



gardiners lane south, basildon

supplementary planning guidance

Prepared by EDAW for Basildon District Council



In conjunction with the Basildon District Strategic Development Partnership



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1. introduction

DOCUMENT OBJECTIVES

- 1.1 This Supplementary Planning Guidance (SPG) relates to the site adjacent to Gardiners Lane South, identified within the Basildon District Local Plan 1991-2001 as a Comprehensive Development Area.
- 1.2 **Basildon District Council adopted the Supplementary Planning Guidance for the site, after a period of public consultation, which ended on 3 July 2003.** The document will provide planning guidance for development control purposes. Whilst this SPG provides the overall context and structure of uses within the site, it is intended that the precise mix of uses and detailed design issues will be brought forward as part of individual schemes.
- 1.3 It is intended that this document be part of a suite of documents that comprise a Development Framework Plan for Gardiners Lane South. This suite of documents aims to ensure the delivery of a high quality sustainable employment led mixed-use development. The Development Framework comprises:
 - a Relocation Strategy;
 - a Business Support Centre Business Plan;
 - a Transport Strategy; and
 - this Supplementary Planning Guidance.
- 1.4 The SPG has been prepared following a Collaborative Design Workshop process during 2002. This process has been managed under the direction of the Basildon District Strategic Development Partnership (BDSDP). The Partnership comprises Basildon District Council, English Partnerships, the Thames Gateway South Essex Partnership, Essex County Council and the East of England Development Agency. The Collaborative Design Process involved consultation with statutory agencies, environmental groups, strategic stakeholders, members of the business community and residents as part of the process.
- 1.5 The principles of development on this site are established in the Basildon District Local Plan, which was adopted in March 1998. The Gardiners Lane South site is allocated as a Comprehensive Development Area (under Policy BAS E1) in the Plan, which covers the period 1991 to 2001. That Plan is currently under review, and it is anticipated that the Deposit draft of the new Plan, for the period 2001 to 2011, will be published concurrent with the approval of this Supplementary Planning Guidance.

1.6 It is the intention of Basildon District Council to review Policy BAS E1 in the new Local Plan to reflect the new approach to Gardiners Lane South. This will ensure that an opportunity is given for representations to be made to the new Local Plan policy.

1.7 For more details on the status of this Supplementary Planning Guidance see paragraph 2.1.

THE ASPIRATION

1.8 As a strategic site within Thames Gateway South Essex, the Government's priority area for economic regeneration, Gardiners Lane South provides an opportunity to create a first class business location to serve Basildon and South Essex. It is proposed that the site provides a landmark destination to attract new business with a range of employment opportunities for the people of Basildon that could in total offer 7,000 jobs. A range of business types is proposed, including start-ups, expanding companies and large businesses supported by an enterprise business support centre and innovation hub within a mixed-use core at the heart of the development.

1.9 Since sustainable development principles and the emphasis on business innovation have become increasingly important, the need has emerged for the concept of 'sustainable urban business and innovation areas'. Gardiners Lane South offers the opportunity to approach sustainability principles at their broadest level to address social, economic, transportation and environmental objectives.

1.10 The site offers the opportunity to bring forward a new and innovative form of business development in a sustainable manner through the integration of transport and land use. In addition to the business space, the inclusion of 400 residential units along with a mixed-use core, including community infrastructure and other facilities, is proposed to develop a sustainable heart to the development. This new community will contribute to the vitality of the development, by supporting local facilities and ensuring that there is activity in the area after the working day. New housing will allow some of those working at Gardiners Lane South to live within a high quality environment close to their work, reducing the need to commute and allowing a high quality of life. The development aims to achieve the use of higher densities, the management of the environment and sustainable building and engineering techniques to create a sustainable environment.

1.11 It is proposed that Gardiners Lane South will not be developed along the principles of a traditional out-of-town business park. This Supplementary Planning Guidance makes it clear that the site should be built at higher densities and buildings should be set close to the street frontage to create a very urbanised development. Accordingly, buildings will be expected to range between 3 and 5 storeys. Decked communal car parks to serve the development will be encouraged and the site will need to be well served by public transport and considerable investment will need to be made on linking the site to the local and strategic public transport networks.

1.12 The aim is for Gardiners Lane South to become a 'best practice' model for the future development of sustainable urban business locations. It will create a thriving new business location, focused on encouraging business activity whilst embracing current and emerging planning policy.

BASILDON DISTRICT COUNCIL'S SUMMARY OF STATEMENT OF INTENT

- Promote a mixed-use and high quality urban business environment;
- Provide opportunities for a development of a wide range of business units;
- Include a business support centre;
- Provide an environment that is conducive towards innovation, enterprise and sharing of knowledge and skills;
- Incorporate good quality landscaping whilst maximising the use of land within the site;
- Provide an opportunity for residential development;
- Encourage sustainable transport methods; and
- Employ the principles of sustainable development.

- 1.13 Section 4 sets out the regeneration context within which Gardiners Lane South is to be brought forward.

STRATEGIC IMPORTANCE OF GARDINERS LANE SOUTH

- 1.14 Basildon is identified as a major centre for business development and the site is vital in order for Basildon District to meet its employment land allocation requirements under the Replacement County Structure Plan, which was adopted in 2001 (see Section 3). Without the Gardiners Lane South site being developed in a comprehensive manner that will create an environment to encourage employment uses, it is likely that the Council would have to find alternative sites for employment uses elsewhere in the District. As this is the only large development site in the District, any alternative site capable of accommodating such a comprehensive development of this nature would have to be found through the release of land currently allocated within the Green Belt.

THE COMMITMENT

- 1.15 The Basildon District Strategic Development Partnership (BDSDP) was established in April 2002 and is committed to the creation of a flagship business-led development at Gardiners Lane South.
- 1.16 The Basildon District Strategic Development Partnership is supported by the Office of the Deputy Prime Minister and the Government Office for the Eastern Region.
- 1.17 The Partners have endorsed this SPG which secures the joint vision for a sustainable business-led development and provides a means of guiding future development in a cohesive and integrated manner.
- 1.18 The principal objectives of the Basildon District Strategic Development Partnership are to:
- Secure funding for major projects and initiatives that achieve the right balance between investment in Basildon District and the wider objectives of the Partners, and help secure private sector investment;
 - Support the continued economic success of Basildon District, in particular by supporting the regeneration of the District's town centres;

- Protect and enhance the built and natural environment and ensure that new development makes a contribution towards urban regeneration;
- Achieve sustainable forms of development, built to the highest standards of urban design and safety, maximise the use of urban land and meet nationally recognised environmental standards;
- Ensure that quality infrastructure is in place to meet the needs of the District, increase connectivity and improve public transport provision;
- Ensure that local people can benefit from the new investment and have access to first rate services and facilities which will help to tackle issues of social exclusion, health and education deficiencies and deprivation within the District, in particular in areas of greatest need; and
- Promote Basildon District as a good place to invest, live and work.

2. supplementary planning guidance

MEETING SPG CRITERIA

- 2.1 Basildon District Council adopted this document as Supplementary Planning Guidance (SPG) following public consultation.
- 2.2 Planning Policy Guidance Note 12: Development Plans (1999) sets out the framework under which Supplementary Planning Guidance (SPG) should be prepared. It states that SPG does not form part of the Local Plan, but it 'must itself be consistent with national and regional planning guidance, as well as the policies set out in the adopted development plan.'
- 2.3 The purpose of the Supplementary Planning Guidance is to establish the planning principles for the site, which will guide future development. It will be a material planning consideration in determining planning applications, however, and will be used to guide developers. The SPG will provide part a framework to bring about a high quality cohesive development that will be perceived as a carefully considered whole.
- 2.4 PPG12 also requires extensive public consultation on Supplementary Planning Guidance. Extensive public consultation has been undertaken throughout the process.

AIMS OF THE SPG

- 2.5 Due to the complexity of the site and the likelihood that it will be developed over a number of years by a number of developers, it is essential that a comprehensive Supplementary Planning Guidance be established for Gardiners Lane South.
- 2.6 The primary aim of the Supplementary Planning Guidance is to act as a guide and to inform the physical aspects of development on the Gardiners Lane South site, and to set out in broad terms the requirements of developers for the detailed planning of the site. The Supplementary Planning Guidance will be a consideration in determining future planning applications for the site.
- 2.7 The Supplementary Planning Guidance forms part of a series of documents for this proposal, others of which will need to be submitted to support the initial and further planning applications. The other documents are:
- Relocation Statement, based on a Relocation Strategy
 - Environmental Statement
 - Ecology Mitigation and Compensation Strategy
 - Design Code
 - Transportation Strategy
 - Planning Statement

- 2.8 In June 2003, Basildon District Council took a decision to require an Environmental Impact Assessment to be carried out for this development, which will need to be submitted with the outline planning application.
- 2.9 The SPG does not aim to impose rigid guidelines or formulae that must be adhered to, but establishes a set of strategic parameters within which development will take place. Ultimately the SPG aims to:
- Provide supplementary planning guidance for the site in accordance with the existing and emerging Local Plan policies;
 - Establish the overall Vision for Gardiners Lane South;
 - Provide a coherent planning and design concept for future development;
 - Present proposals for Gardiners Lane South in a form that is illustrative, user friendly and informative;
 - Provide a flexible framework that is capable of responding to socio-economic and lifestyle changes and does not have a constraining effect on the viability of development;
 - Guide and inspire developers and their designers in promoting best practice in architecture, urban design, landscape and sustainability;
 - Define the extent, character, content and strategic development form; and
 - Identify the physical characteristics and constraints of the site that will influence the ultimate development form.
- 2.10 It is recognised that development will take a number of years to complete and the SPG set out in this document needs to be flexible enough to respond to socio-economic changes. As such, the Council sees this as part of an on-going design process, where detailed design briefs are prepared for individual development parcels, within the context of the over-arching SPG policy framework.
- 2.11 It is not the purpose of this Supplementary Planning Guidance to set out consequential development that results from the development of the Gardiners Lane South site, in particular the relocation of the existing occupiers.
- 2.12 With regard to the Sports Clubs, the Council acknowledges the importance of the sports clubs to local leisure and recreation provision in Basildon and the requirement under PPG17 to do all that is reasonably possible to ensure that there is no overall loss in playing field provision to new development. As part of the Development Framework, a Relocation Strategy is being prepared. A statement on that Strategy will need to be submitted as part of the initial outline planning permission. The Relocation Strategy and the Statement will set out how the relocation of the clubs can be achieved and help guide the planning processes for the relocation of the clubs.

DOCUMENT STRUCTURE

- 2.13 The following sections of the SPG summarise the background to the development of Gardiners Lane South. Section 3 outlines the strategic and local planning policy context for the development. Section 4 summarises the regeneration context and provides a brief description of the site, including an overview of the relevant planning history.

- 2.14 Further details on the opportunity are contained in Section 5. The Supplementary Planning Guidance Plan for Gardiners Lane South, as set out in this document, has been produced through an intensive Collaborative Design Process. This has involved a considerable amount of joint-working with a range of individuals and organisations, together with general public consultation. Section 6 provides a brief overview of this Collaborative Design Process, together with a summary of the arrangements for consultation on the draft SPG.
- 2.15 Section 7 describes the principal elements of the Supplementary Planning Guidance Plan for Gardiners Lane South and summarises the main objectives and principles which have guided the Principles.
- 2.16 Section 8 sets out the key sustainable development aspirations for Gardiners Lane South. A summary of key implementation issues are set out in Section 9, and Section 10 provides a summary scoping of Green Travel Plan proposals to promote sustainable transport solutions at Gardiners Lane South.
- 2.17 A detailed site appraisal is contained in Appendix A. A summary of the Collaborative Design Process and list of the attendees at the Collaborative Design Workshops are included in Appendix B.

3. planning policy context

NATIONAL PLANNING POLICY

- 3.1 Since the publication of *Planning Policy Guidance Note 3: Housing* in March 2000 and the *Urban White Paper Our Towns and Cities: The Future - Delivering an Urban Renaissance* published in November 2000, national policy has strengthened the focus on maximising the use of urban land and encouraging mixed-use developments. In addition, the Government's *Transport White Paper A New Deal for Transport Better for Everyone* published in 1998 and the revised *Planning Policy Guidance Note 13: Transport* published in March 2001 both highlight the need for significant improvements in integrated transportation systems, encouraging the use of public transport and reducing car parking and the dependency on cars. These can be achieved by the provision of transport infrastructure, more efficient use of car parking as well as direct investment in and subsidies to transport providers.
- 3.2 National policy on urban design has also been reviewed in recent years, with the publication of *By Design* in 2000. English Partnerships also published their *Urban Design Compendium* in 2000. Both of these documents stress the importance of good urban design and urbanism, the need for high quality in building design, streets, public places and materials. A mix of use with common shared facilities and quality landscape are also important.
- 3.3 In 1999 the Government published the *Sustainable Development Strategy* for the UK. This highlights four broad objectives:
- Social progress, which recognizes the needs of everyone;
 - Effective protection of the environment;
 - Prudent use of natural resources; and
 - Maintenance of high and stable levels of economic growth and employment.
- 3.4 The development of Gardiners Lane South aims to meet these national policy objectives.

REGIONAL PLANNING POLICY

- 3.5 *Regional Planning Guidance for the South East (RPG9)* (March 2001) sets out the regional policy context for Essex and Basildon District. The main objectives of RPG9 are to:
- Promote towns as locations for development and making them better places to live;
 - Improve the economy;
 - Improve transportation;
 - Provide sufficient housing;
 - Improve the region's countryside and protect its biodiversity; and
 - Ensure that best use is made of the region's resources.

- 3.6 The RPG states that these key objectives will be achieved by:
- “Promoting urban renaissance and concentrating development in urban areas;
 - Making economical use of land, including recycling previously used land;
 - Integrating land use planning and transportation; and
 - Promoting rural development, which meets local needs.”
- 3.7 New regional planning guidance (RPG14) is being prepared for the East of England region, within which Basildon now falls. RPG14 is scheduled to be published in draft format in early 2004, and will include a sub-regional strategy on South Essex and Thames Gateway.

STRUCTURE PLAN POLICY

- 3.8 The current County Structure Plan is the *Replacement Essex and Southend-on-Sea Structure Plan*, which was adopted in 2001. This Structure Plan covers the period 1996 to 2011 and provides for 7,650 new homes and 87 hectares on new employment land in Basildon District during that period. The Replacement Structure Plan also supports the Thames Gateway and economic growth in Basildon and South Essex.
- 3.9 Gardiners Lane South will make a critical contribution towards employment land supply in Basildon District (Structure Plan policy BIW1). As at September 2001, there was a shortfall in new employment land provision in Basildon of 17 hectares, relative to the Replacement Structure Plan requirement. This shortfall takes account of the contribution made by Gardiners Lane South.
- 3.10 Other specific policies in the Replacement Structure Plan that are relevant to this proposal include:
- Core Strategy Policies CS1, CS3, CS4 and CS5 promote sustainable urban regeneration; encouraging economic success; sustainable development; and sustainable transport, all features of this proposal.
 - Policy NR6 seeks to ensure that protected areas, habitats and species are protected and sites are appropriately managed. This scheme provides for an ecology park and the creation of new habitats, and their long-term management to support the existing and new ecology within it.
 - In addition, policy BE1 encourages the recycling of vacant and underused land in urban areas and the use of higher densities.
 - Policy BE2 encourages mixed-use developments.
 - Policy BE3 protects open space identified for such protection in local plans. Gardiners Lane South is identified in the Basildon District Local Plan as a Comprehensive Development Area, although the local plan policy recognises that some of the open space should be retained, which this proposal does achieve.
 - Policy BE4 aims to protect sports grounds and playing fields from development. It has been long recognised by the Council, in the Local Plan policy relating to the Gardiners Lane South site, that playing fields and sports grounds will need to be relocated from this site. A relocation strategy to achieve this will be prepared.

- Policy H1 identifies a housing need for Basildon District of 7,650 new homes between 1996 and 2011. The housing proposed for this site will make an important contribution towards meeting that target before 2011.
- In addition, the site could incorporate affordable or key worker accommodation (Policy H5).
- Policy H4 promotes mix used developments that include housing and promotes higher density developments for new housing schemes. This scheme proposes an average housing density of 70 dwellings per hectare.
- Policy BIW3 requires the application of a sequential approach to new business development, whereby consideration is first given to town centre sites; then the reuse of previously developed land; re-use of other land in inner urban and suburban areas; and finally planned peripheral development. As set out paragraph 3.13 below, this approach has been applied to this site.
- Policy BIW6 promotes the development of sites and buildings specifically to meet the needs of small businesses, a major component of this scheme.
- Policy EG4 promotes energy conservation in building design. It is proposed that all new buildings on this site will achieve the highest standards of energy conservation.
- On transport issues this proposal is compliant with Structure Plan policies T1, T3, T4, T6 and T12 that relate to sustainable transportation strategies; promoting accessibility; providing for passenger transport; walking and cycling and setting maximum car parking standards.

- 3.11 Essex County Council and Southend on Sea Borough Council published in January 2003 a housing strategy options report entitled *Shaping the Future*. That report included options for additional housing in Basildon District and was a pre-deposit consultation document for a review of the Replacement Structure Plan. In light of the Planning and Compulsory Purchase Bill, it is not clear whether the review of the Structure Plan will take place.

THE LOCAL TRANSPORT PLAN

- 3.12 Essex County Council adopted its Local Transport Plan in 2000. The Plan, which aims to promote more sustainable forms of transport to promote the town's main commercial areas and the link the A127 to Basildon town centre as priorities. To support these initiatives, the County Council is working with Basildon District Council on a study that will examine commuting patterns and help inform sustainable transport planning in the Cranes Corridor. This study will need to take into account the development of the Gardiners Lane South site.

BASILDON DISTRICT LOCAL PLAN 1991-2001

- 3.13 The Gardiners Lane South site was identified for development in the Basildon District Local Plan 1998. In considering the need to allocate employment land in that Local plan, the Council considered that there were no suitable town centre sites that could accommodate large-scale employment uses, such as those proposed for this site. The Council promotes the re-use of previously developed sites in urban areas, and indeed a considerable amount of redevelopment has taken place in recent years. The Gardiners Lane South site offers the opportunity to create a new business centre.

Redevelopment of previously developed land has been taking place on dispersed smaller sites throughout all of the main employment areas. However, they cannot offer the type of new environment, integration of land uses, and new concept for Basildon that this Supplementary Planning Guidance is proposing. This proposal is not planned peripheral development, as it will be fully integrated into the existing urban fabric and transportation network.

- 3.14 The existing Local Plan was Adopted in March 1998. The Plan identified the Gardiners Lane South site as a Comprehensive Development Area under Policy BAS E1. The policy allocated 16.2 hectares (40 acres) as employment land, with 20.2 hectares (50 acres) to be retained as open space and residential land. Under the policy no development could take place until a Design Brief had been prepared to ensure that the site was planned comprehensively.
- 3.15 The Local Plan policy acknowledged the protection of the residential amenity of any residential properties that remained, and placed restrictions on the type of uses that could take place adjoining those dwellings. It also sought the retention of woodland areas and protected trees.
- 3.16 The policy placed restrictions on the timing of any development to ensure that a planning [design] brief was prepared and a traffic impact assessment was submitted.
- 3.17 The reasoned justification to the policy explained that due to the complexity of the site, and the need to ensure that the area be properly planned, a comprehensive approach should be taken. The phasing of the development should be allowed to prejudice the provision of satisfactory infrastructure required to support the development.
- 3.18 The Council also acknowledged in the Local Plan that it proposed to retain some open spaces within the site and that the 'relocation of other sports grounds and sports clubs will be necessary.' One potential site, at land to the north of St Nicholas Church in Laindon, as a site suitable for sports club relocation was identified. The Plan also stated that 'relocating in the Green Belt is an option [although] the Council will apply the Green Belt policies in this Plan and will not allow the construction of large unsympathetic buildings or structures in the Green Belt.'
- 3.19 Whilst it is accepted that the land use split now proposed in this SPG is not fully in accordance with the existing Local Plan policy, the need to comprehensively plan the site, carefully integrate retained land uses and features, plus relocate existing uses remain as vital considerations in the SPG.
- 3.20 Unlike the existing Local Plan policy which promoted the retention of some of the existing pitches, which are in privately owned and managed, the proposals set out in this Guidance promote the creation of public open space within the development, with the relocation of existing playing pitches and clubs to other sites within the District. The relocation of the pitches and clubs will bring into open space use land not previously developed for open space purposes, and in doing so would result in a net gain of open space, private

and public in the District. This would go some way to meeting the deficits in open space provision in the District.

- 3.21 The Gardiners Lane South site was subject of objections at the Deposit stage of the existing Local Plan. These objections were subsequently considered by the Local Plan Local Public Inquiry Inspector, who in his Report issued to the Council in October 1995, recommended 'no modification to the local plan as a result of these objections.'
- 3.22 The Local Plan also includes a policy on Affordable Housing. This policy (BAS S5) was revised in 1999 to take account of Circular 6/98, and requires that for all new development over 25 dwellings, the Council will expect between 15 and 30% of the units to be for affordable housing. In this instance, the overall level of affordable housing will be determined at the outline planning application stage, but the anticipation is that there will be some. There is, however, a pressing need for key worker accommodation in Basildon. This need is likely to increase in future years given expansion plans of public services elsewhere in the District. Priority will, therefore, be given to the inclusion of Key Worker accommodation within the Gardiners Lane South development.

BASILDON DISTRICT LOCAL PLAN 2001-2011

- 3.23 The Council published its Key Issues Report for the new Local Plan in July 2001. The Key Issues Report is not site specific, but instead sets out the broad direction that the new Local Plan should take. It does this by identifying 16 key strategic issues including supporting a prosperous economy, meeting business land use requirements, integrating transport and land use planning and promoting high quality sustainable development. The new Local Plan will need to ensure that there is sufficient land to meet the needs of businesses and meet the County Structure Plan requirements.
- 3.24 The Key Issues Report also promotes mixed-use developments, the use of higher densities, tighter control on car parking numbers, the development of business support and innovation facilities and discourages low-density employment uses.
- 3.25 It is anticipated that the Deposit Draft of the new Local Plan will be published concurrently with the approval of this Supplementary Planning Guidance. The existing policy for Gardiners Lane South will be reviewed in that Plan to reflect the details of this document. This will allow opportunity for public scrutiny of the revised policy for the area. It is unlikely that the Supplementary Planning Guidance will be needed for development control purposes for some time after the adoption of the guidance and the publication and consultation of the revised Local plan policy.
- 3.26 The target date for the Adoption of the new Local Plan is early 2005.

EXISTING SUPPLEMENTARY PLANNING GUIDANCE

- 3.27 A Design Brief that pre-dates the proposals identified in this Supplementary Planning Guidance for Gardiners Lane South was approved in 1994. This is superseded by the adoption of this SPG.

3.28 The Council's Car Parking Standards were adopted in 1998. The Standards therefore pre-date revised PPG13, which was produced in March 2001. This SPG for Gardiners Lane South takes into account the latest guidance in PPG13, including guidance on car parking standards.

3.29 The District Council's Development Control Guidelines for new Residential developments, Shopfronts and Advertisements were adopted as Supplementary Planning Guidance in 1993 and revised in 1997. Although this SPG does contain design guidelines, the Development Control Guidelines may also be taken into consideration in assessing individual development proposals at Gardiners Lane South.

PLANNING HISTORY

3.30 Gardiners Lane South was first earmarked as a Comprehensive Development Area in the Deposit Basildon District Local Plan in 1993. Attempts to promote development on the site through a Design Brief approved in 1994 and subsequent planning applications were not successful. This was largely attributable to the uncertainties about the range of uses acceptable, with the result that the several schemes put forward did not fulfil the Local Plan policy requirements.

3.31 The Council has refused or has not formally determined planning applications for development or partial development of the site. These include:

- Refusal for an extension to the Mayflower Retail Park in 1994;
- An application for residential development south of Gardiners Close in 1998; and
- An application for a DIY retail warehouse between Gardiners Way and the Mayflower Retail Park in 2000.

3.32 The Council resolved to grant planning permission for a comprehensive scheme for the site in 1996. The application made by the Commission for the New Towns was approved subject to a Section 106 agreement and included some 17.7 hectares of employment uses, and 17 hectares of residential and open space either side of Gardiners Close. The application excluded some 2.4 hectares of the site adjacent to the Mayflower Retail Park, which at the time was reserved by the Commission for the New Towns for alternative development, which was not in accordance with the Local plan policies. The alternative proposals have now been superseded by English Partnerships and all of the 90 acres is incorporated into this planning guidance.

3.33 A number of planning permissions have been given for small-scale development on the site, some of which have not been implemented. These include two new dwelling in Gardiners Close and a new sports pavilion for one of the Sports Clubs. All of these permissions pre-date this Supplementary Planning Guidance.

4. regeneration context

REGENERATION CONTEXT

- 4.1 The recent White Paper *A World Class Competition Regime* (July 2001) emphasised that increased competitiveness is beneficial to both business and the wider economy. Strong competition regimes encourage open dynamic markets and through them, innovation and value for money for consumers. It is, however, not the only driver of productivity in an economy, as enterprise, innovation, skills and investment also make significant contributions.
- 4.2 Gardiners Lane South is identified as one of the strategic sites, which the Office for the Deputy Prime Minister (ODPM) wishes to see brought forward to deliver sustainable development and urban regeneration objectives. The ODPM is also keen to bring forward via its regeneration agencies exemplar schemes that promote new ideas for extending best practice through sustainability and quality urban design objectives.
- 4.3 In February 2003, the Government launched its Sustainable Communities Plan, which seeks to create sustainable communities, particularly within growth areas, including Thames Gateway. In that Plan the Government set out the key requirements of a sustainable community, which includes a flourishing local economy; effective participation in the planning process; safe and healthy environment with well designed open spaces; good public transport; buildings that can meet different needs over time; a sense of place, and a good mix of uses and tenures. The Gardiners Lane South proposals meet these criteria.

REGIONAL CONTEXT

- 4.4 At the regional level, EEDA's Regional Economic Strategy, *East of England 2010: Prosperity and Opportunity for All* emphasises the aim to bring the East of England onto the level of a world-class economy. By 2010, EEDA wants the region to be part of the top 20 wealthiest regions in Europe "to bring greater prosperity and opportunity for everyone who lives, works, invests and does business there".
- 4.5 The EEDA vision is for the region to be renowned for "its knowledge base, the creativity and enterprise of its people and the quality of life of all who live and work" there. To achieve this investment in people and infrastructure, investment needs to be stepped up as it is currently lagging behind other regions.
- 4.6 In order to become more competitive and be responsive to market changes, businesses will have to invest in research and development in order to be able to employ people with the skills they require. Key identified sectors, which the East of England is likely to specialise in, include ICT, life sciences, high-technology manufacturing and media and creative industries. All these

sectors will require employees with high-level skills from the science technology and engineering professions.

- 4.7 As the demand for education and training from people of all ages increases, EEDA anticipates that business will become increasingly involved with education and training organisations so that they can jointly contribute to the creation of a highly trained workforce. As part of its own activities, EEDA expects to promote the future creation of a “network of manufacturing centres of excellence, innovation centres, business incubators, science parks, technopoles, universities and other research and development establishments.
- 4.8 Fostering an entrepreneurial culture is a key feature in EEDA’s ‘Moving Forward’ Strategy, in an attempt to strengthen its performance in attracting and creating new businesses to meet the Governments agenda on competitiveness. Emphasis is on creating new high growth start ups, developing supportive infrastructure – including incubator units for knowledge intensive start ups, centres of expertise and access to information via electronic means. EEDA aims to build on existing expertise and facilities to create internationally-recognised enterprise hubs across the region, acting as focal points for attracting inward investment along with providing support and mentoring services and developing better links with education/ research establishments.
- 4.9 These networks will foster entrepreneurial attitudes, making the most of what the region has to offer, but will also create an image of a place where things happen to the outside world. As such, the attractiveness of the region as a place to live, work, invest and do business will be promoted, and in turn lead to further investment.
- 4.10 In order to achieve this, EEDA has set six major themes that will guide it to achieving its vision of prosperity and well-being for the region. Figure 4.1 sets out these themes and EEDA’s strategy on achieving them.

Figure 4.1: The six major themes for economic growth in the East of England

EEDA Themes	EEDA Strategy
Competitive businesses and organisations for a world-class region	Equip the workforce with vocational and generic skills that businesses need to be competitive and respond to market changes
Creativity, innovation and enterprise	Build on existing expertise and facilities to create internationally-recognised and networked enterprise hubs, acting as focal points for attracting investment, advice, support and mentoring services. They will allow for closer links between businesses and higher and further education teaching and research. Enterprise hubs will network with manufacturing centres of excellence, innovation centres, science parks, technopoles, etc
‘Invest in Success’ wherever it is found	Success will continually be backed in the region. “The ability for the East of England to generate and sustain successful businesses is a key message to policy formers and decision-makers worldwide.”

EEDA Themes**EEDA Strategy**

Regeneration plus - supporting our people and our communities

As the region experiences pockets of deprivation in certain areas, competitive businesses are essential in generating much needed confidence, employment and wealth. There is a need to attract new businesses and help the existing ones grow, whilst at the same time diversifying the economy. There is a need for better coordination between the several levels that have to deal with these issues, including business, the public sector and local communities.

A clear identity and an international profile

The region needs to be outward looking to the international world economy, by expanding abroad, learning from Best Practice experience elsewhere, anticipate and influence European policies, build strategic alliances with other regions internationally, attract further investment, promote the region and promote European investment.

Leading-edge infrastructure and high-quality environment

The highest standards of transport infrastructure need to be met to the benefit of business and the quality of the built and natural environment must be protected and enhanced by applying environmental management policies and practices.

ESSEX AND SOUTH ESSEX THAMES GATEWAY

- 4.11 As part of the Government's national priority area for economic regeneration, Thames Gateway provides an opportunity to strengthen the business infrastructure in South Essex and provide new opportunities for business development. Within the Vision for Thames Gateway South Essex, Basildon has been formally identified as the 'Business Hub', where business development will be the highest priority and act as a catalyst for regeneration of the area.
- 4.12 Essex is an innovative county when compared to other areas nationally. Some 2.84% of regional economic output is spent on Research and Development. This is against a national average of 1.26%. Furthermore, Essex is listed as one of the top 10 research counties in the UK, although much of this activity is associated with the Cambridge cluster (*SQW: The Oxford-Cambridge Arc 2001*). Essex also has the third highest rate of service sector productivity in the region at £36,000 per worker in 1999 (*Essex Economic Audit 2000*).
- 4.13 The Essex Innovation Network, part of the Essex Economic Partnership was initiated to ensure first class provision of support services are established and well co-ordinated for promoting entrepreneurship and innovation across the county. Key components of the network include:
- **'Centres of Expertise'** (universities, large companies, R&D centres etc.) will be able to provide advice on technical aspects of projects.
 - A comprehensive range of other specialist **innovation support services** advice on business plans, patenting, raising finance and human resource issues, together with mentoring and other advisory support.
 - For selected projects with exceptional potential corresponding to the sector focus of the various 'innovation hubs', **innovation centre facilities** will be made available on a flexible and cost-effective basis for a pre-defined period of time. Other projects may be offered space in **business incubation centres** where the entry and exit rules are less strict.

- Forging **links at regional and sub-regional level** through the network, aims to stimulate knowledge intensive activities and attract funds to support such activities.
- 4.14 The Network looks to 'create an environment in Essex that makes it one of the best places to develop new ideas. Through its role in promoting innovation, the Essex Innovation Network aspires to make a significant contribution to creating new jobs and wealth and raising quality of life generally in the County'.
- 4.15 The Thames Gateway is an area of socio-economic and physical problems, including high levels of deprivation, skills shortages, large areas of derelict land, weak transport infrastructure and environmental degradation. However, a major advantage of this area is its proximity to Central London, continental Europe and major transport hubs. Its location and the availability of large sites, extensive areas of land with potential for redevelopment and access to a skilled labour supply, means that this sub-region is capable of accommodating substantial sustainable growth.
- 4.16 Thames Gateway South Essex is an extension of the original Thames Gateway sub region area. The Thames Gateway South Essex Partnership aims to ensure:
- an optimum standard of infrastructure, with an emphasis on sustainable transport;
 - the delivery of employment opportunities;
 - the creation of a high quality and sustainable urban and rural environment;
 - improved health and well-being of the population;
 - the promotion of a positive image for the area to stimulate investment and development; and
 - improved skills and employment opportunities across a range of economic sectors.
- 4.17 The importance of business clusters, particularly in the Thames Gateway South Essex, is seen as especially important. Basildon is seen as the business hub for South Essex, with a leading business support centre, and the provision of excellent infrastructure, skills, training and education, and quality business environments and facilities. The development of Gardiners Lane South is a key site in the attainment of this vision.
- 4.18 Economic activity in South Essex has traditionally been concentrated in the manufacturing and light engineering sectors. Small businesses account for over a third of all VAT registrations in Essex and self employment is expected to contribute to 40% of the total employment rise between 1996 and 2011. There are about 62,000 businesses in Essex, 85% of which employ 10 or fewer people (*ONS Annual Business Survey 1999*). It is important to note, however, that 40% of these do not survive beyond three years, which is consistent with the regional picture (*Business Link for Essex Strategic Plan 2002 – 2005*).

BASILDON

- 4.19 The A13 and A127 provide direct links from Basildon to the M25, giving excellent connections to the national road network, and London's airports. Basildon has good links to the east coast seaports of Harwich, Felixstowe

and Tilbury and a direct rail link connects Basildon to Fenchurch Street Station in the City of London.

- 4.20 Opportunities such as Gardiners Lane South and the type of development now sought are rare on the eastern side of London. The site provides an ideal opportunity for addressing some of the economic imbalance in the region. The attraction of the site for a more diverse range of businesses, particularly office based businesses, is an opportunity for companies looking to relocate out of London and reduce out-commuting from Basildon. This must be balanced with the need to ensure that the development itself does not unduly burden the existing and proposed new infrastructure in the area. A managed release of the site for development will aim to achieve this.
- 4.21 Traditionally known as an industrial centre, Basildon is a recognised hub for the motor industry, particularly with regard to research and development relating to Fords who have a centre at Dunton. The economic base within Basildon has diversified considerably in recent years. The financial services sector has strengthened with companies such as First Data Europe and IFDS locating in the area. Many of the major industrial occupiers in the town, including First Data Europe, MSX, York International, Carson, Konica, Waymade, Visteon and BAe Systems Avionics are located along the Cranes Corridor.
- 4.22 The economy is now diversifying and will require a wider range of commercial property types to service growing existing occupiers, “spin out” and new businesses and inward investors.
- 4.23 Basildon is acknowledged as a major economic centre within Essex. The local economy is now diversifying away from its traditional manufacturing and light engineering base, and will require a wider range of commercial property types to service growing existing businesses, 'spin out' and new businesses and investors. The town accounts for over 12% of the GDP for Essex, which is more than any other single town in the County (*Learning and Skills Council: 2002*). Businesses in the town support some 45,000 jobs. Despite this, there are areas of high deprivation within Basildon itself, with unemployment levels in those areas up to 3 times higher than the overall average for the town.
- 4.24 A priority in Basildon District is to achieve regeneration through sport whereby opportunities will be identified to secure better sport and recreation facilities for the local communities. The relocation of the sports clubs from Gardiners Lane South will be an opportunity to assess the contribution that those clubs make to the local communities, and whether the opportunity can be taken to improve their facilities, in particular the playing pitch standards.

EMPLOYMENT GENERATION

- 4.25 The Development Framework for Gardiners Lane South envisages a range of business accommodation, together with other uses, to meet the requirement of businesses across a wide range of sectors and firm sizes. The site is suitable for large users such as regional, national or international companies requiring major facilities, through medium-sized firms to small- and micro-start-up companies. The Framework is intended to provide a range of business premises, allowing firms to grow and develop on the site, rather than being forced to look for premises elsewhere as their requirements change.

- 4.26 The precise nature of the business premises to be developed has not yet been determined, and will be influenced by changing occupational and market requirements. However, up to 7,000 jobs could be accommodated within the completed development.
- 4.27 Importantly, the business support element within the scheme, including the opportunity to provide new and improved training and workplace development facilities for the District, will play a crucial role in raising local skills levels. This will ensure that local people, including those from the most deprived wards in the District, have every opportunity to be employed by the companies who locate to the Gardiners Lane South site.

INNOVATION AND BUSINESS SUPPORT

- 4.28 Fundamental to the concept for Gardiners Lane South is the inclusion of a range of business support facilities. These will serve business users on the site, but will also provide more general services to businesses throughout Basildon and the wider Thames Gateway South Essex area.
- 4.29 These business support facilities will be located within 'The Place' mixed-use core totalling 8-10,000 sq m gross floorspace, and will comprise:
- An Innovation Hub providing serviced office accommodation for innovative micro-and small businesses, together with specialist innovation support services;
 - A Business Enterprise Centre providing managed and general business suites for small businesses, together with a 'one-stop-shop' for general business support services. This facility will be linked to larger 'grow-on' suites elsewhere at Gardiners Lane South for expanding companies requiring larger premises.
- 4.30 In addition to these business-specific facilities, the Supplementary Planning Guidance includes a general-purpose 'Venue' facility of around 2,000 square metres, comprising conference facilities, informal and formal meeting rooms and restaurant, which will act as a central meeting and interaction hub within the development. This facility will be an invaluable resource in fostering networking between businesses located at Gardiners Lane South.
- 4.31 The SPG also incorporates a hotel, with fitness facilities and a range of local shopping, services and leisure facilities such as bars, cafes and restaurants. The majority of these facilities will be located within 'The Place' mixed-use core.
- 4.32 Potentially these proposals represent a concept, which is designed to bring together enterprise, learning and research into one core facility or group of facilities, to promote interaction, innovation and the creation of new business. Fostering support for start-ups, spin-offs and new ventures is a key component of the East of England Regional Economic Strategy. The enterprise/innovation facility has the potential to become a leading innovation and business incubation centre as part of the Essex Innovation Network.

5. the opportunity

A FLAGSHIP PROJECT

- 5.1 The aim is for Gardiners Lane South to become a showcase 'best practice' model for the future development of sustainable urban business locations. It will create a thriving new business location within Basildon, focused on encouraging business activity whilst embracing the demands put on new developments by current and emerging planning policy.
- 5.2 Since sustainable development principles and the emphasis on business innovation have become increasingly important, the need has arisen to bring these concepts together through 'sustainable urban business and innovation areas'. Gardiners Lane South offers the opportunity to approach sustainable principles at their broadest level to address social, economic and environmental objectives.
- 5.3 Whilst predominantly a business location, the proper integration of other uses, notably residential development, will ensure the development is as self-sustaining as possible, whilst remaining realistic in its viability and deliverability.

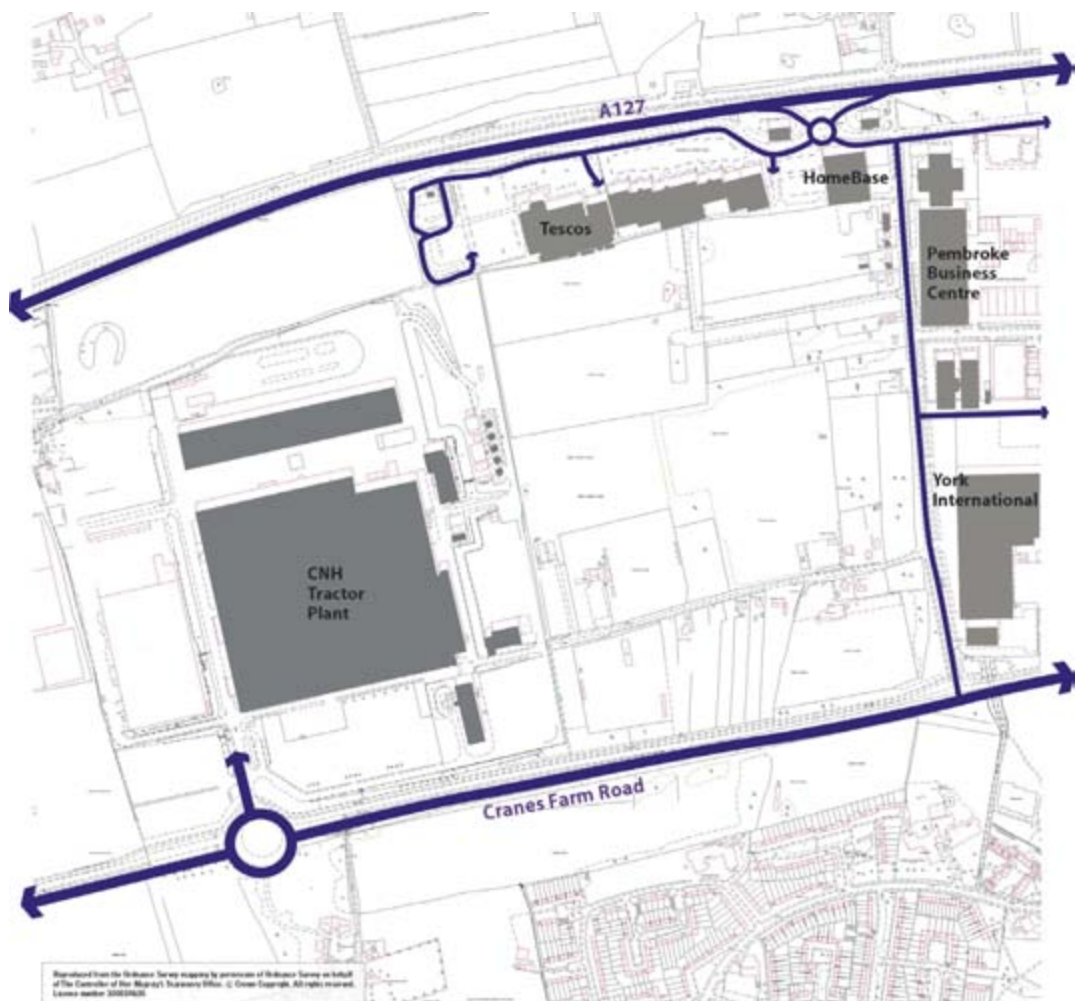
THE SITE

- 5.4 The Gardiners Lane South site is located some 2 miles north of Basildon town centre (see Figure 5.1) in the employment area located on the strategic highway network between the A127 and Cranes Farm Road (A1235). It is the largest remaining development site in this strategically important employment area. The site is bordered by the Mayflower Retail Park to the north, to the east by Gardiners Lane South, to the south by Cranes Farm Road and to the west by the CASE New Holland Tractor Manufacturing & Assembly Plant.
- 5.5 The majority of the site is occupied by playing fields and sports facilities, operated on a leasehold or freehold basis by six sports clubs. There are 14 privately owned residential properties along with a rifle club and areas of woodland, scrubland and hedgerows. The existing vehicular access points are from the east of the site from Gardiners Lane South. Two roads run east-west across the site: Gardiners Way in the north, and Gardiners Close to the south.
- 5.6 In terms of landscape, the central part of the site contains notable oak trees that benefit from Tree Preservation Orders. There is also a landscape buffer, or strip, running along the south eastern and southern portion of the site. The site falls gently from north-to-south and from west-to-east.

Figure 5.1 Location Plan



Figure 5.2 Gardiners Lane South Site Plan



LAND OWNERSHIP

- 5.7 Land comprising Gardiners Lane South was originally acquired by Basildon Development Corporation and transferred to the Commission for New Towns (CNT) when the Corporation was wound up in 1986. English Partnerships (National Regeneration Agency) is now responsible for CNT land.
- 5.8 The site is currently divided into 36 distinct plots totalling 37 hectares (91 acres). English Partnerships (CNT) owns the freehold of the majority of the developable land totalling 21.2 hectares (52.2 acres). The majority of this land is leased to sports and social clubs for various lengths of term. These are:
- Basildon Gun and Rifle Club;
 - Basildon Rugby Football Club;
 - Basildon United Football Club;
 - GEC Avionics Ltd;
 - Fords Social Club; and
 - Culpepper Club.
- 5.9 These clubs not only support their own membership, but they also hire their facilities out to a wide range of other local sports and social clubs, host competition and social events such as wedding receptions.
- 5.10 Some 6.5 hectares (16 acres) are owned freehold by the Caravan Store and the Royal Mail Sports and Social Club. The remainder of the site comprises 14 privately owned residential properties and three small unoccupied plots.
- 5.11 The site has a fragmented pattern of land ownership. The Framework set out in the SPG has been produced in consultation with residential owners and sports club occupiers of the site. For the development to proceed site assembly is required, and further information on this is provided in Section 9.

SITE HISTORY

- 5.12 The Gardiners Lane South site was not identified for development in successive Basildon New Town Master Plans. In those plans it was intended to act as an area of open space within the broad swathe of industrial areas between the A127 and Cranes Farm Road. The site was subsequently laid out for private sports clubs, and some limited residential development was allowed, the last dwelling constructed in the late 1980s.
- 5.13 In September 2001, the Council published a Statement of Intent on how the site could be developed and how a planning framework should be prepared. In March 2002, the Basildon District Strategic Development Partnership (BDSDP) was given the responsibility to work closely with all stakeholders to produce a Development Framework for the site. This Supplementary Planning Guidance forms part of a suite of documents which constitute the Development Framework, as explained in paragraph 1.3.

6. public consultation



INTRODUCTION

- 6.1 The Council is committed to ensuring widespread collaboration and consultation in preparing development proposals for Gardiners Lane South. The Principles set out in this SPG have been established through an intensive Collaborative Design Process. This has involved extensive collaboration and joint working with the BSDSP and the public since July 2002 to ensure that stakeholders are engaged in the development of the proposals.
- 6.2 Appendix B details the process that has been undertaken by the Partnership to inform and respond to the views of interested parties as a fundamental exercise in establishing a robust and widely accepted Development Framework Plan.
- 6.3 Government guidance emphasises the role of public consultation in the formulation of major development proposals, and in the preparation of SPG. Appendix A of PPG1 states that the weight attached to the SPG will be increased where it has been prepared in consultation with the public, particularly those most directly affected.
- 6.4 This Supplementary Planning Guidance has been published following an extensive period of public consultation, details of which are set out below and in Appendix C. A Statement on the Public Consultation has been published separate to this document.

THE COLLABORATIVE DESIGN PROCESS

- 6.5 The Council and the BSDSP led the master planning of the Gardiners Lane South site through a Collaborative Design Process. Following a consultation meeting with residents and the sports club in May, a four-day Workshop was held in July 2002. That workshop produced a broad framework for the site, identifying key issues for which additional work was required.
- 6.6 A further one-day workshop was held October, after which the draft SPG was prepared. During this process, all of the residents and sports clubs were consulted and discussions had taken place on land acquisition and relocation of existing occupiers.
- 6.7 The Partnership produced a newsletter on the project in the Autumn 2002 and the intention is to produce additional newsletters to inform residents in the future.
- 6.8 More details of the Collaborative Design Process are set out in Appendix B.

CONSULTATION ON THE DRAFT SPG

- 6.9 The draft Supplementary Planning Guidance was published for public consultation in March 2003 for an eight week consultation period.
- 6.10 As a consequence of that public consultation, the Council received 60 written representations, including those submitted via the web site. These included just over 200 individual comments. Many comments received were on the principle of development of the site, rather than the specific matters in the draft SPG. The Council, in drafting the final version of the Supplementary Planning Guidance, considered all comments.
- 6.11 A summary of the results of the public consultation are set out in Appendix C of this document and the Council has published a full Statement on the Public Consultation separate to this document.

7. the development principles

INTRODUCTION

- 7.1 This section describes the principal elements of the Supplementary Planning Guidance (SPG) for Gardiners Lane South. It also summarises the strategic development influences that guided the production of the SPG. These influences stem from the development principles agreed through the Collaborative Design Process outlined in Appendix B.
- 7.2 The Development Principles provide the overall physical framework for future development for the area, identifying key parameters, such as mix of land uses, location of principal uses, highway access arrangements, the open space network and broad principles for the treatment of ecology and sustainable building design.
- 7.3 This section is being used as the basis for the preparation of a more detailed design code which should be submitted for approval with the outline planning application.

DEVELOPMENT INFLUENCES

- 7.4 A number of key influences have shaped the form of the final Development Principles for this site:
- The desire to create a mixed-use development, including a substantial new residential community, incorporating key worker housing and affordable housing, rather than a more traditional single-use 'stand alone' business park;
 - The need to create a high-quality business environment which will enhance the image of Basildon as a modern and innovative business location;
 - The commitment of the partner organisations of the Basildon District Strategic Development Partnership to a comprehensive, design-led approach, which incorporates best practice in terms of sustainable design;
 - The aspiration to create an appropriately dense, 'urban' environment, with major open space elements located in discrete areas, rather than a traditional low density business scheme with pockets of open space scattered throughout the development;
 - The opportunity to deal imaginatively with existing environmental conditions including ecology and existing trees through a landscape strategy which adds considerably to the quality and distinctive nature of the development;
 - The need to improve public transport connections to the site and encourage greater use of sustainable forms of transport. Plus, the need to link the development into wider public transport and cycle networks, and the requirement to improve road access, particularly access to the strategic road network; and

- The need to establish a safe and accessible environment of the highest standards of urban design, security, accessibility for all and sustainability.

LAND USE COMPONENTS

- 7.5 Gardiners Lane South provides a rare opportunity for a major business-led mixed-use development in the Basildon area. The Development Principles recognise the importance of the site for future business development. Over 21 hectares (53 acres) of the 37 hectare (90 acre) site are identified for business or business-related development.
- 7.6 However, as mentioned earlier, Gardiners Lane South will not become a purely business area. The Development Principles include a genuine mix of uses to ensure that the business development is complemented by a range of supporting facilities. Business support facilities provide an important focus to the development, and a significant housing element should ensure that the area has a balanced profile, with activity throughout an 18 hour day. The Development Principles incorporate housing on a significant scale to provide a truly mixed character to the area. Around 400 housing units are proposed throughout the area, the majority located in the ‘Living Zone’ to the south of the Gardiners Lane South site.

Figure 7.1: Land Use Components



7.7 Figure 7.1 shows the general distribution of land uses across the site. Within this general land use pattern, there could be a finer grain of uses, with some small-scale uses present within each area. For example, some business or small-scale retail development could be appropriate within the primarily residential development areas to the south of the site.

CHARACTER AREAS

7.8 A number of character areas have been identified within the Gardiners Lane South development. These are shown diagrammatically in Figure 7.2. They are:

- 'The Place', mixed use core;
- 'Enterprise Zone', for larger and medium-sized businesses;
- 'Business Zone' for medium and smaller businesses and a small element of residential development;
- 'Living Zone', with predominantly residential development;
- 'Mixed Business Zone', for longer-term mixed-use development; and
- 'The Common', a major landscaped and semi-natural open area.

Figure 7.2 Future 'Character Areas' at Gardiners Lane South



- 7.9 Each of these areas should have a distinctive character, reflecting the predominant uses and activities in each area. However, each should be developed within the context of the overall Development Principles, to ensure complementary and consistent forms of development that contribute to the overall quality and sense of place of the development. It is expected that Design Codes will be produced as part of the outline planning application for the site.
- 7.10 Small-scale general industry and distribution uses may be permitted providing that they do not create excessive heavy goods vehicle movements or outside storage and disturbance, and are accommodated in premises that are in keeping with the architectural and urban design principles of this development. Shed style development and outside storage will not be permitted.
- 7.11 The possible scale of development at Gardiners Lane South is summarised in Figure 7.3 to provide further details of the character areas as shown in Figure 7.2. The scale of development reflects a range of plot ratios ranging from 40-50% to 90-110%.
- 7.12 The plot ratios across the Gardiners Lane South site reflect the aspiration of the Council to create a reasonably high-density business-led development.
- 7.13 **The table below in Figure 7.3 gives an indication of the level of development that could be accommodated on the site. It does not necessarily reflect the actual development levels.**

Figure 7.3: Development Capacity at Gardiners Lane South

Character Area	Plot Area (ha)	Indicative Floorspace by Land Use (Gross External, m ²)				Indicative Floorspace (GEA)
		Business	Business Support	Residential	Ancillary (hotel/leisure/ services)	
Enterprise Zone	9.9	39,600-49,500				39,600-49,500
Mixed Use Business Zone	4.7	21,200-25,900				21,150-25,900
The Place	2.3	7,300-8,900	9,300-11,400	1,000-1,300	5,200-6,300	22,800-27,800
The Business Zone	5.1	26,000-34,700		3,000-4,000	1,500-2,000	30,600-40,800
The Living Zone	5.2	6,200-8,300		25,000-33,300		31,200-41,600
TOTAL	27.2	100,200-127,200	9,300-11,400	29,000-38,600	6,700-8,400	145,300-185,600

‘The Place’ Mixed-Use Core

- 7.14 ‘The Place’, covering approximately 2.3 hectares, forms the mixed-use ‘heart’ of the Gardiners Lane South development. It is the focal point for a range of central functions that can be used by future occupiers and residents of the site, and those from surrounding areas.
- 7.15 The area is intended to be a vibrant and attractive hub with a high quality design and a range of uses that will attract people to use the area and provide a focus for the development.
- 7.16 ‘The Place’ will help support the new communities on Gardiners Lane South as well as the existing business community, its workers and visitors along the Cranes Corridor.

- 7.17 **'The Place'** is intended to comprise a range of facilities that could include:
- An Innovation Enterprise Centre (IEC) comprising approximately 10,000 sq m made up of:
 - A specialised 'Innovation Hub' providing start-up space for innovative businesses, together with specialised innovation support;
 - An 'Enterprise Centre' providing a 'one-stop-shop' for general business support activities, together with serviced and non-serviced office accommodation for small businesses;
 - A 'Venue' Facility providing small-scale conferencing facilities, meeting rooms, exhibition space, together with a restaurant. The Venue should provide a meeting and 'interaction' place for the use of business occupiers, residents and those from surrounding areas;
 - A hotel, including leisure & fitness facilities;
 - Small-scale shops, bars, cafes and restaurants, together with service facilities such as dry-cleaner, hairdresser and so on;
 - General and 'grow-on' business space for small and medium-sized businesses;
 - Some housing in the form of high density apartments located adjacent to 'The Common'; and
 - Space may be available for the voluntary sector and/or local health care services, such as a GPs clinic, dental clinic, a childcare facility and a pharmacy.
- 7.18 'The Place' could also incorporate an element of multi-storey car parking, to make efficient use of land in meeting car parking requirements.
- 'Enterprise Zone' (Large Business Area)**
- 7.19 The northern part of the site, adjacent to the Mayflower Retail Park, is suitable for medium-size and larger-scale companies. Business occupiers in this location may have a variety of space requirements, and the Development Framework Plan retains flexibility to meet future occupation requirements across the B1 use class, comprising offices, research and development and light industrial uses. Larger business users in this area are expected to require premises of 5,000 m² or more.
- 'Business Zone' (Medium-Sized Business Area)**
- 7.20 Areas to the east and south of 'The Place' are allocated for medium-sized companies, and grow-on space for businesses graduating from the Innovation Hub and Enterprise Centre. The character of this area is predominantly business-related, with a range of office accommodation, together with associated ancillary uses such as light industrial space or small small-scale distribution space. Residential accommodation, comprising mainly apartments, will also be provided adjacent to 'The Common'.
- 7.21 In addition to business uses, this area could accommodate a multi-storey car park to provide parking for commercial occupiers within this area. Multi-storey car parking should allow the development of higher density business accommodation and should help to maintain the 'urban' feel of the 'Business Zone'. This parking could also meet some of the parking requirement associated with neighbouring areas with differing urban form, including development within 'The Place'.

‘Living Zone’ (Predominantly Residential)

- 7.22 The southern parts of Gardiners Lane South are allocated for predominantly residential development, identified as the ‘Living Zone’ in Figure 7.2. The scale of new housing development in this area – around 350 units – should create a significant new community in the area. The residential component should enhance the vitality and viability of the development throughout the day and into the evening. It is likely that the area will include an element of key worker and/or affordable housing at levels yet to be determined.
- 7.23 The area should not be exclusively residential, but should include some small-scale business units, including live-work units, particularly on the main road frontages. The scale of development may also support a limited amount of retail and local service functions.

‘Mixed Business Zone’ (Mixed-Use / Business Area)

- 7.24 The development area to the west of the Gardiners Lane South site is identified as a ‘Mixed Business Zone’ in Figure 7.2 and could accommodate a range of business uses, including some larger users, as well as other uses, including some residential development. Residential accommodation will be sited adjacent to ‘The Common’ to provide an attractive outlook.
- 7.25 Future land uses in this area could include a range of types of business and residential development.

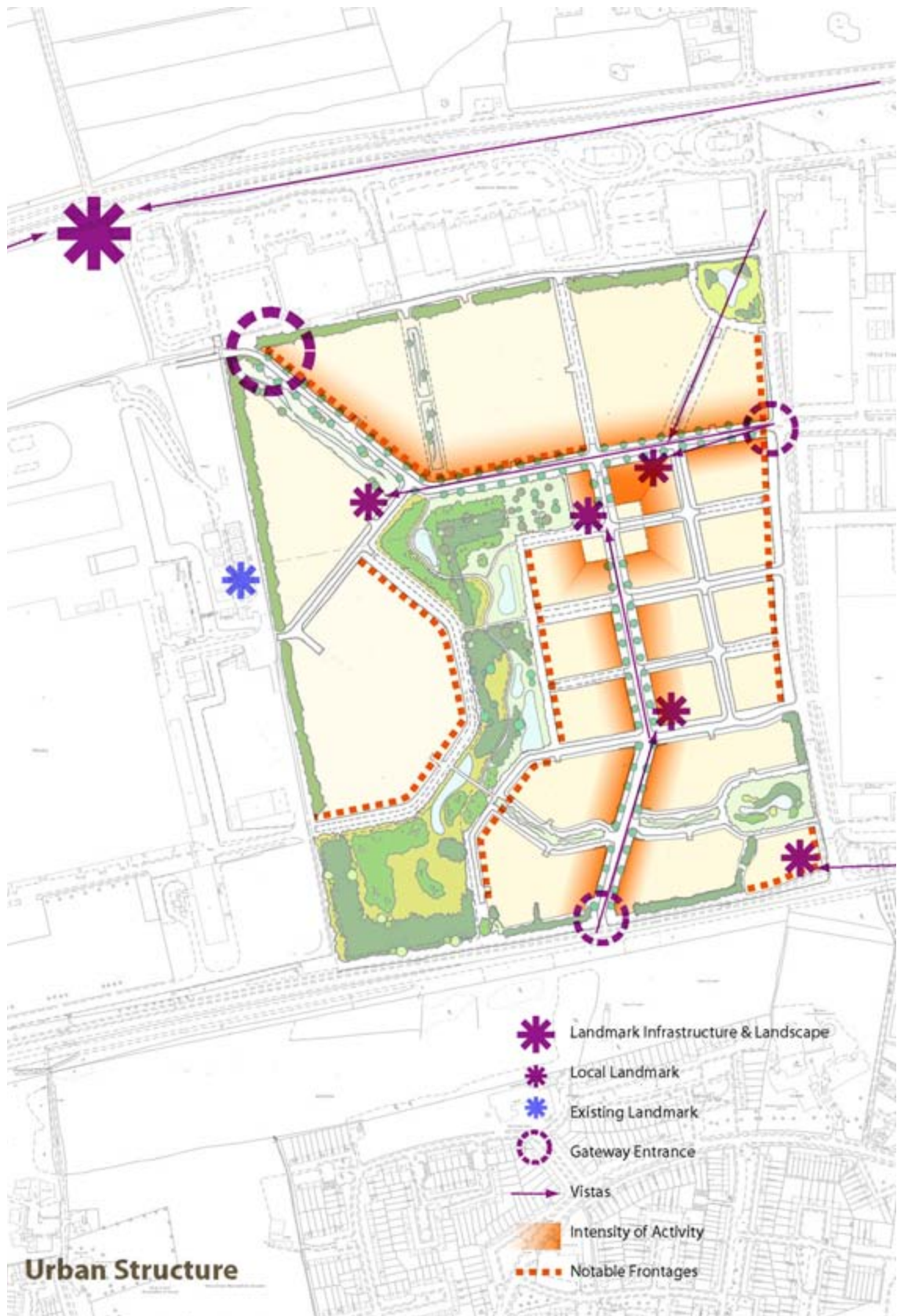
‘The Common’

- 7.26 A large area of open space will be retained within the scheme. This will have three distinctive characteristics. ‘The Common’ could support an element of small-scale formal reception, but this will be assessed against the wildlife needs of the area. On the whole of ‘The Common’ will form an area of informal open space. An area set aside for ecology will be reserved, with appropriate habitats created, in the southwestern part of the site. Linking the spaces together will be wildlife, sustainable drainage and pedestrian corridors.

URBAN FORM & DENSITY

- 7.27 Gardiners Lane South should be developed as a high quality business and residential location, with a distinctive ‘urban’ character, complemented by an attractive landscape setting. The development aims to achieve higher densities and urban street frontages capable of defining this urban character and establishing Gardiners Lane South as a unique business and residential environment within Basildon.
- 7.28 The development aims to achieve the highest standards of safety, security and accessibility. The delineation between land uses must be such so as not to create a split community within the site, whereby residents feel isolated from the commercial areas, in particular the Place.
- 7.29 The form of development, including potential gateways, landmarks, and an indication of areas of principal activity, is shown in Figure 7.4.

Figure 7.4 Urban Structure



Street and Block Structure

- 7.30 The street and block structure of the Development Principles are structured around three main elements:
- Gardiners Way, which provides a major east-west public transport route;
 - The north-south 'High Street' spine; and
 - The north-south landscaped, semi-natural 'Common' to the west.
- 7.31 These elements provide the basic framework for a structure of development blocks, which vary in size across the site to cater for a range of future development and occupier requirements. Generally, the blocks range from large blocks to the north to smaller blocks to the south.
- 7.32 Development blocks to the north of Gardiners Way, and to the east of the 'Common' are large, approximately 2 hectares in size. The grid structure of the development access arrangements for the development parcels, allows future sub-division of these blocks for flexibility.
- 7.33 To the south of Gardiners Way, the street network provides a grid-structure, providing smaller development blocks, each approximately 1 hectare in size. The street structure allows for permeable movement through this area, and the block sizes reflect both the aspiration for mixed use development, and predominance of medium-sized businesses within this area.
- 7.34 To the south, the 'Living Zone' development area comprises a number of irregular blocks formed by the north-south 'High Street' and the major east-west public realm links through this area. The blocks allow for permeable movement through these blocks.

Gateways, Landmarks and Views

- 7.35 For such an important development site, Gardiners Lane South is not highly visible from surrounding areas. The Supplementary Planning Guidance seeks to raise the profile of the site by its quality urban design and place to work and live. This will be achieved whilst ensuring that sensitive environmental factors, and the needs of adjoining properties, are taken into account. This involves the creation of a legible urban form, based on gateways, landmarks and views, but within the overall density and height standards of the development.
- 7.36 The incorporation of gateway features, landmarks, special features, views and focal points within the development should contribute to the sense of place and identity, should provide visual interest, help orientation and reinforce the distribution of functions and spaces.

Gateways

- 7.37 For any development, the treatment of 'gateways' is vitally important in establishing the sense of place and defining the character of the overall development. At Gardiners Lane South, the Principles emphasise a number of key gateway locations, which are shown in Figure 7.4.
- 7.38 Key gateways are:
- The new access into the site from the A127;
 - The public transport access route into the site along Gardiners Way from Gardiners Lane South; and

- The new entrance along the 'High Street' from Cranes Farm Road.

Landmarks

- 7.39 At present the only significant landmark in the area is the water tower close to the boundary of the site within the Case New Holland plant. It is hoped that this can remain as a prominent and well-liked local feature.
- 7.40 Gardiners Lane South could incorporate a number of landmarks, to give the development a greater visibility from the wider area, and to contribute to the sense of place, legibility and character within the scheme. The Principles propose the following landmarks:
- A high-quality visual 'statement' associated with the new junction on the A127. This is important to establish the profile of the development from this important route in the strategic road network. The treatment of the highway junction itself could create a 'landmark feature', such as a dramatic, architectural bridge crossing the A127;
 - Several locations within the development are suitable for the creation of 'landmark' buildings:
 - Locations along Gardiners Way, particularly at 'The Place', could incorporate innovative architectural approaches, including slightly taller buildings with the possibility of architectural features, projections and roof detailing in order to reinforce the central focus of the development;
 - Similarly, major corner plots along the north-south 'High Street' are appropriate as 'landmark' locations where the use of taller buildings or appropriate high-density development that makes good use of these corner plots could be located;
 - The high profile location at the junction of Gardiners Lane South and Cranes Farm Road is suitable for a landmark building to provide a 'signature' at this south-eastern corner of the site.

Views

- 7.41 Views into and out of site, as well as views within the development area, should contribute to the sense of place and legibility of the site and should help navigation around the site.
- 7.42 At present there are very few views into or out of the site. The Development Principles create views by providing new access points and by establishing landmarks. Particularly important views should be created along the streets from the 'gateway' locations, and between 'The Place' and the extreme north-eastern corner of the site at Gardiners Lane South. These vistas are illustrated by arrows in Figure 7.4.
- 7.43 In addition, there will be many secondary views created within the site itself that should enhance the legibility of the urban form. Primary views within the site should be along streets as well as views into and across the landscaped 'Common' area.

Density

- 7.44 Medium and higher density development can help create the critical mass of activity that can support local facilities and viable public transport services.
- 7.45 The majority of medium and higher density development should be between 3 and 5 storeys across the site.
- 7.46 Residential development should be at a high density of around 70 dwellings per hectare, in order to establish an 'urban' feel to the development, to ensure the efficient use of land, and to create a community of sufficient size, which will also support local services.
- 7.47 Figure 7.4 indicates that areas of activity, associated with medium and higher density development, should be highest around the principal streets – Gardiners Way and the north-south 'High Street'. Higher density development along these spine routes, together with active uses at key locations, will ensure that the overall development has a vibrant, urban character. Higher density development is particularly appropriate within, and close to, 'The Place'.

Major Road Frontages

- 7.48 Gardiners Lane South has major highway frontages along Gardiners Lane South and Cranes Farm Road, which provide a 'front door' to the development from the wider area. The Development Framework Plan establishes the general principles for the treatment of these frontages, and further detail is set out below.

Gardiners Lane South

- 7.49 The Development Principles provide for built development along the majority of the Gardiners Lane South frontage, to provide a strong visual statement. The frontage should incorporate high quality commercial buildings which should announce Gardiners Lane South as a significant high quality business environment.
- 7.50 At the southern end of Gardiners Lane South, an open green space is proposed, together with the retention of adjoining trees, to provide a partial 'green edge' to the perimeter of the site.
- 7.51 The corner plot, at the junction of Gardiners Lane South and Cranes Farm Road, is a high profile location. A landmark building of particularly high quality at this point, providing an active built frontage onto both roads, should serve to 'announce' the importance of Gardiners Lane South as a development location.

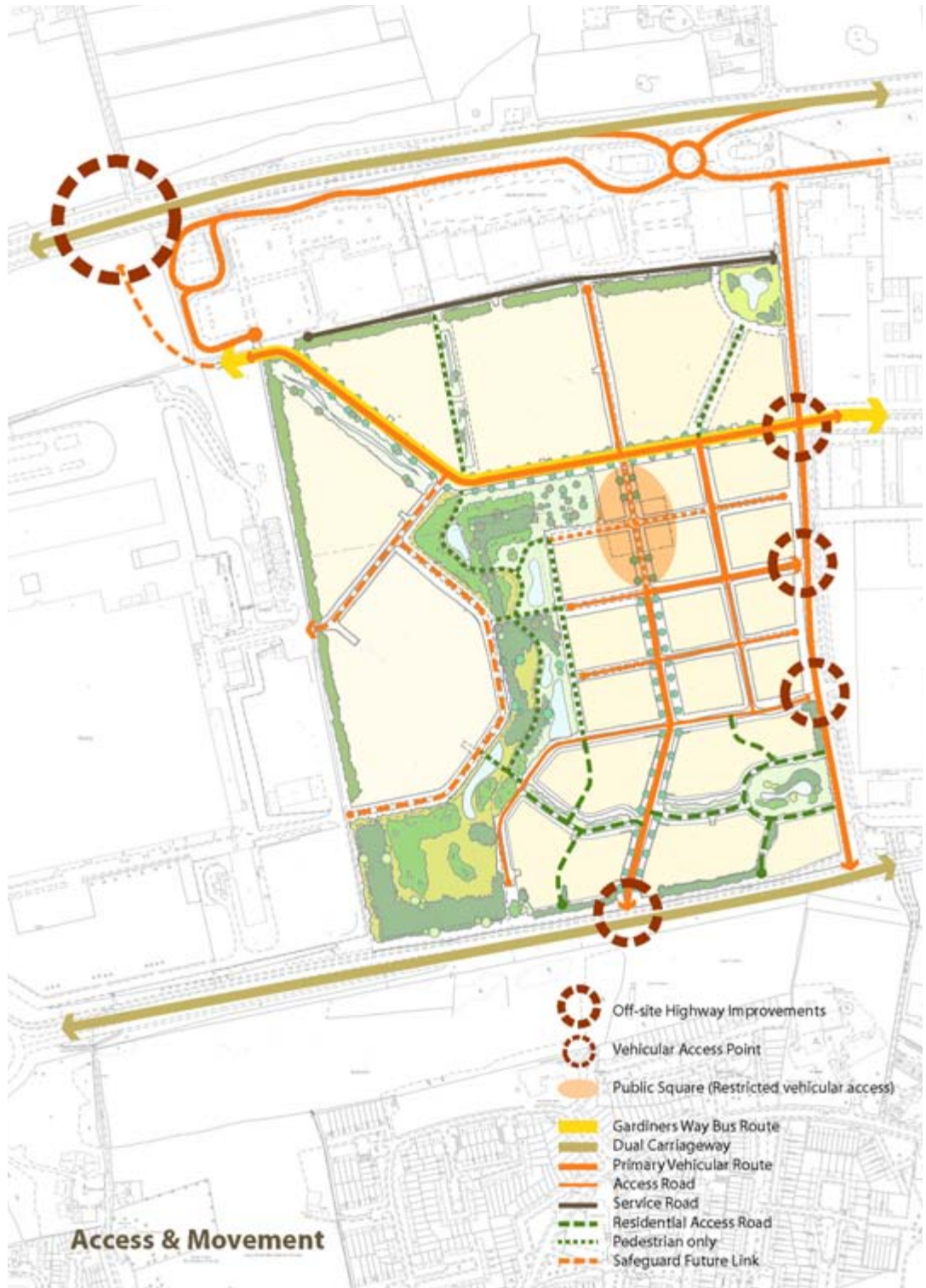
Cranes Farm Road

- 7.52 The southern boundary of Gardiners Lane South, fronting Cranes Farm Road, is characterised by a substantial belt of mature trees, which provide an attractive vista along Cranes Farm Road. The Development Principles retain the great majority of the existing tree belt, to retain a predominantly 'green' and soft southern boundary to the site adjacent to Cranes Farm Road.

PROPOSED ACCESS & MOVEMENT IMPROVEMENTS

7.53 The development of Gardiners Lane South has been guided by the transport opportunities and constraints. The development proposals seek to provide good access from the A127 to ensure excellent access by public transport and convenient access for pedestrians and cyclists. Figure 7.5 shows the overall access and movement elements of the Development Principles. More detail follows on how each of these elements is addressed below.

Figure 7.5 Access and Movement



Access Points

- 7.54 Subject to approvals, following detailed traffic analysis, it is envisaged that vehicular access to Gardiners Lane South should be achieved from a number of new and existing junctions. These are:
- A new highway access serving the Gardiners Lane South site from the A127 to the west of the Tesco superstore;
 - A number of junctions along Gardiners Lane South. Some of these access points should be reserved for pedestrians and cyclists, with vehicular traffic excluded; and
 - A new junction providing vehicular, pedestrian and cycle access from Cranes Farm Road to the south of the site.
- 7.55 The new highway access and new link route to the A127 to the north-west of the site close to the Tesco superstore is a particularly important element of the Development Principles. An 'all-movements' junction in this location should provide direct access from the site to the strategic highway network. The junction will also provide the opportunity to create a safe crossing point over the A127 for pedestrians and cyclists.
- 7.56 Future highway access arrangements, including the new link route providing access to the A127 to the north west of the site, will be designed to minimise the land take from adjoining land owners.
- 7.57 Figure 7.5 depicts the existing access routes to the site as well as the proposed locations for the new access junctions.

Vehicular Movement

- 7.58 The Development Principles establish a permeable grid street system throughout the area. The routing of vehicles and traffic calming measures should reduce the speed at which traffic can move through the site and give pedestrians and cyclists greater priority. A speed limit of 20 mph for the entire development is proposed.
- 7.59 The nature of this development and the road design should discourage the generation and passing through the site of heavy goods vehicles, except for access. The Transport Strategy will need to consider diversionary arrangements.

Pedestrian Movement

- 7.60 Pedestrian routes and footpaths have been considered carefully within the overall urban design of the development. All pedestrian routes should be safe and accessible for all users. Some pedestrianised streets located around the centre of the development are to be designed to reinforce key pedestrian connections and provide a quality open space environment.
- 7.61 In this regard, all pedestrian routes must be well lit and include high quality paving and street furniture. Safe crossing points will be provided both within the site and across Gardiners Lane South, Cranes Farm Road (and through to Fryerns), to the Mayflower Retail Park and across the A127, utilising the new junction bridge. All areas must be fully accessible to everyone, as will all buildings and car parks.

Bus Routes

- 7.62 It is expected that the development will generate a significant number of trips. Ensuring that public transport is an attractive alternative to the private car will necessitate the introduction of new bus routes. These should run on local and strategic routes, including through the Festival Leisure Park, to promote effective public transport access and provide a realistic alternative to the private car. The Development Principles propose a bus route running along Gardiners Way, close to the centre of the development, so that patrons from the site and the adjacent Mayflower Retail Park are within a 5 minute walk of the public transport route. All public transport routes and services will require further detailed examination and will have to gain approval from ECC and BDC and all involved public transport/bus companies.

Traffic Calming

- 7.63 Vehicular routing through the site should be designed to discourage 'rat-running'. The introduction of on-street parking, the location of buildings closer to the street edge and the promotion of pedestrian and cycle priority should help to dictate the speeds at which vehicles travel. In addition, speed cushions and/or raised squares can be introduced to provide horizontal and vertical deflections to reduce vehicle speeds.

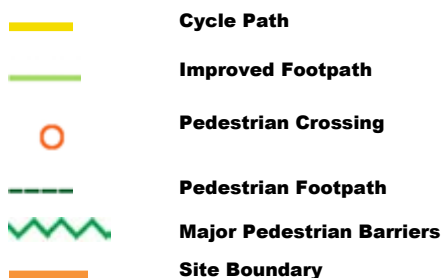
Parking Strategy

- 7.64 To meet sustainable development principles and to avoid adding to traffic congestion within the site or on the surrounding roads, the scheme should aspire to achieving an optimum level of car parking appropriate to a mixed-use scheme of this type. Accordingly, the scheme could include communal car parking on decked or multi-storey car parks. On-street car parking is also proposed in some areas, with larger areas of surface car parking located in courtyards behind buildings, or with some car parking in basements. This would help support the greater use of sustainable forms of travel and support the viability of bus services, whilst maximising the use of land for development and open space and the supporting the efficient management of car parking.
- 7.65 All car parks should aim for Secured Car Parks Accreditation and they should include at least 8% disabled spaces and provide motorcycle parking areas.
- 7.66 This will be further examined to make sure that the correct balance of vehicular car parking is achieved across the site. Car parking levels associated with individual development proposals will need to be agreed with the Council and highway authority as part of the planning applications.

Cycle Routes

- 7.67 Currently there are a number of cycle routes running in close proximity to the Gardiners Lane South site, as shown in Appendix A. New cycle routes through the development area should link directly with improvements to existing routes, as shown in Figure 7.6 overleaf. As well as designated cycle routes throughout the open space network, the permeable layout of the site should provide the cyclists with multiple route and access options. Safe and secure cycle parking facilities should be provided on each plot and particularly within 'The Place'.

Figure 7.6 Pedestrian and Cycle Improvements

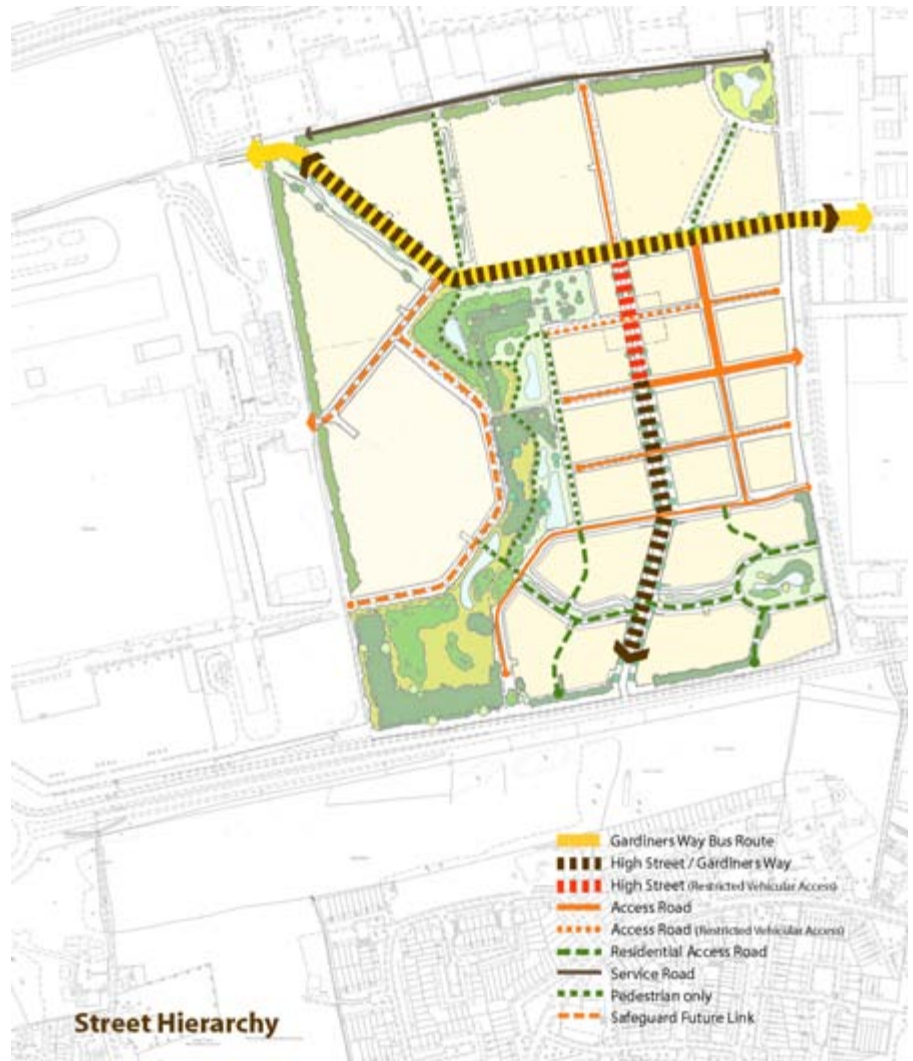


STREET HIERARCHY

- 7.68 The Development Principles are structured around three main elements:
- An east-west public transport link along Gardiners Way, linking Paycock Road in the east with an access road between the Case New Holland plant and the Visteon development;
 - A north-south 'High Street' spine, connecting a new site access from Cranes Farm Road, through 'The Place', to intersect with the east-west Gardiners Way route; and
 - A major open landscaped 'Common' oriented north-south, to the west of the High Street spine.

7.69 Figure 7.7 shows these three key elements, and also shows the anticipated hierarchy of streets throughout the development area. The strong north-south and east-west orientation of the primary streets will encourage legibility throughout the site.

Figure 7.7 Street Hierarchy



7.70 Each of the streets should have a differing treatment, reflecting its unique role and character.

7.71 The hierarchy of roads and streets identified across the site should result in a variety of street designs being incorporated within the development. The design and treatment of individual streets, including carriageway and footway widths, should reflect the character and role of each route. In all cases footways should be of sufficient width to create a pleasant pedestrian environment. Where on-street cycleways are provided, these should be of sufficient width to create a safe and attractive environment for cyclists.

Primary Streets

- The key east-west route of Gardiners Way, which is primarily a bus route, but which may also provide some site access; and
- The main north-south spine, which should include a pedestrianised 'High Street' within 'The Place' mixed-use core.

Local Access Streets

- Local access roads to serve individual development parcels. These provide a dense grid structure adjacent to Gardiners Lane South in the 'Business Zone', ensuring permeability and creating grid blocks of suitable size to accommodate medium-sized business premises; and
- A dedicated route at the extreme northern edge of the site, adjacent to the Mayflower Retail Park, to provide servicing access to the major development areas to the north, within the 'Enterprise Zone'. This route should allow access from either end, but should not be continuous along its length, to prevent the possibility of 'rat-running' by general traffic.

Residential Access Roads

- Residential access roads, to serve the main 'Living Zone' predominantly residential development areas to the south.

Pedestrian & Cycle Links

- Routes restricted to pedestrian and cycle users, including routes through the landscaped 'Common' and some street frontages facing onto this open area; and
- In addition, other streets throughout the area should include footways and cycle lanes to ensure a pleasant and safe environment for pedestrians and cyclists throughout the area.

OPEN SPACE & LANDSCAPE STRATEGY

Open Space Framework

- 7.72 The existing environment on the site has provided the basis for the open space and landscape strategy on the site. Key environmental features existing on the site, such as groups of trees, have been accommodated within the Principles. The open space network is one of the main components to characterise Gardiners Lane South and provides an expansive and attractive recreational environment for those living and working on the site as well as an area to preserve the wildlife currently existing on the site.
- 7.73 Careful and sensitive treatment of green spaces and the public realm is fundamental to the quality of the development, and will contribute greatly to the attractiveness of the area. Great care has been taken to ensure that the 'green grid' provides linkages throughout the whole site. The 'Common' provides a centrally located and attractive focus around which development has been sited to benefit both users and ecology.
- 7.74 Care should be taken in the removal of any trees, shrubs and hedgerows to ensure that they are not removed during breeding seasons, in particular for birds.
- 7.75 The Council will have regard to its Tree Fund Policy, and may seek recompense for any trees lost on the site, by new planting in suitable locations elsewhere.
- 7.76 The open spaces and links within the 'Green Grid' should be sensitively designed so that they combine a number of roles, including:
- Landscape setting for new development;

- Ecological habitats for a wide range of species and movement corridors linking Gardiners Lane South with habitats and foraging areas beyond the site;
- Visual and informal recreational amenity spaces for workers and residents in the area;
- Location of pedestrian and cycle routes; and
- Location of the Sustainable Urban Drainage Systems (SUDS).

7.77 The SUDS and Ecology framework is set out in Figure 7.8 on page 48.

7.78 The Development Principles establish a 'Green Grid' network throughout the site, which provides an important structuring element within the Development Framework along which infrastructure has been guided. This network should be closely linked with open spaces beyond the boundaries of the site to ensure possible open space routes and corridors.

Landscape setting

7.79 Gardiners Lane South should be a predominantly 'urban' development in character, with development at reasonably high densities. However, it is important that this density of development is complemented by the retention of major open areas, to provide a quality landscape setting.

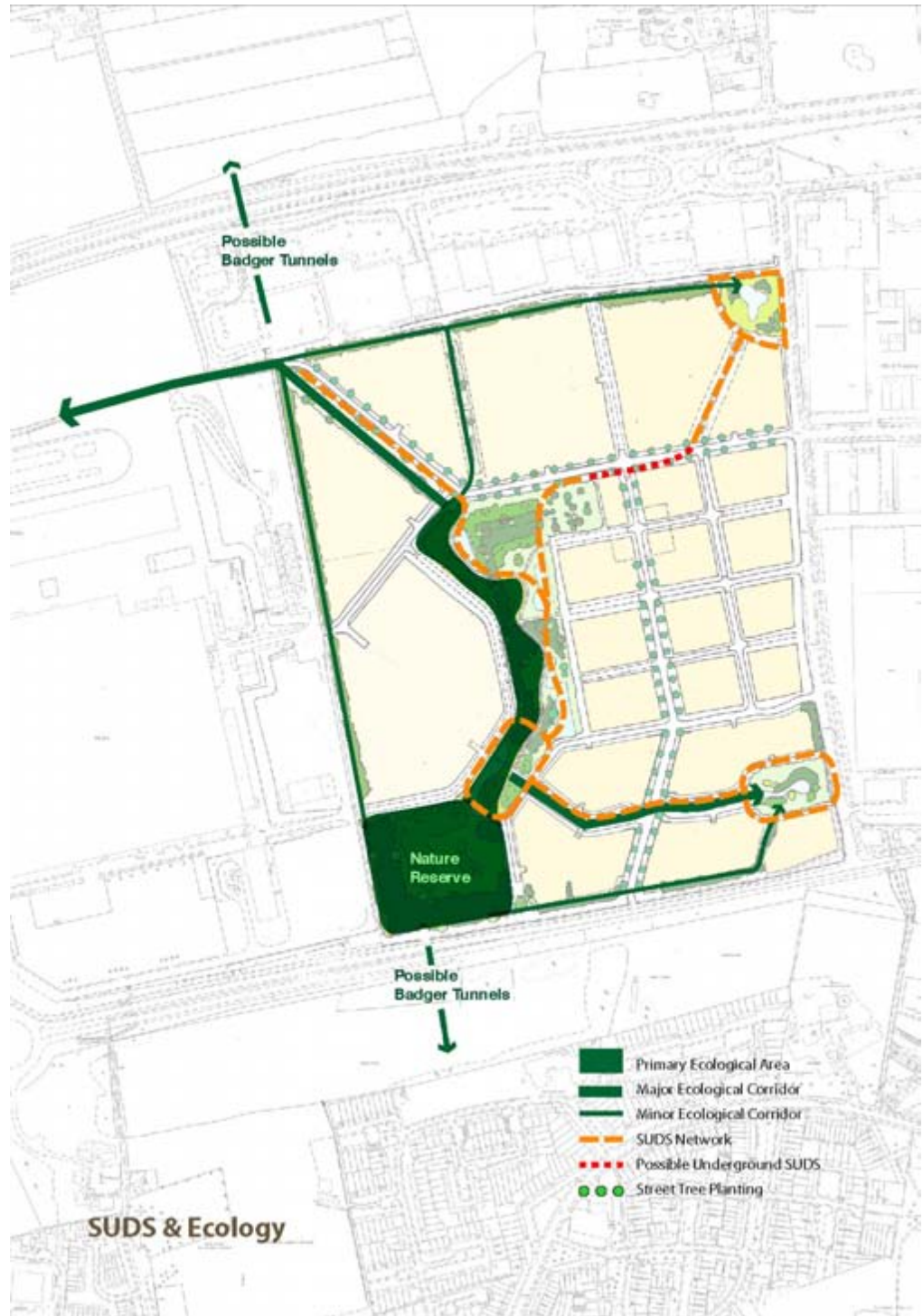
7.80 The Development Principles incorporate several major green open spaces within the 'Green Grid'. These are shown in Figure 7.8 on page 48 and comprise:

- 'The Common': a central landscaped and semi-natural green area of approximately 5 hectares, extending from Cranes Farm Road in the south to Gardiners Way in the north; and
- Two green spaces of approximately 0.5 hectares adjacent to Gardiners Lane South, one in the south and one at the north-eastern corner of the site.

Trees

7.81 A number of stands of trees are present at Gardiners Lane South, some of which are protected through Tree Preservation Orders (TPOs). The Principles retains the majority of the significant protected trees within the main north-south 'Common' area. The Framework also retains the majority of the mature trees along the Cranes Farm Road frontage. The decision to retain an area of semi-mature trees, subject to TPOs, adjacent to Gardiners Lane South will be made at planning application stage. The majority of trees in this area have limited significant landscape, amenity or ecological value.

Figure 7.8 SUDS and Ecology



Ecology

7.82 Development at Gardiners Lane South should not be at the expense of the site’s significant ecological interest. A comprehensive mitigation and compensation strategy is being developed to ensure that the requirements of existing species, including protected species, are taken into account as fully as possible.

- 7.83 The mitigation and compensation strategy will be based on surveys carried out to date, and those still outstanding, as not all surveys have yet been completed. An analysis of the strategy will be incorporated into the Environmental Impact Assessment process.

Ecology Mitigation Strategy

- 7.84 The integrated zoning of the development and phasing over a number of years or more provides the opportunity to carry out comprehensive mitigation and habitat enhancement works at an early stage.
- 7.85 The mitigation strategy for key species groups should follow the principles of best practice, published guidelines, where available, and subject to English Nature's prior approval including:
- Design Manual for Roads and Bridges (various);
 - English Nature. *Great crested newt mitigation guidelines; 2001*. English Nature;
 - HGBI 2: *Evaluating Local Mitigation/Translocation Programmes: Maintaining Best Practice and Lawful Standards*. HGBI Advisory Notes for Amphibian and Reptile Groups; and
 - Gent, T. & Gibson, S. eds *Herpetofauna Workers' Manual*. 1998 JNCC.

Ecology Off-Site Compensation

- 7.86 Habitat creation and enhancement at a regional level based on identification of suitable receptor site(s) where long term viable populations of notable and protected species can be secured. Following identification of potential receptor sites, detailed surveys will be carried out including habitat assessment, confirmation of the presence/absence of target species and estimated population sizes.
- 7.87 On the basis of these results habitat enhancement and management will be carried out prior to undertaking any translocation work. Additional compensation opportunities for the establishment of new woodlands, hedgerows and orchards will be identified.

Ecological Treatment on Site

- 7.88 The proposed development of the site is expected to result in the loss of areas of improved and species poor grassland, hedgerows, scrub and secondary woodland. The loss of this habitat could impact on a number of important and protected species.
- 7.89 The Development Principles for Gardiners Lane South incorporate a number of features to preserve species diversity on the site. In particular, the Green Grid network performs a number of important ecological functions. The structure and design of the Green Grid will ensure that ecological habitats are provided to cater for a number of important species, and that movement corridors are provided to link the site to habitats in the wider area.
- 7.90 The Green Grid comprises a series of open spaces and links within the site, together with possible connections to areas beyond the site boundary. The Green Grid is shown in Figure 7.8 on page 48. Habitat retention, creation and enhancement are aimed at retaining and supporting viable populations of notable and protected species on site.

- 7.91 The principal elements are:
- The 'Common' area will include a range of potential habitats including woodland, grassland and meadows and ponds associated with the SUDS. It should incorporate where possible the retention of existing central scrub woodland, hedgerow and associated grass margins (including reptiles and location for *Dorycera graminum*);
 - Retention of the existing habitats within the Rifle Club area adjacent to Cranes Farm Road, including reptile populations, lichen interest and badger setts;
 - Habitat enhancement works including the provision of reptile refugia and hibernacula, native shrub planting and the establishment of umbelliferae rich grass margins;
 - Possible tunnel under Cranes Farm Road, for animals including badgers and amphibians to access open spaces and woodland to the south of the road;
 - An east-west public realm and ecological route linking the central 'Common' to the open space at the southern end of Gardiners Lane South, through the 'Residential Zone';
 - An ecological corridor linking the 'Common' to the areas beyond the site to the north-west. This would include links to the Visteon site and possible tunnels under the A127 to the north;
 - An ecological corridor running northwards from the 'Common' to the northern boundary of the site, linking to:
 - A generous landscape strip and ecological corridor along the northern boundary of the site, linking to the open space and SUDS pond, in the north-eastern corner of the site; and
 - A modest landscape strip and ecological corridor along the western boundary of the site, adjacent to the Case New Holland plant.
- 7.92 Clearly, different components of the Green Grid should provide a range of habitats and perform different roles as movement corridors for different species. These factors will be taken into account in the detailed design of each element of the Green Grid. In addition to the physical design proposals, the Partnership is committed to the long term management of the green network to secure its value for ecology.
- Sustainable Urban Drainage System (SUDS)**
- 7.93 Development at Gardiners Lane South should incorporate a Sustainable Urban Drainage System (SUDS). This will control surface water run-off, making use of the natural topography of the site, to retain run-off on site as fully as possible. The design of drainage swales and ponds associated with the SUDS will be an integral element in the open space network. As well as providing a visual amenity, the swales and ponds associated with the SUDS have considerable potential as habitats for a range of species of fauna and flora.

- 7.94 The SUDS should incorporate a series of swales and retention ponds, shown in Figure 7.8 on page 48. Major retention ponds should be sited in the following general locations:
- At the north-eastern corner of the Gardiners Lane South site, adjacent to Gardiners Lane South (water storage capacity approximately 1,300 m³);
 - Close to the south eastern corner of the site, adjacent to Gardiners Lane South (water storage capacity approximately 1,000 m³); and
 - Within the 'Common' close to the ecological reserve (water storage capacity approximately 1,900 m³).
- 7.95 Additional water storage capacity of around 1,500 m³ could be provided within wetland features within the 'Common' and in soft- and hard-landscaped swales throughout the development area.
- 7.96 Further work on the landscape and ecological strategies for the development will need to be undertaken, however, the Green Grid provides a framework within which the detailed design and management of open spaces and ecology can be formulated. Design guidelines will need to seek to ensure an appropriate balance between the various functions and roles of the open space network at Gardiners Lane South.

UTILITIES & SERVICES

- 7.97 Information on existing utilities and service connections in the vicinity of the site is included in Appendix A.

Foul Water

- 7.98 Anglian Water has indicated that the foul water flows from the proposed development can be accommodated within the existing infrastructure. However, flow will need to be split and specific connection points will need to be agreed in due course.

Potable Water

- 7.99 Essex & Suffolk Water have confirmed that there are no anticipated problems servicing the development via the existing mains situated on the southern and eastern boundaries. Minimum mains pressure at the higher ground on the site is expected to be around 2 bar.

Electricity

- 7.100 The electricity supplier 24 Seven have indicated that existing infrastructure can provide the site with an estimated 2 MVA of generator rated power. Estimations suggest that the site may require (in the maximum) around 23 MVA. The design and implementation of a new electrical infrastructure grid system will be required as development proceeds.

Gas

- 7.101 The gas supplier Transco indicate that the development can be served from the north, east and west of the site. It is expected that major works may be necessary to meet demand requirements.

Telecommunications

- 7.102 Telecommunication infrastructure operated by British Telecom and Telewest is located around the vicinity of the site and could serve the site once development begins. Careful consideration should be given to the provision of any telecommunications masts within the development, in accordance with the policy of the Council. These should be erected away from residential dwellings and integrated into the overall design.
- 7.103 The provision of broadband telecommunications to the site and connections through that to the national and worldwide networks will be sought.
- 7.104 The Council will seek to ensure that adequate underground ducting is provided for all public utility services when the initial infrastructure is laid out and that there is spare capacity in that ducting to meet foreseen increases in demand. This is to avoid unnecessary relaying of ducting once the roads have been constructed.

8. sustainable design & management

INTRODUCTION

- 8.1 Sustainable development principles have been applied at a strategic level in the Principles for Gardiners Lane South and are described in Section 7 above. This section further outlines these principles and the sustainability measures which were identified for consideration during the Collaborative Design Process. In this context, environmental standards are then defined for application to individual projects.

SUSTAINABILITY ASPIRATIONS

- 8.2 Sustainability is concerned with the optimum use of the major resources which are:
- Land
 - Energy
 - Water
 - Materials
 - Bio-Diversity
 - Finance
 - Human
- 8.3 The objective for Gardiners Lane South is to make efficient use of scarce resources and to get more from less. For each of these resources the following aspirations were identified during the Collaborative Design process.

Efficient Use of Land

- 8.4 Development at a reasonable density makes efficient use of land and supports the viability of public transport services and local facilities. Development at Gardiners Lane South makes efficient use of land by:
- Promoting business development at plot ratios of 45% to 100%;
 - Promoting residential development of around 70 dwellings per hectare;
 - Incorporating some communal multi-storey car parking to limit the amount of surface-level parking required; and
 - Careful design of open spaces to maximise opportunities for habitat creation, amenity space and recreational value within a limited area.

Energy

- 8.5 Fossil Fuel energy demand and emissions from energy supplies are being targeted by the Government in order to reduce the emission of harmful gases and reduce global warming. Good design would be reduced by at least 30% compared to normal design. This could be achieved by a number of innovative design solutions which could include:

- Energy reduction specification for construction that is below current building regulations requirements;
- A proportion of the buildings to produce no CO² greenhouse gas (zero net CO²). This can be achieved by using the ground and aquifers as heat sources for electric heat pumps driven by green electricity;
- Renewable sources of energy to be included within development proposals. This could be achieved by using Photo-voltaic panels to convert sunlight into electricity on high specification buildings; constructing a 1-2 Megawatt wind turbine as part of the development proposals; incorporation of solar hot water heaters within buildings; A significant proportion of new housing to south-facing \pm 40 degrees; possible use of a Combined Heat and Power generating facility, supplying heat and electricity through a private wire, owned by a management company; a proportion of electrical energy supplied to site to come from “green” energy from renewable energy sources’; and
- Target modal split of trips to be by walking, cycling or public transport, to be monitored and managed through Green Travel Plan measures.

Water

- 8.6 Efficiency in the use of water reduction reduces water bills, and reduces the need for expensive infrastructure, including reservoirs. Gardiners Lane South could become an exemplar in water consumption, with use significantly lower than a comparable ‘typical’ development. The Council will seek to highest standards in water conservation in all areas of development. This could be achieved by:
- Rainwater harvesting from roofs and into water butts or cisterns, and using the collected water for flushing and sprinkler systems (subject to the regulatory standards for fire sprinkler systems); and
 - Water reduction measures such low flush WCs, showers and low water use taps.
- 8.7 The use of Sustainable Urban Drainage to reduce water run-off and allow further water collection for landscape management and WCs will be utilised within the development to reduce water consumption.

Bio-Diversity

- 8.8 Protection of local biodiversity helps to preserve attractive environments, adds to the enjoyment of occupants and in the longer term helps to preserve the global ecosystem. Where possible species loss should be minimised and current populations catered for. Proposals in relation to bio-diversity are summarised in Section 7 above.

Materials

- 8.9 The manufacture of building materials, and their transport, construction and deconstruction can require large energy input, up to 10 to 20 times the annual fuel use. It can also create noise and air pollution during construction, and further disposal difficulties during use. The effects can be minimised by:
- Selecting low embodied energy of materials;
 - Using local materials where possible;
 - Using recycling skips during construction; and

- Building in recycling facilities for organic and other wastes.

Human

8.10 Increased human well being and productivity is an essential aspiration for the Gardiners Lane South development. These can be enhanced by:

- High accessibility, with good road and public transport links, and cycle paths;
- Everyone within 500 metres from public transport route;
- Promoting business innovation and promoting links to educational establishments to reinforce the high skill base in the area;
- Design to create a safe, secure and welcoming environment;
- Easy access to green open spaces;
- Stakeholding through community involvement in decision making and operation;
- Provision of local facilities and amenities to minimise the need to travel;
- On site affordable housing; and
- Possible community owned energy utility, supplying low cost power.

Waste Management

8.11 The development should seek to manage its own waste through the provision of appropriately located waste recycling points; the creation of waste recycling facilities within each building including the residential blocks; and, maximising the use of recycled materials in the construction of the development and in maintenance procurement, such as compost. All waste recycling and collection points must be accessible by the Council or waste collection company vehicles, whilst at the same time being discreetly located to minimise their visual impact.

ENVIRONMENTAL ASSESSMENT

8.12 The Council desires high quality, sustainable developments in support of government policies on the environment and construction. This involves assessment and validation by certificate of a prescribed performance for each project using the Building Research Establishment Environmental Assessment Method (known as BREEAM) and, for residential developments, the National Home Energy Rating scheme (known as the NHER) developed by the National Energy Foundation (NEF).

Notes:

1. *The BREEAM scheme for residential developments is known as EcoHomes.*
2. *The NHER assessment is consistent with SAP model (for Building Regulations) and will contribute directly to the EcoHomes assessment.*

ENVIRONMENTAL STANDARDS

- 8.13 Developments wherever possible will be required to achieve the following standards:

Building Type	Rating Scheme	Standard
Residential	EcoHomes (2002) NHER	Excellent 10.0
Offices	BREEAM for Offices (2002)	Excellent
Industrial	BREEAM 5/93	Excellent
Retail	BREEAM 2/91	Excellent

- 8.14 The following arrangements should be noted with regard to the application of the standards:

- BREEAM and NHER Certificates for the defined standards will be required for the design stage, to accompany project approval, and for post construction review, prior to transfer of the freehold.
- It is advisable to engage with assessors and/or specialist advisers at an early stage in the project to achieve the standards most effectively and economically.
- Mixed use buildings and others not currently covered by current assessment schemes (e.g. schools, community facilities) will be subject to environmental briefs prepared by BRE for English Partnerships.

SUSTAINABLE URBAN DRAINAGE (SUDS)

- 8.15 SUDS will be implemented across the site as part of the advanced infrastructure works with the objective of ensuring that flood risk is not increased as a result of the development. The initial phases, in advance of development, will be implemented by English Partnerships and developers will extend the scheme within their own sites in accordance with detailed designs supplied with the development briefs. Developers will require to lay porous paving and manage rainwater disposal within plots and manage outfalls to the SUDS system in accordance with the guidelines.

9. implementation

EXISTING USES

- 9.1 As noted in paragraph 5.8, the majority of the freehold of the site is owned by the Commission for New Towns (CNT) trading as English Partnerships (EP). The site is occupied by a number of sports and social clubs, fourteen residential properties and some small privately held plots of land.
- 9.2 The Gardiners Lane South site is allocated as a Comprehensive Development Area in the Basildon District Local Plan Local Plan 1881 –2001 under Policy BAS E1. The comprehensive nature of development on this site is important for proper planning of the area. In order to carry out comprehensive development the existing uses on the site will need to be acquired and relocated if they so require.

RELOCATION OF EXISTING SPORTS USERS

- 9.3 In the context of PPG17, the District Council will seek to ensure that adequate provision can be made elsewhere through the emerging Local Plan to compensate for the loss of playing fields from Gardiners Lane South.
- 9.4 Relocation sites will be examined in the context of the planning policies applicable to those sites and any other relevant considerations, in particular ecology and the accessibility of the site.

ACQUISITION

- 9.5 In order to secure the entire site for comprehensive development, the District Council wishes to promote and facilitate negotiations to acquire, by private treaty, the interests in the site. The District Council recognises that, ultimately, compulsory purchase powers by one of the other partners in the Basildon District Strategic Development Partnership may be required to acquire the interests.

PHASING

- 9.6 The Council recognises that development will be carried out in phases. By the means of a Section 106 Agreement, the Council will ensure that phasing of the development does not prejudice the provision of infrastructure designed to service the entire site, and that, in order to retain the main focus of the scheme on providing business floorspace, development of the residential element shall be linked to development of land identified in the SPG for business purposes, including the 'Innovation Hub' and 'Enterprise Centre'.

NEXT STEPS

- 9.7 The principal landowner working in collaboration with the BDSDP will undertake the following steps in taking this development opportunity forward:
- The preparation of an outline planning application for the whole site. This will be supported by a Design Code. This code could be adopted by the Council for development control purposes; and
 - The preparation of an Environmental Statement to accompany the outline planning application to assess the potential impact of the development.
- 9.8 The Environmental Scoping Study will be used by the Council to identify what impacts should be measured in the Environmental Statement. It is envisaged that a Scoping Study for the Environmental Assessment will include:
- The need for an environmental assessment;
 - Description of the existing site;
 - The nature of the development;
 - An assessment of the cumulative impacts relating to
 - Transport;
 - Air Quality;
 - Noise and vibration;
 - Landscape and visual impact;
 - Cultural heritage and archaeology;
 - Ecology and nature conservation;
 - Water quality and resources;
 - Soils, geology and contamination; and
 - Land use and socio-economic issues.
 - The preparation of an overarching Section 106 Agreement for the whole site.

10. green travel plan

THE TRAVEL PLAN

- 10.1 The development, when completed, is expected to accommodate up to 8,000 employees, together with around 800 residents and related business support and local facilities. This will generate a substantial number of trips, and therefore could generate a considerable increase in vehicles on the existing highway infrastructure. Whilst car parking will be provided on site at a level appropriate to the scale of the development, the aspiration is to reduce traffic flows to the site from the outset.
- 10.2 To assist in achieving this, an overarching Green Travel Plan will be prepared for the site. This Green Travel Plan will encourage people to use modes other than the private car, reducing the scale of traffic impact on the strategic and local road network and limiting pollution from vehicles to the surrounding area. The Gardiners Lane South Green Travel Plan aims to reduce journeys by car, by promoting alternative, more sustainable transport modes and accessibility through a range of the following initiatives that could be implemented in the scheme.
- 10.3 The Council will seek, through an agreement, the adoption of a Green Travel Plan for this development. As a guide, best practice in the preparation of Green Travel Plans suggests that the following initiatives can be introduced:

Public Transport

- 10.4 Encouraging the use of public transport, by the following methods:
- Introduction of new, more direct bus routes to serve the site and link it to surrounding areas, including residential estates and the town centre;
 - Priority for bus over private car on the site and off site;
 - Restricting general vehicular movements throughout the site;
 - Improvement of existing bus facilities;
 - Promotions of services through provision of signage, timetables, fares and season ticket prices etc; and
 - Subsidisation of public transport tickets through employers.

Walking & Cycling

- 10.5 Getting staff to travel to work by means of bicycle or walking will reduce the number of car journeys and will benefit employee's health. Promotion of walking/cycling to work can be achieved through the provision of:
- Secure and sheltered cycle racks;
 - Shower and changing facilities along with secure lockers;
 - Loans to purchase bicycles; and
 - Rides home in case of emergency.

Car Sharing

- 10.6 This involves two or more commuters travelling in the same car and works most effectively where sharers live in the same area, work the same hours and commute a significant distance. The larger occupiers of commercial sites can promote schemes through Intranet sites. Car sharing can be encouraged through promotion of the following benefits:
- Saving money;
 - Less driving stress;
 - Opportunity for car sharers to have parking spaces closer to place of work (i.e. non car-sharers use centralised multi-storey car parking);
 - Opportunity to socialise; and
 - Security.
- 10.7 The potential of a site wide car sharing initiative, such as a car sharing database will be considered for Gardiners Lane South. This system could be managed and operated by the Delivery Executive of the Management Company.

Parking

- 10.8 Reduction in personnel using private cars for travel-to-work journeys can be achieved through:
- Providing car-parking spaces for staff on the basis of need, e.g. mobility problems/ business travelling/ car sharers etc;
 - Introduce workplace car parking charges; and
 - Provision of pool cars.

Flexible Working Hours

- 10.9 Introduction of flexi-working time can prevent congestion at peak periods. This simplest way of achieving this is by operating staggered working hours, to limit the 'bunching' associated with 'rush hour'.

Tele-Working / Home Working

- 10.10 If it is possible for employees to work from home it should be encouraged. This will increase trust within the company and reduce trip rates considerably. This will, however, require staff training of technology such as e-mail and tele-video conferencing. To facilitate this, the Gardiners Lane South development will be broadband connected.

IMPLEMENTATION

- 10.11 As indicated previously, an overarching Green Travel Plan will be established for the site. This will provide a *framework* to inform Green Travel Plans adopted by individual businesses. The basic travel plan will incorporate strategic links to the site for buses, footpaths and cycle routes and limited on-site spaces available for parking. These all should be integrated into individual business's Travel Plans so that employees can use sustainable transport to get to work from the offset. Green Travel Plans will be required to accompany any major planning application.

- 10.12 Once individual travel plans have been established, they must be marketed and promoted efficiently so that employees become aware of the transport methods that are available and the benefits from using them. Employers should be encouraged to develop a programme so that monitoring of targets can be achieved.
- 10.13 Contributing for Green Travel measures will be sought as part of the planning process, and may be secured through planning agreements.

MONITORING & TARGETS

- 10.14 Once targets have been set, monitoring measures will be undertaken to establish whether the plan is working efficiently. Organisation of travel and parking surveys shall be encouraged and annual progress reports sent to the on-site Management Executive. It may be that additional measures may have to be identified if targets are not being met.

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A. site appraisal

INTRODUCTION

- A.1 The site appraisal summarises the existing conditions on the site including the ecological, landscape and transport conditions that were examined as part of the development planning. These conditions have informed the opportunities and constraints that have been influential in the establishment of the design parameters for the development. The site appraisal assesses the site through extensive desk-top analysis, site visits and appraisals.

ACCESS AND MOVEMENT

- A.2 A preliminary transport study examining the transport and access issues relating to the site at Gardiners Lane South has been undertaken through analysis of existing conditions. This work has considered the existing road, cycling and pedestrian networks relating to the site and current site access. It has informed the production of the Principles for Gardiners Lane South. The development proposals have not yet been subject to a detailed Transport Assessment.

Existing Road Network

- A.3 The site is primarily bound by the A127 to the north and the A1235 (Cranes Farm Road) to the south, linked via Gardiners Lane South. At present only left in / left out access exists from the A127 whilst the junction with Cranes Farm Road allows traffic to turn either east or west from Gardiners Lane South.
- A.4 Traffic congestion is a particular issue and the Partnership has been working in close collaboration with Essex County Council Highways Department to ensure that any future proposals complement more general highway improvements proposed by the County.
- A.5 Traffic flow figures recorded along the A127 to the north of the site show that there is a daily two-way traffic flow of approximately 69,000 vehicles. The majority of the traffic crosses the junction with East Mayne. The A127 acts as an important route linking Southend and Basildon with London. According to the Essex Local Travel Plan approximately 18% of the total workforce living in Basildon commute to London by car.
- A.6 Traffic along Cranes Farm Road to the junction with East Mayne exceeds 1,500 vehicles during the morning peak hour, whilst recorded two-way traffic levels of over 3,000 vehicles pass along East Mayne between the two junctions during the morning peak hour. Two-way flows along Gardiners Lane South are also relatively high with over 600 vehicles using this road during the morning peak. It is likely that many of these vehicles use this road to access the industrial estates to the east of the development. Traffic surveys have indicated that the traffic generated along East Mayne is lower during the evening peak, accounting for approximately 2,500 vehicles an

hour. However, two-way traffic flows along Gardiners Lane South account for over 700 vehicles an hour.

- A.7 Transport movement and accessibility is a particular issue for the wider Basildon and Essex area. The County Council is currently developing options to improve accessibility to the east of Basildon and Castle Point area as part of the South Essex Multi Modal Study (Semms). Although the study identifies the traffic movements between the two areas, the main aim of the study is to improve travel by road, public transport, walking and cycling within the study area.
- A.8 A transport model called Paramics is to be commissioned in the near future jointly by ECC and English Partnerships. The Paramics model will be specific to the area around the Gardiners Lane South development site and will look at the effects of the car traffic associated with the proposals. Implications of the development on travel by other modes of transport will have to be looked at independently, in conjunction with the joint study.
- A.9 Another transport movement study currently being undertaken by ECC is the Basildon Industrial Area Study (BIAS). The results from this should indicate where Basildon's workforce are currently travelling from and by which mode of transport etc. The results will help determine the future improvement proposals to transport movement in Basildon's industrial area. These can then be linked into the transport initiatives for the Gardiners Lane South development.

Transport Assessment (TA)

- A.10 A full Transport Assessment will undertaken as part of the outline planning application process for the development. A scoping study will need to be agreed initially with BDC and ECC to outline the key components of the TA and modelling that will be required.

Current Site Access

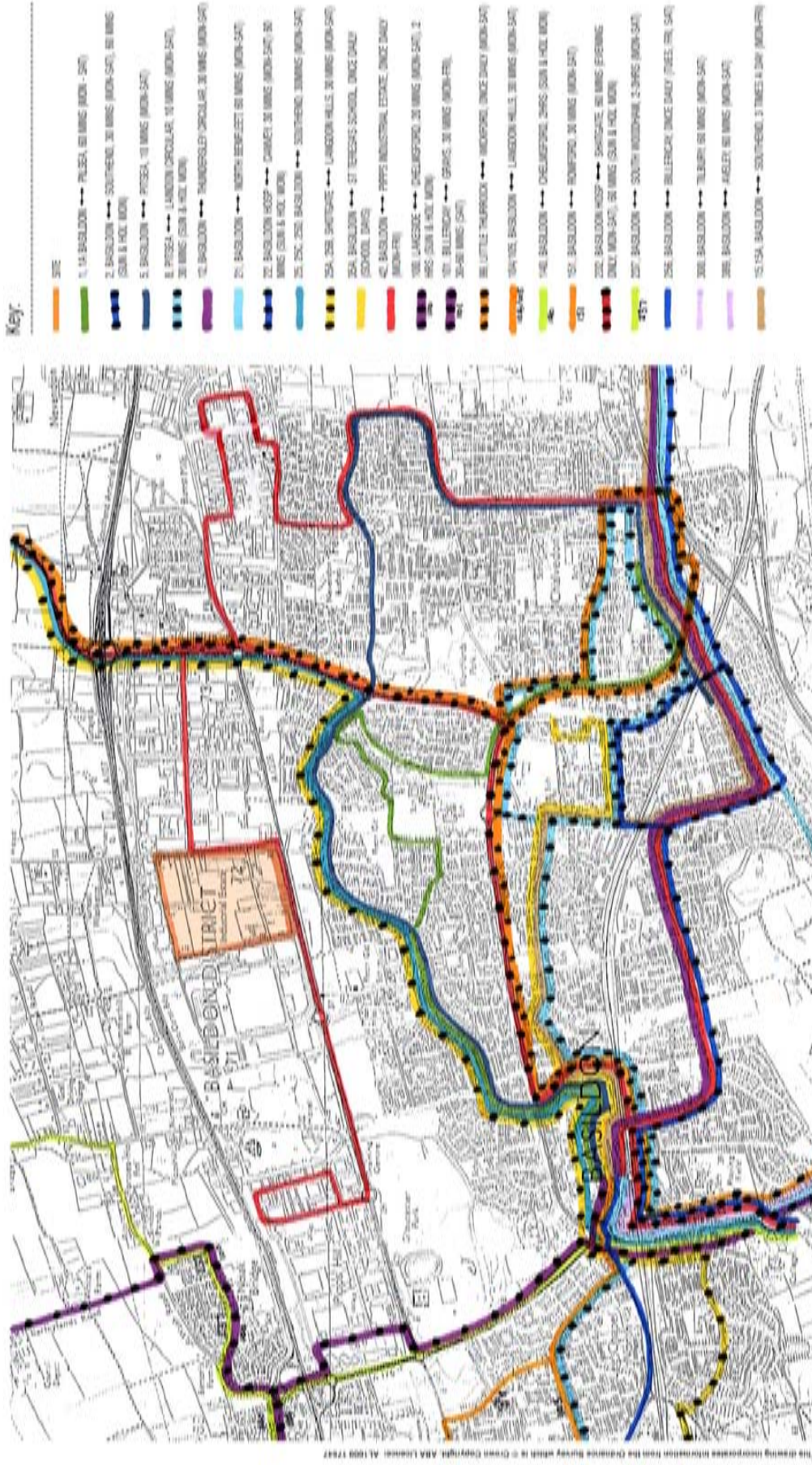
- A.11 The site can be accessed via the existing roads along Gardiners Close and Gardiners Way, both of which are relatively narrow carriageways off Gardiners Lane South. For major development on the site these access ways would require significant improvements.
- A.12 The Essex Local Transport Plan (LTP) has identified the need to improve the road network management with regards to local traffic in Basildon. It states that *'improvement and maintenance has to be developed so as to support access to strategic roads and to allow safe and efficient local trip – making.'*

Existing Bus Services

- A.13 The site is poorly served by existing bus routes in Basildon. At present only one service (number 42) runs adjacent to the site, along Gardiners Lane South and Cranes Farm Road. This is a works service linking the Pipp's Hill Industrial Estate (located to the west of Gardiners Lane South) to the residential areas of Pitsea, Eversley and Felmore and Basildon bus station. At present the service only operates once during the morning and once during the evening, Mondays to Fridays.

- A.14 Improvements to local bus services would help to encourage sustainable modes of transport within Basildon, as identified as part of the LTP; *'alternative transport investment continues with emphasis increasingly on encouraging alternatives to the car.'* The LTP also states that improving conditions for buses will encourage alternatives to the use of the private car. Increasing the number of population living within 400m of a bus stop will also help to encourage higher bus patronage.

Figure A.1 Existing Bus Routes



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Figure A.2 Existing Cycle Routes



Existing Walking And Cycling Links

- A.15 Existing walking and cycling opportunities to and from the site are limited by the physical barriers of the A127 to the north, Cranes Farm Road to the south, and the industrial premises to the east and west.
- A.16 The LTP has identified the potential to upgrade cycle facilities along the A127.
- A.17 Essex County Council is keen to promote sustainable forms of transport and reverse the trend that has seen a reduction in walking and cycling as a mode of transport to work. In 1981, walking and cycling accounted for 17% of journeys whilst in 1991 it had fallen to 12% (*Essex LTP*).

LANDSCAPE APPRAISAL

- A.18 A preliminary landscape and visual appraisal of the site has been undertaken and the findings presented below. The purpose of the appraisal is to:
- Describe the existing landscape resource of the development site and its context; and
 - To identify and describe viewpoints from which the site is visible.
- A.19 It is recommended that recent guidelines of the Landscape Institute and Institute of Environmental Management & Assessment are used for the landscape character and visual impact assessment included with the full Environmental Impact Assessment in support of an outline planning application for development at Gardiners Lane South.

Site Description

- A.20 The Gardiners Lane South site covers 37.3 hectares and is adjacent to industrial and retail uses. The principal land use on the site is playing fields, comprising generally well maintained open grassland, a variety of club houses, and with trees on boundary fence lines.
- A.21 An area of notable oak trees benefits from Tree Preservation Orders (TPO). There is also a blanket TPO to the east of the site covering an elm orchard. On the southern corners and boundary of the site there are groups of trees that are not under the protection of TPOs but offer a landscape buffer for the site from the roadway and existing industrial areas.
- A.22 There are also a number of residential plots over the site to the south and north east which enjoy the provision of long gardens with a mix of open grassland and trees. In the south western corner of the site is a rifle club that contains large areas of scrub land that has now become overgrown. This landscape offers suitable habitat for ecology (see from Paragraph A.38)
- A.23 The site falls slightly from north to south, and from west to east.

Tree Survey

- A.24 A tree survey was carried out on site in June 2002 to identify the existing trees on the site covered by the Tree Preservation Orders and examine the condition of the trees. The condition of trees can change rapidly in response to environmental variables and regular inspection is suggested to reduce foreseeable risks associated with damage and disturbance trees. The full

results of the tree and condition survey can be found in the report by The Urban Forestry Organisation Limited which is available from the Council, however, the main conclusions are set out below.

- A.25 The trees examined are situated in the central area of the site and the survey included 60 individual trees and 70 trees that are included in parts of group orders.
- A.26 The general condition of the trees was good, with the main problem being damage by machinery used to maintain the grass on the site. Most trees had signs of this damage. Old scars and wounds to the trees root buttresses and main stem was clearly evident and decay fungi can enter the tree at these points and significantly reduce its life.
- A.27 Many of the groups of trees and, in some cases, the individuals, had dense areas of trees (suppressed trees) that were in a state of decline and should be removed to allow the development of better trees crowns. Some trees were being damaged by the storage of materials around the base of the trees. Various amounts of deadwood was noted. Grey squirrels were not seen but evidence and damage was clear. Their control will be required to ensure the long-term future of the trees.
- A.28 Within the large group TPO area to the east of the site, a section has been visually inspected to understand the state of the woodland trees. The section was found to be in a state of dereliction where elm scrub with a small element of oak and ash regeneration forming part of the upper canopy. The elm has been infected with Dutch Elm Disease and is dead or dying in the majority of cases, some of the younger stems are not yet infected but this only a matter of time.
- A.29 The shrub layer has come to dominate the section with the main species on site being, hawthorn, elderberry, ivy and blackberry. The site is difficult to assess and in most places has become thick impenetrable scrub.

Landscape

- A.30 The site and context is divided into a number of broad landscape character areas:

Residential Landscape Character

- A.31 With the exception of one pair of semi-detached dwellings, the residential buildings within the site are large detached properties set in large plots. These dwellings were constructed between the latter part of the 19th Century and 1990, when the last property, in Gardiners Close, was completed. The properties are generally in a good state of repair, and have well-maintained gardens. Two properties are also used for business purposes, including the Grange Caravan Storage, which operates to the rear of that dwelling. The five properties in Gardiners Lane South itself are situated in the upper half of that road, fronting the Cranes Industrial Area to the east. There are nine properties in Gardiners Close spread along virtually its entire length on the south side of the Close, with, in places, vacant plots between, and there are two properties on the northern side of the Close.

Formal Open Space

- A.32 The areas of open space are generally made up of sports fields throughout the site and they are mown and highly managed by the sports clubs existing on the site. Trees exist on some of the boundaries of the sports fields and these have been assessed in a separate Tree and Condition Survey, the implications of which are set out in section above.

Naturalistic Open Space Character

- A.33 The area to the south west of the site that is currently a rifle club represents an area of overgrown scrub land that is surrounded by a thick boundary of trees and hedgerow. The rifle club itself is open and accessible but to the south and west, the topography of the site is uneven and is covered by grassland, shrubs, hedgerows and trees. The site has a generally unkempt and overgrown appearance.

Existing Views

- A.34 The purpose of this visual appraisal is to identify the locations from which existing views of the site are obtained and to whom they are visible. The site is situated on a ridge where the land is gently sloping from west to east. There is also a gradual fall in the land towards the south of the site.
- A.35 There are no long distance views of the site from the surrounding areas, despite the generally higher position of the site in relation to its setting. At present the southern and eastern boundaries of the site are generally screened by trees from vehicles on Cranes Farm Road and Gardiners Lane South. There are no views into the Gardiners Lane South site from residential areas and the green swathe of grassland and sports fields to the south of Cranes Farm Road. The commercial properties along Gardiners Lane South to the east of the site benefit from the protection of the trees on the site boundary.
- A.36 The retail units on the Mayflower Retail Park front onto the A127 with the rear of the buildings being used for servicing. These buildings restrict the views into the site from the A127 and there are a number of trees screening the Gardiners Lane South site from the service yards of the retail units.
- A.37 Views from the CNH Ltd Tractor facility to the west are partially screened by tall conifer trees and other trees along the boundary of the site. Pedestrians along the footpath to the south west of the site have only partial views into the site, due to trees and vegetation along the boundary. Pedestrians and occupants of vehicles along Gardiners Close have views through the site and of the dwellings along this road. Pedestrians and occupants of vehicles have intermittent views of the site from Gardiners Way due to the screening of trees along the boundaries of the roadway.

ECOLOGICAL ASSESSMENT

- A.38 An ecological assessment has been carried out, the results of which are summarised below.

Flora and Fauna

- A.39 In the absence of an Environmental Records Centre in Essex a data search has been carried out with EECOS (Essex Wildlife Trust consulting arm) and local recorders.

- A.40 A data search provided only limited records including the presence of an active Badger sett and the presence of Viviparous lizard. No statutory or non-statutory County Wildlife Sites (SINC) are known on the site. Other protected species including Great crested newt, Adder, Grass snake and slow worm have been found in the local area.
- A.41 At the request of English Partnerships, Bernwood ECS has commissioned the following surveys at Gardiners Lane South:
- Extended Phase I vegetation survey Ms T Tarpey
 - Lichens Mr J Skinner
 - Invertebrates Mr R Jones Mr M Albertini
 - Reptile Mr J Cranfield
 - Amphibian Mr J Cranfield
 - Breeding Bird Survey (adapted) EECOS
 - Badgers (outline) Mr D Hunford
 - Bats Mr J Dobson
- A.42 The preliminary results of these surveys include:
- Semi natural vegetation interest is limited to small areas of species poor grassland, areas of secondary scrub and scrub woodland, together with species poor hedgerows and individual trees. A number of small ditches were noted;
 - At least one old orchard is found on the site;
 - Lichen interest is low with one county uncommon species *Candelaria concolor* found with the Rifle Club area;
 - Invertebrate interest is generally low although a number of regionally and nationally important insects were found including a Priority National Biodiversity Action Plan Species;
- | | |
|--------------------------------|---|
| <i>Dorycera graminum</i> | Status: nationally rare (red data book category 3) Priority BAP. Species Recovery Programme |
| <i>Agrilus sinuatus</i> | Status: nationally scarce (notable A) |
| <i>Chrysolina banksi</i> | Status: very local |
| <i>Plagioderia versicolora</i> | Status: very local |
| <i>Podagriscia fuscipes</i> | Status: nationally scarce (notable A) |
| <i>Magdalis armigera</i> | Status: widespread, but very local |
| <i>Zaenobius exiguus</i> | Status: nationally scarce (notable B) |
| <i>Mordellistena variegata</i> | Status: very local |
| <i>Lasius brunneus</i> | Status: nationally scarce (notable A) |
| <i>Leptothorax nylanderii</i> | Status: very local |

- Reptile interest is high with three protected species found on the site including:

<i>Adder</i>	Wildlife and Countryside Act 1981 Sch.5 Nationally widespread and localised, declining Widespread and uncommon in Essex, under recorded Gardiners Lane South: Localised medium population
<i>Grass snake</i>	Wildlife and Countryside Act 1981 Sch.5 Nationally common and widespread Widespread and under recorded in Essex Gardiners Lane South absent. Site 16 Low population
<i>Slow worm</i>	Wildlife and Countryside Act 1981 Sch.5 Nationally widespread, under recorded possibly declining Widespread and under recorded in Essex Gardiners Lane South: Widespread high population
<i>Viviparous Lizard</i>	Wildlife and Countryside Act 1981 Sch.5 Nationally widespread Widespread and abundant in Essex, under recorded Gardiners Lane South: Widespread medium population
- Amphibian interest at Gardiners Lane South is limited with only common frog recorded.

A.43 Great crested newts have been confirmed as present on the adjoining Visteon development site and within 500m of the proposed north west access junction onto the A127.

- An adapted breeding bird survey confirmed the presence of common and widespread song birds of Essex including:

<i>Dunnock</i>	Status: RSPB Amber List
<i>Green Woodpecker</i>	Status: RSPB Amber List
<i>House Sparrow</i>	Status: RSPB Red List
<i>Song thrush</i>	Status: RSPB Red List
<i>Starling</i>	Status: RSPB Red List
- A well-known and long established active badger sett is located within the Rifle Club area
- Bat interest appears to be limited to general foraging by Pipistrelle bats

A.44 The surveys carried out on the site are subject to a number of constraints including limited access to private land including houses and gardens.

A.45	Further survey work will continue to be carried out on the site to inform the planning and development process. These include:																						
	<table border="0"> <tr> <td><i>Vegetation</i></td> <td>Phase I Survey - Previously un-surveyed areas</td> </tr> <tr> <td><i>Bryophyte</i></td> <td>Survey</td> </tr> <tr> <td><i>Invertebrates</i></td> <td>Survey and distribution</td> </tr> <tr> <td><i>Reptiles</i></td> <td>Survey previously un-surveyed areas</td> </tr> <tr> <td></td> <td>Population estimate and mapping</td> </tr> <tr> <td><i>Amphibians</i></td> <td>Previously un-surveyed areas</td> </tr> <tr> <td><i>Birds</i></td> <td>Winter Bird Survey</td> </tr> <tr> <td><i>Badger</i></td> <td>Bait marking and habitat assessment</td> </tr> <tr> <td><i>Bats</i></td> <td>Building/Roost Survey; and</td> </tr> <tr> <td><i>Dormouse</i></td> <td>Habitat Assessment and Survey.</td> </tr> <tr> <td><i>Water Voles</i></td> <td>Habitat Assessment and Survey</td> </tr> </table>	<i>Vegetation</i>	Phase I Survey - Previously un-surveyed areas	<i>Bryophyte</i>	Survey	<i>Invertebrates</i>	Survey and distribution	<i>Reptiles</i>	Survey previously un-surveyed areas		Population estimate and mapping	<i>Amphibians</i>	Previously un-surveyed areas	<i>Birds</i>	Winter Bird Survey	<i>Badger</i>	Bait marking and habitat assessment	<i>Bats</i>	Building/Roost Survey; and	<i>Dormouse</i>	Habitat Assessment and Survey.	<i>Water Voles</i>	Habitat Assessment and Survey
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<i>Water Voles</i>	Habitat Assessment and Survey																						

Biodiversity

- A.46 The Essex Biodiversity Action Plan 1999 recognises the importance of urban habitats for wildlife and the involvement of people. There are published Species Action Plans for:
- Dormouse (flagship species for Basildon District Council);
 - Pipistrelle Bat;
 - Song thrush; and
 - Great crested newt.
- A.47 The Old Orchards Habitat Action Plan seeks to prevent further loss of old orchards, the restoration and management of existing orchards together with the creation of new orchards.
- A.48 The Urban Habitat Action Plan provides a detailed framework of targets and objectives for urban habitats within Essex. The plan seeks to secure a network of strategic natural wildlife sites and features across urban areas together with accessible natural open spaces for education the informal enjoyment of nature.
- A.49 The development of land at Gardiners Lane South will impact on the overall biodiversity of the site. It is intended that, through an appropriate programme of mitigation and compensation, the overall biodiversity can be maintained, if not enhanced.
- A.50 A measurement for the long-term sustainability of the development will be to secure a net gain for the biodiversity of key habitats and species while providing an environment for people and economic prosperity.

ARCHAEOLOGY & CULTURAL HERITAGE

- A.51 There are no known archaeological features of interest on the Gardiners Lane South site. It is believed the site was first developed around the southern and eastern boundaries for residential in the 1950s and, as such, there are no known archaeological findings. It is anticipated that archaeology will be further investigated as part of the Environmental Impact Assessment process when development comes forward. This process will

be in full consultation with the Essex County Council Archaeological Service to ensure adherence with policy and guidance in relation to the site.

A.52 There are no listed buildings on the site.

UTILITIES & DRAINAGE

A.53 The utilities and drainage on the sites includes:

- Surface water and drainage;
- Foul Water drainage;
- Water supply;
- Electricity supply;
- Gas supply; and
- Telecommunications.

A.54 The figures below show the location of these existing services on the site.

Figure A.3: Existing Services - Surface Water and Drainage



Figure A.4: Existing Services - Electricity

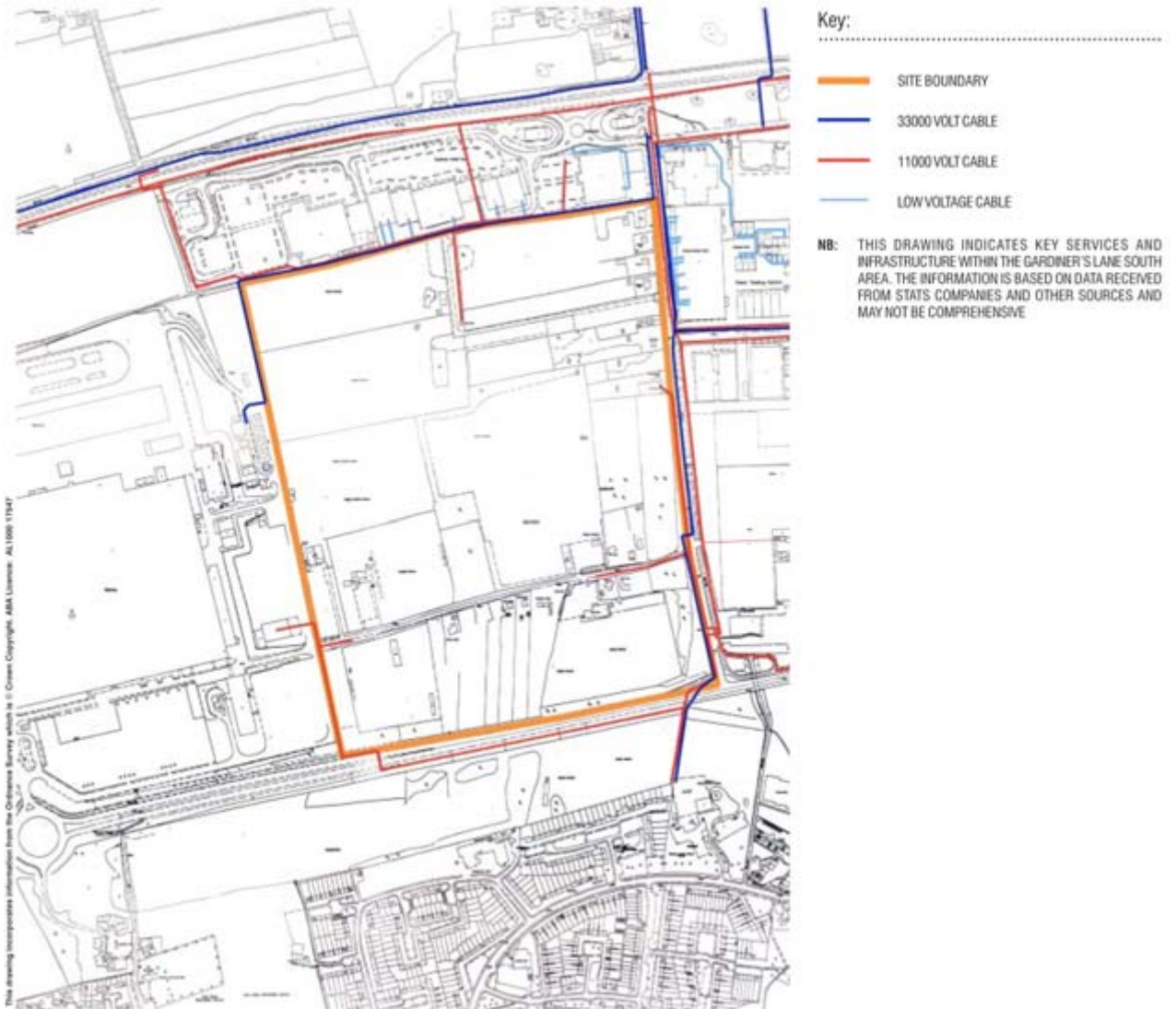
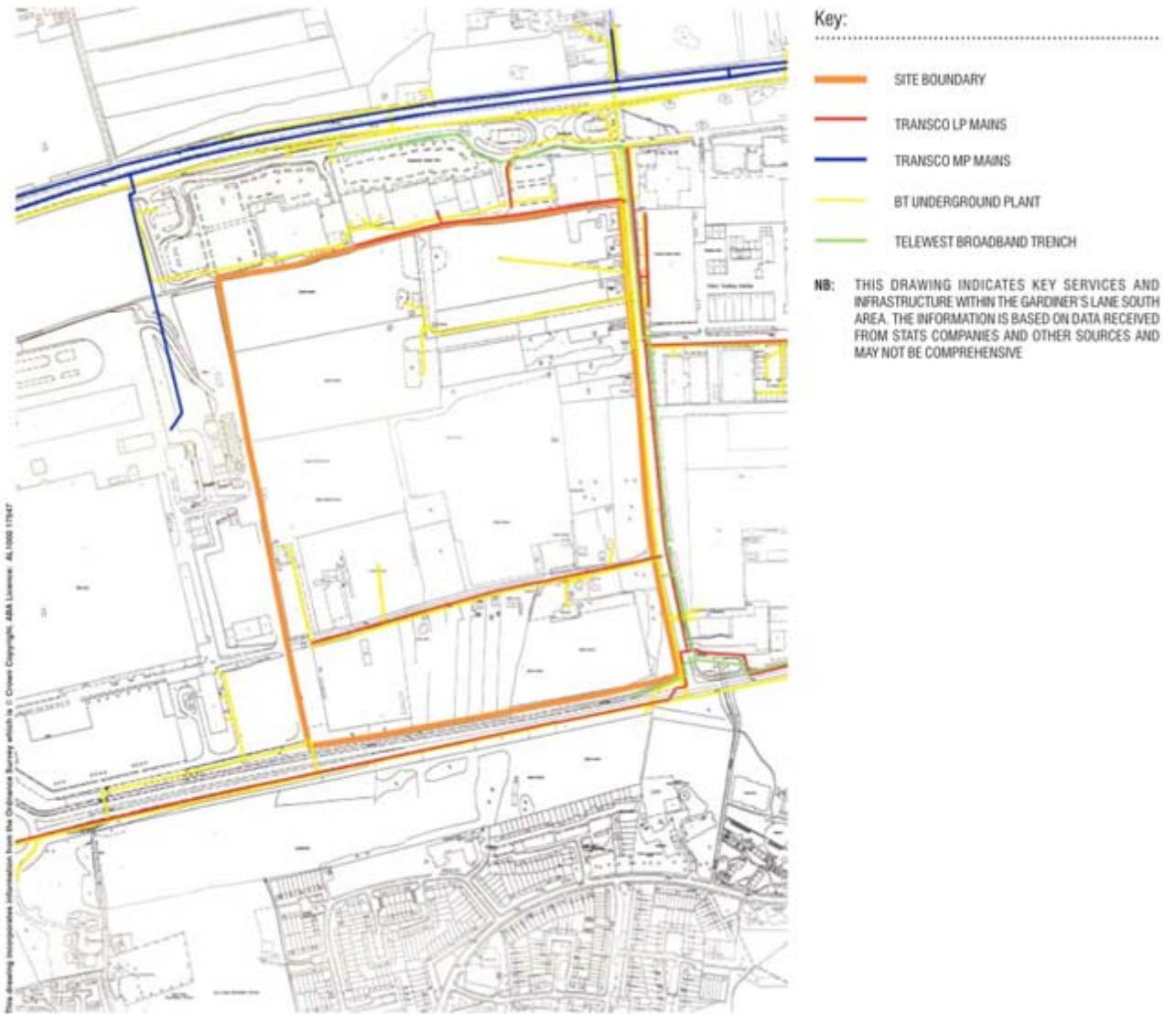


Figure A.5: Existing Services – Gas and Telecommunications



B. collaborative design process

CDW Invitees

- Landowners
- Local Residents and Sports Clubs
- Strategic Stakeholders
- Statutory Agencies
- Environmental Groups
- Business Owners
- Development Industry Representatives
- Housing Associations
- Local Interest Groups

COLLABORATIVE DESIGN PROCESS

- B.1 The overall purpose of the Collaborative Design Process is to achieve a common vision that embodies a sustainable approach to balancing natural and built environments, whilst fostering local and regional needs, and cultivating the partnerships that are critical in the delivery of an agreed vision. It makes efficient use of resources and the time taken to produce a collaborative vision by bringing all interested parties to work together at the earliest stage in the delivery process.
- B.2 As a planning tool, this collaborative approach has been shown to offer a superior approach to the traditional 'plan and consult' method. By allowing widespread participation, it presents and achieves support for guiding principles in site layout, sustainable mix of uses, and higher quality built form and public spaces to large sites. The principal elements of the design process are Collaborative Design Workshops (CDWs), which involve intensive working sessions and problem-solving, involving a wide range of stakeholders. The CDW sessions allow participants to identify and examine prospective constraints and opportunities surrounding the issues of land use, transport, infrastructure, the environment and ecology.
- B.3 Gardiners Lane South was used as a pilot for the use of the Collaborative Design process in bringing forward a major business-led development. Previous projects using these approaches have tended to relate to major residential-led development schemes.

COLLABORATIVE DESIGN WORKSHOP

- B.4 The Gardiners Lane South first Collaborative Design Workshop (CDW) took place between the 22nd and 25th July 2002 with the aim of producing a draft Development Framework Plan. This was to include primary issues and goals, guiding principles, a framework masterplan and an outline of preliminary steps towards implementation.
- B.5 The Collaborative Design Workshop involved presentations on:
- The key issues to be addressed;
 - Opportunities and constraints associated with the site; and
 - Basic parameters and design principles.
- B.6 Workshop sessions examined and discussed the participant's aspirations and ideas for the site. This was done through site visits, presentations and breakout focus groups where key issues could be examined and taken forward in greater depth.



- B.7 Development scenarios were explored through a variety of different perspectives in focus groups to achieve an in-depth analysis of the benefits and disadvantages of each scenario. These were discussed in detail with the other participants. In parallel, the Partnership took forward discussions and workshops to identify funding streams and long-term management issues that were then fed back into the process through a financial model.
- B.8 A series of concept options were produced and these were refined into a Draft Framework Plan in full consultation with the workshop attendees. The Draft Framework Plan constituted the principal output from the 4 days of workshop sessions.

Figure B.1: Collaborative Design Workshop Output: Draft Framework (July 2002)

A sample of CDW Strategic Stakeholders

- English Partnerships
- Basildon District Council
- EEDA
- Thames Gateway Strategic Executive
- Essex County Council
- Essex Economic Partnership
- GO-East
- Learning and Skills Council Essex
- Business Link for Essex
- Swan Housing Association
- Stanhope PLC
- Environment Agency
- Essex Police
- Royal Society for the Protection of Birds
- Sport England East
- CPRE



TESTING THE DRAFT DEVELOPMENT FRAMEWORK PLAN

- B.9 During the summer of 2002 the Partnership and consultant team tested and refined the Draft Development Framework Plan. Financial modelling and market testing were undertaken to ensure that the proposals were robust in light of current and future market conditions and trends. Ongoing work on ecology and sustainability were also integrated into the emerging Development Framework Plan. In addition, further discussions with wider stakeholders were undertaken and their impact on the Development Framework Plan assessed.

COLLABORATIVE DESIGN FEEDBACK WORKSHOP

- B.10 A CDW feedback session was held on 8th October 2002. The primary objectives of this exercise were to update the original participants and engage further interested parties on the work undertaken since July, as well as to present the revised Development Framework Plan. A large number of organisations and individuals participated in the feedback session, including many statutory agencies and strategic stakeholders.

- B.11 The emerging Development Framework Plan option was presented and tested for viability and acceptability by the interested parties. An appropriate implementation strategy consisting of a number of options was also tested, and the key elements of the Development Brief outlined. Proposals for the long-term management and maintenance of the development were also considered.
- B.12 The workshop confirmed the continued support for the project and its key components. It also demonstrated the on-going commitment of the Partnership, the key stakeholders and other interested parties to the project. A further open public meeting during the evening of the event was held to consult a wider audience on the emerging Development Framework Plan.
- B.13 The participants at the two Collaborative Design Workshops in section B.4 are listed below.

DEVELOPMENT PRINCIPLES CONSIDERED AT THE WORKSHOP

- B.14 Through the work undertaken at the CDW, a number of key objectives and related principles that could guide the emerging framework were developed for Gardiners Lane South.

Enhance the status of Basildon and South Essex:

- Create a business environment which promotes innovation, enterprise and the sharing of knowledge and stalls;
- Use the built form and materials to increase visibility and status;
- Use superior design to attract high profile business that will promote the image of the site; and
- Create a range of high quality housing, including affordable housing, to meet the housing needs of local workers.

Create a mixed community that is desirable for business investment and residential development:

- Provide a range of building types and sizes to accommodate different commercial and industrial occupiers;
- Plan for density that is sufficient to support basic local amenities;
- Provide for flexibility in housing types, sizes and commercial premises that can be market-responsive; and
- Provide appropriate business support activities to promote innovation and enterprise.

Provide a range of transport choices:

- Support density and built form through a network of street hierarchies;
- Design streets to accommodate but not prioritise motor vehicles;
- Create safe and efficient routes for pedestrians and cyclists within the site linked to wider networks;
- Provide safe and reliable public transport services through the site with multi-modal linkages (bike-to-bus, etc.);
- Accommodate a range of parking options whilst optimising use of the land, such as dedicated car parking areas, shared or on-street parking; and

- Use traffic calming and other measures to create a 'human scale' streetscape.

Design for connectivity within the site and adjacent areas:

- Create north-south links through the site, whilst discouraging opportunities for 'rat-running';
- Create new and improved access points to the site from the A127 and from Cranes Farm Road;
- Provide a dedicated bus-route to minimize travel times for public transport services;
- Create a green grid and street form that integrate with and complement each other;
- Design pedestrian and cycle corridors that provide more direct routes and can be well connected to the surrounding areas; and
- Create edges that respond to the existing and future context of adjacent areas.

Integrate the natural environment into the design:

- Provide wildlife habitat for retained species on the site;
- Create natural conservation areas buffered from intense land uses and activity;
- Provide linkages between the site and nearby open spaces and habitats;
- Dedicate public open space areas for recreation and amenity use;
- Utilise the key environmental and ecological features to provide added value to the business environment;
- Preserve as much of the existing mature vegetation as realistically possible; and
- Design a Sustainable Urban Drainage System (SUDS) to form part of the wider green space grid and design these to maximise their ecological and amenity value.

Optimise sustainable building design:

- Design all buildings to BREEAM 'excellent' standards of energy efficiency;
- Optimise energy renewable resources such as passive solar design; and
- Promote recycling and waste minimisation.

Ongoing management and maintenance to ensure quality:

- B.15 Ensure that the quality of the public realm, infrastructure and natural habitats are suitably maintained through appropriate management, procurement and funding structures.

COLLABORATIVE DESIGN WORKSHOP ATTENDEES - 22ND/23RD/24TH JULY 2002

SURNAME	FIRST NAME	ORGANISATION
Albon	Richard	Basildon District Council
Argue	Glynis	Essex Enterprise Centre - Basildon
Balcombe	David	Essex County Council
Barrett	Steve	English Partnerships
Blackwell	C	Resident
Blackwell	P	Resident
Bradbrook	Micheal	Essex Ford
Butchart	Wendy	Southwark Project Management
Butt	Ian	Basildon District Council
Cameron	Andrew	Alan Baxter & Associates
Cook	Peter	EEDA
Cranfield	Jonathon	JRC
Dadds (Cllr)	DJ	Billericay East Basildon District Council
Damant	Chris	Bernwood tcs Ecologies
Davies	Erica	English Partnerships
Davies	Mark	English Partnerships
Davis	Lesley	Grange Storage
Davis	Tony	Grange Storage
Diment	Cliff	British Telecommunications
Dixey	Aaron	Environment Agency
Doggart	John	Faber Maunsell
Doyland	Kevin	Essex Police
Edwards	Gunilla	Basildon District Council
Essex	Tony	Basildon Rugby Club
Fallon	Rab	Basildon District Council
Fargher	Martin	CPREssex
Farmor	Will	Basildon District Council
Fosier	Steve	Basildon Rugby Club
German	R	Stanhope PLC
Gulliver	Patrick	EDAW
Harrison	Ian	Basildon District Council
Hartley	C	Ford Sports and Social Clubs
Hedley (Cllr)	AM	Basildon District and Essex County Council
Hills	John	Essex Police
Jeakins	GE	Resident
Jeakins	SF	Resident
Jones	Andrew	EDAW
Jones	Linda	University of Essex
Kennedy	Bronagh	EDAW
Kirkman	Paul	Basildon District Council
Law	Rosanna	EDAW
Linford	Jacky	EDAW
Malthouse	D	Resident
Mannering	Mark	Kemsley, Whiteley & Ferris Surveyors
Maskill	Philip	Essex Ford
Matthews	Graeme	Alan Baxter & Associates
Maynard	Mike	Basildon District Council
Mayson	Carol	Environment Agency

McGough	Kevin	English Partnerships
McLewin	Malcom	CNH
Milliner	Paul	Cambridge University
Missing	M	Resident
Missing	P	Resident
Mohammed	Ismail	CABE (Regional Representative - Eastern)
Moran	John	Basildon United FC
Morrel	S	Ford Sports and Social Clubs
Morris	Colin	Culpepper Club
Morris	Colin	Resident
Neal	Tracey	Scott Wilson
Negus	DM	Scott Wilson
Norton	BJ	Resident
Norton	JB	Resident
Oakes	Steve	English Partnerships
Patel	Yogesh	Southwark Project Management
Pearson	Andrew	English Partnerships
Pinney	Catherine	Faber Maunsell
Pomery	Robert	Andrew Martin Associates
Prewer	Stephen	Basildon District Council
Pryor	Ian	AYH PLC
Rasiwell	Philip	Sport England
Reid	Gordon	Basildon Natural History Society
Reynolds	Hugh	Basildon District Council
Roach	Jackie	Basildon District Council
Scanlon	Dermot	EDAW
Shipway	Rob	English Partnerships
Short	Sylvia	English Partnerships
Slee	Anthony R	Waymade Health Care PLC
Smith	Helen	English Partnerships
Strike	Jim	EDAW
Syers	Ian	Basildon District Council
Taylor	Julie	Basildon District Council
Topa	Natalie	EDAW
Turner	Phil	Resident
Turner (Cllr)	Mr	Councillor
Van Der Lande	David	Donaldsons
Wakelin	M	Resident
Ward	Russell	Basildon District Council
Williams	Robert	J & R Pattern Co.
Williams	Ray	Essex Police
Wilson	Bill	EEDA
Winslow	Matthew	Basildon District Council
Winter	Mike	Fitzroy Robinson
Wood	Angela	Swan Housing Association
Wright	Denise	English Partnerships
Wright	Steve	Donaldsons
Albon	Richard	Basildon District Council

* Please note that not everybody who attended the Workshop registered.

COLLABORATIVE DESIGN WORKSHOP ATTENDEES – 8TH OCTOBER 2002 (DAY)

SURNAME	NAME/ INITIAL	REPRESENTING
Atkinson	Gareth	Alan Baxter & Associates
Balcombe	David	Essex County Council
Barrett	Steve	English Partnerships
Blackwell	Catherine	Resident
Butt	Ian	Basildon District Council
Chivers	Debbie	Smye Holland Association
Colvill	Neil	Colvill Consulting
Constable	Denise	Essex Investment Office
Cranfield	Jonathan	JRC
Craven	Carol	Essex County Council
Damant	Chris	Bernwood ecs Ecologies
Davies	Chris	Anglia Polytechnic University
Davies	Mark	English Partnerships
Diment	Nick	Drivers Jonas
Duncan	Gary	Countryside
Edwards	Gunilla	Basildon District Council
Edwards	Una	Basildon Job Centre
Facer	Dave	Visteon
Fargher	Martin	CPREssex
Fisher	Paul	Royal Society for the Protection of Birds
Gore	Hilary	Essex County Council
Harrodine	Derek	Basildon Enterprise Agency
Haywood	Alison	Drivers Jonas
Holland	Mike	Smye Holland Association
Jones	Andrew	EDAW
Kennedy	Bronagh	EDAW
Law	Rosanna	EDAW
Ledward	Charles	EDAW
Leverett	Steve	Essex County Council
Linford	Jacky	EDAW
Mannering	Mark	Kemsley, Whiteley & Ferris
Mansfield	Bob	Babtie Group
McGough	Kevin	English Partnerships
McKim	Paul	English Partnerships
Missing	Pauline	Resident
Moore	Peter	EEDA
Mortimer	Dick	New Essex Housing Association
Oakes	Steve	English Partnerships
Patel	Yogesh	Southwark Investments
Pearson	Andrew	English Partnerships
Pinney	Catherine	Faber Maunsell
Pryor	Ian	AYH PLC
Raiswell	Philip	Sport England
Reid	Gordon	Basildon Natural History Society
Roach	Jackie	Basildon District Council
Sanders	David	Anglia Polytechnic University
Shipway	Rob	English Partnerships
Short	Sylvia	English Partnerships

Slee	Anthony	Waymade Health Care PLC
Stevenson	Chris	Essex County Council
Taylor	Julie	Basildon District Council
Treece	Clive	CNH
Van Der Lande	David	Donaldsons
Wakelin	Duline	Resident
Walker	Tracey	Taylor Woodrow
Ward	Russell	Basildon District Council
Wilkinson	Heather	EDAW
Winslow	Matthew	Basildon District Council
Winter	Michael	Fitzroy Robinson
Wright	Denise	English Partnerships
Norton	JB	Resident
Oakes	Steve	English Partnerships
Patel	Yogesh	Southwark Project Management
Pearson	Andrew	English Partnerships
Pinney	Catherine	Faber Maunsell
Pomery	Robert	Andrew Martin Associates
Prewer	Stephen	Basildon District Council
Pryor	Ian	AYH PLC
Rasiwell	Philip	Sport England
Reid	Gordon	Basildon Natural History Society
Reynolds	Hugh	Basildon District Council
Roach	Jackie	Basildon District Council
Scanlon	Dermot	EDAW
Shipway	Rob	English Partnerships
Short	Sylvia	English Partnerships
Slee	Anthony R	Waymade Health Care PLC
Smith	Helen	English Partnerships
Strike	Jim	EDAW
Syers	Ian	Basildon District Council
Taylor	Julie	Basildon District Council
Topa	Natalie	EDAW
Turner	Phil	Resident
Turner (Cllr)	Mr	Councillor
Van Der Lande	David	Donaldsons
Wakelin	M	Resident
Ward	Russell	Basildon District Council
Williams	Robert	J & R Pattern Co.
Williams	Ray	Essex Police
Wilson	Bill	EEDA
Winslow	Matthew	Basildon District Council
Winter	Mike	Fitzroy Robinson
Wood	Angela	Swan Housing Association
Wright	Denise	English Partnerships
Wright	Steve	Donaldsons

COLLABORATIVE DESIGN WORKSHOP ATTENDEES – 8TH OCTOBER 2002 (EVENING)

SURNAME	NAME/INITIAL	REPRESENTING
Albon	Richard	Basildon District Council
Argue	Glynis	Essex Enterprise Centre - Basildon
Balcombe	David	Essex County Council
Barrett	Steve	English Partnerships
Blackwell	C	Resident
Blackwell	P	Resident
Bradbrook	Micheal	Essex Ford
Buckenham	Geoffrey	Basildon District Council
Butchart	Wendy	Southwark Project Management
Butt	Ian	Basildon District Council
Cameron	Andrew	Alan Baxter & Associates
Chivers	Debbie	Smye Holland Association
Clutterbuck	Paul	Dedman Property Services
Cockett	C	Resident
Cockett	Mrs	Resident
Cook	Peter	EEDA
Coverdale	David	English Partnerships
Cranfield	Jonathon	JRC
Dadds (Cllr)	DJ	Billericay East Basildon District Council
Damant	Chris	Bernwood tcs Ecologies
Davies	Erica	English Partnerships
Davies	Lesley	Resident
Davies	Mark	English Partnerships
Davies	Tony	Resident
Davis	Lesley	Grange Storage
Davis	Tony	Grange Storage
Diment	Cliff	British Telecommunications
Dixey	Aaron	Environment Agency
Doggart	John	Faber Maunsell
Doyland	Kevin	Essex Police
Edwards	Gunilla	Basildon District Council
Essex	Tony	Basildon Rugby Football Club
Fallon	Rab	Basildon District Council
Fargher	Martin	CPREssex
Farmor	Will	Basildon District Council
Foster	Steve	Basildon Rugby Football Club
German	R	Stanhope PLC
Gooding	Jim	Basildon United FC
Gulliver	Patrick	EDAW
Harrison	Ian	Basildon District Council
Hartley	C	Ford Sports and Social Clubs
Hedley (Cllr)	AM	Basildon District & Essex County Council Councillor
Hills	John	Essex Police
Holland	Mike	Smye Holland Association
Jeakins	GE	Resident
Jeakins	SF	Resident
Jones	Andrew	EDAW
Jones	Linda	University of Essex
Kennedy	Bronagh	EDAW
Kirkman	Paul	Basildon District Council

Law	Rosanna	EDAW
Linford	Jacky	EDAW
Malthouse	D	Resident
Mannering	Mark	Kemsley, Whiteley & Ferris Surveyors
Mary	Spence	Thames Gateway South Essex Partnership
Maskill	Philip	Essex Ford
Matthews	Graeme	Alan Baxter & Associates
Maynard	Mike	Basildon District Council
Mayson	Carol	Environment Agency
McGough	Kevin	English Partnerships
McKim	Paul	English Partnerships
McLewin	Malcom	CNH
Milliner	Paul	Cambridge University
Missing	M	Resident
Missing	P	Resident
Mohammed	Ismail	CABE (Regional Representative - Eastern)
Moran	John	Basildon United FC
Morrel	S	Ford Sports and Social Clubs
Morris	Colin	Culpepper Club
Morris	Colin	Resident
Nash	Steve	Basildon Rugby Football Club
Neal	Tracey	Scott Wilson
Negus	DM	Scott Wilson
Norton	BJ	Resident
Norton	JB	Resident
O'Brien	Bill	BAe Sports & Leisure Club
Oakes	Steve	English Partnerships
Patel	Yogesh	Southwark Project Management
Payn	Colin	Basildon District Council
Pearson	Andrew	English Partnerships
Pinney	Catherine	Faber Maunsell
Pomery	Robert	Andrew Martin Associates
Prewer	Stephen	Basildon District Council
Pryor	Ian	AYH PLC
Rasiwell	Philip	Sport England
Reid	Gordon	Basildon Natural History Society
Reynolds	Hugh	Basildon District Council
Roach	Jackie	Basildon District Council
Rogers	Allan	BAe Sports & Leisure Club
Sallin	Paul	Swan Housing Association
Scanlon	Dermot	EDAW
Shelts	Peter	Resident
Shingler	Ken	Basildon Rifle & Pistol Club
Shipway	Rob	English Partnerships
Short	Sylvia	English Partnerships
Slee	Anthony R	Waymade Health Care PLC
Smith	Helen	English Partnerships
Strike	Jim	EDAW
Sullivan	Stuart	Basildon District Council
Syers	Ian	Basildon District Council
Taylor	Julie	Basildon District Council
Topa	Natalie	EDAW
Treece	Clive	CNH

Turner	Phil	Resident
Turner	Philip	Basildon District Council
Turner (Cllr)	Mr	Councillor
Van Der Lande	David	Donaldsons
Wakelin	M	Resident
Walker	Tracey	Taylor Woodrow
Ward	Russell	Basildon District Council
White	Barry	Basildon Rifle & Pistol Club
Williams	Robert	J & R Pattern Co.
Williams	Ray	Essex Police
Wilson	Bill	EEDA
Winslow	Matthew	Basildon District Council
Winter	Mike	Fitzroy Robinson
Wood	Angela	Swan Housing Association
Wright	Denise	English Partnerships
Wright	Steve	Donaldsons

C. statement of consultation

THE COUNCIL'S RESPONSE TO REPRESENTATIONS MADE TO THE DRAFT SPG

- C.1 The draft Supplementary Planning Guidance was published for public consultation on 17 March 2003. The Consultation period lasted 8 weeks. During that period the Council:
- Sent copies of the full document to all affected landowners and adjoining businesses, as well as statutory consultees;
 - Sent copies of the Summary to over 1,500 individuals, groups and businesses;
 - Held a permanent exhibition in the Basildon Centre and invited those consulted to an Open Day to discuss the proposals with the project team;
 - Made copies available through the Council's web site, and in all Council offices and public libraries; and
 - Published an article in the District Diary and issued press releases.
- C.2 In total, 60 written representations were received. A schedule of those who submitted comments, plus the comments made and a response to them is set out in a Statement on the Public Consultation published separately to the SPG. In summary, the submissions can be broadly split into the following:
- | | |
|--|-----------|
| Statutory Consultees | 12 |
| Residents on the site | 4 |
| Residents off the site | 22 |
| Clubs and businesses on the site | 2 |
| Adjoining landowners | 3 |
| Businesses | 1 |
| Developers (incl. Housing Associations) | 5 |
| Interest groups/non-statutory consultees | 10 |
| Void (duplicate) | 1 |
| TOTAL | 60 |
- C.3 A schedule of those who submitted comments are set out in a Statement of Public Consultation. This also includes the Council's response to each comment received and whether the Supplementary Planning Guidance has been amended as a result of the consideration of the comment. Only comments received in writing are listed.