to the Essex County average of 52%.⁸⁸

The likely situation in the future (assuming no intervention through the plan)

- 8.12.2 Whilst waste related planning and results will be strongly influenced by County level planning, the absence of a Borough level Plan may reduce the extent of improvements in waste reuse, recovery and recycling. For instance, without guidance on the sustainable design features to be incorporated into new developments it is less likely that recycling features will be incorporated that are accessible and easy to use.

⁸² Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁸³ NB In June 2010 the definition of PDL was changed by government. Residential gardens are now to be classified as Greenfield land in residential use. Garden land or land adjoining residential properties makes up a significant amount of the Boroughs housing supply.

⁸⁴ Brentwood Borough Council -Annual Monitoring Reports (2004-2012) [online] available at <http://www.brentwood.gov.uk/index.php?cid=880> (accessed 04/2013)

⁸⁵ Brentwood Borough Council (2009) Pathway to a sustainable Brentwood: Issues and Options Consultation [online] available at: <http://www.brentwood.gov.uk/pdf/10112009103817u.pdf> (accessed 11/2012)

⁸⁶ Brentwood Borough Council – Contaminated Land [online] available at: <http://www.brentwood.gov.uk/index.php?cid=718> (04/13)

⁸⁷ Thurrock Council (2008) Thurrock Climate Change Evidence Base [online] available at http://www.thurrock.gov.uk/planning/strategic/pdf/ldf_tech_climate_2008.pdf (accessed 12/2012)

⁸⁸ Essex County Council (2012) Essex Household Recycling and Composting Performance [online] available at: http://www.essex.gov.uk/Environment%20Planning/Recycling-Waste/Waste-Strategy/Documents/Recycling_%20Composting_Performance_April_2011_March_2012.pdf (accessed 04/2013)

8.13 Water quality & water resources

The current situation

- 8.13.1 Essex is in an area of serious water stress and so options to develop new resources are considered to be limited. However, based on water company plans,⁸⁹ water supply is not seen as being a constraint to potential growth in Brentwood Borough.⁹⁰
- 8.13.2 The Wastewater Treatment Works (WwTWs) at Doddinghurst and Ingatestone are currently at capacity and unable to receive any additional flow. This lack of capacity may affect growth in Tipps Cross, Ingatestone Fryerning and Mountnessing Wards, plus the eastern half of Brizes and Doddinghurst Ward (including Kelvedon Hatch and Doddinghurst). The Water Cycle Study recommended that growth in these areas be avoided⁹¹; however subsequently Anglian Water has stated that they would take the necessary steps to accommodate further growth in these catchments should it come forward⁹².
- 8.13.3 In terms of water quality, the water quality of rivers in the Borough is generally Moderate Status. Poor Status is present on the Rivers Ingrebourne, Mardyke and Wid. The chemical status of groundwater bodies in the Borough is classified as Poor and deteriorating.⁹³

The likely situation in the future (assuming no intervention through the plan)

- 8.13.4 The water resources of the Borough are only likely to be able to cope with the growth in population and development predicted in future through demand management. This will require greater water efficiency in new developments. Without the Plan, such measures are less likely to be installed due to their relative expense, and so demand for water resources may exceed supply. In the absence of a Plan, development may also occur in areas where identified as having no further waste water treatment capacity.
- 8.13.5 Climate change projections for Essex⁹⁴ also list the risk of decreased water (particularly in summer) as an issue reduced water as a sustainability issue, exacerbated by a potential increase in demand. This may also reduce water quality, which could have implications in terms of meeting the requirements of the Water Framework Directive.

⁸⁹ These plans involve demand management measures together with increased capacity at Abberton reservoir

⁹⁰ Entec (2011) Brentwood Scoping and Outline Water Cycle Study [online] available at: <http://www.brentwood.gov.uk/pdf/21032011165157u.pdf> (accessed 11/2012)

⁹¹ *Ibid.*

⁹² through the consultation on this Scoping Report

⁹³ Entec (2011) Brentwood Scoping and Outline Water Cycle Study [online] available at: <http://www.brentwood.gov.uk/pdf/21032011165157u.pdf> (accessed 11/2012)

⁹⁴ Thurrock Council (2008) Thurrock Climate Change Evidence Base [online] available at http://www.thurrock.gov.uk/planning/strategic/pdf/ldf_tech_climate_2008.pdf (accessed 12/2012)

9 WHAT ARE THE KEY ISSUES THAT SHOULD BE A FOCUS OF THE APPRAISAL?

9.1 Introduction

9.1.1 The following table presents the sustainability issues established through SA scoping - i.e. in-light of context/baseline review and consultation – that should provide a methodological ‘framework’ for the appraisal of ‘likely significant effects’.

Table 9.1: Sustainability topics, objectives and issues (i.e. the SA framework)

Topic	Issue
Air quality	<ul style="list-style-type: none"> • Air pollution (and associated risks to health) must be an on-going consideration particularly that which results from traffic congestion in Brentwood Town Centre. • The health of those in Brentwood must be protected from the adverse effects of development through avoidance or mitigation measures.
Biodiversity	<ul style="list-style-type: none"> • The Borough's existing natural assets need to be protected from the impacts of future development and where possible enhanced. • Brentwood's network of green infrastructure should be protected, enhanced and strategically expanded to deliver benefits for people and wildlife. • Areas that are home to declining species or habitats should be a particular target for protection and ecological restoration.
Climate change mitigation	<ul style="list-style-type: none"> • With regionally high levels of domestic GHG emissions, it will be necessary to improve the energy efficiency of all buildings in the Borough. • A shift towards low-carbon forms of transport will be required in order to reduce per capita transport related emissions. • An opportunity exists to obtain a greater proportion of energy from renewable sources. • Development should be constructed and situated in order to minimise resource use and to maximise the opportunities for reuse and recycling. • There is the need for businesses in the Borough to contribute to the creation of a low-carbon economy, including reduced levels of energy use in buildings and from transport.
Community and well-being	<ul style="list-style-type: none"> • As the number of people aged over 85 in Brentwood grows there will be a need for provision of services and suitable accommodation for older people. • There is a need to reduce health inequalities. • Ensure that Gypsy and Traveller communities have suitable access to services and healthcare and that sufficient sites are available to meet demand. • Efforts are needed to tackle the Borough's high levels of inequality, with a particular focus on those areas suffering from the highest levels of deprivation. • There is a need to improve levels of educational performance in certain areas of the Borough. • As the number of young people grows there will a need to ensure that there is sufficient provision of education facilities across the Borough. • There is a need to better access to services and facilities in rural areas of Brentwood. • Improved open spaces and recreation facilities are a requirement in certain areas, with a particular focus on youth facilities needed in many places.

Cultural heritage	<ul style="list-style-type: none"> • The Borough's heritage assets must be given protection relative to their importance • Areas of identified historic character should be protected as should the historic buildings that contribute most to local character. • New development must be of an appropriate scale and design so that existing character is respected.
Economy and employment	<ul style="list-style-type: none"> • There is a need to protect and support the Borough's smaller centres and parades. • The competitiveness of key employment areas such as Brentwood Town Centre (including the area around Brentwood Station), and Warley Business Park must be supported, including by promoting sites for high quality office development. • Opportunities exist to support investment that leads to high value, knowledge-based employment activities. • There is a need to consider future opportunities and consequences associated with the Shenfield and Brentwood Crossrail link. • There is a need to support a thriving town centre focused in and around Brentwood High Street through a good balance of shopping (comparison and convenience retail) and other uses – services, employment and residential.
Flooding	<ul style="list-style-type: none"> • Action is needed to reduce the risk of flooding, including the increased risk that climate change may pose. • There is a need to protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise flood risk.
Housing	<ul style="list-style-type: none"> • Housing affordability is a significant issue for many in Brentwood and demand for affordable housing is likely to continue to rise; as such there is a need to increase delivery of affordable and intermediate housing. • New housing must be of an appropriate size, tenure and design so as to meet the needs of existing and future residents (including the elderly, disabled people and those in poor health) and ensure that people are able to remain in the Borough as their circumstances change.
Landscape	<ul style="list-style-type: none"> • The Borough includes highly valued rural landscapes that require protection and careful management with a view to supporting distinctiveness. • Around 80% of the Borough is designated Green Belt, which is protected for the 'openness' of its landscape (and to prevent settlement coalescence). • Urban fringe landscapes should also be a focus of careful planning.
Soil & contamination	<ul style="list-style-type: none"> • There is a need to make best use of brownfield land and protect the Borough's resource of highly productive agricultural land.
Waste	<ul style="list-style-type: none"> • A primary concern for the Local Plan is to promote the integration of facilities to enable efficient recycling as part of new developments. • Developers should be encouraged to adopt sustainable construction practices, including handling waste arisings as part of a life cycle approach to resource use.
Water quality & water resources	<ul style="list-style-type: none"> • Water quality is a concern in the Borough, with efforts needed to improve the ecological status of waterways. • The East of England experiences serious water stress. Water efficiency is a key goal.

PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?

10 INTRODUCTION (TO PART 2)

- 10.1.1 The following is an overview of plan-making / SA up to this point:⁹⁵
- During November and December **2009**, Brentwood Borough Council and Local Strategic Partnership consulted on issues and options facing the Borough up to 2031. An **Interim SA Report** was published alongside with a view to informing the consultation and subsequent decision-making.
 - Following the **2009** Consultation, for pragmatic reasons and in light of changing national policy and legislation the Council decided to bring the Core Strategy together with site allocations and development management policies and produce a Local Plan rather than a suite of separate documents as part of a Local Development Framework. This approach was consistent with the new approach to planning that was emerging.
 - Between **2007 - 2010** there were separate consultations on a Gypsy and Traveller Development Plan Document. However, the document did not proceed to adoption.
 - Reflecting a new emphasis on localism and to give local people an opportunity to participate in planning, in May and June **2011** the Council undertook a comprehensive neighbourhood consultation. Consultation on potential housing sites (SHLAA areas) formed part of the process. More than 3,000 people responded to the consultation with around 1,000 people taking part in the consultation events.
 - Over the course of **2012 - 2013** the Council has been giving further consideration to plan options and identifying those which it is thought should be 'preferred'. Preferred options are presented for consultation at the current time alongside those that are not preferred.
- 10.1.2 Appraisal at the current time (as presented within Part 3 of this report) is focused on options for the following key policy areas / issues covered by the consultation document:
- Spatial strategy
 - Amount of Residential Development 2015-2030
 - Site allocations
- 10.1.3 The aim of this Part of the report (Part 2) is to explain the 'thinking behind' the options that are presented in the consultation document / are the focus of appraisal at the current time (as presented in Part 3). In particular (in-line with regulatory requirements)⁹⁶ there is a need to provide 'outline reasons' for the selection of options with a view to demonstrating 'reasonableness'.

⁹⁵ More information is available @ <http://www.brentwood.gov.uk/index.php?cid=1650>

⁹⁶ Annex 1(h) of the SEA Directive requires that the SA Report present "an outline of the reasons for selecting the alternatives dealt with". As such, it is helpful to present this information at the current time, i.e. within this Interim SA Report.

11 SPATIAL STRATEGY

11.1 The options

11.1.1 The spatial strategy options that are presented within the consultation document and are a focus of appraisal at the current time (see Part 3) are as follows:

- 1 - Focus development primarily at Brentwood, Shenfield and West Horndon
- 2 - Centralise Growth in and around the town of Brentwood
- 3 - Transport Led Growth - develop at settlements with a rail station, i.e. Brentwood, Ingatestone, Shenfield and West Horndon
- 4 - Semi Dispersed Growth (larger villages)
- 5 - Dispersed Growth (all settlements)

11.2 'Outline reasons' for this selection

11.2.1 Options 2, 3, 4 and 5 are those that were consulted-on in 2009 as part of the 'Core Strategy Issues and Options' consultation and more information on the 'thinking behind' the options can be found in the document (available @ <http://www.brentwood.gov.uk/index.php?cid=1650>). The options were also appraised at this time with findings presented within an 'Interim SA Report' that was published alongside the consultation document.

11.2.2 Subsequent to the consultation the Council was able to identify a preferred spatial strategy (Option 1). As such, at the current time it is helpful to appraise the preferred broad spatial strategy 'alongside' the alternatives.

12 AMOUNT OF RESIDENTIAL DEVELOPMENT 2015-2030

12.1 The options

12.1.1 The 'amount of residential development' options that are presented within the consultation document and are a focus of appraisal at the current time (see Part 3) are as follows:

- 1 - 2,625 dwellings (170 per annum on average)
- 2 - 3,500 new dwellings (233 per annum on average)
- 3 - 5,600 dwellings (373 per annum on average)

12.2 'Outline reasons' for this selection

12.2.1 A detailed discussion is presented within the Brentwood draft Local Plan, Preferred Options consultation document. The following is a summary of reasons for the selection of high / low growth 'bookends'.

The low growth option (2,625 dwellings / 170 p.a. on average)

12.2.2 This figure is comparable to the former regional plan target.⁹⁷ It is a 'low growth' option that would not lead to housing needs being met; however, it is deemed appropriate to test this approach given the findings of the 2011 'Neighbourhood Consultation' which found there to be an overwhelming desire to protect the Green Belt, quality and character of the Borough and therefore limit the growth of new homes which are perceived to threaten the Green Belt.

The high growth option (5,600 dwellings / 373 p.a. on average)

12.2.3 This figure has been developed on the basis of technical work including: a Housing Growth Scenarios study (2012) commissioned by Brentwood BC, Maldon DC and Chelmsford CC; and a study carried out by Peter Brett Associates on behalf of the Council (2013).

12.2.4 This Housing Growth Scenarios (2012) study examined the implications of growth at different levels: Population Stable - 1,680 dwellings over the plan period (112 homes a year)⁹⁸; Workforce Stable - 1,950 (125 homes a year)⁹⁹; and ONS/CLG projections - **6,000 (400 p.a.)**. For the third scenario the study used Department for Community and Local Government and Office for National Statistics (2010 based) population and household projections.

12.2.5 The Peter Brett Associates study (2013) study was focused on ascertaining an understanding of 'objectively assessed needs' for housing. The Government expects Local Plans to meet objectively assessed needs for market and affordable housing (with sufficient flexibility to adapt to rapid change) unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits (NPPF, paragraph 14). The study took account of the ONS/CLG projections as well as 13 projections produced by Edge Analytics for Essex Planning Officers Society. The most recent ONS/CLG projections are '2011 based' (as opposed to the projections used as part of the 2012 study, described above, which were 2010 based) and project lower population and household growth; however, the most recent projections are only 'interim'. The Peter Brett Associates study concludes a figure of somewhere between 4,965 (331 p.a.) and **5,430 (362 p.a.)** dwellings would represent objectively assessed need for the Borough.

⁹⁷ The Localism Act introduced provisions to abolish regional plans and enable Councils to set their own targets.

⁹⁸ The Population Stable scenario reflects the number of new homes required to keep the Borough population the same size as it is now after taking into account a fall in the average household size.

⁹⁹ The Workforce Stable scenario reflects the number of new homes required to keep the workforce the same size at present (taking into account the ageing population, but assuming the proportion commuting remains unchanged).

13 HOUSING / MIXED USE SITE ALLOCATIONS

13.1 The options

13.1.1 The housing / mixed-use site options that are presented within the consultation document and are a focus of appraisal at the current time (see Part 3) are as follows:

- Option 1 - Land north of Highwood Close, Brentwood (38 dwellings)
- Option 2 - Wates Way Industrial Estate, Ongar Road, Brentwood (128 dwellings)
- Option 3 - Essex County Fire Brigade HQ, Rayleigh Road, Brentwood (101 dwellings)
- Option 4 - Land adj. Adult Education Centre, Rayleigh Road, Hutton (11 dwellings)
- Option 5 - Land between Tendring Court and Tillingham Bold, Woodland Avenue, Hutton (10)
- Option 6 - Land rear of 10-20 Orchard Lane, Pilgrims Hatch (19 dwellings)
- Option 7 - Garage courts adj. 49 Lavender Avenue, Pilgrims Hatch (15 dwellings)
- Option 8 - Warley Training Centre, Essex Way, Warley (53 dwellings)
- Option 9 - Westbury Road Car Park, Westbury Road, Brentwood (22 Dwellings)
- Option 10 - Chatham Way/Crown Street Car Park, Brentwood (26 Dwellings)
- Option 11 - Land at Hunter House, Western Road, Brentwood (22 Dwellings)
- Option 12 - Garages adj. 25 King Georges Road, Pilgrims Hatch (10 dwellings)
- Option 13 - Council Depot, The Drive, Warley (137 dwellings)
- Option 14 - The Baytree Centre, Brentwood (201 dwellings)
- Option 15 - Land at Brookfield Close, Hutton (13 dwellings)
- Option 16 - Land at Maple Close, Brentwood (14 dwellings)
- Option 17 - Woodlands, School Road, Kelvedon Hatch (12 dwellings)
- Option 18 - Land at Bell Mead, Ingatestone (16 dwellings)
- Option 19 - Former Landings Surgery, Outings Lane, Doddinghurst (11 dwellings)
- Option 20 - Sow & Grow Nursery, Ongar Road, Pilgrims Hatch (48 dwellings)
- Option 21 - Ingatestone Garden Centre, Roman Road, Ingatestone (130 dwellings)
- Option 22 - West Horndon Strategic Allocation (1,500 dwellings)
- Option 23 - Brentwood railway station car park (135 dwellings)
- Option 24 - Land rear of The Bull public house, Brook Street Brentwood (16 dwellings)
- Option 25 - Land at Priests Lane, Brentwood (178 dwellings)
- Option 26 - Former Elliot's night club, West Horndon (28 dwellings)
- Option 27 - Land west of Warley Hill, Pastoral Way, Warley (85 dwellings)
- Option 28 - Land at Crescent Road, Brentwood (16 dwellings)
- Option 29 - Land East of Thorndon Avenue, West Horndon (300 dwellings)
- Option 30 - Land East of West Horndon, South of Station Road (584 dwellings)
- Option 31 - Land north of Highwood Close including St Georges Court, Brentwood (38 dwellings)
- Option 32 - The Gables, Essex Way, Warley (17 dwellings)
- Option 33 - Land at Alexander Lane, Shenfield (69 dwellings)

- Option 34 - Harewood Road bungalows, Pilgrims Hatch (13 dwellings)
- Option 35 - Ingleton House, Stock Lane, Ingatestone (10 dwellings)
- Option 36 - Victoria Court, Victoria Road, Brentwood (20 dwellings)
- Option 37 - Land at Albany Road, Pilgrims Hatch (12 dwellings)
- Option 38 - Land at Gloucester Road, Pilgrims Hatch, Brentwood (8 dwellings)
- Option 39 - Land at Hutton Drive (rear of Tower House), Hutton (6 dwellings)
- Option 40 - Land at Church Crescent, Mountnessing (4 dwellings)
- Option 41 - Land at Broomwood Gardens and Dounsell Court, Ongar Road, Pilgrims Hatch (7)
- Option 42 - Land rear of Fawters Close, Wainwright Avenue, Brentwood (14 dwellings)

13.2 'Outline reasons' for this selection

- 13.2.1 The Brentwood Strategic Housing Land Availability Assessment (SHLAA, 2010) has been the main source of housing site options. Sites in the SHLAA and sites identified subsequently are derived from various sources including:
- Sites submitted by land-owners and developers;
 - Sites proposed by parish councils and members of the public; and
 - Other sites known or owned by the Council.
- 13.2.2 The site options listed above are those that the SHLAA showed to be large enough to accommodate ten or more dwellings. Other smaller sites are also set to be allocated in the plan, but needn't be the focus of SA at this stage. An exception to this focus on larger sites was made in the case of Options 38 to 41. These sites are external/communal garages located in Council estates which are owned (and leased) by the Council, and which can potentially be redeveloped for small-scale housing. They were identified as part of a review into Council-owned garages.

14 EMPLOYMENT SITE ALLOCATIONS

14.1 The options

14.1.1 The employment site options that are presented within the consultation document and are a focus of appraisal at the current time (see Part 3) are as follows:

- Option 1 - Brentwood Enterprise Park (M25 works site) (23.41ha)
- Option 2 - Brentwood Enterprise Park (land at Codham Hall) (4.04ha)
- Option 3 - Mountnessing Roundabout site (former scrapyard) (2.6ha)
- Option 4 - West Horndon strategic allocation (~5ha)
- Option 5 - The Old Pump Works, Great Warley Street (0.79ha)
- Option 6 - Former A12 works site (1.3ha)

14.2 'Outline reasons' for this selection

14.2.1 With the recent abolishment of Regional Spatial Strategies (RSS), a baseline figure for local job growth is now something that needs to be determined to inform future planning policy. As a result, Brentwood Council together with the other Heart of Essex Partnership authorities comprising Chelmsford City Council and Maldon District Council, commissioned Nathaniel Lichfield & Partners (NLP) and Experian to prepare an Economic Futures Study for the Heart of Essex sub-region to help determine its own locally-derived employment target.

14.2.2 The study identified two potential future scenarios to consider economic futures for the Heart of Essex Boroughs.

- 1) Dwelling Constrained Scenario: A dwelling constrained scenario for Brentwood has been developed based upon both current assumptions at a regional and UK level as to how the economy will perform, constrained to the emerging preferred housing figure for Brentwood of 170 dwellings per annum. The scenario also takes into account the strengths and historical trends within the local economy. The scenario suggests that total employment will grow 0.6% per annum between 2012 and 2031 to just less than 43,200 in Brentwood. This equates to an additional 4,800 jobs over the next two decades and is in line with the County and UK average. It is however behind the East of England average of 0.8 per cent growth year on year. This indicates growth of 1,250 B-class jobs, mainly reflecting growth in office-based and warehousing sectors, which more than off-sets loss of manufacturing jobs. These B-Class job forecasts have been converted to future employment space requirements This results in a net B-Class requirement of 44,400sq.m (9.4ha) over period 2012- 2031.
- 2) Sector Based Scenario: This scenario takes account of planned investment or intelligence about future sectors as the basis for modelling an uplift factor (on top of the dwelling constrained scenario) applied to the growth rates for individual sectors by 2031. This scenario generates a higher level of employment growth by 2031 than is implied by the dwelling constrained scenario. Economic output increases by 16% (1,525 B-class Jobs) in Brentwood. This is as a result of increased growth of office-based sectors and a reduction in manufacturing losses, whilst warehousing sectors have been further constrained. This results in a net requirement of 36,038sq.m (6.8ha) over the period 2012-2031.

14.2.3 For both scenarios, the employment land requirement is significantly greater than the 4ha of land currently identified as available for employment development in Brentwood. The 6.8ha requirement arising by the sector derived scenario is of similar magnitude to the requirement identified by the Brentwood Employment Land Review (ELR), 2010 but the dwelling constrained scenario is somewhat higher at 9.4ha. However, the potential total B-class floorspace requirement identified through this study, 36,000 - 44,500sq.m, is lower than the

ELR Study reflecting the different underlying assumptions about sector growth, as well as generally more up to date forecasts, that reflect the long term impact of the recession to a greater extent than the 2009 East of England Forecasting Model results which underpinned the 2010 ELR analysis.

14.2.4 The ELR was completed in 2010 and mainly informed by the Regional Spatial Strategy and data either pre-dating or at early stages of the economic downturn. Therefore, figures and recommendations should be read in accordance with the Heart of Essex Economic Futures Study (June 2012). The Study concluded the following:

- Vacant and opportunity land together provided a theoretical capacity of 20,000sq.m, falling short of some 50,000sq.m employment land.
- Sectoral forecasts prepared for the study identified a net growth of 41,000 jobs in the borough to 2031. The future requirement would be for an additional 47,500sq.m B1a office space (equivalent to 6.3ha)
- A local business survey identified a high level of satisfaction with current business premises. In order to expand 50 per cent of businesses surveyed stated they would require additional space and the majority were unable to accommodate their additional floorspace needs at their existing premises.
- The study recommended provision should be made for a net additional increase of 71,000sq.m of B-Class floorspace in Brentwood to 2031. Given the tightness of identified future supply relative to demand, it was recommended the Council consider allocating new employment sites.

The study sets out recommendations for improving the qualitative supply through a combination of the following measures:

- Encouraging intensification of uses within some existing employment locations;
- Introducing complementary ancillary employment uses that fall outside the B use class;
- Redevelopment of some existing sites for continued employment use;
- Redevelopment of some existing employment sites for employment-led mixed use development;
- Redevelopment of windfall and/or other key sites with opportunities for mixed-use development with a significant employment component;
- Encouraging improvements to environmental and security conditions; and
- It will be necessary for Brentwood Borough to consider the allocation of potential new employment sites, given the tightness in identified future supply relative to demand.

14.2.5 Notwithstanding the results of the two scenarios outlined within the Economic Futures Study, the ELR recommends the allocation of potentially new employment sites in light of the tightness of future supply relative to demand, taking account of business survey findings that have indicated many new businesses would need to relocate to new sites in order to expand. In broad quantitative terms, this conclusion is not inconsistent with the results of the scenarios considered above as set out in the heart of Essex Economic Futures Study.

14.2.6 The Local Plan is also set to allocate several sites for 'Retail and Commercial Leisure Development'; however, it is not deemed necessary to appraise options at this stage. The preferred approach will be appraised at the next stage, as part of the appraisal of the draft (Proposed Submission) plan.

PART 3: WHAT ARE THE SA FINDINGS AT THIS STAGE?

15 INTRODUCTION (TO PART 3)

15.1.1 This ‘Part’ of the SA Report presents summary appraisal findings in relation to alternative approaches / site options introduced in Part 2, above. Detailed appraisal findings are presented in the appendices to this report (alongside a discussion of the methodological approach taken to appraisal).

16 SPATIAL STRATEGY

16.1.1 The table below presents summary appraisal findings in relation to the ‘Spatial Strategy’ options presented within the Preferred Options consultation document. Detailed appraisal findings are presented in **Appendix I**.

Table 16.1: Summary appraisal findings: Spatial strategy options

Sustainability topic	Option 1 - Focus development primarily at Brentwood, Shenfield and West Horndon	Option 2 - Centralise Growth in and around the town of Brentwood	Option 3 - Transport Led Growth - develop at settlements with a rail station, ie Brentwood, Ingatestone, Shenfield and West Horndon	Option 4 - Semi Dispersed Growth (larger villages)	Option 5 - Dispersed Growth (all settlements)
Air quality	2	1★	2	4	5
Biodiversity	1★	1★	2	3	4
Climate change mitigation	1★	3	2	4	5
Community and well-being	2	3	1★	4	5
Cultural heritage	1★	3	2	4	5
Economy and employment	1★	3	2	4	5
Flooding	2	1★	3	4	5
Housing	-	-	-	-	-
Landscape	1★	1★	1★	2	3
Soil & contamination	2	1★	2	3	4
Waste	-	-	-	-	-
Water quality & water resources	1★	1★	2	3	3

Commentary:

All options would lead to significant negative effects from a landscape perspective given the need to develop sensitive sites within the Green Belt. It is suggested that Options 3 and 4 perform least well given the particularly sensitive nature of village edges within the Borough. Options 1, 2 and 3 perform ‘on a par’. Option 2 would help to ensure that the need to develop greenfield sites is minimised (as best use would be made of previously developed sites in the urban area); whilst Options 1 and 3 would focus a significant amount of growth at Green Belt land in West Horndon, which is understood to be relatively unconstrained.

Through following a dispersed spatial approach, it is suggested that Options 4 and 5 would lead to ‘entrenched’ car dependency and therefore negative effects in terms of climate change and air quality. ‘Significant’ negative effects are predicted for air quality given that this is an existing problem in the Borough.

Options 1, 2 and 3 perform well in terms of community / wellbeing / health considerations given: good accessibility to community infrastructure for residents of new communities; a greater likelihood of ‘active travel’; and the potential for growth to help with addressing ‘relative deprivation’ issues where they exist. Option 2 performs less well than Options 1 and 3 on the basis that focusing development solely at Brentwood urban area would lead to missed opportunities in the rural area.

The urban concentration options (Options 1, 2 and 3) also perform well in terms of economy/employment objectives. It is suggested that all three would lead to significant positive effects given that housing growth would be targeted to locations where identified economic opportunities exist. Option 1 is identified as best performing from an economic perspective on the basis that there would be the potential to capitalise fully on opportunities both at Brentwood urban area and at West Horndon.

N.B. These options have been appraised on the assumption that the quantum of growth to be accommodated is significant, i.e. along the lines of the Council’s preferred option (July 2013) of 3,500 new homes over the plan period.

17 AMOUNT OF RESIDENTIAL DEVELOPMENT 2015-2030

17.1.1 The table below present’s summary appraisal findings in relation to the ‘Amount of Residential Development 2015-2030’ options presented within the Preferred Options consultation document. Detailed appraisal findings are presented in **Appendix II**.

Table 17.1 Summary appraisal findings: ‘Amount of residential development’ options

Sustainability topic	Option 1 – 2,625 dwellings (170 per annum on average)	Option 2 – 3,500 dwellings (233 per annum on average)	Option 3 – 5,600 dwellings (373 per annum on average)
Air quality	★ 1	2	3
Biodiversity	★ 1	2	3
Climate change mitigation	3	2	★ 1
Community and well-being	3	2	★ 1
Cultural heritage	★ 1	2	3
Economy and employment	3	2	★ 1
Flooding	-	-	-
Housing	3	2	★ 1
Landscape	★ 1	2	3
Soil & contamination	★ 1	2	3
Waste	-	-	-
Water quality & water resources	-	-	-

Commentary

The high growth approach (Option 3) generally performs worst in terms of environmental considerations, although it is generally not possible to conclude that significant negative effects would result without knowing where growth will be located (as there could be the potential to locate growth so that environmental effects are avoided). An exception is ‘air quality’, where there is evidence to suggest that the Borough faces notable issues that could be exacerbated to an extent as a result of a high growth strategy.

A foremost socio-economic consideration is housing need. ‘Objectively assessed housing need’ in the Borough lies in the range: 4,965 (331 dwellings per annum) to 5,430 (362 dpa). The only option that would achieve this target is Option 3. On this basis it is suggested that Option 3 would lead to significant positive effects, whilst Options 1 and 2 would lead to significant negative effects. It is noted that Option 2 would involve a rate of growth above that previously prescribed by the East of England Plan (now revoked).

With regards to other socio-economic considerations the situation is less clear cut (as reflected in the ‘?’ scores assigned). In theory, a high growth strategy should lead to funding for targeted infrastructure (e.g. community, green and transport) improvements so that there is a net benefit for communities and increased potential for economic growth. However, in the Brentwood context transport infrastructure constraints and a lack of employment land would act to hinder the achievement of this theoretical outcome. It may be that a ‘middle-ground’ approach (Option 2) is most appropriate, but without an understanding of the spatial approach that will be taken to growth it is not possible to be certain.

18 HOUSING / MIXED USE SITE ALLOCATIONS

18.1.1 The table below presents summary appraisal findings in relation to the housing / mixed use site allocation options presented within the Preferred Options consultation document. Detailed appraisal findings are presented in **Appendix III**.

Table 18.1: Summary appraisal findings: Housing / mixed use site allocation options

Sustainability topic	Appraisal findings
Air quality	<p>20 of the 42 site options are within 1km of an AQMA. Of these four are adjacent to an AQMA (Options 1, 2, 21 and 31). Option 31 performs the worst out of the sites on the basis that it is situated between two AQMAs on the A12.</p> <p>The AQMAs are located along Brentwood’s major roads (the A12 and M25) with the exception of one in Brentwood town centre. The south and east of the Borough has no AQMAs and as such it is assumed that development in these areas would not be constrained by air quality.</p>
Biodiversity	<p>None of the site options would lead to a loss of LoWS or SSSI land. Such land is generally located in the Green Belt whereas the majority of site options are in or adjoining urban areas.</p> <p>The most notable site is Option 17 as it adjoins Kelvedon Hatch SSSI. Also, Option 13 is notable as it adjoins a LoWS. Other notable sites are Options 22 and 26 which are 225 and 350m respectively from Thorndon Park SSSI. These sites could have adverse impacts on biodiversity through development in close proximity to sensitive receptors, but the nature of this impact would depend on details at the site level.</p>
Climate change mitigation	<p>In terms of access to train stations 12 site options are within 0.5 miles or a 10 minute walk of a train station; whilst 22 are 1 mile or over. The majority of site options (21 out of 22) are on a direct bus route to the nearest train station or town centre. The remaining site option – 25 – is in Shenfield and performs relatively poorly on the basis that it is not served by a direct bus link.</p>

<p>Community and well-being</p>	<p>Four site options are adjacent to public open space (POS), whilst two site options - 25 and 28 - contain POS. Option 28 is a small site (0.17ha) which would likely involve the loss of POS in the Brentwood Urban Area, whilst Option 25 is a large site (4.45ha), which would likely deliver open space on-site.</p> <p>In terms of access to a GP, 18 out of 42 site options are within 0.5 miles or 10 minutes' walk of a surgery. 18 site options are beyond 1 mile (or 30 minutes' walk) of a GP, although it is notable that the majority of these (16 out of 18) are on a direct bus route.</p> <p>A cluster of site options that perform 'less well' in terms of access to a GP service is found at Mountnessing, Hutton and Pilgrims Hatch. This reflects the fact that Mountnessing is in-between the larger settlements of Brentwood and Shenfield; whilst Hutton and Pilgrims Hatch are suburbs on the fringes of Brentwood.</p> <p>Ten site options are beyond 1 mile (or 30 minutes' walk) of a Post Office, although it is notable that the majority of these (9 out of 10) are along a direct bus route. A cluster of site options at Hutton and Mountnessing perform 'less well' which reflects their location on the edge of Brentwood urban area, relying on facilities in Shenfield and Ingatestone respectively. Option 40 performs least well on the basis that it is located 1.8 miles from the nearest Post Office. It should be noted that this site is small (four dwellings).</p> <p>Many schools would not be able to accommodate the 'pupil product' (i.e. the number of pupils the site would generate) generated by development of site options. Larchwood Primary and Holly Trees Primary (both in Brentwood urban area) are the nearest schools to a number of sites and lack capacity. Whilst school capacity is a notable constraint, it should be noted that there is good potential for development to fund expansion of school capacity locally.</p>
<p>Cultural heritage</p>	<p>Generally few of the site options are constrained in terms of cultural heritage. Five site options are within or adjacent to Conservation Areas, which is not necessarily a constraint to new development as, depending on the nature of proposals at site level; it can be an opportunity to improve the baseline situation and impacts are capable of being mitigated at the site level through design measures. Only two Conservation Areas are affected, Brentwood Town Centre and Ingatestone High Street Conservation Areas.</p> <p>Options 6 and 14 contain Listed Buildings which would need careful consideration at site level to conserve their special character. It is likely that significant negative effects can be avoided or mitigated through design. It may be that development can ensure the maintenance of such buildings.</p> <p>Option 14 also contains a Scheduled Ancient Monument (Chapel Ruins). SAMs are likely to be more sensitive to development. It is possible to conclude that Option 14 is the most constrained site on the basis that it is within the Brentwood Town Centre Conservation Area, contains a Listed Building and contains a SAM.</p>
<p>Economy and employment</p>	<p>Distance to an employment area is not likely to be a significant issue as people will not necessarily work at their nearest employment site. That said; 13 site options are within 0.5 miles or a 10 minute walk to an employment site. These site options are located around the areas of Shenfield, Hutton, Warley, Brentwood West and South and West Horndon. Large employment sites are proposed alongside residential development at West Horndon which could lead to potential benefits for access to employment.</p> <p>The majority of site options have good public transport links to the nearest employment area, with the exception of sites 17 (Kelvedon Hatch) and 19 (Doddinghurst), which have no direct public transport link. These sites are 3 and 2.5 miles from Hallsford Bridge Industrial Estate respectively.</p>

Flooding	<p>Fluvial flooding is generally not a significant issue across the sites. A small number of site options perhaps overlap marginally with a fluvial flood risk zone.</p> <p>Option 22 (West Horndon) contains an area of Flood Zone 3 at the boundary and also contains areas of 'high' susceptibility to flooding. It is likely that the flood risk area can be excluded from the development footprint.</p> <p>The greatest flood risk is that from surface water flooding, with ten site options susceptible to varying degrees. Those which are most susceptible are Options 22, 29 and 30 which contain 'high' susceptibility. It is considered that Surface Water Flooding is capable of being mitigated through SuDS techniques and therefore is not a major concern.</p>
Landscape	<p>Seven out of 42 site options are in the Green Belt. Development at these locations would likely result in a reduced sense of 'openness' in the countryside. Three further site options adjoin the Green Belt (a factor that should not be taken as indicative of constraint).</p> <p>Option 21 (2.25ha) is located in a 'Special Landscape Area' whilst Options 13, 18 and 27 adjoin this designated area.</p>
Soil & contamination	<p>Development at 13 out of 42 site options would involve the use of greenfield land. Development at eight of these site options would involve loss of Grade 3 agricultural land (i.e. agricultural land that is of 'medium' quality, taking a national perspective). Notably Option 22 (West Horndon) would involve a large amount of land take of greenfield land (excepting the PDL at the industrial estate) and Grade 3 land.</p>
Water quality and water resources	<p>Seven of the site options are in areas with no available wastewater treatment capacity, although it should be noted that additional infrastructure is capable of being delivered to support development. Options 22 and 29 (West Horndon) are likely to need additional infrastructure as there is only existing capacity available for 200 dwellings.</p>

19 EMPLOYMENT SITE ALLOCATIONS

19.1.1 The table below presents summary appraisal findings in relation to the employment appraisal findings are presented in **Appendix IV**.

Table 19.1: Summary appraisal findings: Employment site allocation options

Sustainability topic	Appraisal findings
Air quality	None of the site options are constrained in terms of distance to an AQMA.
Biodiversity	Options 1 and 2 adjoin a local wildlife site. This is unlikely to represent a significant constraint to development.
Climate change mitigation	<p>In terms of access to stations, bus stations and town centres, Options 1 and 2 perform poorly as they are some way distant and are not located along bus routes; however, given the scale of employment provision it is likely that a travel plan would be required. There could also be the potential to improve the bus service.</p> <p>Options 3 and 6 are not close to stations, bus stations or town centres; however they are located along an existing bus route that links Ingatestone with Brentwood.</p> <p>Option 5 is the best performing site option as it is located almost adjacent to West Horndon station and is served by a bus route that links Brentwood to the site. This would likely have positive implications for encouraging sustainable travel / minimising car dependency.</p>
Community and well-being	The majority of sites (5 out of 6) are not within walking distance to community infrastructure or town centres, with the exception being West Horndon (Option 4). Distance to these facilities is a minor concern in relation to employment sites.
Cultural heritage	Available evidence suggests that none of the site options are constrained.

Economy and employment	Given the evidence-base available, it is not possible to come to a conclusion on the relative merits of these locations in terms of the potential to achieve economic / employment objectives.
Flooding	Fluvial flooding is not an issue for any of the site options. Surface Water Flooding is an issue for 4 of the 6 sites (with Options 2 and 5 not constrained). Of the four sites, Options 1 and 4 have small areas of 'low susceptibility' whilst Options 3 and 6 perform the worse with 'high susceptibility' across the entire site. It is considered that Surface Water Flooding is capable of being mitigated through the adoption of SuDS techniques.
Landscape	3 of the 6 sites are constrained in terms of landscape through being entirely within the Green Belt and a 'Special Landscape Area'. These sites are Options 2, 5 and 6 . There is the potential for negative effects. The remaining three site options – Options 1, 3 and 4 - are in the Green Belt. Again, this could result in negative effects for the landscape. Notably Option 4 (West Horndon) is only <i>partly</i> within the Green Belt.
Soil & contamination	All of the site options are at least part previously developed. All of the sites would require some use of Grade 3 agricultural land. Of particular note is Option 1 which is 23.41ha in size, with most of this being greenfield land.
Water quality and water resources	Options 1, 2 and 5 are not constrained in terms of water infrastructure. Options 3 and 6 are located in the Ingatestone WwTW catchment which would require additional infrastructure. West Horndon is likely to need additional WwTW infrastructure as there is only existing capacity available for 200 dwellings.

PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)?

21 INTRODUCTION (TO PART 4)

21.1.1 This Part of the report explains next steps that will be taken as part of plan-making / SA.

22 PLAN FINALISATION

Publication

22.1.1 Subsequent to the current consultation it is the Council’s intention to prepare the draft (‘Proposed Submission’) version of the plan for Publication. The Proposed Submission Plan will be that which the Council believes is ‘sound’ and intends to submit for Examination. Preparation of Proposed Submission Plan will be informed by the findings of this Interim SA Report as well as representations made through the current consultation.

22.1.2 **The SA Report** (as opposed to an Interim SA Report) will be published alongside the Proposed Submission Plan. It will provide all of the information required by the Regulations. Table 22.1 compares the information that will be presented within the SA Report to that which is presented in this Interim SA Report.

Table 22.1: Information contained within this Interim SA Report vs. the forthcoming SA Report

Part / SA Question	This Interim SA Report	The SA Report
Part 1: What’s the scope of the SA?	<ul style="list-style-type: none"> The Scope of the SA; summarised as appropriate with a view to ensuring conciseness. 	
Part 2: What has plan-making / SA involved up to this point?	<ul style="list-style-type: none"> Outline reasons for having selected the issues / alternatives / site options that are a focus of appraisal at the current time. 	<ul style="list-style-type: none"> Outline reasons for having selected the issues / alternatives / site options that were (‘reasonably’) a focus of interim SA. Interim appraisal findings. <ul style="list-style-type: none"> i.e. appraisal findings from Part 3 of this Interim SA Report, plus appraisal findings from any other interim appraisal undertaken between now and the draft (Proposed Submission) plan being finalised. Outline reasons for having selected the draft (Proposed Submission) plan approach in-light of interim appraisal findings.
Part 3: What are the SA findings at this stage?	<ul style="list-style-type: none"> Interim appraisal findings. 	<ul style="list-style-type: none"> An appraisal of the draft (Proposed Submission) plan.
Part 4: What are the next steps (including monitoring)?	<ul style="list-style-type: none"> A general discussion of what happens next. 	<ul style="list-style-type: none"> A general discussion of what happens next, and a section specifying ‘measures envisaged concerning monitoring’

Submission / adoption

22.1.3 Subsequent to Publication of the Proposed Submission Plan / SA Report, the main issues raised will be identified and summarised by the Council, who will then consider whether the plan can still be deemed to be ‘sound’. Assuming that this is the case, the Plan (and the summary of representations received) will be submitted for Examination. At Examination a Government appointed Planning Inspector will consider representations (and the SA Report) before determining whether the plan is sound (or requires further modifications).

22.1.4 Once found to be ‘sound’ the Plan will be formally adopted by the Council. At the time of Adoption an ‘SA Statement’ must published that sets out (amongst other things) *‘the measures decided concerning monitoring’*.

APPENDIX I: SPATIAL STRATEGY OPTIONS

Introduction

This appendix presents the appraisal of the following 'spatial strategy' options:

- 1 - Focus development primarily at Brentwood, Shenfield and West Horndon
- 2 - Centralise Growth in and around the town of Brentwood
- 3 - Transport Led Growth - develop at settlements with a rail station, i.e. Brentwood, Ingatestone, Shenfield and West Horndon
- 4 - Semi Dispersed Growth (larger villages)
- 5 - Dispersed Growth (all settlements)

N.B. These options have been appraised on the assumption that the quantum of growth to be accommodated is significant, i.e. along the lines of the Council's preferred option (July 2013) of 3,500 new homes over the plan period.

Methodology

For each of the options, the appraisal identifies and evaluates 'likely significant effects' on the baseline, drawing on the sustainability topics / issues¹⁰⁰ identified through scoping (see Part 1) as a methodological framework.

Effects are predicted taking into account the criteria presented within Regulations.¹⁰¹ So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. These effect 'characteristics' are described within the appraisal as appropriate. The potential for 'cumulative' effects is also considered.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the options and the fact that they relate to one issue to be addressed by the plan amongst many. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future).

In light of this, there is a need to make considerable assumptions regarding how options would be implemented 'on the ground' and what the effect on particular receptors would be. Where there is a need to rely on assumptions, this is made explicit in the appraisal text.

In many instances, given reasonable assumptions, it is not possible to predict likely significant effects, but it is possible to comment on the merits of an option in more general terms. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'.

¹⁰⁰ In the interests of conciseness, not every 'sustainability issue' listed in Table 9.1 (at the end of Part 1) is systematically addressed as part of the appraisal. Issues are not given explicit consideration where the policy approach/option being appraised does not give rise to notable implications.

¹⁰¹ Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004

Appraisal findings

- (1) Focus development primarily at Brentwood, Shenfield and West Horndon
- (2) Centralise Growth in and around the town of Brentwood
- (3) Transport Led Growth - develop at settlements with a rail station, i.e. Brentwood, Ingatestone, Shenfield and West Horndon
- (4) Semi Dispersed Growth (larger villages)
- (5) Dispersed Growth (all settlements)

Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference				
		Opt 1	Opt 2	Opt 3	Opt 4	Opt 5
Air quality	<p>Air quality in Brentwood is generally considered to be good; however the Borough suffers from localised areas of poor air quality, which are generally along the main transport route, the A12. The one exception to this is the AQMA at the A128/A1023 junction in Brentwood town centre.</p> <p>By dispersing development e.g. in areas of poor public transport accessibility, Options 4 and 5 are likely to increase the need to travel and dependency on the car for rural households; including along the A12 to access employment and community infrastructure; resulting in significant negative effects in terms of air quality.</p> <p>A concentrated approach - as per Options 1, 2 and 3 - would reduce the distance that individuals need to travel every year by private car, and would also lend support to the delivery of new sustainable transport infrastructure / services. This should have positive implications for air quality. Option 2 would likely perform best as Brentwood (along with Shenfield) has excellent transport links, access to jobs and services and town centre facilities. West Horndon (Options 2 and 3) has good road and rail access, local shops, employment and community facilities, but growth would necessitate significant improvements.</p> <p>It is not possible to conclude significant positive effects on the basis that growth could still result in an increase in car travel locally (and possibly traffic congestion to some extent). Essentially, the conclusion of this appraisal is that Option 1 has the greatest potential to offset the increase in car travel locally by supporting more 'sustainable' patterns of travel.</p>	2	★1	2	3	4
Biodiversity	<p>There are several SSSIs in close proximity to transport nodes in the south of the Borough which would require protection. Thorndon Park SSSI is between Brentwood and West Horndon; whilst other SSSIs are at the villages of Kelvedon Hatch and Stapleford Abbots. The Country Parks are located to the west, east and south of Brentwood urban area in the Green Belt.</p> <p>Focusing development on Brentwood urban area (Option 2) would minimise encroachment upon the natural environment (on the assumption that best use would be made of previously developed land in the</p>	★1	★1	2	3	4

Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference				
		Opt 1	Opt 2	Opt 3	Opt 4	Opt 5
	<p>urban area); however significant Green Belt release would likely occur, which could adversely affect biodiversity (on the assumption that (agricultural land tends to hold some biodiversity value).</p> <p>Option 2 would involve a large Green Belt release at West Horndon and so may preclude making best use of previously developed land in the urban area. Green Belt land here is not thought to be particularly sensitive, and development would be away from the Country Parks; however, growth here could lead to minor effects on SSSIs near transport nodes such as Thorndon Park.</p> <p>Through dispersing growth (including at villages), Options 3, 4 and 5 would likely result in the greatest loss of greenfield land and may encroach on the natural environment at SSSIs near Kelvedon Hatch and Stapleford Abbots. Accordingly, these options would likely lead to greater disturbance across the Borough including at SSSIs and Country Parks outside of the Brentwood urban area.</p> <p>At this stage significant negative effects are considered unlikely, but impacts to biodiversity could warrant further investigation should any option other than Option 2 be chosen as preferred. There will be considerable potential to avoid/mitigate effects to sensitive sites through careful site allocation.</p>					
Climate change mitigation	<p>In line with the discussion of 'Air Quality' above, Options 1, 2 and 3 would likely lead to minor positive effects through concentrating development and supporting sustainable travel; whilst Options 4 and 5 would disperse development in areas of poor public transport accessibility and likely further entrench car dependency and increase the need to travel.</p> <p>Matters relating to renewable / low carbon energy generation are also relevant and are a focus of discussion here. Larger development sites are more likely to provide biomass fuelled heating systems or Combined Heat and Power (CHP) systems than smaller sites. If it is assumed that concentrating development would lead to larger sites being delivered then Options 1, 2 and 3 would lead to positive effects in terms of climate change mitigation. With a strategic allocation at West Horndon (of around 1500 homes in Option 1), Options 1 and 3 would be most favourable.</p> <p>It is not possible to conclude significant effects (given that climate change mitigation is a global issue and the influence of the plan will be minor).</p>	★ 1	3	2	4	5
Community and well-being	<p>In line with the 'sustainable travel' arguments outlined under 'Air Quality' and 'Climate Change Mitigation', it is considered that a concentration approach (Options 1, 2 and 3) would increase accessibility to community infrastructure for residents of new communities. There could also be greater potential to deliver new community infrastructure (funded through developer contributions) that benefits existing residents. Also:</p>	2	3	★ 1	4	5

Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference				
		Opt 1	Opt 2	Opt 3	Opt 4	Opt 5
	<ul style="list-style-type: none"> Through a ‘concentration’ approach, there would likely be positive health implications through more sustainable travel patterns, reducing air quality and encouraging ‘active travel’. In terms of deprivation; whilst Brentwood is generally an affluent Borough, there are pockets of relative deprivation to the south and east of the urban area. Options 1, 2 and 3 would focus investment on the urban area and hence could help to reduce inequalities (on the assumption that housing growth brings with it other forms of investment) both generally and in terms of health. <p>Options 1 and 3 should lead to significant positive effects. Option 2 performs less well as focusing development solely at Brentwood urban area would lead to missed opportunities in the rural area.</p>					
Cultural heritage	<p>If it is assumed that concentration (Options 1, 2 and 3) would lead to an increase in the scale and density of development in urban areas, this could lead to an increased likelihood of negative effects on cultural and heritage assets through affecting the ‘setting’ or altering the character of the area. West Horndon is one location that does not include a Conservation Area and hence might be considered to be an appropriate location for growth from a perspective of wishing to avoid negative effects on the cultural heritage baseline. If it is assumed that Options 1 and 2 would allocate more growth at West Horndon than other options then this could result in the least impact in terms of cultural heritage.</p> <p>Although there are a few historic environment assets within the Brentwood urban area, the large majority are scattered throughout the Borough and this includes Conservation Areas that cover village centres. It could be argued that Options 4 and 5 could lead to negative effects in terms of cultural heritage assets in the rural villages; although this would depend on details at the site level.</p> <p>It is not possible to conclude significant negative effects. Regardless of the approach that is followed in terms of broad distribution it should be possible to avoid locating development in areas where it would impact on cultural heritage assets (e.g. conservation areas and/or listed buildings) or their settings. There will also be the potential to avoid or mitigate negative effects through design measures.</p>	★ 1	3	2	4	5
Economy and employment	<p>Allocating concentrated growth at the Brentwood urban area, the main economic area in the Borough, should help support and grow the local economy and result in significant positive effects in terms of the economy / employment. Options 1, 2 and 3 seek to achieve this. Options 1 and 3 would also focus growth at other locations where significant opportunities exist including West Horndon – an accessible location where growth could help meet the needs of businesses in terms of larger premises and there could potentially be ‘agglomeration’ benefits. Dispersing development (Options 4 and 5) may support the rural economy, but would not support the achievement of most economic objectives.</p>	★ 1	3	2	4	5

Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference				
		Opt 1	Opt 2	Opt 3	Opt 4	Opt 5
Flooding	<p>The Borough's 'Strategic Flood Risk Assessment (SFRA) identifies that fluvial flood risk is generally higher in rural areas (particularly the north west around the River Roding), with the areas of Heybridge and Ingatestone as areas the highest urban flood risk. As such, Options 4 and 5 (dispersed development in rural areas) and Option 3 (which includes significant development at Ingatestone) would promote development in areas of relatively higher risk of fluvial flooding. This would be unlikely to result in significant negative effects however, it is acknowledged that the NPPF would not permit development within flood risk areas and would not allow flood risk to increase elsewhere.</p> <p>Surface water runoff rates would be increased at West Horndon through Options 1 and 3 (given the scale of development) which could increase surface water flood risk. There is the potential, however, to mitigate this effect through incorporation of sustainable drainage systems (SuDs). On the assumption that Option 2 would lead to the least greenfield development, and least impact in terms of surface runoff, it is considered to lead to the least negative effect in terms of flood risk.</p>	2		3	4	5
Housing	<p>A greater amount of affordable housing may be possible under Options 1, 2 and 3 given that individual developments will tend to be of a larger scale, which will have positive implications for development viability and hence the potential to fund affordable housing provision. However, this effect is uncertain. Also, under Options 1, 2 and 3 there could be a greater shortfall in terms of meeting rural affordable housing needs. Options 1 and 3 are probably most appropriate as they would provide a balance of development across the Borough (although use of exception sites/small sites allocated solely for affordable housing may be required in rural areas). Generally, however, the choice of a preferred spatial approach to growth has little bearing on the achievement of housing objectives in comparison the choice of a preferred housing quantum.</p>	-	-	-	-	-
Landscape	<p>All options could potentially lead to significant negative impacts on the rural environment and countryside given that they are likely to require expansion of settlements into the Green Belt, i.e. development of sensitive Green Belt locations.</p> <p>Options 4 and 5 could lead to particularly significant negative effects upon the Green Belt, rural character and the countryside given the dispersed approach to development and the impacts this would have in terms of 'openness' and land take. The fringes of villages in the Green Belt are likely to be sensitive to development and these Options would impact these sensitive landscapes the most.</p> <p>Option 1 could lead to the best use being made of previously developed land within the urban area; however, there would still be a need for significant encroachments into the Green Belt. The Green Belt around Brentwood is highly valued by local residents.</p>				2	3

Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference				
		Opt 1	Opt 2	Opt 3	Opt 4	Opt 5
	<p>Option 2 would involve a large Green Belt release at West Horndon and so may preclude making best use of previously developed land in the urban area; however the Green Belt land here is not thought to be particularly sensitive from a landscape perspective.</p> <p>On balance, it is suggested that Options 2 and 3 are ‘on a par’ in terms of likely landscape effects. Option 3 is also on a par with Options 1 and 2, given that Ingatestone is not understood to be particularly sensitive.</p>					
Soil	<p>All options would lead to significant negative effects on land due to greenfield landtake. By using previously developed land around the town and transport nodes, Options 1, 2 and 3 would use land relatively efficiently. It is assumed that Options 1 and 3 would lead to a larger greenfield landtake (given strategic growth at West Horndon) and consequently it is ranked below Option 2. Options 4 and 5 would, it is assumed, result in the greatest use of greenfield land as there are fewer previously developed sites available in the rural villages.</p> <p>The majority of agricultural land in the Borough is of Grade 3 quality, with some areas of higher quality Grade 2 land in the north-east around Ingatestone. Significant loss of higher quality agricultural land is not expected on the basis that Grade 2 land can probably be avoided.</p>	2	1	2	3	4
Waste	<p>The broad spatial distribution of growth is not likely to have a bearing on waste management related objectives; and there is no reason to suggest that a ‘higher growth quantum’ approach in any part of the Borough would create problems in terms of sustainable waste management.</p>	-	-	-	-	-
Water quality & water resources	<p>The Water Cycle Study highlights waste water capacity as an issue. Waste water treatment infrastructure in the north of the Borough (including Ingatestone) is operating at capacity and cannot accommodate any further development; whereas in the south of the Borough there is sufficient capacity. As Ingatestone is in the northern wastewater ‘catchment’ it is deemed to be unable to accommodate development sustainably (unless additional infrastructure is provided). It should be noted, however, that Anglian Water have stated that they would take the necessary steps to accommodate further growth in the north catchment should it come forward. On the basis that Options 3, 4 and 5 would probably necessitate additional infrastructure they are judged to perform less well.</p> <p>In terms of water efficiency, if it is assumed that larger scale developments are better-able to viably achieve higher standards of water efficiency; hence Options 1, 2 and 3 would lead to greater positive effects (on the basis that larger schemes would be more likely).</p>	1	1	2	3	3

Appraisal summary

Sustainability topic	Option 1 - Focus development primarily at Brentwood, Shenfield and West Horndon	Option 2 - Centralise Growth in and around the town of Brentwood	Option 3 - Transport Led Growth - develop at settlements with a rail station, ie Brentwood, Ingatestone, Shenfield and West Horndon	Option 4 - Semi Dispersed Growth (larger villages)	Option 5 - Dispersed Growth (all settlements)
Air quality	2	★1	2	4	5
Biodiversity	★1	★1	2	3	4
Climate change mitigation	★1	3	2	4	5
Community and well-being	2	3	★1	4	5
Cultural heritage	★1	3	2	4	5
Economy and employment	★1	3	2	4	5
Flooding	2	★1	3	4	5
Housing	-	-	-	-	-
Landscape	★1	★1	★1	2	3
Soil & contamination	2	★1	2	3	4
Waste	-	-	-	-	-
Water quality & water resources	★1	★1	2	3	3

Commentary

All options would lead to significant negative effects from a landscape perspective given the need to develop sensitive sites within the Green Belt. It is suggested that Options 3 and 4 perform least well given the particularly sensitive nature of village edges within the Borough. Options 1, 2 and 3 perform 'on a par'. Option 2 would help to ensure that the need to develop greenfield sites is minimised (as best use would be made of previously developed sites in the urban area); whilst Options 1 and 3 would focus a significant amount of growth at Green Belt land in West Horndon, which is understood to be relatively unconstrained from a landscape perspective.

Through following a dispersed spatial approach, it is suggested that Options 4 and 5 would lead to 'entrenched' car dependency and therefore negative effects in terms of climate change and air quality. 'Significant' negative effects are predicted for air quality given that this is an existing problem in the Borough.

Options 1, 2 and 3 perform well in terms of community / wellbeing / health considerations given: good accessibility to community infrastructure for residents of new communities; a greater likelihood of 'active travel'; and the potential for growth to help with addressing 'relative deprivation' issues where they exist. Option 2 performs less well than Options 1 and 3 on the basis that focusing development solely at Brentwood urban area would lead to missed opportunities in the rural area.

The urban concentration options (Options 1, 2 and 3) also perform well in terms of economy/employment objectives. It is suggested that all three would lead to significant positive effects given that housing growth would be targeted to locations where identified economic opportunities exist. Option 1 is identified as best performing from an economic perspective on the basis that there would be the potential to capitalise fully on opportunities both at Brentwood urban area and at West Horndon.

N.B. These options have been appraised on the assumption that the quantum of growth to be accommodated is significant, i.e. along the lines of the Council's preferred option (July 2013) of 3,500 new homes over the plan period.

APPENDIX II: AMOUNT OF RESIDENTIAL DEVELOPMENT OPTIONS

Introduction

This appendix presents the appraisal of the following ‘amount of residential development 2015-2030’ options:

- 1 - 2,625 dwellings (170 per annum on average)
- 2 - 3,500 new dwellings (233 per annum on average)
- 3 - 5,600 dwellings (373 per annum on average)

N.B. These options have been appraised with no assumptions made regarding the spatial approach to accommodating growth

Methodology

See discussion in Appendix 1, above.

Appraisal findings

(1) 2,625 dwellings (170 per annum on average) (2) 3,500 new dwellings (233 per annum on average) (3) 5,600 dwellings (373 per annum on average)				
Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference		
		Opt 1	Opt 2	Opt 3
Air quality	A high growth strategy can support delivery of high quality sustainable transport infrastructure and hence help to reduce car dependency. However, the result of a high growth strategy – at least in the short term – would nonetheless be more cars on the road locally. Forthcoming Transport Assessment work undertaken at the borough-scale shows evidence that pursuing a higher growth option would significantly increase local congestion in the Borough and hence significant negative effects are predicted. It is not clear which is better performing out of Options 1 and 2 .	★ 1	★ 1	2
Biodiversity	Option 3 would require additional development of greenfield land over and above the other two options; however, it is not possible to conclude significant negative effects given the potential to mitigate effects through careful location and ‘delivery’ of green infrastructure.	★ 1	2	3

Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference		
		Opt 1	Opt 2	Opt 3
Climate change mitigation	<p>In line with the discussion of 'Air Quality' above, Option 3 would likely support delivery of sustainable transport infrastructure / services and hence could possibly contribute towards reducing per capita car dependency / distance travelled by private car. However, another consideration is that employment land constraints would likely mean that a higher growth rate would lead to significant out-commuting, much of which would be by private car.</p> <p>Matters relating to renewable / low carbon energy generation are also relevant. Larger development sites are more likely to provide biomass fuelled heating systems or Combined Heat and Power (CHP) systems than smaller sites. It is possible to assume that larger developments will be more likely where there is a desire to pursue a higher growth quantum (i.e. Option 3); however, this may not always be the case.</p> <p>In conclusion, it is the case that in theory a higher quantum of development (Option 3) could deliver greater per capita reductions in greenhouse gas emissions given the potential to support sustainable transport and low carbon energy; however, in practice it is not clear that this would happen in the Brentwood context and an important consideration is the likelihood of out-commuting by car for employment. It may be that a 'middle-ground' approach (Option 2) is most appropriate, but the overriding conclusion is that effects are uncertain.</p>	?	?	?
Community and well-being	<p>A higher target could put pressure on existing community and transport infrastructure (traffic congestion is one of the main issues affecting quality of life, although Crossrail could improve the situation); however a higher growth option should also lead to private sector funds being made available to deliver targeted improvements (e.g. funds could be used to address existing deficiencies in provision of open space or education facilities). It may be that a 'middle-ground' approach (Option 2) is most appropriate, but the overriding conclusion is that effects are uncertain.</p>	?	?	?
Cultural heritage	<p>A higher quantum of development (Option 3) could create pressure to build upwards or at higher densities or at an inappropriate scale given cultural heritage considerations. A particular concern may relate to the 'setting' of assets and Conservation Areas. Also, a higher quantum of development would increase congestion in the Borough (see discussion under 'air quality' above), which could adversely affect historic character at key locations.</p> <p>Having said this, it should be possible to avoid locating development in areas where it would impact significantly on cultural heritage assets or their settings. There will also be the potential to avoid or mitigate negative effects through design measures. As such no significant negative effects are envisaged in terms of cultural heritage at this stage.</p>	★ 1	2	3
Economy and employment	<p>A high housing growth strategy would lead to private sector funds being made available for targeted infrastructure improvements – e.g. transport system improvements – that could be targeted with a view to addressing economic objectives; however, in practice it is recognised that transport constraints within the Borough are difficult to overcome</p> <p>It is also the case that, in theory, a high housing growth strategy would increase Brentwood's competitiveness through</p>	?	?	?

Topic	Discussion of <u>significant effects</u> (and discussion of <u>relative merits</u> in more general terms)	Rank of preference		
		Opt 1	Opt 2	Opt 3
	<p>increasing the local supply of labour (potentially helping to retain young people and attract new employers to the Borough); but in practice the achievement of this outcome is likely to be hindered by limited availability of employment land.</p> <p>A middle-ground approach (Option 2) may be most appropriate, but an overriding conclusion is that effects are uncertain.</p>			
Flooding	<p>Without knowing the spatial distribution of housing it is not possible to meaningfully appraise the options in terms of flood risk. It should be noted that additional landtake to development would likely increase the risk of surface water flooding, although this can be mitigated through provision of SuDS.</p>	-	-	-
Housing	<p>'Objectively assessed housing need' in the Borough lies in the range: 4,965 (331 dwellings per annum to 5,430 (362 d.p.a.). The only option that would achieve this target is Option 3. On this basis it is suggested that Option 3 would lead to significant positive effects, whilst Options 1 and 2 would lead to significant negative effects. It is noted that Option 2 would involve a rate of growth above that previously prescribed by the East of England Plan (now revoked).</p>	3	2	1
Landscape	<p>A high growth quantum would increase the likelihood of negative effects to landscape. Eighty per cent of the Borough lies in Green Belt. Residents place a high value on protecting the Green Belt viewing this as their top priority for the development plan along with protecting the quality and character of the Borough.</p> <p>If it were to be assumed that a higher quantum of development would lead to development at sensitive village and urban fringe locations then it would be possible to conclude that Option 3 would lead to significant negative effects.</p>	1	2	3
Soil & contamination	<p>Options 2 and 3 would lead to significant negative effects on land due to greenfield landtake, whilst Option 1 would enable growth to be focused on previously developed land. The majority of agricultural land in the Borough is of Grade 3 quality, with some areas of higher quality Grade 2 land in the north-east around Ingatestone. Significant loss of higher quality agricultural land is not expected on the basis that Grade 2 land can probably be avoided.</p>	1	2	3
Waste	<p>The plan approach to addressing the issue of 'housing quantum' is not likely to influence waste management related sustainability issues, and there is no reason to suggest that a 'higher growth quantum' approach would create problems in terms of sustainable waste management.</p>	-	-	-
Water quality & water resources	<p>The South East is an area of 'water stress' – i.e. an area where water resources are depleted as a result of abstraction – and the situation is likely to worsen in the future as a result of climate change, particularly through hotter, drier summers and the increased frequency of droughts. Additional development would place additional demands on water resources and thus could exacerbate the situation; however, it is not clear that Brentwood is any more constrained than neighbouring authorities.</p>	-	-	-

Appraisal summary

Sustainability topic	Option 1- 2,625 dwellings (170 per annum on average)	Option 2 – 3,500 dwellings (233 per annum on average)	Option 3 – 5,600 dwellings (373 per annum on average)
Air quality	★ 1	★ 1	3
Biodiversity	★ 1	2	3
Climate change mitigation	?	?	?
Community and well-being	?	?	?
Cultural heritage	★ 1	2	3
Economy and employment	?	?	?
Flooding	-	-	-
Housing	3	2	★ 1
Landscape	★ 1	2	3
Soil & contamination	★ 1	2	3
Waste	-	-	-
Water quality & water resources	-	-	-

Commentary

The high growth approach (Option 3) generally performs worst in terms of environmental considerations, although it is difficult to conclude that significant negative effects would result without knowing where growth will be located (as there could be the potential to locate growth so that environmental effects are avoided). An exception is 'air quality', where there is evidence to suggest that the Borough faces notable issues that could be exacerbated to an extent as a result of a high growth strategy.

A foremost socio-economic consideration is housing need. 'Objectively assessed housing need' in the Borough lies in the range: 4,965 (331 dwellings per annum) to 5,430 (362 dpa). The only option that would achieve this target is Option 3. On this basis it is suggested that Option 3 would lead to significant positive effects, whilst Options 1 and 2 would lead to significant negative effects. It is noted that Option 2 would involve a rate of growth above that previously prescribed by the East of England Plan (now revoked).

With regards to other socio-economic considerations the situation is less clear cut (as reflected in the '?' scores assigned). In theory, a high growth strategy should lead to funding for targeted infrastructure (e.g. community, green and transport) improvements so that there is a net benefit for communities and increased potential for economic growth. However, in the Brentwood context transport infrastructure constraints and a lack of employment land would act to hinder the achievement of this theoretical outcome. It may be that a 'middle-ground' approach (Option 2) is most appropriate, but without an understanding of the spatial approach that will be taken to growth it is not possible to be certain.

APPENDIX III: HOUSING / MIXED USE SITE OPTIONS

Introduction

This appendix presents the appraisal of the following housing / mixed-use site options:

- Option 1 - Land north of Highwood Close, Brentwood (38 dwellings)
- Option 2 - Wates Way Industrial Estate, Ongar Road, Brentwood (128 dwellings)
- Option 3 - Essex County Fire Brigade HQ, Rayleigh Road, Brentwood (101 dwellings)
- Option 4 - Land adj. Adult Education Centre, Rayleigh Road, Hutton (11 dwellings)
- Option 5 - Land between Tendring Court and Tillingham Bold, Woodland Avenue, Hutton (10 dwellings)
- Option 6 - Land rear of 10-20 Orchard Lane, Pilgrims Hatch (19 dwellings)
- Option 7 - Garage courts adj. 49 Lavender Avenue, Pilgrims Hatch (15 dwellings)
- Option 8 - Warley Training Centre, Essex Way, Warley (53 dwellings)
- Option 9 - Westbury Road Car Park, Westbury Road, Brentwood (22 Dwellings)
- Option 10 - Chatham Way/Crown Street Car Park, Brentwood (26 Dwellings)
- Option 11 - Land at Hunter House, Western Road, Brentwood (22 Dwellings)
- Option 12 - Garages adj. 25 King Georges Road, Pilgrims Hatch (10 dwellings)
- Option 13 - Council Depot, The Drive, Warley (137 dwellings)
- Option 14 - The Baytree Centre, Brentwood (201 dwellings)
- Option 15 - Land at Brookfield Close, Hutton (13 dwellings)
- Option 16 - Land at Maple Close, Brentwood (14 dwellings)
- Option 17 - Woodlands, School Road, Kelvedon Hatch (12 dwellings)
- Option 18 - Land at Bell Mead, Ingatestone (16 dwellings)
- Option 19 - Former Landings Surgery, Outings Lane, Doddinghurst (11 dwellings)
- Option 20 - Sow & Grow Nursery, Ongar Road, Pilgrims Hatch (48 dwellings)
- Option 21 - Ingatestone Garden Centre, Roman Road, Ingatestone (130 dwellings)
- Option 22 - West Horndon Strategic Allocation (1,500 dwellings)
- Option 23 - Brentwood railway station car park (135 dwellings)
- Option 24 - Land rear of The Bull public house, Brook Street Brentwood (16 dwellings)
- Option 25 - Land at Priests Lane, Brentwood (178 dwellings)
- Option 26 - Former Elliot's night club, West Horndon (28 dwellings)
- Option 27 - Land west of Warley Hill, Pastoral Way, Warley (85 dwellings)
- Option 28 - Land at Crescent Road, Brentwood (16 dwellings)
- Option 29 - Land East of Thorndon Avenue, West Horndon (300 dwellings)
- Option 30 - Land East of West Horndon, South of Station Road (584 dwellings)
- Option 31 - Land north of Highwood Close including St Georges Court, Brentwood (38 dwellings)
- Option 32 - The Gables, Essex Way, Warley (17 dwellings)
- Option 33 - Land at Alexander Lane, Shenfield (69 dwellings)

- Option 34 - Harewood Road bungalows, Pilgrims Hatch (13 dwellings)
- Option 35 - Ingleton House, Stock Lane, Ingatestone (10 dwellings)
- Option 36 - Victoria Court, Victoria Road, Brentwood (20 dwellings)
- Option 37 - Land at Albany Road, Pilgrims Hatch (12 dwellings)
- Option 38 - Land at Gloucester Road, Pilgrims Hatch, Brentwood (8 dwellings)
- Option 39 - Land at Hutton Drive (rear of Tower House), Hutton (6 dwellings)
- Option 40 - Land at Church Crescent, Mountnessing (4 dwellings)
- Option 41 - Land at Broomwood Gardens and Dounsell Court, Ongar Road, Pilgrims Hatch (7 dwellings)
- Option 42 - Land rear of Fawters Close, Wainwright Avenue, Brentwood (14 dwellings)

Methodology

Data on site options was provided to URS by the Council and this was drawn-on to identify site appraisal criteria in-line with the sustainability topics identified through SA scoping – see table below.

Sustainability topic	Criteria used (based on data available)
Air quality	<ul style="list-style-type: none"> • Proximity to an AQMA?
Biodiversity	<ul style="list-style-type: none"> • Proximity to a Local Wildlife Site? • Proximity to a SSSI?
Climate change mitigation	<ul style="list-style-type: none"> • Access to bus and train?
Community and well-being	<ul style="list-style-type: none"> • Proximity to Protected Open Space? • Access to a Post Office? • Access to a GP? • School capacity?
Cultural heritage	<ul style="list-style-type: none"> • Proximity to a Conservation Area? • Proximity to a Listed Building? • Proximity to a Scheduled Ancient Monument?
Economy and employment	<ul style="list-style-type: none"> • Access to an Employment Area? • Access to a Main Retail Area?
Flooding	<ul style="list-style-type: none"> • Flood Zone? • Surface Water Flooding?
Housing	<ul style="list-style-type: none"> • Indicative number of dwellings?
Landscape	<ul style="list-style-type: none"> • Green Belt? • Special Landscape Area?
Soil & contamination	<ul style="list-style-type: none"> • Previously Developed Land? • Agricultural Land Classification?
Water quality and water resources	<ul style="list-style-type: none"> • Is the site within the catchment of the Doddinghurst WwTW (which is at capacity)?

Appraisal findings are presented below for each site option and a summary of appraisal findings is presented in Part 3, above.

It is important to note that the appraisal has not identified ‘significant negative effects’ as being likely in relation to any site. Rather, the appraisal has sort to identify constraints / opportunities in more general terms. Most constraints could potentially be addressed through development (e.g. through design measures), but such constraints may still have a bearing on whether or not the Council chooses to allocate.

Option 1 – Land north of Highwood Close, Brentwood

Site details	
<ul style="list-style-type: none"> Site Size – 0.47 ha Ward – Brentwood West Existing Use – Amenity space, woodland 	<ul style="list-style-type: none"> Proposed Use – Housing Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> Adjacent to AQMA BRW4
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> The site is 1.5 miles from Brentwood Station (approximately 30 minute walk). There are several bus routes nearby with direct links to Brentwood centre.
Community and well-being	<ul style="list-style-type: none"> Site is 0.3 miles from Ongar Road Post Office (approximately 7 minute walk) Site is 0.6 miles from nearest practice (Geary Drive, Brentwood). Approximately a 15 minute walk or a 4 minute drive. There is no capacity at the nearest primary school (Larchwood Primary) for additional pupils, requiring developer contributions towards provision. There is sufficient capacity at the nearest secondary school (Shenfield High School) for additional pupils.
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is 0.8 miles from nearest employment area (Wates Way, Brentwood) (approximately 20 minute walk), 1.5 miles from Hubert Road, Brentwood (approximately 30 minute walk). There are direct bus links to Brentwood Centre. Site is 1 mile from Brentwood Town Centre (approximately 20 minute walk) with direct bus links nearby.
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site could provide 38 dwellings (indicative) at a density of 80dph
Landscape	<ul style="list-style-type: none"> No constraints
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> No constraints

Option 2 – Wates Way Industrial Estate, Ongar Road, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.96ha • Ward – Brentwood North • Existing Use – Industrial estate (B2/B8 uses) 	<ul style="list-style-type: none"> • Proposed Use – Housing or mixed-use • Neighbouring land uses – Residential, shops
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Adjacent to AQMA BRW7
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.9 miles from Brentwood Station (approximately 20 minute walk) with several bus routes nearby with direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.3 miles from Brentwood Town Centre Post Office (approximately 8 minute walk) • Site is 0.3 miles from nearest GP (Shenfield Road, Brentwood). Approximately 7 minute walk, 3 minute drive • There is no capacity at the nearest primary school (Larchwood Primary) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • If the site wholly redeveloped for housing, the nearest employment area would be Hubert Road (1 mile, approximately 20 minute walk) or Warley Hill Business Park (1.5 miles, approximately 30 minute walk). Brentwood Town Centre nearby with linking bus routes • Site is 0.3 miles from Brentwood Town Centre (approximately 8 minute walk)
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 128 dwellings (indicative) at a density of 130 dph (assuming all residential development)
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • Site is within the Doddinghurst WwTW catchment

Option 3 – Essex County Fire Brigade HQ, Rayleigh Road, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 1.26ha • Ward – Hutton Central • Existing Use – Vacant former Fire and Rescue HQ (office building) 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Over 2.5km to nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.5 miles from Shenfield Station (approximately 5 minute walk). Bus route 81 nearby, direct links to Shenfield.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.5 miles from Shenfield Post Office (approximately 5 minute walk) • Nearest GP is 0.5 miles (Mount Avenue, Shenfield), approximately 10 minute walk, 2 minutes drive. • The nearest primary school (Willowbrook Primary) is not suitable for pupils from the site as there is no safe or direct walking route. Site would require developer contributions. • The nearest secondary school (St Martins) is not suitable for pupils from the site as it is not within 2km and there is no safe or direct walking route. Site would require developer contributions.
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 0.5 miles from Shenfield centre and 0.8 miles from nearest employment area (Hutton Industrial Estate) (approximately 15 minute walk). • Site is 0.5 miles from Shenfield (approximately 5 minute walk). Bus route 81 nearby, direct links to Shenfield.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 101 dwellings at a density of 80dph
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 4 – Land adj. Adult Education Centre, Rayleigh Road, Hutton

Site details	
<ul style="list-style-type: none"> • Site Size – 0.14ha • Ward – Hutton North • Existing Use – car park 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Education centre, residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.5 miles from Shenfield Station (approximately 5 minute walk). Bus route 81 nearby, direct links to Shenfield.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.5 miles from Shenfield Post Office (approximately 5 minute walk) • Site is 0.4 miles from nearest GP (Mount Avenue, Shenfield), approximately 9 minute walk or 2 minute drive. • There is no capacity at the nearest primary school (Long Ridings Primary) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 0.5 miles from Shenfield centre. 0.8 miles from nearest employment area (Hutton Industrial Estate) (approximately 15 minute walk). • Site is 0.5 miles from Shenfield (approximately 5 minute walk). Bus route 81 nearby, direct links to Shenfield.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 11 dwellings (indicative) at a density of 80dph
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 5 – Land between Tendring Court and Tillingham Bold, Woodland Avenue, Hutton

Site details	
<ul style="list-style-type: none"> Site Size – 0.10ha Ward – Hutton North Existing Use – Garages and gardens to flats 	<ul style="list-style-type: none"> Proposed Use – Housing Neighbouring land uses – Residential, bordering protected urban open space
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> Site is 1.2 miles from Shenfield Station (approximately 25 minute walk). Bus route 81 nearby has direct links to Shenfield.
Community and well-being	<ul style="list-style-type: none"> Site adjoins Protected Open Space Site is 1.2 miles from Shenfield Post Office (approximately 25 minute walk). Direct bus links nearby Site is 1.2 miles from nearest GP (Mount Avenue, Shenfield). Approximately 25 minute walk, 5 minute drive There is no capacity at the nearest primary school (Long Ridings Primary) for additional pupils, requiring developer contributions towards provision There is no capacity at the nearest secondary school (St Martins) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is 0.5 miles from Shenfield centre. 0.2 miles from nearest employment area (Hutton Industrial Estate) (approximately 5 minute walk). Site is 1.2 miles from Shenfield (approximately 25 minute walk). Bus route 81 nearby, direct links to Shenfield.
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site could provide 10 dwellings (indicative) at a density of 100dph
Landscape	<ul style="list-style-type: none"> No constraints
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> No constraints

Option 6 – Land rear of 10-20 Orchard Lane, Pilgrims Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 0.24ha • Ward – Pilgrims Hatch • Existing Use – Barns and informal storage 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, grassland (Green Belt) to rear
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 2.3 miles from Brentwood train station. Several bus routes run nearby with direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.8 miles from Harewood Road Post Office (approximately 15 minute walk) • Site is 1.5 miles from nearest GP (Geary Drive, Brentwood). Approximately 35 minute walk 6 minute drive. • There is no capacity at the nearest primary school (Larchwood Primary) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> • Site contains Listed Buildings – Hulleys Lane Farmhouses.
Economy and employment	<ul style="list-style-type: none"> • Site is 1.6 miles from nearest employment area (Wates Way, Brentwood), 2.2 miles from Hubert Road, Brentwood. There are direct bus links to Brentwood Town Centre. • Site is 1.8 miles from Brentwood Town Centre (approximately 35 minute walk) with direct bus links.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 18 dwellings at a density of 80 dph
Landscape	<ul style="list-style-type: none"> • Site adjoins Green Belt
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 7 – Garage courts adj. 49 Lavender Avenue, Pilgrims Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 0.19ha • Ward – Pilgrims Hatch • Existing Use – Garages 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, borders Green Belt
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Around 600m to nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 2 miles from Brentwood Station (approximately 40 minute walk). Several bus routes run nearby, direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.3 miles from Harewood Road (approximately 7 minute walk) • Site is 1.3 miles from nearest GP (Geary Drive, Brentwood). Approximately 27 minute walk 6 minute drive. • There is no capacity at the nearest primary school (Larchwood Primary) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 1.3 miles from nearest employment area (Wates Way, Brentwood), 2 miles from Hubert Road, Brentwood. Direct bus links to Brentwood Town Centre. • Site is 1.6 miles from Brentwood Town Centre (approximately 30 minute walk), direct bus links.
Flooding	<ul style="list-style-type: none"> • Site has a Surface Water Flooding risk of 'less to intermediate susceptibility for entire site'
Housing	<ul style="list-style-type: none"> • Site could provide 15 dwellings (indicative) at a density of 80dph.
Landscape	<ul style="list-style-type: none"> • Site borders the Green Belt
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 8 – Warley Training Centre, Essex Way, Warley

Site details	
<ul style="list-style-type: none"> • Site Size – 0.66ha • Ward - Warley • Existing Use – Incidental greens pace (former school playing field) 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.8 miles from Brentwood Station (approximately 15 minute walk). Bus route 73 nearby with direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.7 miles from Warley Hill shops (approximately 13 minute walk), bus links nearby • Site is 0.5 miles from nearest GP (Pastoral Way, Warley). Approximately 9 minute walk 3 minute drive. • There is no capacity at the nearest primary school (Warley Primary) for additional pupils, requiring developer contributions
Cultural heritage	<ul style="list-style-type: none"> • No implications
Economy and employment	<ul style="list-style-type: none"> • Site is 0.2 miles from Warley Hill Business Park (approximately 5 minute walk). • Site is 0.7 miles from Warley Hill shops (approximately 13 minute walk), 1.5 miles from Brentwood Town Centre (approximately 30 minute walk). Direct bus links to both.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 38 dwellings (indicative) at a density of 60dph
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • Site is not in Ingatestone or Doddinghurst WwTW catchment but is in AWS sewerage network

Option 9 – Westbury Road Car Park, Westbury Road, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.27ha • Ward – Brentwood West • Existing Use – Car park 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, funeral directors
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is approximately 700m from nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.5 miles from Brentwood Station (approximately 10 minute walk). Several bus routes nearby link Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.3 miles from Brentwood Town Centre post office (approximately 6 minute walk) • Site is 0.5 miles from nearest GP (Shenfield Road, Brentwood). Approximately 10 minute walk 3 minute drive. • There is no additional capacity at the nearest Primary School (Holly Trees) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> • Site borders Brentwood Town Centre Conservation Area
Economy and employment	<ul style="list-style-type: none"> • Site is 0.3 miles from nearest employment area (Hubert Road) (approximately 6 minute walk). • Site is 0.3 miles from Brentwood Town Centre (approximately 6 minute walk)
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 22 dwellings (indicative) at a density of 80dph
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 10 – Chatham Way/Crown Street Car Park, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.33ha • Ward – Brentwood South • Existing Use – Car park 	<ul style="list-style-type: none"> • Proposed Use – Housing and ‘pocket park’ • Neighbouring land uses – Residential, offices and shops
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is over 400m to nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.4 miles from Brentwood Station (approximately 8 minute walk). Several bus routes nearby link Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is a 3 minute walk to Brentwood High Street Post Office • Site is 0.4 miles from nearest GP (Shenfield Road, Brentwood). Approximately 8 minute walk 4 minute drive. • There is no additional capacity at the nearest primary school (Holly Trees) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> • Site is within Brentwood Town Centre Conservation Area
Economy and employment	<ul style="list-style-type: none"> • Site is 0.5 miles from nearest employment area (Hubert Road) (approximately 10 minute walk). • Site is 0.2 miles from Brentwood Town Centre (approximately 3 minute walk)
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 26 dwellings at 80 dwellings per hectare
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 11 – Land at Hunter House, Western Road, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.22ha • Ward – Brentwood North • Existing Use – B1 office use and residential 	<ul style="list-style-type: none"> • Proposed Use – Housing or mixed-use • Neighbouring land uses – Residential, rear of High Street shops
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Land is over 500m from nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.5 miles from Brentwood Station (approximately 10 minute walk). Several bus routes nearby link Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 3 minute walk to Brentwood High Street Post Office • Site is 0.4 miles from nearest GP (Shenfield Road, Brentwood). Approximately 8 minute walk 4 minute drive. • There is no additional capacity at the nearest primary school (Holly Trees) for additional pupils, requiring developer contributions towards provision
Cultural heritage	<ul style="list-style-type: none"> • Site borders Brentwood Town Centre Conservation Area
Economy and employment	<ul style="list-style-type: none"> • Site is 0.5 miles from nearest employment area (Hubert Road) (approximately 10 minute walk). • Site is 0.2 miles from Brentwood Town Centre (approximately 3 minute walk)
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 22 dwellings (indicative) at a density of 100 dph
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 12 – Garages adj. 25 King Georges Road, Pilgrims Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 0.12ha • Ward – Pilgrims Hatch • Existing Use – Garages and scrub land 	<ul style="list-style-type: none"> • Proposed Use - Housing • Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is over 400m to nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 2.2 miles from Brentwood Station (approximately 44 minute walk). Several bus routes within walking distance to Brentwood Town Centre.
Community and well-being	<ul style="list-style-type: none"> • 0.3 miles from Harewood Road (approximately 7 minute walk) Post Office • 1 mile to nearest GP (Geary Drive, Brentwood). Approximately 20 minute walk 5 minute drive. • No school information available
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 2 miles from Hubert Road Industrial Estate, Brentwood (approximately 37 minute walk). Direct bus links to Brentwood. • Site is 1.8 miles from Brentwood Town Centre (approximately 30 minute walk). Direct bus routes within walking distance.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 10 dwellings at a density of 80dph
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 13 – Council Depot, The Drive, Warley

Site details	
<ul style="list-style-type: none"> • Site Size – 1.71ha • Ward – Warley • Existing Use – Highways depot, auto garage and car parking 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, offices, hospital, open countryside (Green Belt and Special Landscape Area, Local Wildlife Site)
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • Site adjoins LOWS
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.8 miles from Brentwood Station (approximately 15 minute walk). Bus route 73 nearby with direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.7 miles from Warley Hill Post Office (approximately 13 minute walk), bus links nearby • Site is 0.6 miles from nearest GP (Pastoral Way, Warley). Approximately 11 minute walk 3 minute drive. • No school information is available
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 0.2 miles from Warley Hill Business Park (approximately 5 minute walk). • Site is 0.7 miles from Warley Hill shops (approximately 13 minute walk), 1.5 miles from Brentwood Town Centre (approximately 30 minute walk). Direct bus links to both.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 137 dwellings (indicative) at a density of 80dph
Landscape	<ul style="list-style-type: none"> • Site adjoins Green Belt • Site adjoins a Special Landscape Area
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 14 – The Baytree Centre, Brentwood

Site details	
<ul style="list-style-type: none"> Site Size – 1.34ha Ward – Brentwood South Existing Use – Retail centre 	<ul style="list-style-type: none"> Proposed Use – Mixed-use retail Neighbouring land uses – Residential, offices, car park, retail units, Brentwood High Street
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> Site is approximately 200m from the nearest AQMA
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> Site is 10 minute walk to Brentwood Station. Various bus links from High Street are within walking distance.
Community and well-being	<ul style="list-style-type: none"> Site adjoins Protected Open Space (to the south) Site is within short walking distance of the nearest Post Office Site is 0.3 miles from nearest GP (Shenfield Road, Brentwood). Approximately 6 minute walk. No school information is available
Cultural heritage	<ul style="list-style-type: none"> Site is part within the High Street Conservation Area Site contains a Listed Building (Pepperill House) Site contains a Scheduled Ancient Monument (Chapel Ruins)
Economy and employment	<ul style="list-style-type: none"> Site is within the Town Centre, 10 minute walk to Hubert Road Industrial Estate
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site could provide 201 dwellings (indicative) at a density of 150dph
Landscape	<ul style="list-style-type: none"> No constraints
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> No constraints

Option 15 – Land at Brookfield Close, Hutton

Site details	
<ul style="list-style-type: none"> Site Size – 0.38ha (sites 131A and 131B) Ward – Hutton Central 	<ul style="list-style-type: none"> Existing Use – Sheltered housing Proposed Use – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> Site is 1 mile to Shenfield Station, approximately 20 minute walk. Bus route 81 nearby provides direct access to Shenfield centre.
Community and well-being	<ul style="list-style-type: none"> Site is 1 mile to Shenfield Hutton Road Post Office, approximately 20 minute walk Site is 1 mile to nearest GP (Mount Avenue, Shenfield). Approximately 20 minute walk. No school information is available
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is 1 mile to Shenfield centre with direct bus link. 1 mile to Hutton Industrial Estate, no direct bus link. Site is 1 mile to Shenfield Hutton Road, approximately 20 minute walk or direct access by bus route 81.
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site could provide 31 dwellings (sites 131A and 131B, indicative) at a density of 80dph
Landscape	<ul style="list-style-type: none"> No constraints
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> No constraints

Option 16 - Land at Maple Close, Brentwood

Site details	
<ul style="list-style-type: none"> Site Size – 0.17ha Ward – Brentwood South 	<ul style="list-style-type: none"> Existing Use – Garage Proposed Use – Housing
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> Site is 1.3 miles from Brentwood Station, approximately 25 minute walk. Bus route 9 provides direct access nearby.
Community and well-being	<ul style="list-style-type: none"> 1.3 miles from Brentwood High Street Post Office, approximately 20 minute walk. 1.3 miles from nearest GP (Shenfield Road, Brentwood). Approximately 20 minute walk. School information N/A
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is 1.3 miles from Brentwood Town Centre. 1.6 miles from Hubert Road Industrial Estate. 1.6 miles from Warley Hill Business Park. Site is 1.3 miles from Brentwood High Street, approximately 20 minute walk. Bus route 9 and 565 provide direct access nearby.
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site could provide 14 dwellings (indicative) at a density of 80dph
Landscape	<ul style="list-style-type: none"> No constraints
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> No constraints

Option 17 – Woodlands, School Road, Kelvedon Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 0.25ha • Ward – Brizes and Doddinghurst • Existing Use – Residential dwelling with large garden 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential borders Green Belt
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is over 4km from the nearest AQMA.
Biodiversity	<ul style="list-style-type: none"> • Site is adjacent to The Coppice, Kelvedon Hatch SSSI
Climate change mitigation	<ul style="list-style-type: none"> • Nearest train station (Brentwood) is 4.5 miles away. Bus route 21 nearby, direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.2 miles from Kelvedon Hatch Village Store and Post Office (approximately 4 minute walk) • Site is 1 mile to nearest GP (Doddinghurst). Approximately 3 minute drive (no safe walking route). • No educational constraints.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 3 miles from nearest employment area (Hallsford Bridge), no public transport links. 4 miles from Brentwood Town Centre, bus route 21 provides direct link. • Site is 4 miles from Brentwood Town Centre, bus route 21 provides direct link.
Flooding	<ul style="list-style-type: none"> • No constraints.
Housing	<ul style="list-style-type: none"> • Site could provide 12 dwellings (indicative) at a density of 50dph.
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • Site is not on Previously Developed Land • Site contains Grade 3 Agricultural Land Classification land.
Water quality and water resources	<ul style="list-style-type: none"> • Site is in the Doddinghurst WwTW catchment (no capacity).

Option 18 – Land at Bell Mead, Ingatestone

Site details	
<ul style="list-style-type: none"> • Site Size – 0.22ha • Ward – Ingatestone, Fryerning and Mountnessing • Existing Use – Scrubland/woodland 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, Green Belt, Special Landscape Area
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 600m from the nearest AQMA.
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.6 miles from Ingatestone Station (approximately 10 minute walk). Bus route 351 provides links to Shenfield and Brentwood Town Centre.
Community and well-being	<ul style="list-style-type: none"> • Site is 2 minute walk to Ingatestone High Street Post Office • Very short walk to nearest GP (Ingatestone High Street) • There is insufficient capacity at the nearest Secondary School (Anglo European) for additional pupils. Developer Contributions will be required for new provision.
Cultural heritage	<ul style="list-style-type: none"> • Site is in the Ingatestone High Street Conservation Area.
Economy and employment	<ul style="list-style-type: none"> • Site is 2 minute walk to Ingatestone High Street. • Nearest employment area is Hutton Industrial Estate, 3 miles away (approximately 7 minute car journey).
Flooding	<ul style="list-style-type: none"> • Site has an area of 'less to intermediate susceptibility' of Surface Water Flooding
Housing	<ul style="list-style-type: none"> • Site could provide 16 dwellings (indicative) at a density of 72 dph.
Landscape	<ul style="list-style-type: none"> • Site adjoins a Special Landscape Area
Soil & contamination	<ul style="list-style-type: none"> • Site is not on Previously Developed Land.
Water quality and water resources	<ul style="list-style-type: none"> • Site is within the Ingatestone WwTW Catchment (no capacity).

Option 19 – Former Landings Surgery, Outings Lane, Doddinghurst

Site details	
<ul style="list-style-type: none"> Site Size – 0.27ha Ward – Brizes and Doddinghurst Existing Use – Former doctor’s surgery 	<ul style="list-style-type: none"> Proposed Use – Housing Neighbouring land uses – Residential, open countryside (Green Belt) to the south
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> Site is 5 miles from Shenfield Station. 5.5 miles from Brentwood Station. Bus route 261 runs from Doddinghurst to Brentwood Town Centre.
Community and well-being	<ul style="list-style-type: none"> Site is 1.3 miles from Kelvedon Hatch Village Store Post Office (approximately 25 minute walk) Site is 0.1 miles from nearest GP (Doddinghurst - replaces former surgery on this site). Approximately 3 minute walk. No educational constraints.
Cultural heritage	<ul style="list-style-type: none"> No constraints.
Economy and employment	<ul style="list-style-type: none"> Site is 2.5 miles from nearest employment area (Hallsford Bridge), no public transport link. Site is 4.8 miles from Brentwood Town Centre, direct bus link nearby
Flooding	<ul style="list-style-type: none"> No constraints.
Housing	<ul style="list-style-type: none"> Site could provide 11 dwellings at a density of 40dph.
Landscape	<ul style="list-style-type: none"> No constraints.
Soil & contamination	<ul style="list-style-type: none"> Site does not contain Previously Developed Land
Water quality and water resources	<ul style="list-style-type: none"> Site is in the Doddinghurst WwTW Catchment (no capacity).

Option 20 – Sow & Grow Nursery, Ongar Road, Pilgrims Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 1.20ha • Ward – Pilgrims Hatch • Existing Use – Garden centre/nursery and two residential dwellings 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Allotments, residential on other side of Ongar Road
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 550m from the nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 2 miles from Brentwood Station (approximately 40 minute walk). Several bus routes nearby, direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site adjoins public allotments (Council owned) • Site is 0.5 miles from Harewood Road (approximately 10 minute walk) Post Office. • Site is 1 mile to nearest GP (Geary Drive, Brentwood). Approximately 22 minute walk 5 minute drive). • There is insufficient capacity at the nearest Primary School (Larchwood Primary) to accommodate additional pupils. Site would require developer contributions.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • 1.2 miles from nearest employment area (Wates Way, Brentwood), 2 miles from Hubert Road, Brentwood (approximately 40 minute walk). Direct bus links to Brentwood Town Centre. • Site is 1.5 miles from Brentwood Town Centre (approximately 30 minute walk) direct bus links.
Flooding	<ul style="list-style-type: none"> • Site has 'small areas of less and intermediate susceptibility' to Surface Water Flooding
Housing	<ul style="list-style-type: none"> • Site could provide 48 dwellings at a density of 40dph.
Landscape	<ul style="list-style-type: none"> • Site is in the Green Belt
Soil & contamination	<ul style="list-style-type: none"> • Site contains Previously Developed Land • Site contains Grade 3 Agricultural Land.
Water quality and water resources	<ul style="list-style-type: none"> • Site has no public sewers available, but there is WwTW capacity.

Option 21 – Ingatestone Garden Centre, Roman Road, Ingatestone

Site details	
<ul style="list-style-type: none"> • Site Size – 3.25ha • Ward – Mountnessing • Existing Use – Garden centre 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential to north, A12 to west, railway to east, public refuse site to south.
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is adjacent to AQMA BRW5
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1.2 miles from Ingatestone Station (approximately 4 minute drive). Bus route 351 bus stops is approximately 10 minute walk away, links Ingatestone with Brentwood.
Community and well-being	<ul style="list-style-type: none"> • Site is 1.2 miles from Ingatestone High Street Post Office (approximately 25 minute walk), direct bus links within 10 minute walk • Site is 1.2 miles from nearest GP (Ingatestone). Approximately 25 minute walk 3 minute drive. • School information is N/A.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 2 miles from Hutton Industrial Estate, no public transport link • Site is 1.2 miles from Ingatestone High Street, direct bus link within 10 minute walking distance
Flooding	<ul style="list-style-type: none"> • There are 'potentially small areas of less susceptibility to the north of the site' for Surface Water Flooding
Housing	<ul style="list-style-type: none"> • Site could provide 130 dwellings at a density of 140dph.
Landscape	<ul style="list-style-type: none"> • Site is in the Green Belt • Site is in a Special Landscape Area
Soil & contamination	<ul style="list-style-type: none"> • Site is on Previously Developed Land • Site contains Grade 3 Agricultural Land
Water quality and water resources	<ul style="list-style-type: none"> • Site is within the Ingatestone WwTW catchment (no capacity)

Option 22 – West Horndon Strategic Allocation

Site details	
<ul style="list-style-type: none"> • Site Size – 99.36ha • Ward – Herongate, Ingrave & West Horndon • Existing Use – Industrial estate and agricultural land 	<ul style="list-style-type: none"> • Proposed Use – Mixed use with housing • Neighbouring land uses – Industrial estate, countryside, green belt, residential, railway land, and protected urban open space.

Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • Nearest SSSI (Thorndon Park) is 225m away.
Climate change mitigation	<ul style="list-style-type: none"> • Sites surround West Horndon which has a station. Distance ranges between 120m and 1.6km from the station. Bus route 265 within walking distance, direct links to Brentwood Town Centre (although infrequent service).
Community and well-being	<ul style="list-style-type: none"> • One parcel of land adjoins a Protected Urban Open Space • Site varies between 0.2 and 0.8 miles from West Horndon Post Office (between a 3 minute and 17 minute walk). • Site varies between 0.2 and 1 mile to the nearest GP (between a 3 minute walk and a 20 minute walk or a 2 minute drive). • The nearest Primary School (West Horndon Primary) has insufficient capacity to accommodate additional pupils and would require developer contributions. • The nearest Secondary School (Brentwood County High) has insufficient capacity to accommodate additional pupils and would require developer contributions.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Discounting West Horndon industrial estates, the nearest is Childerditch Industrial Estate, 3.5 – 4.5 miles (approximately 7 – 10 minute car journey). No direct public transport link. • The site has better access to retail centres outside Borough. Approximately 6 miles from Brentwood centre. Bus links to Brentwood centre via route 565 nearby.
Flooding	<ul style="list-style-type: none"> • The western boundary of one site parcel has part of Flood Zone 3. • There are some small areas of low and high susceptibility to Surface Water Flooding across the site.
Housing	<ul style="list-style-type: none"> • Site could provide 1500 homes (indicative).
Landscape	<ul style="list-style-type: none"> • The land outside of the existing Industrial Estate is in the Green Belt.
Soil & contamination	<ul style="list-style-type: none"> • The land at the Industrial Estate is Previously Developed Land. • The greenfield part of the site contains Grades 3 and 4 Agricultural Land.
Water quality and water resources	<ul style="list-style-type: none"> • Capacity is ok for up to 200 between all greenfield sites in West Horndon

Option 23 – Brentwood railway station car park

Site details	
<ul style="list-style-type: none"> • Site Size – 1.35ha • Ward – Brentwood West • Existing Use – Station car park 	<ul style="list-style-type: none"> • Proposed Use – Housing or mixed use • Neighbouring land uses – Residential, offices, railway land
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 1km from the nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site adjacent to Brentwood Station and buses.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.5 miles from Brentwood Town Centre Post Office (approximately 12 minute walk) • Site is 1 mile to nearest GP (Shenfield Road, Brentwood). Approximately 20 minute walk 6 minute drive. • The nearest Primary School (Holly Trees Primary) has insufficient capacity to accommodate additional pupils. Developer contributions would be required.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 0.7 miles from Hubert Road, Brentwood (approximately 15 minute walk), and 0.7 miles from Warley Hill Business Park (approximately 15 minute walk or direct bus links). • Site is Adjacent to Warley Hill shops, 0.5 miles from Brentwood Town Centre (approximately 12 minute walk).
Flooding	<ul style="list-style-type: none"> • No constraints.
Housing	<ul style="list-style-type: none"> • Site could deliver 135 dwellings at a density of 100dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 24 – Land rear of The Bull public house, Brook Street Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.39ha • Ward – South Weald • Existing Use – Car park 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – B1 offices, pub.
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 600m from the BRW2 AQMA.
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1.2 miles from Brentwood Station (approximately 25 minute walk). Bus route 498 nearby, direct links to Brentwood Town Centre.
Community and well-being	<ul style="list-style-type: none"> • Site is 1 minute walk to Brook Street Post Office • Site is 1.3 miles from nearest GP (Warley, 4 minute drive) although no safe walking route. Nearest GP by walking: Shenfield Road, Brentwood (1.6 miles, approximately 35 minute walk) • The nearest Primary School (St Peter’s CofE Primary) has insufficient capacity to accommodate additional pupils. Site requires developer contributions.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 1 mile to nearest employment area (Hubert Road, Brentwood) (approximately 20 minute walk), direct bus link via route 498. • Site is 1.3 miles from Brentwood Town Centre (approximately 30 minute walk), direct bus link on route 498.
Flooding	<ul style="list-style-type: none"> • No constraints, although the site adjoins an area of Flood Zone 3 to the north.
Housing	<ul style="list-style-type: none"> • Site could provide 16 dwellings (indicative) at a density of 40dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 25 – Land at Priests Lane, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 4.45ha • Ward – Shenfield • Existing Use – Former school playing field. 	<ul style="list-style-type: none"> • Proposed Use – Housing with community use • Neighbouring land uses – Residential, railway land, school
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Nearest AQMA is 900m at BRW7
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1 mile to both Brentwood and Shenfield Station (in opposite directions) (approximately 20 minute walk). No direct bus links.
Community and well-being	<ul style="list-style-type: none"> • Site contains Protected Open Space • Site is 0.8 miles from Brentwood Town Centre Post Office (approximately 15 minute walk) • Site is 0.7 miles from nearest GP (Shenfield Road, Brentwood). Approximately 14 minute walk 3 minute drive. • The nearest primary school (Hogarth Primary) is not suitable for additional pupils from the site as there is no safe or direct walking route. Developer contributions would be required.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 0.8 miles from Wates Way, Brentwood (approximately 17 minute walk). 1.4 miles from Hubert Road, Brentwood (approximately 25 minute walk). • Site is 0.8 miles from Brentwood Town Centre (approximately 15 minute walk)
Flooding	<ul style="list-style-type: none"> • No constraints.
Housing	<ul style="list-style-type: none"> • Site could provide 178 dwellings at a density of 40dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • Land is not on Previously Developed Land
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 26 – Former Elliot’s night club, West Horndon

Site details	
<ul style="list-style-type: none"> • Site Size - 0.94ha • Ward – Herongate, Ingrave & West Horndon • Existing Use – Vacant buildings 	<ul style="list-style-type: none"> • Proposed Use – Housing or mixed use. • Neighbouring land uses – A127 to the north, open countryside surrounds, East Horndon Hall industrial uses adjacent
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints.
Biodiversity	<ul style="list-style-type: none"> • Site is 350m from the nearest SSSI (Thorndon Park).
Climate change mitigation	<ul style="list-style-type: none"> • Site is Approximately 1.3 miles from West Horndon Station (approximately 25 minute walk). Bus route 268 and 568 within walking distance, direct links to Brentwood Town Centre.
Community and well-being	<ul style="list-style-type: none"> • Site is 1.2 miles from West Horndon Post Office (approximately 22 minute walk) • Site is 1 mile to nearest GP (Station Road, West Horndon). Approximately 20 minute walk 4 minute drive. • No school information available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is Horndon Industrial Estate is 1.3 miles away. Childerditch Industrial Estate is 3 miles (approximately 8 minute car journey), no direct public transport link. • Site is Better access to retail centres outside Borough. Bus links to Brentwood Town Centre nearby.
Flooding	<ul style="list-style-type: none"> • Site contains an area of ‘low susceptibility’ of Surface Water Flooding to the west.
Housing	<ul style="list-style-type: none"> • Site could provide 28 dwellings at a density of 30dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • Site is on Grade 3 Agricultural Land • Site is part Previously Developed Land
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 27 – Land west of Warley Hill, Pastoral Way, Warley

Site details	
<ul style="list-style-type: none"> Site Size – 2.13ha Ward – Warley Existing Use – Healthcare/residential land in Green Belt 	<ul style="list-style-type: none"> Proposed Use – Housing with community/healthcare use Neighbouring land uses – Residential, Special Landscape Area
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints.
Biodiversity	<ul style="list-style-type: none"> Site is 1km from the nearest SSSI (Thorndon Park)
Climate change mitigation	<ul style="list-style-type: none"> Site is 0.6 miles from Brentwood Station (approximately 10 minute walk, 2 minute drive). Bus route 269 and 73 nearby with connections to Brentwood Town Centre.
Community and well-being	<ul style="list-style-type: none"> Site is 0.4 miles from Warley Hill Post Office (approximately 8 minute walk) Site is 0.1 miles from nearest GP (Pastoral Way, Warley). Approximately 3 minute walk. No educational information available.
Cultural heritage	<ul style="list-style-type: none"> No constraints.
Economy and employment	<ul style="list-style-type: none"> Site is 1 mile to Hubert Road Industrial Estate (approximately 20 minute walk, 4 minute drive). Less than 5 minute walk to Warley Business Park. Site is 1 mile to Brentwood Town Centre (approximately 20 minute walk, 5 minute drive). Bus route to Town Centre nearby.
Flooding	<ul style="list-style-type: none"> No constraints.
Housing	<ul style="list-style-type: none"> Site could provide 85 dwellings at 40dph.
Landscape	<ul style="list-style-type: none"> Site is in the Green Belt. Site adjoins a Special Landscape Area
Soil & contamination	<ul style="list-style-type: none"> Site is part Previously Developed Land
Water quality and water resources	<ul style="list-style-type: none"> No constraints.

Option 28 – Land at Crescent Road, Brentwood

Site details	
<ul style="list-style-type: none"> Site Size – 0.17ha Ward – Brentwood West Existing Use – Protected Open Space 	<ul style="list-style-type: none"> Proposed Use – Housing Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> Site is 1km from the nearest SSSI (Thorndon Park).
Climate change mitigation	<ul style="list-style-type: none"> Site is less than 5 minute walk to Brentwood Station and bus links.
Community and well-being	<ul style="list-style-type: none"> Site contains Protected Open Space Site is 5 minute walk to Warley Hill Post Office. Site is 0.5 miles from nearest GP (Pastoral Way, Warley). Approximately 10 minute walk 2 minute drive. No school information available.
Cultural heritage	<ul style="list-style-type: none"> No constraints.
Economy and employment	<ul style="list-style-type: none"> Site is 0.6 miles from Hubert Road Industrial Estate. Site is 0.7 miles from Brentwood Town Centre (approximately 16 minute walk, 4 minute drive)
Flooding	<ul style="list-style-type: none"> No constraints.
Housing	<ul style="list-style-type: none"> Site could provide 16 dwellings at a density of 100dph.
Landscape	<ul style="list-style-type: none"> No constraints.
Soil & contamination	<ul style="list-style-type: none"> Site is not on Previously Developed Land
Water quality and water resources	<ul style="list-style-type: none"> No constraints.

Option 29 – Land East of Thorndon Avenue, West Horndon

Site details	
<ul style="list-style-type: none"> • Site Size – 7.91ha • Ward – Herongate, Ingrave & West Horndon • Existing Use – Agricultural land 	<ul style="list-style-type: none"> • Proposed Use – Housing or mixed-use. • Neighbouring land uses – Residential, Conservation Area, Historic Park or Garden.
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints.
Biodiversity	<ul style="list-style-type: none"> • Site is 950m from the nearest SSSI (Thorndon Park). • Site contains a Local Wildlife Site.
Climate change mitigation	<ul style="list-style-type: none"> • Site is approximately 0.4 miles from West Horndon Station (approximately 7 minute walk). Bus route 265 within walking distance, direct links to Brentwood Town Centre (although infrequent service).
Community and well-being	<ul style="list-style-type: none"> • Site is 0.3 miles from West Horndon Post Office (approximately 5 minute walk) • Site is 0.3 miles from nearest GP (Station Road, West Horndon). Approximately 5 minute walk. • Nearest Primary School (West Horndon) is not suitable for additional pupils from the site as there is no safe or direct walking route. Requires developer contributions.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Horndon Industrial Estate is 0.4 miles away. Childerditch Industrial Estate is 4 miles (approximately 8 minute car journey), no direct public transport link. • The site has better access to retail centres outside Borough. Bus links to Brentwood Town Centre via route 565 nearby.
Flooding	<ul style="list-style-type: none"> • Site has areas of low, intermediate and high susceptibility to Surface Water Flooding
Housing	<ul style="list-style-type: none"> • Site could provide 300 dwellings at a density of 30dph
Landscape	<ul style="list-style-type: none"> • Site is in the Green Belt
Soil & contamination	<ul style="list-style-type: none"> • Site is not on Previously Developed Land • Site contains Grade 3 Agricultural Land.
Water quality and water resources	<ul style="list-style-type: none"> • Capacity is ok for up to 200 between all greenfield sites in West Horndon

Option 30 – Land East of West Horndon, South of Station Road

Site details	
<ul style="list-style-type: none"> • Site Size – 19.47ha • Ward – Herongate, Ingrave & West Horndon • Existing Use – Grassland, farming 	<ul style="list-style-type: none"> • Proposed Use – Housing or mixed-use • Neighbouring land uses – Residential to west, railway to south, Station Road to north, A128 road to east and golf course on other side, open countryside surrounds
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints.
Biodiversity	<ul style="list-style-type: none"> • Nearest SSSI is 1km away (Thorndon Park)
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.5 miles (approximately 10 minute walk) to West Horndon Station. Bus route 565 and 265 provide links to Brentwood Town Centre (bus stop within walking distance)
Community and well-being	<ul style="list-style-type: none"> • Site is 0.3 miles from West Horndon (approximately 5 minute walk) Post Office • Site is 0.3 miles from nearest GP (Station Road, West Horndon). Approximately 5 minute walk. • No educational information available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Horndon Industrial Estate is 0.4 miles away. Childerditch Industrial Estate is 4 miles (approximately 8 minute car journey), no direct public transport link. • The site has better access to retail centres outside Borough. Bus links to Brentwood Town Centre via route 565 and 265 nearby.
Flooding	<ul style="list-style-type: none"> • Site has areas of high and intermediate susceptibility to Surface Water Flooding across western and central parts of site
Housing	<ul style="list-style-type: none"> • Site could provide 584 dwellings at a density of 30dph.
Landscape	<ul style="list-style-type: none"> • Site is in the Green Belt
Soil & contamination	<ul style="list-style-type: none"> • Site is not on Previously Developed Land • Site contains Grade3 Agricultural Land
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 31 – Land north of Highwood Close including St Georges Court, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.81ha • Ward – Brentwood West • Existing Use – Sheltered housing in Council ownership 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, shopping parade to the west
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is between AQMAs BRW3 and BRW4. Site is adjacent to AQMA BRW4.
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1.5 miles from Brentwood Station (approximately 30 minute walk). Several bus routes nearby with direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.3 miles from Ongar Road Post Office (approximately 7 minute walk) • Site is 0.6 miles from nearest practice (Geary Drive, Brentwood). Approximately 15 minute walk 4 minute drive. • No educational information available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 0.8 miles from nearest employment area (Wates Way, Brentwood) (approximately 20 minute walk), 1.5 miles from Hubert Road, Brentwood (approximately 30 minute walk). Direct bus links to Brentwood Town Centre. • Site is 2 mile to Brentwood Town Centre (approximately 20 minute walk), direct bus links nearby.
Flooding	<ul style="list-style-type: none"> • No constraints.
Housing	<ul style="list-style-type: none"> • Site could provide 65 dwellings at a density of 80dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 32 – The Gables, Essex Way, Warley

Site details	
<ul style="list-style-type: none"> • Site Size – 0.28ha • Ward - Warley • Existing Use – Sheltered housing in council ownership. 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, shopping parade to the west
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints.
Biodiversity	<ul style="list-style-type: none"> • Site is 1km from the nearest SSSI (Thorndon Park)
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.8 miles from Brentwood Station (approximately 15 minute walk). Bus route 73 nearby with direct links to Brentwood Town Centre and station.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.7 miles from Warley Hill Post Office (approximately 13 minute walk), bus links nearby • Site is 0.5 miles from nearest GP (Pastoral Way, Warley). Approximately 9 minute walk 3 minute drive. • No educational information is available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 0.2 miles from Warley Hill Business Park (approximately 5 minute walk). • Site is 0.7 miles from Warley Hill shops (approximately 13 minute walk), 1.5 miles from Brentwood Town Centre (approximately 30 minute walk). Direct bus links to both.
Flooding	<ul style="list-style-type: none"> • No constraints.
Housing	<ul style="list-style-type: none"> • Site could provide 17 dwellings at a density of 60dph
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 33 – Land at Alexander Lane, Shenfield

Site details	
<ul style="list-style-type: none"> • Site Size – 1.73ha • Ward – Shenfield • Existing Use – Grassland 	<ul style="list-style-type: none"> • Proposed Use – Housing or Crossrail Park and Walk facility • Neighbouring land uses – Residential to the south, school to the west, open countryside (Green Belt) surrounds
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints.
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.6 miles from Shenfield Station (approximately 12 minute walk). No direct bus links.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.6 miles from Shenfield Post Office (approximately 12 minute walk) • Site is 0.5 miles from nearest GP (Mount Avenue, Shenfield). Approximately 10 minute walk 2 minute drive. • No educational information.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 1.3 miles from nearest employment site (Hutton Industrial Estate) (approximately 25 minute walk). • Site is 0.6 miles from Shenfield centre (approximately 12 minute walk)
Flooding	<ul style="list-style-type: none"> • Some areas of low to intermediate susceptibility to Surface Water Flooding on surrounding land to south
Housing	<ul style="list-style-type: none"> • Site could provide 69 dwellings at a density of 40dph.
Landscape	<ul style="list-style-type: none"> • Site is in the Green Belt
Soil & contamination	<ul style="list-style-type: none"> • Site contains Grade 3 Agricultural Land. • Site does not contain Previously Developed Land.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 34 – Harewood Road bungalows, Pilgrims Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 0.32ha • Ward – Pilgrims Hatch • Existing Use – Sheltered housing in council ownership 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential, shopping parade to the west
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 550m to the nearest AQMA (BRW4)
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1.8 miles from Brentwood Station (approximately 37 minute walk). Bus route 73 within walking distance.
Community and well-being	<ul style="list-style-type: none"> • There is a very short walk to Harewood Road Post Office • Site is 1.1 miles from nearest GP (Geary Drive, Brentwood). Approximately 22 minute walk 5 minute drive. • No education information is available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 1.8 miles from Hubert Road Industrial Estate, Brentwood (approximately 37 minute walk). Direct bus links to Brentwood. • Site is 1.4 miles from Brentwood Town Centre (approximately 30 minute walk). Direct bus within walking distance.
Flooding	<ul style="list-style-type: none"> • No constraints.
Housing	<ul style="list-style-type: none"> • Site could provide 13 dwellings at a density of 40dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 35 – Ingleton House, Stock Lane, Ingatestone

Site details	
<ul style="list-style-type: none"> • Site Size – 0.26ha • Ward – Ingatestone, Fryerning & Mountnessing • Existing Use – Sheltered housing in Council ownership 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 700m from the nearest AQMA (BRW6)
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 0.6 miles from Ingatestone Station (approximately 12 minute walk). Bus route 351 links to Brentwood Town Centre, bus stop within walking distance.
Community and well-being	<ul style="list-style-type: none"> • Site is Approximately 5 minute walk to Ingatestone High Street Post Office • Site is 0.3 miles from nearest GP (Ingatestone), approximately 5 minute walk • No information available for education.
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 3.6 miles from Hutton Industrial Estate (approximately 7 minute drive). No direct bus link. • Site is approximately 5 minute walk to shops on Ingatestone High Street
Flooding	<ul style="list-style-type: none"> • There are potentially some areas of low susceptibility to Surface Water Flooding on the site.
Housing	<ul style="list-style-type: none"> • Site could deliver 10 dwellings at 40dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • Site is in the Ingatestone WwTW Catchment (no capacity).

Option 36 – Victoria Court, Victoria Road, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.50ha • Ward – Brentwood West • Existing Use – Sheltered housing in shared ownership 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 1km from the nearest AQMA.
Biodiversity	<ul style="list-style-type: none"> • Site is 1km to the nearest SSSI (Thorndon Park)
Climate change mitigation	<ul style="list-style-type: none"> • Site is less than 5 minute walk to Brentwood Station and bus links.
Community and well-being	<ul style="list-style-type: none"> • Site is 5 minute walk to Warley Hill Post Office • Site is 0.7 miles from nearest GP (Pastoral Way, Warley). Approximately 14 minute walk 3 minute drive. • No educational information is available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 0.5 miles from Hubert Road Industrial Estate. • Site is 0.7 miles from Brentwood Town Centre (approximately 16 minute walk, 4 minute drive)
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 20 dwellings at a density of 40dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 37 – Land at Albany Road, Pilgrims Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 0.07ha • Ward – Pilgrims Hatch • Existing Use – Council owned garages 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 550m from the nearest AQMA
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1.7 miles from Brentwood Station, approximately 6 minute drive. Bus routes 73 and 21 within walking distance.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.2 miles from Harewood Road post office, approximately 4 minute walk • Site is 1 mile from nearest GP (Geary Drive, Brentwood). Approximately 20 minute walk. • No school information is available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 1.5 miles from Brentwood Town Centre. 1 mile to Wates Way Industrial Estate. 1.7 miles from Hubert Road Industrial Estate. 2 miles from Warley Hill Business Park. • Site is 1.5 miles from Brentwood High Street, 25 minute walk or several bus routes nearby providing direct link.
Flooding	<ul style="list-style-type: none"> • No constraints.
Housing	<ul style="list-style-type: none"> • Site could provide 6 dwellings at a density of 80dph.
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 38 – Land at Gloucester Road, Pilgrims Hatch, Brentwood

Site details	
<ul style="list-style-type: none"> • Site Size – 0.1ha • Ward – Pilgrims Hatch • Existing Use – Council owned garages 	<ul style="list-style-type: none"> • Proposed Use – Housing • Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 800m from the nearest AQMA (BRW4)
Biodiversity	<ul style="list-style-type: none"> • No constraints.
Climate change mitigation	<ul style="list-style-type: none"> • Site is 2 miles from Brentwood Station, approximately 9 minute drive. Bus routes 73 and 21 within walking distance.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.2 miles from Harewood Road Post Office, approximately 3 minute walk. • Site is 1 mile to nearest GP (Geary Drive, Brentwood). Approximately 20 minute walk. • No school information is available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 1.6 miles from Brentwood Town Centre. 1.3 miles from Wates Way Industrial Estate. 2 miles from Hubert Road Industrial Estate. 2 miles from Warley Hill Business Park. • Site is 1.6 miles from Brentwood High Street, 25 minute walk or several bus routes nearby providing direct link.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could provide 8 dwellings at a density of 80dph.
Landscape	<ul style="list-style-type: none"> • No constraints.
Soil & contamination	<ul style="list-style-type: none"> • No constraints.
Water quality and water resources	<ul style="list-style-type: none"> • No constraints.

Option 39 – Land at Hutton Drive (rear of Tower House), Hutton

Site details	
<ul style="list-style-type: none"> Site Size – 0.07ha Ward – Hutton Central Existing Use – Council owned garages 	<ul style="list-style-type: none"> Proposed Use – Housing Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints.
Biodiversity	<ul style="list-style-type: none"> No constraints.
Climate change mitigation	<ul style="list-style-type: none"> Site is 1 mile to Shenfield Station, approximately 20 minute walk. Bus route 81 nearby provides direct access to Shenfield centre.
Community and well-being	<ul style="list-style-type: none"> Site is 1 mile to Shenfield Hutton Road, approximately 20 minute walk Site is 1 mile to nearest GP (Mount Avenue, Shenfield). Approximately 20 minute walk. Education information is not available.
Cultural heritage	<ul style="list-style-type: none"> No constraints.
Economy and employment	<ul style="list-style-type: none"> Site is 1 mile to Shenfield centre with direct bus link. 1 mile to Hutton Industrial Estate, no direct bus link. Site is 1 mile to Shenfield Hutton Road, approximately 20 minute walk or direct access by bus route 81.
Flooding	<ul style="list-style-type: none"> No constraints.
Housing	<ul style="list-style-type: none"> Site could deliver 6 dwellings at a density of 80dph.
Landscape	<ul style="list-style-type: none"> No constraints
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> No constraints.

Option 40 – Land at Church Crescent, Mountnessing

Site details	
<ul style="list-style-type: none"> Site Size – 0.05ha Ward – Mountnessing Existing Use – Residential garages. 	<ul style="list-style-type: none"> Proposed Use – Housing Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> Site is 850m from the nearest AQMA (BRW5)
Biodiversity	<ul style="list-style-type: none"> No constraints.
Climate change mitigation	<ul style="list-style-type: none"> Site is 1.8 miles from Ingatestone Station, 2.7 miles from Shenfield Station. Bus route 351 links Mountnessing with Ingatestone, south-west Shenfield and Brentwood.
Community and well-being	<ul style="list-style-type: none"> Site is 1.8 miles from Ingatestone High Street Post Office, direct bus link nearby Site is 1.8 miles from nearest GP (Ingatestone). Approximately 37 minute walk 4 minute drive. No educational information is available.
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is 1.4 miles from Hutton Industrial Estate, no public transport link. Site is 1.4 miles from Hutton Industrial Estate, no public transport link.
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site could provide 4 dwellings at a density of 80dph
Landscape	<ul style="list-style-type: none"> No constraints.
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> Site is in the Ingatestone WwTW catchment (no capacity)

Option 41 – Land at Broomwood Gardens and Dounsell Court, Ongar Road, Pilgrims Hatch

Site details	
<ul style="list-style-type: none"> • Site Size – 0.03ha • Ward – Pilgrims Hatch • Existing Use – Council owned garages 	<ul style="list-style-type: none"> • Proposed Use – Residential • Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • Site is 550m from the nearest AQMA (BRW4)
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1.8 miles from Brentwood Station, approximately 8 minute drive. Bus routes 73 and 21 within walking distance.
Community and well-being	<ul style="list-style-type: none"> • Site is 0.4 miles from Harewood Road Post Office, approximately 7 minute walk. • Site is 0.8 miles from nearest GP (Geary Drive, Brentwood). Approximately 16 minute walk. • No school information is available.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Site is 1.3 miles from Brentwood Town Centre. 1 mile to Wates Way Industrial Estate. 1.8 miles from Hubert Road Industrial Estate. 2 miles from Warley Hill Business Park. • Site is 1.3 miles from Brentwood High Street, 20 minute walk or several bus routes nearby providing direct link.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site could deliver 2 dwellings at 80 dph
Landscape	<ul style="list-style-type: none"> • No constraints
Soil & contamination	<ul style="list-style-type: none"> • No constraints
Water quality and water resources	<ul style="list-style-type: none"> • No constraints

Option 42 – Land rear of Fawtlers Close, Wainwright Avenue, Brentwood

Site details	
<ul style="list-style-type: none"> Site Size – 0.18ha Ward – Hutton Central Existing Use – Council owned garages 	<ul style="list-style-type: none"> Proposed Use – Housing Neighbouring land uses – Residential
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> Site is 1 mile to Shenfield Station, approximately 20 minute walk. Bus route 81 nearby provides direct access to Shenfield centre.
Community and well-being	<ul style="list-style-type: none"> Site is 1 mile to Shenfield Hutton Road, approximately 20 minute walk Site is 1 mile to nearest GP (Mount Avenue, Shenfield). Approximately 20 minute walk. No educational information available.
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is 1 mile to Shenfield centre with direct bus link. 1 mile to Hutton Industrial Estate, no direct bus link. Site is 1 mile to Shenfield Hutton Road, approximately 20 minute walk or direct access by bus route 81.
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site could provide 14 dwellings at a density of 80dph
Landscape	<ul style="list-style-type: none"> No constraints
Soil & contamination	<ul style="list-style-type: none"> No constraints
Water quality and water resources	<ul style="list-style-type: none"> No constraints.

APPENDIX IV: EMPLOYMENT SITE OPTIONS

Introduction

This appendix presents the appraisal of the following employment site options:

- Option 1 - Brentwood Enterprise Park (M25 works site) (23.41ha)
- Option 2 - Brentwood Enterprise Park (land at Codham Hall) (4.04ha)
- Option 3 - Mountnessing Roundabout site (former scrapyard) (2.6ha)
- Option 4 - West Horndon strategic allocation (~5ha)
- Option 5 - The Old Pump Works, Great Warley Street (0.79ha)
- Option 6 - Former A12 works site (1.3ha)

Methodology

The list of criteria that has been used to appraise employment site options is the same as that has been used to appraise housing / mixed-use site options. It is recognised, however, that some criteria are less relevant to employment sites.

Appraisal findings are presented below for each site option and a summary of appraisal findings is presented in Part 3, above. It is important to note that the appraisal has not identified 'significant negative effects' as being likely in relation to any site. Rather, the appraisal has sort to identify constraints / opportunities in more general terms. Most constraints could potentially be addressed through development (e.g. through design measures), but such constraints may still have a bearing on whether or not the Council chooses to allocate.

Option 1 – Brentwood Enterprise Park (M25 works site)

Site details	
<ul style="list-style-type: none"> Site Size – 23.41ha Ward – Warley Existing Use – M25 Highway work site. 	<ul style="list-style-type: none"> Proposed Use – New employment site Neighbouring land uses – A127/M25, open fields
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints.
Biodiversity	<ul style="list-style-type: none"> Adjoins a Local Wildlife Site
Climate change mitigation	<ul style="list-style-type: none"> Site is 3.6 miles from Brentwood Station (approximately 8 minute drive), 4.7 miles from West Horndon (approximately 8 minute drive). No bus routes to either station.
Community and well-being	<ul style="list-style-type: none"> Site is 4.3 miles from Brentwood Town Centre (approximately 9 minute drive) Site is 4.4 miles from nearest GP (Shenfield Road, Brentwood). Approximately 9 minute drive.
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is Approximately 1 mile to Upminster Trading Estate, 2 miles from Childerditch Industrial Estate Site is 4.3 miles from Brentwood Town Centre (approximately 9 minute drive) Employment floorspace (additional) 93,600sqm (9.36ha) Job provision (additional) 1237 (manufacturing) / 818 (small-scale distribution) / 719 (large-scale distribution) / 5067 (B1 office)
Flooding	<ul style="list-style-type: none"> Very small area of low susceptibility of Surface Water Flooding at south western edge of site
Housing	<ul style="list-style-type: none"> Site is in the Green Belt
Landscape	<ul style="list-style-type: none"> Site contains Grade 3 Agricultural Land
Soil & contamination	<ul style="list-style-type: none"> No constraints.

Option 2 – Brentwood Enterprise Park (land at Codham Hall)

Site details	
<ul style="list-style-type: none"> Site Size – 4.04ha Ward – Warley Existing Use – Existing un-allocated employment uses in agricultural buildings 	<ul style="list-style-type: none"> Proposed Use – New employment site Neighbouring land uses – Countryside, residential property (Codham Hall)
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> Site adjoins a Local Wildlife Site
Climate change mitigation	<ul style="list-style-type: none"> Site is 3.6 miles from Brentwood Station (approximately 8 minute drive), 4.7 miles from West Horndon (approximately 8 minute drive). No bus routes to either station.
Community and well-being	<ul style="list-style-type: none"> Site is 4.3 miles from Brentwood Town Centre (approximately 9 minute drive) Site is 4.4 miles from nearest GP (Shenfield Road, Brentwood). Approximately 9 minute drive.
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is Approximately 1 mile to Upminster Trading Estate, 2 miles from Childerditch Industrial Estate Site is 4.3 miles from Brentwood Town Centre (approximately 9 minute drive) Employment floor space (additional) 16,200sqm (1.62ha) Job provision (additional) 856 (manufacturing) / 566 (small-scale distribution) / 497 (large-scale distribution) / 3,505 (B1 office)
Flooding	<ul style="list-style-type: none"> No constraints
Housing	<ul style="list-style-type: none"> Site is in the Green Belt Site is in a Special Landscape Area
Landscape	<ul style="list-style-type: none"> Site is Grade 3 Agricultural Land
Soil & contamination	<ul style="list-style-type: none"> No constraints.

Option 3 – Mountnessing Roundabout site (former scrapyard)

Site details	
<ul style="list-style-type: none"> • Site Size – 2.65ha • Ward – Ingatestone, Fryerning & Mountnessing • Existing Use – Vacant previously developed land 	<ul style="list-style-type: none"> • Proposed Use – New employment site • Neighbouring land uses – A12 to the south, countryside surrounds with some residential properties
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 1.2 miles from Ingatestone Station (approximately 4 minute drive). Bus route 351 bus stop is approximately 10 minute walk away, links Ingatestone with Brentwood.
Community and well-being	<ul style="list-style-type: none"> • Site is 1.2 miles from Ingatestone High Street Post Office (approximately 25 minute walk), direct bus links within 10 minute walk • Site is 1.2 miles from nearest GP (Ingatestone). Approximately 25 minute walk 3 minute drive.
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 2 miles from Hutton Industrial Estate, no public transport link • Site is 1.2 miles from Ingatestone High Street, direct bus link within 10 minute walking distance • Employment floor space (additional) 10,600sqm (1.06ha) • Job provision (additional) 247 (manufacturing) / 163 (small-scale distribution) / 143 (large-scale distribution) / 1,010 (B1 office)
Flooding	<ul style="list-style-type: none"> • High susceptibility of Surface Water Flooding for entire site
Housing	<ul style="list-style-type: none"> • Site is in the Green Belt
Landscape	<ul style="list-style-type: none"> • Site is Grade 3 Agricultural Land
Soil & contamination	<ul style="list-style-type: none"> • Site is in the Ingatestone WwTW Catchment (no capacity)

Option 4 – West Horndon strategic allocation

Site details	
<ul style="list-style-type: none"> • Site Size – 5ha (out of a total site of 24.65ha) • Ward – Herongate, Ingrave & West Horndon • Existing Use – Agricultural Land and Industrial Estate 	<ul style="list-style-type: none"> • Proposed Use – mixed use employment land and housing • Neighbouring land uses – Residential, Employment use (industrial estate)
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site entrance 200ft from West Horndon Station. Bus links to Brentwood Town Centre via route 565 nearby.
Community and well-being	<ul style="list-style-type: none"> • Site adjoins Protected Open Space • Site is 0.2 miles from West Horndon (approximately 3 minute walk) • Site is 0.3 miles from nearest GP (Station Road, West Horndon). Approximately 5 minute walk.
Cultural heritage	<ul style="list-style-type: none"> • No constraints.
Economy and employment	<ul style="list-style-type: none"> • Discounting West Horndon industrial estates, the nearest employment area to the site is Childerditch Industrial Estate, 3.5 miles (approximately 7 minute car journey). No direct public transport link. • Site has better access to retail centres outside Borough. Approximately 6 miles from Brentwood Town Centre, bus links to Brentwood Town Centre via route 565 nearby. • Employment floor space (additional) 5ha • Job provision not yet known at this stage.
Flooding	<ul style="list-style-type: none"> • Site has a small area of low susceptibility to Surface Water Flooding
Housing	<ul style="list-style-type: none"> • Site is partly in the Green Belt
Landscape	<ul style="list-style-type: none"> • Site is part Previously Developed Land • Site is part Grade 3 Agricultural Land.
Soil & contamination	<ul style="list-style-type: none"> • Capacity ok for up to 200 dwellings between all greenfield sites in West Horndon.

Option 5 – The Old Pump Works, Great Warley Street

Site details	
<ul style="list-style-type: none"> • Site Size – 0.79ha • Ward – Warley • Existing Use – Converted offices 	<ul style="list-style-type: none"> • Proposed Use – New employment site • Neighbouring land uses – Open countryside
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> • No constraints
Biodiversity	<ul style="list-style-type: none"> • No constraints
Climate change mitigation	<ul style="list-style-type: none"> • Site is 2.8 miles from Brentwood Station (approximately 7 minute drive). Bus route 269 runs past site providing direct access to Brentwood Station and Town Centre.
Community and well-being	<ul style="list-style-type: none"> • Site is 2.6 miles from Warley Hill shops Post Office • Site is 2.3 miles from nearest GP (Pastoral Way, Warley). Approximately 6 minute drive.
Cultural heritage	<ul style="list-style-type: none"> • No constraints
Economy and employment	<ul style="list-style-type: none"> • Site is 2 miles from Childerditch Industrial Estate (approximately 4 minute drive), or links to Brentwood Town Centre (bus route 269) • Site is 2.8 miles from Brentwood Station (approximately 7 minute drive), direct bus link. • Employment space and job numbers not known at this stage.
Flooding	<ul style="list-style-type: none"> • No constraints
Housing	<ul style="list-style-type: none"> • Site is in the Green Belt • Site is in a Special Landscape Area
Landscape	<ul style="list-style-type: none"> • Site is Previously Developed Land • Site is Grade 3 Agricultural Land
Soil & contamination	<ul style="list-style-type: none"> • No constraints

Option 6 – Former A12 works site

Site details	
<ul style="list-style-type: none"> Site Size – 1.3 ha Ward – Ingatestone, Fryerning & Mountnessing Existing Use – Area of hardstanding from former highway work site 	<ul style="list-style-type: none"> Proposed Use – New employment site Neighbouring land uses – A12, Open fields (Green Belt, Special Landscape Area)
Sustainability topic	Appraisal findings
Air quality	<ul style="list-style-type: none"> No constraints
Biodiversity	<ul style="list-style-type: none"> No constraints
Climate change mitigation	<ul style="list-style-type: none"> Site is 1.2 miles from Ingatestone Station (approximately 4 minute drive). Bus route 351 bus stop is approximately 10 minute walk away, links Ingatestone with Brentwood.
Community and well-being	<ul style="list-style-type: none"> Site is 1.2 miles from Ingatestone High Street (approximately 25 minute walk), direct bus links within 10 minute walk Post Office Site is 1.2 miles from nearest GP (Ingatestone). Approximately 25 minute walk 3 minute drive.
Cultural heritage	<ul style="list-style-type: none"> No constraints
Economy and employment	<ul style="list-style-type: none"> Site is 2 miles from Hutton Industrial Estate, no public transport link Site is 1.2 miles from Ingatestone High Street, direct bus link within 10 minute walking distance Employment floor space (additional) 10,600sqm (1.06ha) Job provision (additional) 247 (manufacturing) / 163 (small-scale distribution) / 143 (large-scale distribution) / 1,010 (B1 office)
Flooding	<ul style="list-style-type: none"> High susceptibility of Surface Water Flooding for entire site
Housing	<ul style="list-style-type: none"> Site is in the Green Belt Site is in a Special Landscape Area
Landscape	<ul style="list-style-type: none"> Site is part Grade 3 Agricultural Land Site is part Previously Developed Land
Soil & contamination	<ul style="list-style-type: none"> Site is in the Ingatestone WwTW Catchment (no capacity)