



**Lambert
Smith
Hampton**

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Valuation Report

Frithwood Lane and Tye
Common Road, Billericay,
Essex

Property Cost Estimate

on behalf of

Essex County Council
County Hall
Market Road
Chelmsford
CM1 1QH

Prepared by
Lambert Smith Hampton
Greenwood House
91-99 New London Road
Chelmsford
CM2 0PP

Date: November 2021

Valuation Report

Address: Frithwood Lane and Tye Common Road, Billericay

1. Instruction Brief

For Lambert Smith Hampton (LSH) to provide land acquisition and land compensation property cost estimates for the proposed road improvements affecting Frithwood Lane and Tye Common Road.

2. Special Circumstances (if applicable)

The Estimates are based on indicative Option drawings provided by ECC, and provide a means of comparing the potential order of land acquisition costs across the four current Options proposed. At present the Option drawings represent 'high level' proposals, without detailed design elements, which require a number of general assumptions to be made about the extent of land acquisition.

LSH have made assumptions based on experience of dealing with similar schemes, but individual assumptions are not set out in detail at this stage, other than those noted below.

3. Total Land Requirement

Land areas in square metres to be potentially acquired as part of this scheme have been provided by Essex Highways via the plans provided associated with Options 1 and 2.

4. Location

Frithwood Lane to its junction with Tye Common Road. These roads are established roads located in a predominantly residential area of south west Billericay.

5. Local Authority

Basildon Council.

6. Current Use

The current use of all the property within this Property Cost Estimate (PCE) is residential. The properties are either detached or semi detached, and all have a reasonable proportion of external garden space in comparison to the local market. The majority of the residential stock affected was developed in the 1970s, however a small number have been more recently developed.

7. Access/Highways Issues

On completion of the proposed works, Frithwood Lane will become a through road for additional routes. Currently it is blocked at the southern end and therefore the proposed works will change the entire nature of the highway in terms of the volume and type of traffic using it.

8. Identified Party to Complete CPSE

n/a

9. Property Cost Estimates

Option	Visibility Splay	Total Property Cost Estimate Value Range (Minimum to Maximum) £	
		Minimum £	Maximum £
Option 1	50 to 70 metres	£500,000	£750,000
Option 2	50 to 70 metres	£1,000,000	£2,000,000

10. Description of Scheme

From information provided we understand that the link road design pursued by Essex Highways includes options for 50 metre and 70 metre visibility splays. Frithwood Lane is currently a minor semi rural road which is stopped off at its southern end and therefore all road Options will significantly affect the current nature of this road.

Under the proposals, the new highway will link proposed residential sites in the south to residential sites in the west of Billericay which are currently allocated in the Local Plan. We understand ECC are in the process of modelling the route of this link road.

The Policy covering the development of the link road in the Billericay Local Plan is H17, which consists of four individual areas currently allocated for potential future residential development.

The Local Plan states the proposed link road is key to the release of land for development in Billericay. It will provide both access to the residential development sites, and also help to alleviate the impacts of this proposed residential growth in Billericay town centre. We understand various alternative highway options were tested prior to the identification of the need for a relief route, however mitigation testing indicated that these would be insufficient to address current congestion and provide capacity for growth.

Various options have been considered with regard to the link road, and the most appropriate, deliverable option, as set out in the South West Billericay High Level Development Framework, will pass along Frithwood Lane from its junction with Tye Common Road to development area H17d. This will require the widening of Frithwood Lane, within its highways boundary, to its junction with Tye Common Road. This section of the link road will not be as wide as the rest of the route, due to the existing residential development. Therefore a separate route may be required to make provision for cycling and a bridleway.

The proposed link road defines future residential development in the area and could potentially facilitate the following;

Policy Area H17a – 44 acre residential extension land capable of delivering 540 new homes.
 Policy Area H17b – 42 acre residential extension land capable of delivering 290 new homes.
 Policy Area H17c – 34 acre residential extension land capable of delivering 350 new homes.
 Policy Area H17d - 54 acre residential extension land capable of delivering 520 new homes.

We understand from the Local Plan that all proposed development areas will be expected to contribute towards the delivery of the new link road including the widening of Frithwood Lane.

The Local Plan also comments that any future development must be supported by sufficient infrastructure, to ensure it is sustainable and does not exceed the capacity of the existing infrastructure, including highways, community facilities, and local services.

11. Scheme Considerations and Reported Estimates

The effect on the landowners of all the options as detailed above is similar however the highest level of land take would be under Option 2 – assuming 70 metre visibility compliance. This link road configuration would therefore potentially release the highest long term development value of the H17 residential development sites as detailed above, as it would allow a greater level of traffic flow when compared to the alternative options. The PCE assumes all proposed link road options will be constructed to current road development standards.

The general impact for all road layout options will be that front garden land will be lost in all areas of land take, however in only one case do we consider that an entire residential property will need to be acquired. We note that Kingsman Farm House is also likely to be acquired, but we understand that this property is owned by a developer and has therefore been included in the PCE at nil cost to ECC.

12. Caveats & Assumptions

This estimate is based on the limited information provided which we have assumed is a true indication of the works and causal effects of those works. We have relied upon this information in preparing this estimate, and any change in this information may have a significant affect on this estimate.

This estimate is based on figures relevant at the date of this report and should be subject to regular review as the Scheme proposals progress.

It is assumed the acquiring authority will acquire properties with CPO Powers, and estimates are based upon the statutory Compensation Code. Information supplied by ECC is assumed to be correct.

The estimates are prepared on the basis that the land is held freehold and with vacant possession as it has been assumed there are no affected tenants or leasehold interests as part of the proposed highway scheme. However, the estimates have provided for appropriate compensation to occupiers of the land, and this approach has been adopted consistently across the options.

We have not undertaken any detailed investigation of title information but have assumed there are no issues materially affecting the values reported.

We have assumed that there are no unimplemented planning permissions and no detailed planning investigations have been undertaken.

We have assumed that there are no adverse ground conditions that would materially affect the values reported.

We been provided with total land take requirement areas on a square metre basis for individual properties. For residential properties we have assumed a number of bedrooms as an indicative size of property following our external inspection of the affected properties.

Allowance has been made for compensation for land to be acquired (Land Taken), and where appropriate for the reduction in value of retained land (Injurious Affection and Severance), and for costs arising not directly from the value of land (Disturbance). The disturbance figures have only been provided as a guide as these are impossible to predict accurately until the claim stage is reached and could be significantly higher than the figure shown. In addition, allowances have been included for Statutory Loss payments (including Home Loss) and claimants' professional fees.

The impact of VAT, taxation, grants and allowances are not knowable at this point in time, and have not been included.

The estimates assume that negotiation and claims are settled by agreement - no allowance has been made for costs of third party determination, for example through the Upper Tribunal

(Lands Chamber References).

No contingency has been included with these figures, as the estimates are provided for comparative purposes only at this stage, and do not constitute a reliable estimate of the actual compensation which might be payable in any Scheme that may actually be constructed.

The Estimates assume that CPO powers will not be taken through a Development Consent Order, and that no powers to take temporary occupation would be available. The compensation is therefore based on the assumption that all land identified in the land plans is acquired freehold. It is possible that by the date of exercising powers to acquire land, the ability to acquire land temporarily may be in force through provisions under the Neighbourhood Planning Act which are not yet in force.

It is assumed that all costs of Accommodation Works to replace existing features (such as domestic driveways and walls) is provided for in the construction cost estimate. Our estimate assumes that boundary walls or fencing is reprovided and all existing accesses are reinstated or reprovided, and that no land is left landlocked.

This report has been prepared to inform Basildon's Local Plan. As such, this advice does not constitute a formal valuation in accordance with the minimum reporting requirements of the Royal Institution of Chartered Surveyors Valuation Guidance as set out within the Red Book Global Standards and with particular reference to the UK supplement, also known as the 'Red Book' and consequently this does not meet these Standards, although the basis of valuation adopted accords with the RICS definition of Market Value.

13. LSH Recommendations/Next Steps

We would recommend that the above PCEs provided be utilised for comparing the potential land acquisition costs of the options presented. We would however recommend that the estimates are reviewed in the future as further design work is completed and more detailed investigations are undertaken to identify any further affected land required for the proposed link road Scheme.

Lambert Smith Hampton

APPENDIX 1
PLANS
OPTIONS 1 AND 2