



Local Impact Report

M25 junction 28 improvements

Application by Highways England

Issued on behalf of Brentwood Borough Council (PINS LPA ref: 20025479)

Sent to: M25Junction28@planninginspectorate.gov.uk

PINS project reference: TR010029

This note has been written following the guidance in Advice note one: Local Impact Reports April 2012 Version 2

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1 Introduction

- 1.1 This LIR follows the guidance in Advice Note one (Local Impact Reports April 2012 Version 2). In particular the guidance advises “Local authorities should cover any topics they consider relevant to the impact of the proposed development on their area”. The report therefore does not seek to comment on matters that do not affect the borough, even if these are planning matters. The LIR is therefore proportionate to the scale of development proposed within the borough. For example, most of the proposed development lies within Havering Borough and this LIR will only cover matters relevant to Brentwood Borough Council.
- 1.2 This LIR has been agreed by the Development Management Team Leader, under powers delegated to her by the Council’s Planning and Licensing Committee on 18 December 2019.
- 1.3 This document has been written on the basis that Brentwood Borough Council and Highways England have worked together and prepared a Statement of Common Ground (SoCG) which is fully expected to be agreed and submitted by Deadline 1 on 21 January 2021. Where issues are agreed in the SoCG they are not explored further in this LIR document. Consequently, this LIR and the SoCG represent sister documents that should be read in conjunction with one another.

2 Site description and surroundings/ location

- 2.1 This part of the borough is dominated by the M25, the A12 and their junction at J28. The A12 is the main east - west route from London towards Ingatestone, Chelmsford, Colchester and beyond. The junction is one of two in the borough serving the M25, the other connects the A127 from Romford to Southend at junction 29.
- 2.2 The level of M25 in comparison to its surroundings, is set into the landscape from further south, emerging at around the point of the Nags Head Lane bridge whereafter it emerges and remains above the natural level of the land until further to the north of the proposed works, where it again runs at a level below the adjacent countryside.
- 2.3 The very limited nature of the proposal within the borough are such that all works are within the existing highway boundary.
- 2.4 The surroundings are adequately described in Chapter 9: ‘Landscape and visual’ of the environmental statement.

3 Details of the proposal

- 3.1 Brentwood Borough Council is content to rely on the description of the development given in '2.2 Summary description of the Scheme' given in the Highways England application document TR010029 '1.1 Introduction to the application'
- 3.2 The TR010029 2.3 Works plans (version 0 dated May 2020) indicate the very limited extent of the overall works proposed would be within the Brentwood Borough Council boundary. These are limited to the following items listed as highway works:
- Work 1 and 3: (c) improvements to the existing A12 eastbound and westbound carriageways and A12 eastbound entry (on-slip) road;
 - Work 7 and 12: (e) improvements to the existing junction 28 roundabout, the existing M25 northbound carriageway and the M25 northbound off-slip;
- 3.3 In addition, scheme layout plan TR010029/APP/2.7 Scheme Layout Plans, Regulation 5(2) (o) Sheet 1 of 4 identifies an existing gantry with the borough to be retained with replacement signs. Likewise, Sheet 4 of 4 shows two more gantries to be retained with replacement signs.

4 Relevant planning history and any issues arising

- 4.1 There is no relevant planning history of the land within the red line lying within Brentwood Borough Council. There are therefore no issues arising from historic applications.

5 Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved master-plans and an appraisal of their relationship and relevance to the proposals

- 5.1 The Development Plan is as set out in the SoCG section 1.1. The relevant policies are provided as an appendix to this LIR. There are no supplementary planning guidance or documents, development briefs or approved master-plans relevant to the proposal or its site.

6 Relevant development proposals under consideration or granted permission but not commenced or completed

- 6.1 There are none, except as stated in the SoCG that related unspecified improvements to Brook Street are under investigation.

7 Local area characteristics such as landscape qualities and nature conservation sites

- 7.1 The surroundings are clearly described in Chapter 9: 'Landscape and visual' of the environmental statement. The SoCG agrees that the effect on landscape qualities and nature conservation sites would be adequately mitigated.

8 Local transport patterns and issues

- 8.1 The SoCG covers the need and principle of the proposed development and an examination of alternatives and traffic and access.

9 Designated sites

- 9.1 Document 6.2 Environmental Statement Chapter 9 of the identifies in Figure 9.1 local designations. Brentwood Borough Council is satisfied that the proposed scheme would not have any significant adverse effects on these designated sites.

10 Socio-economic and community matters

- 10.1 No Socio-economic and community matters are identified as resulting from the scheme and the Council agrees with this assessment.

11 Landscape and Visual impact effects

- 11.1 The scheme has been subject to a Landscape and Visual Impact Assessment. The viewpoints were agreed by Brentwood Borough Council. The results conclude that due to the topography and existing vegetation the landscape and visual effects experienced within the borough will very limited. The Council agrees with this assessment.

12 Noise and air quality

- 12.1 The methodology and conclusions of the studies, that there would be no significant effect on the borough, is agreed in the SoCG.

13 Consideration of the impact of the proposed articles and requirements within the draft Order (such as the scheme) in respect of all of the above

- 13.1 As agreed in the SoCg there are no issues identified with regard to the draft Order.

Appendix: Planning policies (extract from Brentwood Replacement Local Plan 2005)

The development plan was not written with the anticipation of this type of development coming forward. Therefore, there is not a specific policy relating to this form of development. While policies should not be read in isolation the relevant policies to this development are listed below.

Core policies (and explanatory text)

General Development Criteria

2.5 New development should make a positive contribution to the quality of the environment. Good design and layout can help to achieve the Government's objectives of making best use of previously developed land and improving the quality and attractiveness of both urban and rural areas. New development of whatever scale should not be viewed in isolation but should have regard to both the immediately neighbouring buildings and the townscape/landscape of the wider area. Proposals should also not result in an unacceptable detrimental impact on the amenities of adjacent occupiers or indeed of the occupiers of the proposed development. The Borough Council will expect a development brief to be prepared for proposals for development on major or sensitive sites.

2.6 When considering applications for residential development the Council will have regard to the guidance contained in the Essex Design Guide for Residential and Mixed Use Developments. The key principles are set out in Appendix 1. Proposals will also need to have regard to the principles set out in Appendices 2, 4 and 5. Brentwood benefits from large areas of residential development containing significant natural landscape features, much of which is contained within the private residential curtilages. Such private open spaces are important as they contribute to the landscape and ecological resources of the Borough and enhance the character and quality of the urban area. There is, however, pressure for intensification through infill development, redevelopment, etc. Government housing objectives emphasise making best use of previously developed land and buildings within existing urban areas by, for example, increasing densities and reviewing car-parking standards. Whilst the Council supports these objectives, not least in reducing the pressure on the Green Belt, and has policies elsewhere in this plan to achieve that end, it also recognises, as does government guidance, the need to protect the quality and character of existing urban areas. The Council will, therefore, seek to protect existing residential areas, such as Hutton Mount and Tor Bryan, from development that would impact detrimentally on the special character of an area. Control of development will take particular account of, for example, the pattern of development, depth of gardens, disposition of trees, ecological value and other important aspects that need to be conserved.

2.7 PPS23 and PPG24 set out the Government's approach to pollution control and noise respectively. Industrial or similar commercial uses may give rise to significant levels of pollutants in the form of noise, fumes, vibration, smells, etc., which would be detrimental to the amenities of nearby residents if such uses were allowed in residential areas, and uncontrolled in terms of emissions. The Borough Council will

expect development to adopt environmental best practice and pollution prevention measures in relation to groundwater, impacts on health, the environment and amenity to ensure the prevention of adverse impacts. All development proposals should take into account the environmental impact the proposed activities will have, and could have in the future, and take account of this at the design stage and incorporate the necessary control measures. Applications that include methods of sewage disposal other than connections to the public foul sewer will require justification in accordance with Circular 3/99.

2.8 Proposals within or near to residential areas for uses which may give rise to unacceptable levels of pollutants will need to be accompanied by an environmental statement, together with details of suitable abatement measures, so that their likely effects on residents can be assessed. If such effects are judged to be unacceptable and cannot be reduced through more sensitive siting or the introduction of pollution abatement technology then permission will not be granted.

2.9 The quality and character of the natural and historic environment, and its conservation and enhancement are important factors to be considered in the long-term land use planning of the Borough as they contribute to the amenity, attractiveness and safety of the places in which people live, work and enjoy their leisure time. Despite its close proximity to London, Brentwood retains a relatively rural character with small, charming villages, attractive countryside, parks and woodlands. The Council will endeavour to ensure the protection of the natural and man-made features of the Borough's rural areas and green spaces and the improvement of those areas where past activities have caused environmental damage. Any development proposals must, therefore, take account of the particular character, appearance, biodiversity, history and archaeology of the area.

2.10 All development should make satisfactory arrangements for vehicular and pedestrian access into the site and for parking and servicing within the site. In addition the level of traffic generated by the development should be capable of being satisfactorily accommodated by the transport network and should not give rise to unacceptable highway conditions or safety and amenity concerns as a result of the numbers or size of vehicles.

2.11 Finally, whilst, as set out in the Housing Chapter, the Council is satisfied that housing supply adequately meets the Borough's required housing provision figure set in the Replacement Structure Plan, in order to continue to resist pressure for the release of additional land from the Green Belt, it is important that optimum use is made of the existing housing stock. In addition, changes of use from residential in many instances, especially within or adjoining commercial centres, involve the loss of small unit accommodation, for example flats above shops and small terraced units, which make a valuable contribution to the housing stock in terms of housing choice and affordability. Such locations are also sustainable in relation to public transport accessibility and proximity to local services. Furthermore, a residential presence in commercial areas maintains some activity after shops and offices are closed, enhances community safety by engendering a feeling of a more secure environment, and retains the mixed-use character of the Borough's shopping

centres. In this context and elsewhere, existing residential units should be retained and the loss of such accommodation to other uses resisted as far as possible.

Policy CP1 General Development Criteria

ANY DEVELOPMENT WILL NEED TO SATISFY ALL OF THE FOLLOWING:

i) THE PROPOSAL WOULD NOT HAVE AN UNACCEPTABLE DETRIMENTAL IMPACT ON VISUAL AMENITY, OR THE CHARACTER AND APPEARANCE OF THE SURROUNDING AREA.

ii) THE PROPOSAL WOULD NOT HAVE AN UNACCEPTABLE DETRIMENTAL IMPACT ON THE GENERAL AMENITIES OF NEARBY OCCUPIERS OR THE OCCUPIERS OF THE PROPOSED DEVELOPMENT BY WAY OF OVERLOOKING, LACK OF PRIVACY, OVERBEARING EFFECT OR GENERAL DISTURBANCE.

iii) THE PROPOSAL SHOULD BE OF A HIGH STANDARD OF DESIGN AND LAYOUT AND SHOULD BE COMPATIBLE WITH ITS LOCATION AND ANY SURROUNDING DEVELOPMENT (AND, IN THE CASE OF ALTERATIONS AND EXTENSIONS, WITH THE EXISTING BUILDING), IN TERMS OF SIZE, SITING, SCALE, STYLE, DESIGN AND MATERIALS.

iv) MEANS OF ACCESS TO THE SITE FOR VEHICLES AND PEDESTRIANS AND PARKING AND SERVICING ARRANGEMENTS ARE SATISFACTORY.

v) THE TRANSPORT NETWORK CAN SATISFACTORILY ACCOMMODATE THE TRAVEL DEMAND GENERATED AND TRAFFIC GENERATION WOULD NOT GIVE RISE TO ADVERSE HIGHWAY CONDITIONS OR HIGHWAY SAFETY CONCERNS OR UNACCEPTABLE LOSS OF AMENITY BY REASON OF NUMBER OR SIZE OF VEHICLES.

vi) THE PROPOSAL SHOULD NOT GIVE RISE TO THE NET LOSS OF A RESIDENTIAL UNIT (EXCEPT AS PROVIDED FOR IN POLICY TC19).

vii) THE PROPOSAL WOULD NOT HAVE AN UNACCEPTABLE DETRIMENTAL IMPACT ON HEALTH, THE ENVIRONMENT OR AMENITY DUE TO THE RELEASE OF POLLUTANTS TO LAND, WATER OR AIR (INCLUDING NOISE, FUMES, VIBRATION, SMELLS, SMOKE, ASH, DUST AND GRIT).

viii) THE PROPOSAL WILL BE EXPECTED TO TAKE FULL ACCOUNT OF THE NEED TO CONSERVE OR ENHANCE THE CHARACTER, APPEARANCE, BIODIVERSITY AND HISTORICAL AND ARCHAEOLOGICAL HERITAGE OF THE SITE AND THE SURROUNDING AREA. WHERE IT IS CONSIDERED THAT THE HARM TO OR LOSS OF THE ENVIRONMENTAL ASSET IS OUTWEIGHED BY THE NEED FOR THE DEVELOPMENT, THE COUNCIL WILL REQUIRE APPROPRIATE COMPENSATORY MEASURES, EITHER ON-SITE OR OFF-SITE.

Transport policies (and explanatory text)

Policy T2 New Development and Highway Considerations

PLANNING PERMISSION WILL NOT BE GRANTED FOR PROPOSALS WHERE:

i) AN ASSESSMENT OF THE PROPOSAL INDICATES AN UNACCEPTABLE DETRIMENTAL IMPACT ON THE TRANSPORT SYSTEM WHICH CANNOT BE RESOLVED BY AGREED MITIGATION MEASURES

ii) IT DOES NOT COMPLY WITH THE CURRENT COUNTY HIGHWAY AUTHORITY'S GUIDANCE AS SET DOWN IN THE FOLLOWING PUBLICATIONS:

a) "THE ESSEX DESIGN GUIDE FOR RESIDENTIAL AND MIXED USE AREAS – SERVICE AND ACCESS"

b) "THE HIGHWAY ASPECTS OF DEVELOPMENT CONTROL"

Cycling

6.64 Encouragement and support for greater use of cycling as a mode of transport is an important element of a more sustainable transport strategy. Cycles take up less road space, reduce congestion and do not give rise to the pollutants associated with motor vehicles. Cycling is not only environmentally friendly but has recreational and health benefits. Brentwood currently has low cycle usage, with the number of cyclists in Brentwood representing approximately a third of the national average, and few cycle routes. Opportunities for encouraging cycling by improving facilities for cyclists at, for example, rail stations and within shopping areas as well as through developing more safe cycle routes will be pursued.

Policy T14 Cycling

CYCLING WILL BE PROMOTED AS AN ALTERNATIVE MEANS OF TRANSPORT TO THE PRIVATE CAR, IN CONJUNCTION WITH THE BRENTWOOD CYCLE STRATEGY, THROUGH:

i) THE PROVISION OF IMPROVED CYCLE PARKING AND OTHER FACILITIES AND NEW CYCLE ROUTES AS PART OF HIGHWAY INFRASTRUCTURE IMPROVEMENTS/TRAFFIC MANAGEMENT MEASURES AND, WHERE APPROPRIATE, IN ASSOCIATION WITH PLANNING PERMISSION FOR NEW DEVELOPMENT. PARTICULAR ATTENTION WILL BE GIVEN TO THE FOLLOWING PROPOSED CYCLE ROUTES AS INDICATED ON THE PROPOSALS MAP:

(a) LONDON ROAD, MASCALLS LANE TO BT OFFICE SITE

(b) BT OFFICE SITE, LONDON ROAD TO WEALD ROAD

(c) LA PLATA, LONDON ROAD TO ST JAMES ROAD/KAVANAGHS ROAD

(d) A129 ONGAR ROAD

(e) A1023 BROOK STREET TO CHELMSFORD ROAD

(f) B1002 ROMAN ROAD, MOUNTNESSING

(g) NORTH ROAD

(h) WESTERN ROAD/WESTERN AVENUE

(i) PARK ROAD/WEALD ROAD

- (j) HART STREET/CROWN STREET /COPTFOLD ROAD
- (k) KAVANAGHS ROAD/ CROMWELL ROAD/VICTORIA ROAD
- (l) MIDDLETON HALL LANE
- (m) CROSSWAYS
- (n) ROSE VALLEY/KING EDWARD ROAD
- (o) CRESCENT ROAD, THROUGH CLEMENTS, PARK TO MASCALLS

LANE

ii) THE IMPLEMENTATION, SUBJECT TO HIGHWAY AUTHORITY AGREEMENT AND FUNDING, OF A PROGRAMME OF RURAL TRAFFIC CALMING SCHEMES AND THE CREATION OF “QUIET LANES”

ii) THE ACHIEVEMENT OF A SAFER ENVIRONMENT BY INTRODUCING ACCIDENT REMEDIAL SCHEMES, ROAD SAFETY INITIATIVES AND MORE SECURE CYCLE PARKING

iii) THE PROVISION OF IMPROVED AND NEW CYCLE PARKING AND OTHER FACILITIES FOR CYCLISTS IN THE MAIN SHOPPING AREAS, AT PUBLIC RECREATION AND LEISURE FACILITIES, AT PUBLIC BUILDINGS, SCHOOLS AND IN THE WORKPLACE.

iv) THE ENCOURAGEMENT OF IMPROVED CYCLE PARKING AND FACILITIES AT PUBLIC TRANSPORT INTERCHANGES AND BETTER ACCOMMODATION FOR CYCLES ON PUBLIC TRANSPORT.

Pedestrian facilities

6.68 Walking, as a recreational activity, can be an end in itself but is generally a means to an end i.e. getting from one place to another (home to work/shop) or as part of a multi modal journey whether it be to or from the car or to the rail station or bus stop. Invariably walking is only an alternative transport mode for the shortest journeys. However walking can be encouraged and facilitated through the design and layout of developments, the location of services and facilities, and through mixed use and higher density developments. Walking can also be encouraged through safe and securely designed footpaths and through the use of surface treatments and detailing to help the mobility impaired.

6.69 Promoting walking as a means of transport will increase social equality, improve health and reduce pollution.

6.70 The opportunity will be taken, therefore, to improve facilities for pedestrians as part of development proposals, through the use of traffic calming measures and pedestrian priority at junctions, promoting “Safer Routes to School”, and, subject to Highway Authority agreement and funding, the creation of “Homes Zones” and “Quiet Lanes”.

Policy T15 Pedestrian Facilities

THE COUNCIL WILL PROMOTE WALKING AS AN ALTERNATIVE TO THE USE OF THE CAR, PARTICULARLY FOR SHORTER TRIPS, THROUGH:

- i) THE PROVISION OF SAFE AND CONVENIENT PEDESTRIAN ROUTES
- ii) IMPROVED CONDITIONS FOR PEDESTRIANS BY, FOR EXAMPLE, INCREASING PEDESTRIAN PRIORITY, WIDENING FOOTPATHS, IMPLEMENTING TRAFFIC CALMING MEASURES AND RESTRICTING VEHICULAR ACCESS
- iii) PROMOTING HIGH DENSITY AND MIXED USE DEVELOPMENTS IN CENTRAL AREAS AND NEAR TO MAJOR TRANSPORT INTERCHANGES
- iv) PROTECTING EXISTING LOCAL SHOPPING FACILITIES AND OTHER SERVICES WITHIN EASY WALKING DISTANCE OF RESIDENTIAL AREAS
- v) PROMOTING THE SAFER JOURNEYS TO SCHOOL STRATEGY
- vi) THE CREATION OF "HOME ZONES" AND "QUIET LANES", SUBJECT TO HIGHWAY AUTHORITY AGREEMENT AND FUNDING.

WHERE APPROPRIATE, CONTRIBUTIONS WILL BE SOUGHT TOWARDS THE IMPROVEMENT OF PEDESTRIAN FACILITIES AND ROUTES IN ASSOCIATION WITH PLANNING PERMISSION FOR NEW DEVELOPMENT

6.65 Although the Council first produced a Cycle Strategy in 1996, Essex County Council was unable to fund any of the projects. In 1998 the Brentwood Cycle Strategy was updated so as to be greatly more proactive in providing cycling facilities, and aims to double the amount of cycling in Brentwood by 2002. During 2000/2001 the Council allocated £40,000 towards cycle development. Additional funding has also been made available in conjunction with major development proposals. In 1998 Sainsbury funded a segregated cycle facility along the western side of the site between North Road and William Hunter Way. British Telecom's development of the St. Faith's hospital site provided funding for two new routes, a segregated on-road cycle lane between the site and the London Road/Mascalls Lane junction and a shared cycle and pedestrian route through St. Faith's Park linking London Road to Weald Road. A new route is planned through the open space at Warley Hospital, which would link Crescent Road (and the Brentwood Rail station) with Mascalls Lane (and the Rural network), and connect with the cycle network through the new residential development at Clements Park. Proposals for redevelopment of the Transco site, off St. James Road, will also include provision for cycle ways linking to London Road.

6.66 New routes, primarily bridleways, are being developed in conjunction with Essex County Council and the Thames Chase Project team linking Warley to Tyler's Common and Cranham. These "Greenways" will primarily be recreational routes. Modifications to routes through Donkey Lane Plantation, Hartswood and Little Warley Common have recently been carried out.

6.67 These and other proposed improvements and additions to the cycle network are shown on the Proposals Map and listed in Policy T14. Cycling will also be encouraged wherever possible through other measures associated with

development proposals, green transport plans, initiatives such as “Safer Routes to School” and, with the agreement and funding from the Highway Authority, implementation of rural traffic calming measures and the creation of “Quiet Lanes”, and other traffic management proposals.

Green belt policies (and explanatory text)

Development in the Green Belt

7.20 In line with the guidance set out in PPG2 and as reiterated in RSP Policy C2, inappropriate development within the Green Belt will only be allowed in very special circumstances (Policy GB1). Policy GB2 is directed at development that is appropriate in the Green Belt and provides the basis against which such appropriate development will be considered. The criteria in Policy GB2 would also apply in cases of inappropriate development where it was considered that very special circumstances existed. The policy is not to be read as seeking to create exceptions to the general Green Belt restraint policy. Policy GB2 should be read in conjunction with Policy GB1 and other policies in this Plan.

Policy GB1 New Development

WITHIN THE GREEN BELT, AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR CHANGES OF USE OF LAND OR THE CONSTRUCTION OF NEW BUILDINGS OR EXTENSION OF EXISTING BUILDINGS, FOR PURPOSES OTHER THAN THOSE APPROPRIATE TO A GREEN BELT, OR FOR THE RE-USE OF EXISTING BUILDINGS THAT DO NOT COMPLY WITH THE CRITERIA SET OUT IN POLICIES GB15 AND GB16.

ALL PROPOSALS WILL ADDITIONALLY, WHERE THEY APPLY, BE JUDGED AGAINST THE OTHER POLICIES IN THIS PLAN.

Policy GB2 Development Criteria

WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT IN THE GREEN BELT, THE LOCAL PLANNING AUTHORITY WILL NEED TO BE SATISFIED THAT THEY DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN THE GREEN BELT AND DO NOT HARM THE OPENNESS OF THE GREEN BELT. THE PRECEDENT CREATED BY ALLOWING EVEN AN INDIVIDUALLY INNOCUOUS OR WELL-MERITED PROPOSAL WHICH CUMULATIVELY WOULD UNDERMINE GREEN BELT OBJECTIVES WILL BE TAKEN INTO ACCOUNT. ACCOUNT WILL ALSO BE TAKEN OF THE FOLLOWING:

- i) THE EFFECT OF PROPOSALS ON PUBLIC RIGHTS OF WAY
- ii) THE NEED TO PRESERVE OR ENHANCE EXISTING LANDSCAPE FEATURES
- iii) ANY BUILDING MUST BE SATISFACTORILY LOCATED IN RESPECT OF THE SURROUNDING LANDSCAPE AND ANY ADJOINING BUILDINGS

Brentwood’s Green belt policies are considered to be compliant with national green belt policies in the NPPF although the later document represents a more up to date and concise statement of green belt policy.

7.88 Every opportunity will be taken to enhance the appearance of the countryside for those living in or visiting the Borough's rural areas. This will be achieved through additional tree and hedge planting, or other management measures appropriate to the particular site. New planting should, wherever possible, be undertaken using species native to the area. Any work should be undertaken in a manner that protects the nature conservation value of the site and promotes biodiversity, including opportunities for habitat creation. Such works will be undertaken in relation to the grant of planning permission, Council initiatives or in partnership with private owners, including the provision of tree belts and screen planting in new road or other development proposals. The Council will work with and support Thames Chase in its aim to promote landscape enhancement within the Forest area.

Policy GB28 Landscape Enhancement

WHERE APPROPRIATE, TREE PLANTING AND HEDGE SCREENING WILL BE EXPECTED IN PROPOSALS FOR DEVELOPMENT IN THE GREEN BELT. IN ADDITION, BRENTWOOD COUNTRYSIDE MANAGEMENT SERVICE WILL CARRY OUT NEW PLANTING ON PUBLICLY OWNED LAND AND, IN CO-OPERATION WITH THE OWNER, ON PRIVATE LAND. WITHIN SPECIAL LANDSCAPE AREAS AND OTHER AREAS WHERE THE LANDSCAPE NEEDS IMPROVEMENT EMPHASIS WILL BE GIVEN TO RESTORE AND ENHANCE DAMAGED LANDSCAPE AND WILL BE A REQUIREMENT WHERE APPROPRIATE. WHEREVER POSSIBLE, NEW PLANTING SHOULD BE CARRIED OUT USING SPECIES NATIVE TO THE AREA. PROPOSALS SHOULD SAFEGUARD THE EXISTING ECOLOGICAL VALUE OF THE SITE AND INCLUDE MEASURES FOR HABITAT CREATION

Landscape policies (and explanatory text)

9.35 The Countryside Conservation Plan (1986), published by Essex County Council, described and identified "Special Landscape Areas" as valuable high quality landscapes which are the result of a combination of natural features such as vegetation cover, relief and presence of water. Substantial parts of the Borough are designated as Special Landscape Areas, as shown on the Proposals Map:

Childerditch:

Area South of Brentwood to the A127 including Thorndon Park and an area East of the A128

Weald:

Weald Park area.

Highwood & Hanningfield:

Area from Mountnessing eastwards.

Roding Valley:

Area North and West of Kelvedon Hatch towards Stondon Massey, Ongar and Stapleford Abbots.

9.36 The conservation and/or restoration of these areas is important both to the particular locality and to the County's natural heritage in terms of their special character and visual quality. These areas, therefore, shall be protected from development that detracts from their character. However, more recently, the Countryside Agency and English Heritage, with the help of English Nature, have published "The Character of England - Landscape, Wildlife and Natural features". This has established a nationally consistent framework for more detailed local analysis of landscape character, and PPS7 encourages LPAs to carry out landscape character assessments for their areas. Brentwood Council, together with other Essex Authorities, are committed to undertaking such an assessment, which once completed will supersede the Special Landscape Area designations.

9.37 Until such a local landscape assessment for Brentwood has been completed, the Special Landscape Areas, as defined in this Local Plan, will be taken to identify areas where the conservation or restoration of existing landscape character will be given high priority.

Policy C8 Special Landscape Areas

A LANDSCAPE CHARACTER ASSESSMENT SHOULD BE PREPARED FOR THE BRENTWOOD BOROUGH COUNCIL ADMINISTRATIVE AREA, IDENTIFYING THE PARTICULAR CHARACTER OF DIFFERENT LOCALITIES WITHIN THE COUNTRYSIDE. UNTIL SUCH AN ASSESSMENT HAS BEEN COMPLETED, SPECIAL LANDSCAPE AREAS, WHERE THEY ARE DEFINED IN THIS LOCAL PLAN, WILL BE TAKEN TO IDENTIFY AREAS WHERE, IN THE INTERIM, CONSERVATION OR RESTORATION OF EXISTING CHARACTER SHOULD BE GIVEN HIGH PRIORITY.

9.42 The Council, in partnership with the Countryside Agency, the Forestry Commission, Essex County Council, and neighbouring Local Councils, and together with the Environment Agency, English Nature, the Sports Council, Interest Groups, the voluntary sector and the private sector, has been developing the Thames Chase Community Forest, which extends over the southern part of the Borough, since 1991. The area of the Forest within the Borough was extended in 1999 to include Shenfield Common and the previously excluded parts of Warley up to Brook Street and London Road. These areas contain sites that are important for their amenity, wildlife and recreation value, especially with regard to the public open space on the former Warley Hospital site.

9.43 The Community Forest concept involves enhancing the landscape and improving recreational opportunities within its area through creating new woods and other habitats and developing new recreational sites linked by improved Greenways. It involves extensive tree planting and other improvement works on both publicly and privately owned land, and provides opportunities for sport and recreation, wildlife conservation and timber production, as well as agriculture.

9.44 Development proposals within the Community Forest area will be assessed against their impact and contribution towards the successful implementation of the Thames Chase Plan. Inclusion of works such as landscaping, provision/upgrading of footpaths or bridleways, conservation works, etc., would, for example, be viewed as

a positive contribution towards achieving the objectives of Thames Chase. However, any such benefits would not be considered as a justification for allowing development in the green belt that would otherwise not be acceptable.

Policy C11 Thames Chase Community Forest

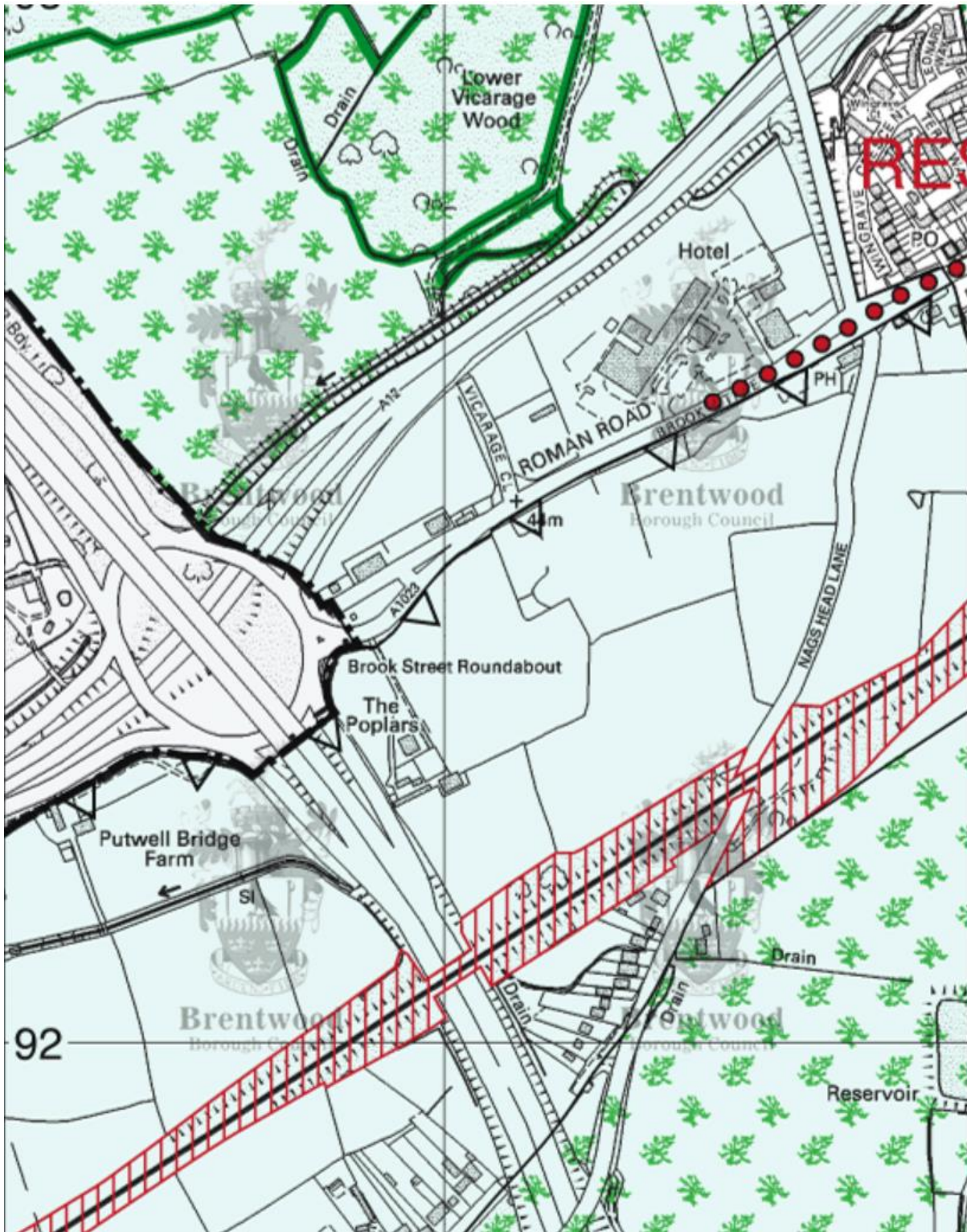
THE COUNCIL SUPPORTS THE DEVELOPMENT OF THAMES CHASE WITHIN THAT PART OF THE BOROUGH AS IDENTIFIED ON THE PROPOSALS MAP. WITHIN THE AREA OF THE FOREST THE COUNCIL WILL ENCOURAGE GREATER PUBLIC ACCESS AND RECREATION, LANDSCAPE ENHANCEMENT, WILDLIFE CONSERVATION AND TIMBER PRODUCTION AS APPROPRIATE.

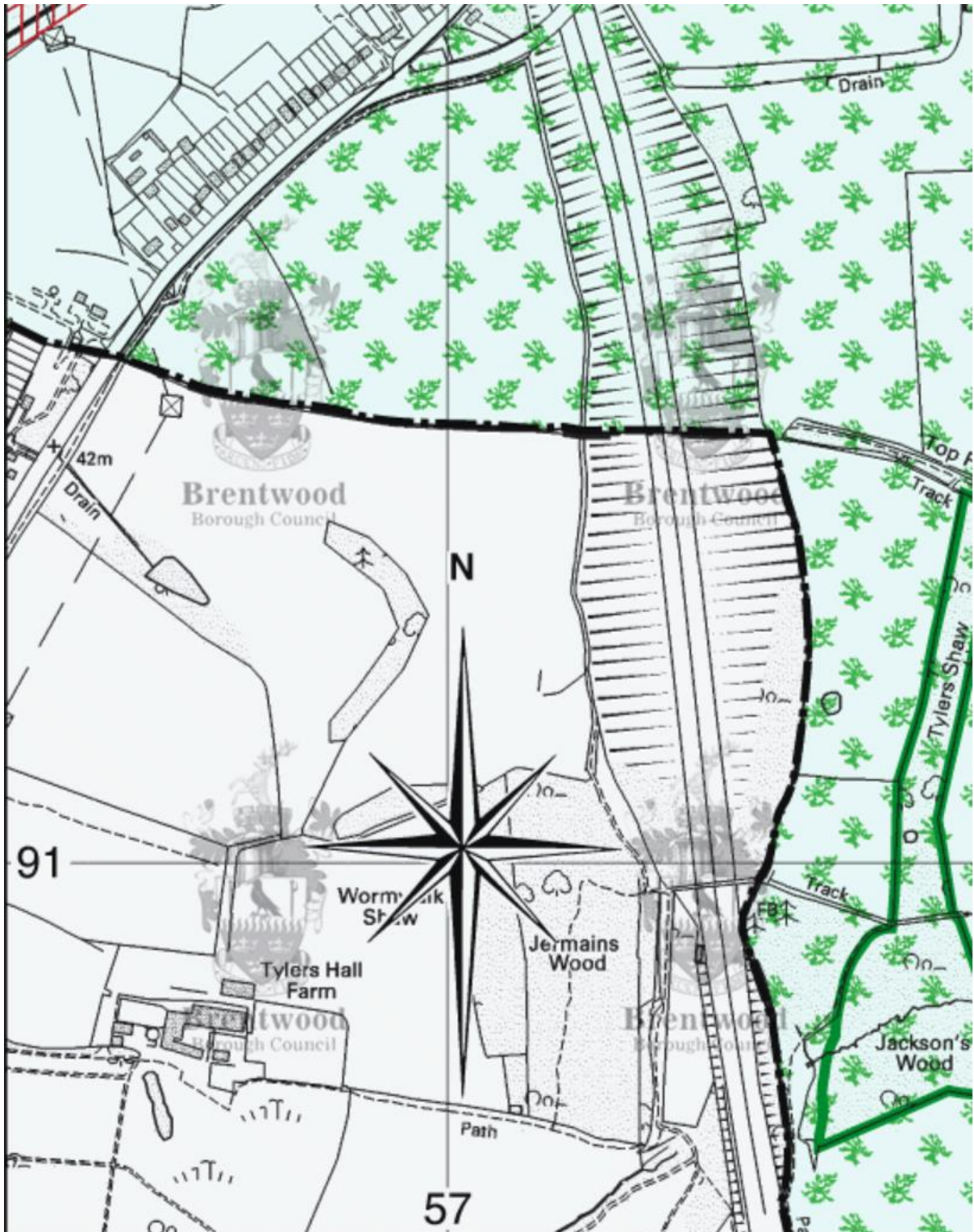
IMPLEMENTATION WILL BE EFFECTED IN CONJUNCTION WITH THE BRENTWOOD COUNTRYSIDE MANAGEMENT SERVICE AND THROUGH THE CO-OPERATION OF LOCAL LANDOWNERS. ANY DEVELOPMENT PROPOSALS WITHIN THE COMMUNITY FOREST AREA WILL BE EXPECTED TO MAKE A POSITIVE CONTRIBUTION TOWARDS ITS IMPLEMENTATION AND COMPLY WITH THE POLICIES CONTAINED IN THIS PLAN. WITHIN THE GREEN BELT PROPOSALS WILL ALSO NEED TO COMPLY WITH THE CRITERIA SET OUT IN POLICY GB2.

Extract From The Proposals Map

The green shading shows green belt, the tree marking shows the area subject to policies C8 and GB28. The dashed and dotted line together with the white notation identifies land outside the borough. The line headed by triangles is the area subject to Policy C11 Thames Chase Corridor.

Junction 28





Land south of junction 28.