

SITE PLAN ATTACHED

LAND NORTH OF SHENFIELD, ALLOCATION R03

WARD: Shenfield

CASE OFFICER: Kathryn Williams

RELEVANT DOCUMENTS: Masterplan Development Principles Framework
(July 2023)

1. The Masterplan Development Principles Framework

- 1.1 Land North of Shenfield is allocated in the adopted Brentwood Borough Council (BBC) Local Plan (March 2022) as site R03. Policy R03 requires the site to deliver a mix of housing, employment, a primary school and a care home.
- 1.2 Site R03 will be delivered by four developers: Countryside, Croudace, Redrow and Stonebond. Whilst the developers will be progressing their proposals through the planning process individually, the combined development is expected to be guided by an overarching Masterplan Development Principles Framework (DF) and phasing strategy, as required by Policy R03 (2.a).
- 1.3 This report provides officers' confirmation that the DF is acceptable and that it sets out the appropriate principles that should guide and inform the subsequent planning applications for the allocated site. There is no policy requirement to present the DF to the council's Planning Committee for approval. Due to their size and strategic nature, it is likely that planning applications for the site will be considered by the Planning Committee in future.
- 1.4 The DF has been informed by stakeholder feedback following several revisions. A high-level Masterplan was presented to officers in June 2022, revisions were first submitted in December 2022, and then February and May 2023. The DF was also presented to the Essex Quality Review Panel in June 2023. BBC officers (Planning, Housing, Strategic Policy, Tree, Landscape and Ecology, Environmental Health) and Place Services reviewed and provided comments to all the DF iterations, please refer to officers' responses for more details.
- 1.5 The DF aims to provide a layout to guide the future development of the site. The DF defines the vision for the site as *"a new neighbourhood within a significant landscaped area that will provide improved biodiversity, new areas of play, a number of pockets of open spaces and a network of pedestrian and cycle routes that will link to Shenfield and the rail station to optimise use of the new Elizabeth Line service"*.

1.6 The DF is based on a number of character areas, informed by an analysis of the local character, articulated around green edges/buffers and green links. The DF provides:

- Up to 708 new homes, of which 35% (248) are expected to be affordable and 5% custom build.
- One co-located primary school and early years and childcare (within the Croudace parcel), covering 2.1ha.
- One mixed-use area (within the Countryside parcel), for employment or care home use, covering 2ha.
- Play areas (LAP, LEAP, NEAP and Opportunities for informal, natural play).
- Publicly accessible landscaped areas, including attenuation basins.

2. Site and Surroundings

2.1 The site is located to the north-east of Shenfield town centre. It comprises a series of agricultural fields that are now rough pasture/scrubland. A section of Ancient Woodland (Arnold's Wood) is located within the site, separating the Croudace and Redrow's parcels.

2.2 There is no planning history available for the site.

2.3 Vehicular and pedestrian access to the site is from Chelmsford Road and Alexander Lane. A public right of way (PROW 272_86) runs along the western edge of Arnold's Wood and then runs parallel to the railway tracks located beyond the site's southern boundary.

2.4 The site is bound to the north-west by Chelmsford Road and by the rear gardens of residential properties along the road; to the north by the A12 (dual carriageway); to the south-east by the Great Eastern Main Line railway; to the south by Alexander Lane.

2.5 The surrounding area comprises of 2-storey detached and semi-detached houses, with occasional single storey and 3-storey houses on Chelmsford Road. There are various architectural styles, with no uniform character. There is a fuel service station with M&S Food store adjoining the Redrow parcel in the north-west, as well as a car mechanics garage to the south.

2.6 Shenfield town centre offers a wide range of amenities to the south-west of the site and is only 1.5 to 2km from the various parcels. This is where Shenfield Railway Station is located, providing regular services to London (Elizabeth Line), Southend, Colchester, Chelmsford, and Ipswich. There are also bus stops on Chelmsford Road, providing services to Brentwood, Shenfield, and Chelmsford. Therefore, the site benefits from very good public transport accessibility.

- 2.7 The site comprises a range of habitats including arable, woodland, hedgerows and scrub. There are individual and grouped Tree Preservation Orders (TPOs), category 'A' trees and a veteran tree within the site, plus lines of trees.
- 2.8 Drainage and flood risk are key constraints of the site, with the Croudace parcel containing a large critical drainage area (CDA).

3. Policy Context

- 3.1 The adopted development plan is the Brentwood Local Plan (March 2022).
- 3.2 Land North of Shenfield is allocated in the local plan as site R03. According to Policy R03, the site is expected to deliver:
- Around 825 new homes.
 - Around 2.1 ha for co-located primary school and early years and childcare nursery.
 - Around 60-bed care home or an appropriate mix of specialist accommodation to meet identified needs, in accordance with Policy HP04.
 - 5% self-build or custom build across the entire allocation area.
 - Around 2ha of land for employment purposes which may include light industrial, offices, research and development (within class E) or other sui generis employment uses which are compatible with the residential development.
- 3.3 There are other local plan policies relevant to the DF, which will not be addressed as part of this report. The expectation is that the overall DF meets high level policy requirements (as this is a high level masterplan document), and the compliance with the individual policies will be ensured within each individual scheme.
- 3.4 National Policy is also a material consideration:
- National Planning Policy Framework (NPPF) 2021.
 - National Planning Practice Guidance (NPPG).
 - National Design Guide (2021).

4. Key Development Framework Components

- 4.1 The following paragraphs analyse the key components of the DF against Policy R03 and principles of good design.

Nature

Green and Blue Infrastructure

- 4.2 The green and blue infrastructure set out in the DF underpins the masterplan for the whole allocation site, having informed the proposed layout.
- 4.3 Green edges, buffers and links are key features of the development, including along sensitive boundaries adjoining the A12 to the north-east (Croudace parcel) and the railway line along the eastern boundary (Redrow parcel), as required by Policy R03 (2.j).
- 4.4 Extensive consultation has taken place with BBC Tree, Landscape and Ecology Officer and other consultees with regards to retaining as many existing trees and hedges as possible. All the trees subject to Tree Protection Orders have been retained, alongside other mature trees (such as the veteran tree in the Croudace parcel and the mature Oak in the Stonebond parcel) and existing tree belts within every parcels.
- 4.5 A minimum of 15m buffer around Arnold's Wood (Redrow and Croudace parcels) has been agreed with BBC Tree, Landscape and Ecology Officer, to protect this ancient woodland and local wildlife site, as required by Policy R03 (2.i).
- 4.6 As previously explained, drainage and flood risk are key constraints of the site. The large CDA within the Croudace parcel will be retained as a 'landscape link', providing opportunities for BNG, as it cannot safely accommodate development.
- 4.7 In addition to this flood mitigation land, the DF comprises a number of attenuation basins within areas of public open space, to address SuDS requirements.
- 4.8 Detailed arboricultural and landscape strategies will be submitted as part of the individual applications.

Ecology and Biodiversity

- 4.9 The site comprises a range of habitats including arable, woodland, grassland, watercourse, hedgerows, scrub and lines of trees. There are no Special Areas of Conservation (SAC), Special Protection Areas (SPA) or Ramsar Sites within 5km of the site, nor are there any SSSI's or Local Nature Reserves within 3.5km. The most significant feature on and adjacent to the site is the Arnold's Wood Complex Local Wildlife Site, which is also an Ancient Woodland.

- 4.10 The developers have committed to delivering at least 10% Biodiversity Net Gain (BNG) on each parcel, in line with the requirements of the Environment Act which are expected to become mandatory in November 2023.
- 4.11 The strategies required to protect and enhance existing biodiversity, as well as deliver BNG, will be explored as part of each planning application. The Tree, Landscape and Ecology Officer confirmed that whilst the preference would be for BNG to be delivered onsite, offsite contribution could also be considered if deemed more appropriate.
- 4.12 Arnold's Wood is currently accessible to pedestrians with various routes walked through it, in addition to the public right of way. The increased recreational pressure could cause damage to the woodland, so the Tree, Landscape and Ecology Officer requested that a Woodland Management Plan be prepared as part of the Croudace and Redrow planning applications to minimise and manage these impacts, and secure the long term health of the woodland and the biodiversity it hosts.

Flood mitigation and Sustainable Urban Drainage (SuDS)

- 4.13 As previously explained, there will be an area within the Croudace parcel dedicated to flood mitigation, alongside attenuation basins. The most vulnerable land uses, such as the new homes, school buildings and the care home, have been located within the site in order to avoid flood risk areas.
- 4.14 As part of the individual submissions, each development proposal will be submitted by a Flood Risk Assessment and Drainage Strategy to minimise surface runoff. This is in line with the expectations of Policy R03 (3.c).

SuDS, public open space and play areas

- 4.15 The proposed attenuation basins will manage surface water runoff, be part of areas of public open space and the LEAP, and be located in close to informal areas of play. Therefore, it is part of the multi-functional green infrastructure recommended by Policy R03 (2.g).
- 4.16 To address concerns raised by BBC planning officers and other consultees, the DF explains that the wider flooding of the basins is expected only on 6 to 27 days in any year (i.e., 1.5 to 7.2% of the time). In most cases of wider flooding, the basins are expected to drain down quickly after storm events (i.e., in a few hours). Longer lasting periods of flooding of the basins (i.e., days) are only expected for the most extreme storm events. On this basis, the basin should be available for use for at least 94.8% of the year.

- 4.17 Detailed SuDS and landscape strategies will be submitted as part of the individual applications.

Public Spaces

Overall Strategy

- 4.18 The DF includes a range of public spaces: from play areas, pocket parks, doorstep play, to the large area of public open space delivered on the Croudace site. This is in line with the aspirations of Policy R03 (2.g) to deliver multi-functional green infrastructure, including public open space.
- 4.19 Whilst the landscape details will be reviewed as part of each planning application, BBC planning and landscape officers, Place Services and Sport England have provided comments on the elements they wish to see delivered as part of the individual open space strategies and within the play areas.

Open Space

- 4.20 The four parcels will deliver:
- Croudace – Seven areas of public open space, of which:
 - One is part of the flood mitigation land.
 - Five include an attenuation basin.
 - One is the school plaza.
 - Redrow – Four areas of public open space, of which:
 - One includes an attenuation basin.
 - One is a linear park alongside the eastern boundary (parallel to the railway tracks).
 - Countryside – Four areas of public open space, including:
 - Two include an attenuation basin.
 - One is a linear park alongside the southern boundary (Chelmsford Road).
 - Stonebond – Two areas of public open space, of which one includes an attenuation basin.

Play Areas

- 4.21 The allocated site is large enough to deliver the full hierarchy of play areas, which have been located within the parcels in a way that ensures that future residents can access all types of equipment. The following will be delivered:
- Croudace – at least four play areas, including:

- One Neighbourhood Equipped Area of Play (NEAP) for older children.
 - One Local Equipped Area for Play (LEAP) for young children to play independently.
 - Opportunities for informal, natural play.
- Redrow – at least three play areas, including:
 - One Local Equipped Areas for Play (LEAP) for young children to play independently.
 - One Local Area of Play (up to age 6).
 - Opportunities for informal, natural play.
 - Countryside – at least one area for informal, natural play.
 - Stonebond – at least one area for informal, natural play.
- 4.22 In addition to the above, BBC planning and landscape officers have asked the developers to maximise opportunities for incidental play and doorstep play areas as the individual strategies are progressed. Sport England will also require an offsite contribution towards outdoor sports facilities in the borough. These requests will be addressed at application stage.

Playing Fields

- 4.23 Policy R03 (2.k) requires the development to maintain the same amount of existing playing field provision on site or, where this cannot be achieved, provide replacement playing fields. This requirement relates to the playing fields of Alexander Lane, which was subject to discussion during the local plan examination.
- 4.24 The boundary of the DF does not encompass Shenfield High School or its playing fields. No existing playing fields will be lost as a consequence of the development of this allocated site. Therefore, the requirements of Policy R03 (2.k) are met.

Connectivity

- 4.25 As part of the proposal, there is a network of vehicular, cycle and pedestrian links which will ensure connectivity within the site and with the wider areas beyond the red line, as requested by Policy R03 (2.f and 2.e). Details will be reviewed as part of each detailed scheme/application.
- 4.26 Vehicular access into the allocated site will be from Chelmsford Road (Croudace, Redrow and Countryside) and from Alexander Lane (Croudace and Stonebond), in line with Policy R03 (2.c).

- 4.27 A new crossing point will be created on Chelmsford Road, to connect the Redrow and Countryside parcels. This is a requirement of Policy R03 (3.a). There will also be a new roundabout connecting the Croudace parcel to Chelmsford Road, serving pedestrian, cycle and vehicular movement.
- 4.28 Each developer has been engaging separately with the Highways Authority as part of Essex County Council's pre-application process.

Public Transport Plan

- 4.29 The DF addresses a query from the Highways Authority, on whether buses could run through the site. This is not considered possible due to the need to protect the ancient woodland (any new bus route would need to run through Arnold's Wood between the Croudace and Redrow parcels).
- 4.30 The Highways Authority and BBC Planning Officers are satisfied that this potential bus route would not be appropriate, as it would have an unacceptable impact on the ancient woodland. At application stage, each developer will be asked to make a contribution towards improvement of the existing public transport services in line with Policy R03 (2.e) and (3.b).

Pedestrian and Cycle

- 4.31 There is an extensive network of pedestrian and cycle links within the site, which has been amended and improved through the design process to address comments from BBC planning officers and Place Services.
- 4.32 As part of the movement strategy, it is proposed to divert a section of the public right of way within the Croudace site to connect it to a wide network of pedestrian and cycle paths. This, together with the additional pedestrian and cycle links, will provide improved and safer links to Shenfield town centre and Shenfield Station, which is a key objective of Policy R03.
- 4.33 In line with Policy R03 (2.d), it is also proposed to divert the western section of Alexander Lane into the Croudace site, to direct vehicular movement into the allocated site. The 'former' Alexander Lane will become a quiet lane for pedestrians and cyclists, linking Chelmsford Road to the latter part of Alexander Lane. There will be no disruption to the vehicular access to the school's artificial grass pitch, pavilion and the Alexander Lane playing fields, as requested by Sport England.
- 4.34 In addition to the above, the DF commits to delivering improvements to stretches of public rights of way that will remain as existing (meeting the requirements of Policy R03 (2.h)), and to providing an enhanced cycle route along Chelmsford Road. There will be new footpaths and cycleways linking the Croudace parcel to Chelmsford Road via the new roundabout.

Vehicular Movement Plan

- 4.35 A street hierarchy is proposed within the DF, which includes the presence of green verges and cycle paths in the primary and secondary roads. Tertiary roads will take the form of shared surfaces.
- 4.36 BBC planning officers and Place Services discussed the design details of the proposed street hierarchy and, as a result, there will not be any front parking along primary roads, and the amount of front parking along secondary roads has been minimised. The detailed design of the roads will be discussed and agreed at application stage, including the relationship between shared surfaces and pedestrian movement.
- 4.37 The Highways Authority has provided advice to developers as to what kind of roads would be adopted by Essex County Council, based on their Street Standards. The developers have confirmed that Management Companies will be set up to manage those roads and foot/cycle lanes that would not be adopted.
- 4.38 It is also noted that vehicles using Alexander Lane will be brought into the site along a new wider road, and will access Chelmsford Road via the new roundabout.
- 4.39 The DF comments that a circuitous motor vehicle route has been created through the Croudace parcel, to provide a connection between Alexander Lane and Chelmsford Road, which deters rat running through Alexander Lane. BBC planning officers welcome this, being a primary objective of Policy R03.

Parking

- 4.40 The allocated site is in a sustainable location, with a bus route on Chelmsford Road, which will be upgraded with more frequent services; Shenfield Station is in close walking distance and the town centre is very close by. This provides the opportunity to reinforce pedestrian and cycle links within the site in line with the wider context (as explained earlier in this letter), and help to reduce the car dependency of future residents. It is noted that Car Parking Standards are currently being reviewed by the Essex Planning Officers Association (of which BBC and Essex County Council are part). The existing standards are dated and not conducive to the necessary shifts in transport modes. As such, officers have sought a reduction in parking to that set out in the Essex Parking Standards, within the wider context of the site and policy objectives.
- 4.41 The DF confirms that, although the document does not go into detail of each scheme, car, cycle parking standards will be met and electric vehicle charging points provided across the allocation.

- 4.42 Therefore, BBC planning officers have advised all developers that a lower provision of visitor parking could be delivered, and that 2-bedroom apartments could be provided with one parking space instead of two. This will ensure that all residents and visitors can benefit from an adequate provision of car parking spaces, whilst avoiding the development being car dominated.
- 4.43 The Highways Authority confirmed that since the site is in close proximity to Shenfield town centre and Shenfield Station, they would not object to such parking provision, provided a condition is included that the applicant funds a Traffic Regulation Order (TRO) to impose parking restrictions on the highway should parking overspill occur. TROs will be included in each application.
- 4.44 In addition to this, all developers will be required to make financial contributions towards the existing public transport infrastructure and cycle links in the area.

Identity

- 4.45 The proposed development will comprise a number of character areas, which have been informed by a detailed analysis of the local context.
- 4.46 These five character areas are:

Urban Edge

- 4.47 The Urban Edge covers the main approaches to the site from the north, where the site is most visible (within Countryside and Redrow parcels). It is an area of higher density, with Predominantly 2.5 to 3-storeys with occasional 4-storeys in landmark locations.

Green Street (Boulevard Streets Character)

- 4.48 The Boulevard Streets provide the main estate roads/routes that give access from the site entrance to the wider parts of the development. It comprises predominantly 2 to 3-storeys and it is found within the Croudace and Redrow parcels. Primarily medium with potential for higher density depending on location.

Green Street (Mews Streets Character)

- 4.49 Mews Streets form the majority of the internal streets throughout the development. They comprise predominantly 2 to 3-storeys with occasional 4-storey buildings in key locations, and are found within the Croudace and Redrow parcels. Medium density, which becomes higher in key locations.

Green Edge (Woodland Edge Character)

- 4.50 The Woodland Edge has been identified as a response to the areas of existing landscaping found across the site, such as Arnold's Wood, areas of flooding, existing tree belts, open spaces and areas where natural features, such as SuDS basins, are proposed. This character area can be found within the Croudace and Redrow parcels, and is expected to deliver between 2 to 2½-storey tall buildings, at lower density.

Green Edge (The Lanes Character)

- 4.51 The Lanes character area is similar to the Woodland edge character area but relate to the context of Alexander Lane. It can be found by the Alexander Lane entrance into the Stonebond and Croudace parcels. It will deliver buildings of between 2 to 3-storeys, with occasional 4-storey buildings in key locations. Medium density.
- 4.52 The DF sets out building heights, density and key urban design and architectural parameters for each character area. The detailed design and layout will be explored as part of the planning process with each developer.

Built Form

- 4.53 The DF sets out a number of key design principles that will inform the detailed design of the parcels, to be presented as part of the individual planning applications.
- 4.54 Amongst the principles, it is made clear that future development will have to be in keeping with the townscape character and development pattern of the surrounding buildings and context. There is potential for higher density and taller buildings (4-storeys) in key locations, to create a sense of arrival, mark vistas and create definition in the urban fabric. These key locations are:
- The Northern Gateway from the A12 and Chelmsford Road roundabout, looking at the Countryside and Redrow developments.
 - The Western Gateway from Chelmsford Road, entering the Croudace development.
 - The Southern Gateway from Alexander Lane, approaching the Croudace and Stonebond developments.
 - The entrance into the Redrow development.
 - The area surrounding the school plaza, within the Croudace development.
- 4.55 These principles are in line with Policy R03 (2.l) and (2.b).
- 4.56 BBC Environmental Heath Officers confirmed that the proposed built form, in principle, could address the noise coming from the A12 and the railway line

without the need of acoustic fences. This will need to be demonstrated at planning application stage.

- 4.57 BBC planning officers and Place Services agree with the built form could be used to mitigate and address noise impacts, as this has successfully been adopted in other developments. Furthermore, from an urban design perspective, this would be a more appropriate solution than erecting an acoustic fence.

Land Uses

Housing

- 4.58 The site has a number of constraints, the most significant ones being flood risk and drainage, which had not been explored in detail ahead of the allocation of the site in the local plan. Further survey work confirms that it is not possible to deliver the 825 homes originally anticipated and set out in Policy R03 (1.a).
- 4.59 BBC officers and Place Services have been actively encouraging the developers to maximise the number of new dwellings being delivered on the four parcels, using a variety of housing typologies and urban design solutions.
- 4.60 The latest Housing Mix Table shows that the allocation site will achieve 708 units, of which 35% affordable. The parcels are expected to achieve a density range between 30 and 45 dwellings per hectare, which BBC planning officers consider acceptable.
- 4.61 BBC strategic planning officers have provided advice on how to deliver the 5% 'custom build' housing, a requirement of Policy R03 (1.d), which will be addressed by the individual developers at application stage.

Employment / Care Home

- 4.62 Policy R03 (1.c) and (1.e) expects the allocated site to deliver a 60-bed care home and around 2ha of employment use.
- 4.63 The Countryside parcel includes some 2ha of mixed-use land, to provide employment or a care home. However, the DF explains that it is unlikely that the scheme will include the employment land provision considering that Countryside has marketed the parcel for light industrial and office use with no interest received from the market.
- 4.64 The DF states that whilst the types of uses specified in Policy R03 were considered appropriate at the time the local plan was being drafted, the COVID-19 pandemic has shifted the requirements of the office and light industrial market.

- 4.65 BBC planning officers requested that robust evidence be submitted to support the proposed departure from policy, in the form of a Marketing Report to be submitted at application stage. Advice has been provided on what information the report should include, including proof that the care home would be able to provide a number of jobs equivalent to the 2ha of employment.
- 4.66 The DF provides an indicative layout for the care home building, but design details will be explored at application stage, should the principle of the care home be deemed acceptable.
- 4.67 Whilst local plan policies would normally direct care homes in more central location, BBC planning officers have concluded that the current care home location is acceptable for the following reasons:
- The proposed location is easily accessible to visitors and can provide an aesthetically pleasing environment, with generous landscaping.
 - A care home is capable of delivering a landmark building, in line the policy of creating a gateway location to R03.
 - The vast majority of residents in care homes do not freely travel to local amenities without carers. Therefore, alternative modes of transport such as minibuses would be a very effective solution.
 - The original location proposed for the care home, within the Croudace site, was subsequently tested and found inappropriate. As this location falls within a Critical Drainage Area, it is not a suitable nor safe choice for a care home. For clarity, there are no houses or buildings proposed in this location due to this constraint.
- 4.68 Both the location of the proposed care home and the absence of employment land could be acceptable, but BBC planning officers are waiting for additional information from Countryside to confirm this.

School

- 4.69 A 2ha area has been safeguarded for a co-located primary school within the Croudace parcel, as required by Policy R03 (1.b). The school location was chosen following previous design iterations, and BBC planning officers consider it acceptable.
- 4.70 Croudace has engaged with the Local Education Authority (Essex County Council) in pre-application discussion. Officers have provided advice on key design principles and explained whilst no decision has been taken to build a new school on the allocated site, the land option must last for a minimum of ten years or the end of the local plan period if greater. A decision to exercise the option would be based on the evidence available at the time, i.e. as yet unborn cohort sizes.

- 4.71 Should the need for this school be confirmed in the future, Essex County Council will agree to purchase the proportion of the education site, at educational use value, which is not directly related to the development. ECC would then design and build the school.

Homes and Buildings

- 4.72 Whilst the details of each housing proposal will be set out in the individual applications, the DF confirms that each development will comply with local plan policies to deliver the following:
- An appropriate unit and tenure mix, including 35% of affordable housing.
 - All new homes to meet the requirement M4(2) accessible and adaptable dwellings and, where applicable, at least 5% to meet requirement M4(3) wheelchair accessible dwellings.
 - All new homes will achieve the appropriate internal and external space standards as set out in the nationally described standards and Essex Design Guide.
- 4.73 The DF sets out provisional unit mix for both market and affordable housing, but this will change as the schemes are progressed to application stage. As part of the pre-application process, BBC Housing Officers have started to advise developers as to the preferred unit mix.

Sustainability

- 4.74 The DF commits to building a new neighbourhood which will be future proofed to be resilient to climate risk and ambitious in incorporating solutions which manage greenhouse gas emissions linked to development. Each planning application will need to be supported by a Sustainability Statement to demonstrate how this can be achieved.

Delivery and Phasing

- 4.75 The DF confirms that all developers will be submitting detailed planning applications in Q2/Q3 2023. Assuming that planning consent will be granted by Q4 of 2023, five phases are envisaged for the delivery of the development: between Q4 2024 and 2029. The last phase relates to the school, which will be delivered by Essex County Council should they confirm this to be a requirement.
- 4.76 Currently, the phasing programme is as follows:
- Croudace – This scheme will be delivered across five phases, with the last being the school. It is expected to be submitted as a full planning application.

- Redrow – This scheme will be delivered across four phases, with the last being the primary school. A full planning application (ref. 22/01324/FUL) was submitted for this parcel in September 2022 ahead of approval of the DF, due to a contractual requirement.
- Countryside – This scheme will be delivered across two phases. It is expected to be submitted as a hybrid application, with the care home element presented as outline. BBC planning officers and Place Services advised that the only reserved matter should be appearance.
- Stonebond – This scheme will be delivered in one phase, and is expected to be submitted as a full planning application.

4.77 The phasing programme may change depending on submission dates and responses received during the determination process from officers and other consultees.

5. Infrastructure Contributions

5.1 Policy R03 (4) requires the applicants to make necessary financial contributions via planning obligations towards:

- Off-site highway infrastructure improvements as may be reasonably required by National Highways and Essex County Council.
- 'Quiet way' cycle routes connecting transfer hubs to schools in Brentwood Town Centre.

5.2 Financial contributions will be defined as part of each planning application. As part of the pre-application process, BBC officers are engaging with the developers to identify indicative figures payable in accordance with the most up to date Infrastructure Delivery Plan (IDP).

5.3 Sport England confirmed that it is appropriate for the four schemes to provide contributions towards off-site outdoor sport provision. At application stage, BBC planning officers and Sport England will discuss the scale of financial contributions towards off-site provision and the projects that such contributions should be used towards.

6. Conclusion

6.1 The DF has progressed through several iterations and has been discussed at length with BBC officers and key stakeholders (such as Place Services, the Highways Authority and the Education Authority). This has guided and informed the DF in its various stages.

- 6.2 Officers confirm that the DF is acceptable, and that it sets out the appropriate principles to guide and inform planning applications for the allocated site.