

# Basildon Borough Local Development Framework

## Topic Paper TP9 The Spatial Options

February 2012





## Summary

### Summary of Option A

- 1 Option A's strategy aims to make the most of what the Borough already contains environmentally, economically and socially by limiting development to within the urban areas only, offering long term protection of the Green Belt and natural environment, whilst concentrating on conservation and design to improve people's quality of life.
- 2 The Option could provide housing for up to 9,000 people between 2011-2031, which although less than the Borough's estimated natural change<sup>(1)</sup>, means that the Green Belt can continue to be afforded the highest protection with no land releases for development.
- 3 The Green Belt will become a focus for environmental enhancement, habitat restoration, proactive land management, flood defence and recreation.
- 4 The majority of growth would come forward from six Primary Areas for Change (PADC), which will provide 3150 dwellings, with an additional 3350 from the existing urban areas identified via the Residential Land Availability Study (RLA) and Strategic Housing Land Availability Assessment (SHLAA).<sup>(2)</sup> New provisions for economic development would be focused on diversifying the types of industry and employers based in the Borough and infilling within existing employment areas and town centres, together with 6ha of new employment land being made available at Dunton and Nethermayne (PADC's 8 & 10)
- 5 Town centres will be the focus for regeneration and development, creating vital, active hubs through diversification and renewal. The existing urban densities outside the town centres would be maintained along with no development on the Borough's open spaces<sup>(3)</sup>.
- 6 Maximising the use of existing infrastructure will place greater pressure on current services, but reduce the requirement for expensive initial expenditure by the local authority, service providers or developers, which can be a barrier to growth.

### Introduction to Option A

- 7 National planning policy<sup>(4)</sup> insists that land should be used efficiently and Local Planning Authorities should adopt a sequential approach when selecting land for development, with a view to directing development to main urban areas, before needing to select sites beyond the urban areas.
- 8 One of the purposes of the Basildon District Local Plan 1998 (BDLP98),<sup>(5)</sup> was to establish the boundaries of the Metropolitan Green Belt (MGB) around all of the Borough's settlements. Prior to this, the Designated Area of Basildon New Town<sup>(6)</sup> was not included within the MGB, leaving land open around the perimeter of the town; which whilst it fulfilled a Green Belt function, left it relatively unprotected from development proposals.
- 9 Over 6,951ha of land in the Basildon Borough is designated as Green Belt, amounting to some 63% of the Borough's total land area.
- 10 The purposes of Green Belt are established in PPG2: Green Belts as:

1 ONS 2008-based sub-national population projections to 2025/26 suggest that natural change, based on previous trends, could be around 1000 persons per annum (Source: EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 1: Model Validation*)

2 Capacity for 3350 dwellings has been identified by confirming existing or recently expired planning consents, locations that are considered appropriate through the Strategic Housing Land Availability Assessment (SHLAA 2011)

3 unless planning consent has already been granted.

4 Planning Policy Statement 3: Housing (PPS3)

5 As defined by the Town & Country Planning Act 1990

6 As defined by the Basildon New Town Development Order 1948

1. Preventing urban sprawl;
  2. Preventing towns from merging into one another;
  3. Safeguarding the countryside from encroachment;
  4. Preserving the setting and character of historic towns; and
  5. Helping urban regeneration, by encouraging the recycling of underused and outworn urban land and buildings.
- 11 PPG2 establishes that the fundamental aim of Green Belts is preventing urban sprawl by keeping land permanently open; openness therefore being one of their most important characteristics. It goes on to state that "...the essential characteristic of Green Belts is their permanence. Their permanence must be maintained as far as can be seen ahead."<sup>(7)</sup>
- 12 In light of the advice in both PPS3 and PPG2, Option A's Spatial Strategy maximises the urban potential of the Borough, enabling it to accommodate new development, but whilst protecting the integrity of the Green Belt and the Borough's important environmental assets.

## Housing

- 13 One of the major issues to be addressed by the Core Strategy is the provision of new housing for the Borough up to 2031. Of particular importance is its scale and distribution; but also of concern is deliverability of whatever targets are set.

### The Challenges

#### 1. A Changing Demographic Profile

- 14 Demographic change is one of the drivers of housing market demand, which will have a significant effect on the type of demand and housing type requirements<sup>(8)</sup>. The South Essex Strategic Housing Market Assessment (SHMA) Update 2010 confirmed that in general, the demographic changes being experienced in South Essex are in line with UK trends, with a gradual increase in the total population in each South Essex district/ borough.<sup>(9)</sup>
- 15 Younger age groups are decreasing, with less people being of "school" or "family maker" age, which will have implications for future household formations<sup>(10)</sup>, and subsequent demand for the level of new housing units needed in the future.
- 16 There is a high working age population (16-64 years), but the the dynamics of age structure in the Borough is expected to continue to change with those in retirement continuing to make up a higher proportion of the population. In South Essex in 2010, those aged 65-84 years made up 17% of the population and those 85 and over equalled 2.4%; by 2030 these are expected to increase to 23% and 4.2% respectively. Whilst there have been recent efforts to embrace design standards in new dwellings such as "Lifetime Homes"<sup>(11)</sup>, these impact upon new stock more than existing units and therefore it is likely that under-occupation or people living in unsuitable properties is likely to continue for the foreseeable future unless more housing is built that is suitable for an ageing population, alongside the delivery of additional supported and extra care housing options<sup>(12)</sup>.

7 'PPG2: Green Belts, 2001.

8 DCLG, Strategic Housing Market Assessments Practice Guidance Version 2, August 2007.

9 GVA Grimley, Thames Gateway South Essex Strategic Housing Market Assessment (SHMA) Update 2010.

10 GVA Grimley, Thames Gateway South Essex Strategic Housing Market Assessment (SHMA) Update 2010.

11 Launched in 1997 by the Joesph Rowntree Foundation

12 GVA Grimley, Thames Gateway South Essex Strategic Housing Market Assessment (SHMA) Update 2010.

## Migration

A number of factors influence migration to and from Basildon Borough. Internal and international migration have an impact on the population and household demographics. Over the past ten years, migration has been positive, with people attracted to the Borough due to access to London, the local job market, a better quality of life, generally lower house prices and as a place to retire.

### 2. A Changing Housing Market

- 17** The Government makes clear its belief that a well functioning housing market is vital to our economic competitiveness, is attractive to business and is critical to kick-start the UK's economy. It notes that "...housing construction, repairs and maintenance accounts for an average of 3% of the GDP in the last decade." and "Every £1m of new house building output supports 12 net jobs per year."<sup>(13)</sup>
- 18** In 2008 South Essex existed as a a single, functional, sub-regional housing market with similar characteristics in terms of house prices, house price growth and socio-economic characteristics. There was a strong inter-dependence between the towns in terms of household movement and travel to work patterns. Three sub-markets in Basildon, Thurrock and Southend provided a different and complementary housing and quality of place offer.<sup>(14)</sup>
- 19** The housing offered in neighbouring Castle Point and Rochford was described as being "more rounded" than in the southern part of the Basildon Borough, which was distinctively "narrower and should be developed". Across South Essex, the flatted and urban living offer to appeal to younger households was "under-developed".
- 20** Since 2008, the fuller effect, depth and severity of the global recession, particularly its impacts on the supply and demand dynamics of the housing market nationally and within South Essex have been examined in greater depth<sup>(15)</sup>. Significant challenges have included<sup>(16)</sup>:
1. Lack of financial liquidity within the residential development sector;
  2. Strong decline in housing demand arising from reduced access to mortgage finance;
  3. Reduction in both lender and consumer appetite to take on financial risk;
  4. A development hiatus across much of the country and South Essex as a result of declining development viability across all types and tenures; and
  5. Significant decline in house prices;
  6. Greater regulation of the financial markets that could result in lower levels of leverage and risk with lower loan-to-value ratios, higher interest rates and greater margins between income and interest payments on loans;
  7. Reduced tax revenues and austerity measures for public spending, including housing investment
- 21** The Borough's ability to support any significant growth agenda is therefore impeded by several factors outside of its control or influence.

### 3. The Abolition of the Regional Spatial Strategy (RSS)

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13 HM Government, Laying the Foundations: A Housing Strategy for England, November 2011, p2  
 14 GVA Grimley, Thames Gateway South Essex Strategic Housing Market Assessment (SHMA) 2008  
 15 GVA Grimley, Thames Gateway South Essex Strategic Housing Market Assessment (SHMA) Update 2010  
 16 GVA Grimley, Thames Gateway South Essex Strategic Housing Market Assessment (SHMA) Update 2010

- 22 On 20 October 2011, the Government published a consultation paper on an Environmental Impact Assessment of its intention to revoke the East of England Plan (RSS), given its intention to revoke regional strategies outside London as part of the Localism Act 2011.
- 23 S. 109 of the Localism Act 2011 abolishes the regional planning tier in England previously created by the Planning & Compulsory Purchase Act 2004 and amended by Part 5 of the Local Democracy, Economic Development and Construction Act 2009 and gives the Secretary of State the power to revoke any RSS outside of London.
- 24 The RSS (May 2008) set out centrally agreed housing targets for Local Planning Authorities to accommodate in their Local Development Frameworks. The East of England Approved RSS made a provision for a total of 10,700 dwellings in Basildon between 2001-2021, and to maintain the same build rate between 2006-2021 after 2021. Between 2001-2031 the RSS therefore expected Basildon to deliver 17,000 dwellings. The Draft Review RSS (March 2010) proposed Basildon to provide land for 10,700 dwellings between 2011-2031. These centrally determined targets were an unrealistic and environmentally challenging level of growth that would have required substantial development within the Green Belt. They would also have required annual build rates substantially in excess of what had previously been achieved in the Borough.

#### 4. Providing for Needs, whilst Protecting the Green Belt

- 25 Despite the fragility of the housing market due to the recession, there remains a need and demand for housing in the Borough. The Council's housing waiting list for example stands at 3007<sup>(17)</sup> This is people who have applied for housing as they are unable to buy or rent on the open market.
- 26 The Borough's 11,000ha of land is however a finite resource; once it has been developed, it is lost forever. 63% of the Borough is Green Belt and subject to local policies protecting it from development. 65% of the Borough's residents disagree with using urban extensions into the Green Belt to provide new housing land<sup>(18)</sup>.
- 27 The Council however has a duty as an LPA to also consider the development needs of its administrative area and how best these can be accommodated and delivered.

#### Option A - Housing

- 28 Accounting for the challenges faced by the Borough, Option A proposes to follow a low growth option which maximises the potential of the urban areas to accommodate additional growth, without compromising the existing Green Belt boundary. It is not informed directly by population, household or economic growth forecasts, which are dependant on so many variables and assumptions beyond the Council's control that they make it difficult to set a realistic and achievable housing target.
- 29 Option A would fully embrace the concept of maximising urban potential in order to defend the Green Belt by focusing new development in Basildon, Billericay and Wickford to be utilised more effectively as new housing locations, whilst helping to make our communities better places to live.

#### Land Supply

- 30 The Strategic Housing Land Availability Assessment 2011 (SHLAA) has examined the Borough's potential to accommodate further housing land. As shown in Table 1 'Housing Supply' - Housing Supply, it identifies that in addition to existing supply and town centre locations, there are sites that could accommodate a further 830 units in the urban area that are both suitable, available and achievable to develop in line with PPS3 requirements.

17 Basildon Borough Housing Strategy Statistical Appendix 2011

18 Joint Basildon Borough Sustainable Community Strategy and Local Development Framework Citizens' Panel Survey - August 2011

- 31 None of the 830 SHLAA sites would involve the development of open space, which Option A rules out on the basis that the Borough's open spaces would be placed under additional pressure arising from urban intensification and therefore should not be lost to development.

**Table 1 Housing Supply**

	Units
<b>Defined Urban Capacity</b>	
Existing Supply (Units with planning permission as of 1st April 2011)	3,140
Town Centres	1,760
SHLAA	830
<b>+ Existing Strategic Allocations (outside the Green Belt)</b>	
Barn Hall, Wickford	170
Dry Street, Basildon	600
<b>= Housing Land Supply - Units to be Delivered</b>	
	<b>6,500</b>

- 32 The existing Areas of Special Reserve, which are open land outside the Green Belt boundary would become Strategic Allocations and collectively provide the locations for an additional 770 homes.
- 33 When added together with the Defined Urban Capacity, the Housing Land Supply and therefore the Housing Target for the Borough is 6,500 units.

### Spatial Distribution

Table 2 'Distribution of Housing Development' sets out the Spatial Distribution of Option A's housing development. Due to land availability, it would mean that there would be a disproportional distribution between the three main towns. The only way this could be changed would be to release Green Belt sites or to intensify development even further in the urban areas which is not compatible with the principles of Option A.

**Table 2 Distribution of Housing Development**

Settlement	Spatial Distribution
Basildon	81%
Billericay	1%
Wickford	16%
Non Urban Locations <sup>(19)</sup>	2%

## Economic Development

### Economic Development

19 Includes units granted consent in Green Belt locations by the Planning Inspectorate as having demonstrated 'exceptional circumstances'.

- 34** Current forecasts for Basildon Borough indicate economic change, particularly away from manufacturing, R&D, retail and public administration, with growth in Business Services, particularly computer related services, recruitment, security and real estate<sup>(20)</sup>. The Borough is a significant employment area but current regional forecasts show both economic activity and employment growing proportionally less than the Region as a whole, essentially losing market share. This is indicative of the current mix of businesses in the Borough, with a great proportion of declining or lower-growth businesses than other parts of the Region. To regenerate the Borough and maintain economic resilience there is an opportunity to draw employers and high-growth businesses into the area by identifying appropriate sites for economic development.
- 35** For this Option, existing employment areas and town centres are the preferred location(s) for future economic activity. This provides a clear policy direction to vitalise and regenerate these locations, reduce the need to travel and provide equitable access to goods, services and employment opportunities in line with the Borough's Vision. To enable this, retailing, services and offices will be focused in town centres<sup>(21)</sup> and existing employment areas will be prioritised for other economic uses.
- 36** Two new strategic employment areas are proposed in the urban area which would increase the land supply for employment generating development, in addition to the Town Centres. These are:
- i. Land north of the Ford Dunton test track
  - ii. Dry Street / Basildon College / Basildon Hospital (dependent upon appropriate relocation of College to Basildon town centre)
- 37** (i) The land north of Dunton, is a narrow site between the Ford text track and the A127 that could provide a suitable opportunity for a number of new employment activities. It is currently subject to a restrictive policy which reserves it for automotive research and development, but Option A would see it relaxed in this specific location.
- 38** This will require a new access road from the A127 interchange which would also provide access to a new housing area new housing to the east. An initial assessment indicates the location could provide a maximum of an additional 9ha of land. However, infrastructure, constraints and landscaping are likely to reduce this to around 4ha. Evidence gathered in 2008 indicated this area contains beneficial characteristics for economic uses, with connections to the road network and proximity to the M25 being among the most important<sup>(22)</sup>
- 39** (ii) The Dry Street / Basildon College / Basildon Hospital area includes land currently used by Basildon & Thurrock University Hospital Trust, Basildon College, St Luke's Hospice and as an Area of Special Reserve for long term housing needs. In order to balance any housing development in this location and to capitalise on its location 1 mile from the A13/A176 Five Bells junction and the vicinity of Basildon Hospital, a small proportion of the area could be reserved for economic uses, thus also providing an alternative economic location in Basildon from the A127 Corridor<sup>(23)</sup>.
- 40** This Option's focus of intensifying development within the urban areas would see the Borough's A127 Corridor Enterprise Parks and other employment areas in Laindon, Billericay and Wickford promoted as suitable for intensification and infilling with suitable industrial (B class) uses to release land for new or expanding employers and thus encourage investment and generate new jobs.

20 Oxford Economics (2011) Regional Econometric Model 2010-2030

21 See Basildon Borough Council (2011) Topic Paper - Town Centres and Retail; PPS4 - Town Centres; Draft NPPF (2011); BWB (2012) *Basildon Town Centre Masterplan*

22 Roger Tym & Partners (2008) *Employment Capacity Study* p.44 sec.5.47

23 Evidence suggests that demand for employment space in this area is difficult to gauge, but that it is likely to be attractive (Roger Tym & Partners (2008) *Employment Capacity Study* p.44 sec.5.50)

## Infrastructure

### Infrastructure

- 41 Infrastructure is necessary for a place to function well and be pleasant to live or be based in. The term describes all facilities and services that enable a good quality of life to be possible. Much infrastructure is provided by public services and funded by the public purse.
- 42 Option A would provide housing sufficient to accommodate an estimated population increase of around 9,000<sup>(24)</sup>, which may not be enough to make radical changes to the complex forms of infrastructure that could otherwise come out of accommodating higher growth targets. Option A would therefore support the continued provision of the Borough's existing infrastructure, and where this is identified as being under strain, contribute to its enhancement, insofar as the Planning Obligation and Community Infrastructure Levy arrangements permit.
- 43 In terms of Green Infrastructure, notwithstanding any small scale green spaces that are provided alongside urban developments to provide drainage or soft landscaping solutions, the scale of development and its distribution in the Borough is unlikely to generate the capital investment possible for major new open spaces up to 2031. Therefore there would be an emphasis on retaining the existing areas of open space, and any proposals for development would need to be subject to PPG17 assessments.<sup>(25)</sup> to ensure that a more intensified, developed and populated urban area could continue to be supported by open spaces.
- 44 Option A would employ a partnership approach to ensure it avoided exceeding the capacity of supporting infrastructure with phased development and staggered enhancements as resources and priorities permitted. Such forms of infrastructure, such as transport, waste water, health and education facilities would be improved when the opportunities arose, however there would be a greater reliance on service providers, regulators and Government to fund these improvements, rather than relying on contributions from development.
- 45 The infrastructure requirements, to support Option A will be developed further in a Community Infrastructure Levy and Planning Obligations Local Development Document (LDD) to be developed in parallel with the Core Strategy.

24 Calculated as a multiple of an estimated household size in 2031 of 2.32 and the number of homes delivered by the Option (6,500) in addition to current dwelling numbers (73,600) and population size (177,000)

25 from the PPG17 Open Space Assessment Part I, March 2010

## Primary Areas of Development & Change

### Primary Areas for Development and Change

- 46** Under this Option, the following areas would be identified as Primary Areas for Development and Change (PADC):
1. Basildon Regional Town Centre;
  2. Laindon Town Centre;
  3. Pitsea Town Centre;
  4. Wickford Town Centre;
  5. Five Links Neighbourhood, Laindon;
  6. Craylands Neighbourhood, Basildon;
  7. A127 Enterprise Parks Corridor, Basildon;
  8. Dunton North, Laindon
  9. Dunton East, Laindon
  10. Nethermayne Cluster, Basildon;
  11. Radford Way Employment Area, Billericay;
  12. Barleylands Outdoor Sports Area, Billericay;
  13. South Essex Marshes, Pitsea.
- 47** The PADC's would be a policy mechanism to spatially acknowledge the main areas that would be the focus and priority for realising new economic, social and environmental benefits, appropriate to their locations.
- 48** They each have different issues and challenges that need to be overcome in order to deliver their objectives.

**PADC1: Basildon Regional Town Centre**

Basildon Regional Town Centre is to be the Borough's focus for town centre regeneration. It continues to endorse the approach that a Masterplan will be prepared and reviewed at regular intervals<sup>(26)</sup> to guide future land use patterns and provide the framework for new residential, retail, commercial, cultural, leisure, recreation and community facilities. New development will be expected to be of a high quality and will deliver public realm and transport improvements, whilst seeking to extend the town centre's appeal and use into the evening.

**PADC2: Laindon Town Centre**

Since the 1960's, the term "Laindon Town Centre" has been synonymous, with the Laindon Shopping Centre, where the town's main retail and health facilities are found. The privately owned Shopping Centre has been the subject of one major redevelopment proposals which has not been implemented.

Option A promotes a fresh approach to secure an improved retail and community focused town centre for Laindon, integrating established local facilities such as the Laindon Community Centre, Library and Police Station, with new retail, health and community facilities. It could be delivered through a masterplan or development brief led process that would evaluate the potential of vacant and underused land, as well as existing commercial and residential areas to the east and west of High Road, Laindon, between its junction with St Nicholas Lane/ West Mayne to the railway line. Any process would need to involve key service providers and landowners from the start and engage with the communities the new town centre would seek to serve.

**PADC3: Pitsea Town Centre and PADC4: Wickford Town Centre**

The potential for development at both Pitsea and Wickford Town Centres have been reappraised through specific masterplans (DTZ, Wickford Town Centre Masterplan, 2005 & GVA Grimley, Pitsea Town Centre Masterplan, 2007). These have generated interest in the town centres from investors, developers and retailers who are helping to deliver their regeneration objectives.

The Option would continue to support new residential, retail and public realm improvements in order to manage change in these areas in ways that bring community benefits.

**PADC5: Five Links, Laindon and PADC6: Craylands, Basildon**

This Option supports the regeneration of these neighbourhoods in partnership with the Homes & Communities Agency, Registered Social Landlords and other public/ private stakeholders. These should be subject to a design-led masterplan process to replace ageing housing stock with modern neighbourhoods of more traditional design, and ensure a continual proactive engagement with local communities.

**PADC7 A127 Enterprise Parks Corridor**

The Option recognises the importance of the employment corridor along the A127. It seeks to maximise the capacity of the area to accommodate new B-Class employment generating uses while enhancing the public realm and supporting infrastructure.

**PADC8: Dunton North**

This area is currently within the perimeter of the Ford Motor Company's Research and Development Centre at Dunton, in a location north of its test track. Under this Option, a section of land would be released from the restrictive planning policy (for automotive R&D development only) to make new B-class employment land available. Supporting infrastructure and new highway access onto the A127 would be required.

## **PADC9: Dunton East**

This area is currently within the perimeter of the Ford Motor Company's Research and Development Centre at Dunton, to the east of its test track and office buildings. Under this Option, land would be released from its restrictive planning policy (for automotive R&D development only) to bring forward a new sustainable residential-led neighbourhood on the edge of Laindon. Access would be provided from the Ford Dunton interchange, passing through PADC8. The neighbouring Victoria Park would be enhanced to provide open space.

## **PADC10 Nethermayne Cluster**

This area encompasses land currently occupied by Basildon & Thurrock University Hospital, St Luke's Hospice and Basildon College, together with fields up to the boundaries of the Lee Chapel South neighbourhood and Langdon Hills Country Park.

This Option supports the release of the fields and the comprehensive masterplanning of the area to bring forward a new residential and employment area, with supporting facilities as necessary, along with improvements to the access and public realm of both the hospital and hospice.

## **PADC11 Radford Way Employment Area**

Radford Way is Billericay's primary employment area that has been subject to various unimplemented development proposals in the past ten years. It is a prime gateway into the town, being the location of its railway station, which is two stops from Crossrail's Shenfield terminus and four from Stratford International.

This Option supports the area being designated a new status to encourage more coordinated development and investment, to improve the location for existing and new businesses and provide supporting facilities for the constrained town centre. New buildings would need to be sympathetic in scale and design. Opportunities to improve the entrance and access to Lake Meadows Park would also be explored.

## **PADC12 Barleylands Outdoor Sports Area**

This Option would seek to designate Green Belt land around Barleylands Farm in the centre of the Borough as an extension to the Borough's Green Infrastructure network; providing locations for organised outdoor sport and recreation as demand indicates.

Essential supporting facilities such as car parking/ changing rooms of a sympathetic design and scale would be encouraged to be provided in appropriate locations to improve the quality of the facility. The area would be linked into the existing public footpath network to ensure it opens up areas of countryside between the Borough's three main towns, as well as restoring or creating habitats to benefit biodiversity.

## **PADC13 South Essex Marshes**

South Essex Marshes, adjacent to the River Thames, is a diverse natural environment of European, national and internationally protected habitats, including a Country Park, RSPB bird reserves, waste management facilities, flood defence, oil refineries and small scale industry and farming.

This Option endorses transforming this vast marshland complex into a publicly accessible Thameside wilderness, connected to nature reserves in neighbouring Castle Point, Thurrock and Greater London by a new Thames Estuary Path.

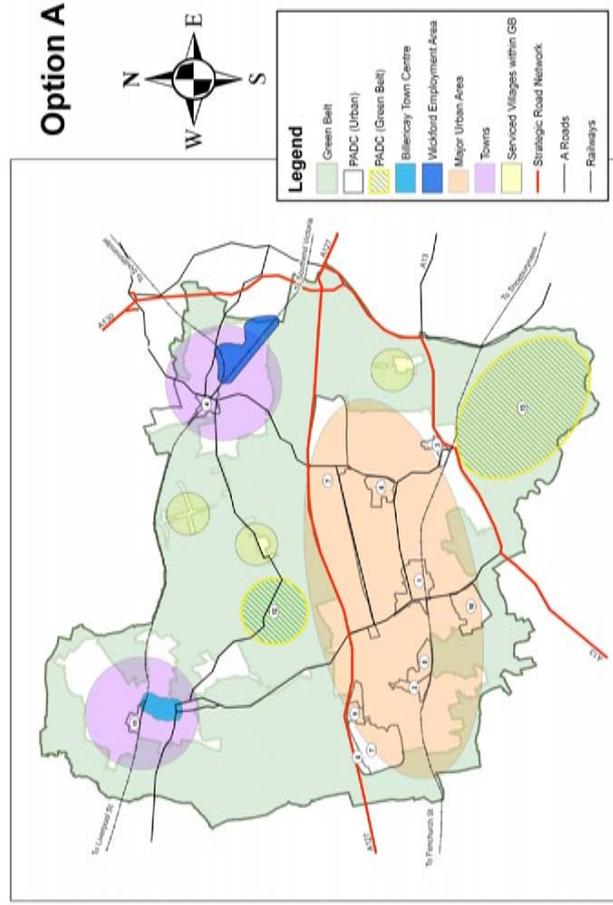
Improvements to Wat Tyler Country Park will continue as resources permit, a new RSPB bird reserve would be created on Bowers Marsh and the Pitsea Landfill site will be closed and recontoured to form a new nature reserve by 2031 to support the sub-region's expanding population.

## Key Diagram

### Key Diagram

49 A combination of all spatial elements proposed for Option A are indicated on the following Key Diagram:

Picture 1



## Summary

### Summary of Option B

- 50 Option B is a strategy to grow the economic resilience of the Borough and accommodate a population rise of nearly 14,000 people<sup>(27)</sup>, while maintaining existing urban densities and maximising the use of existing infrastructure. Existing opportunities in the urban area will be met, combined with several strategic extensions. The Borough will plan to provide 10,100 additional dwellings and up to 14ha of additional economic land to 2031. Town centres are the focus for regeneration and development, creating vital, active hubs through diversification and renewal.
- 51 At least 6,700 dwellings will be provided within the current urban area<sup>(28)</sup>, with 3,300 homes delivered in new urban extensions and at least 100 dwellings within plotlands<sup>(29)</sup>. Some areas of poor quality open spaces will be used to meet housing growth in the urban area, rationalising the amount of public open space and focusing public open space investment on creating higher-quality facilities.<sup>(30)</sup> Extensions into the Green Belt<sup>(31)</sup> for housing and economic development will utilise the best-served and least environmentally sensitive locations, retaining those areas that best represent the purposes of the Green Belt.
- 52 Housing densities in this Option remain similar to existing neighbourhoods, offering sufficient scope for a range of property types to be built across the Borough. Where necessary, new areas will include additional services to provide for day-to-day needs, reducing the need to travel and improving quality of life. Maximising the use of existing infrastructure will place greater pressure on current services, but reduce the requirement for expensive initial expenditure by the local authority, service providers or developers, which can be a barrier to growth.

### Introduction to Option

- 53 Projected natural population growth and changing demographics identify a burgeoning population that will require more homes over the plan period than can be accommodated in the existing urban areas<sup>(32)</sup>. Meeting the lowest forecast demand from the formation of new households while maintaining the characteristics of Basildon's communities<sup>(33)</sup> requires the release of Green Belt land at the periphery of the urban area and flexible policies for the Borough's smaller settlements.

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27 The population increase is derived from EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 2: Scenario development*, under a nil-net migration scenario for Basildon Borough

28 Capacity for 6,500 dwellings has been identified by confirming existing or recently expired planning consents and locations that are considered appropriate through the Strategic Housing Land Availability Assessment (SHLAA 2011). A further capacity for 200 dwellings is identified on existing open space

29 Plotland areas are defined in the 1998 Local Plan, being sporadic development in parts of the Borough that are now within the Green Belt

30 See PPG17 Assessment Part I for a complete assessment of the demands for better-quality open spaces in the Borough

31 Current Green Belt boundary as defined in the 1998 Local Plan

32 This is determined by comparing household forecasts for all positive-population change scenarios by EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 2: Scenario development* with potential urban housing supply. The lowest household forecast is a nil-net migration scenario that projects a change of 10,109 new households by 2033. This compares to identified capacities in the urban area, derived from the 2011 Residential Land Availability Assessment (3140 homes); the draft 2012 Strategic Housing Land Availability Assessments (207 homes); and potential supply from PADCs (approx.3150 homes). This creates a shortfall of 3600 homes

33 TGSE (2008) SHMAA indicates a high proportion of family homes and a continuing need for these properties over the plan period

- 54 This approach will fulfil known opportunities in the urban area and develop selective green belt sites to accommodate additional housing and employment demand. This avoids placing significant pressure for new dwellings on existing areas and helps to maintain similar characteristics and densities in new developments, with additional amenities and facilities to support them where necessary.
- 55 For economic development, a flexible approach to land supply offers opportunities for expanding businesses to locate in the Borough, balancing employment with population growth, potentially altering economic prospects for the better and reducing the negative effects of commuting.
- 56 For retailing and services, the Regional, Town and Local Centres remain the focus, in accordance with the Borough's ongoing regeneration activities. These locations provide the greatest range of access and consumer choice and shall remain the Borough's hubs for shopping and community activity.

## Housing

### Household Projections

- 57 Identifying the number of new dwellings needed over the plan period relies initially on a population forecast and an understanding of the propensity for new households to form from that population. This enables the Planning Authority to anticipate the type and number of homes needed.
- 58 The Office of National Statistics (ONS) produce population estimates from the National Census, with estimates between Census years based on recorded births, deaths and migration. The Census is used as a base for population data and the mid-year estimates indicate population changes, divided into each Country, Region, County, Borough and District.
- 59 Alongside the estimates, ONS produce population projections based on various demographic trends observed over the preceding five years before the estimate years<sup>(34)</sup>. These projections are used by the Department for Communities and Local Government (CLG) to produce household estimates for each local authority.
- 60 In current CLG projections<sup>(35)</sup>, population growth has been the main driver of household growth, accounting for nearly three quarters of the increase. In Basildon, both natural growth (births minus deaths) and international migration are significant factors of projected population increase. Following a peak in 2007/8, international migration in 2008/9 was subdued by positive, while there was a net decline in internal migration<sup>(36)</sup>. Projections based on these recent trends indicate the population of Basildon Borough climbing to around 214,000 by 2030<sup>(37)</sup>, and households growing to 96,000 by 2028 (100,000 by 2033)<sup>(38)</sup> in the Borough.
- 61 CLG projections are an important source of household formation data but do not set housing policy for the Borough. The East of England Approved Regional Spatial Strategy (RSS, May 2008) set a requirement for Basildon to plan to accommodate 10,700 homes between 2001-2021 and to maintain the build rate required between 2006-2021, after 2021<sup>(39)</sup>, equating to a total of 17,000 dwellings by 2031. This level of construction was a partial step towards meeting the Region's housing needs for a growing and ageing population and slow the deterioration in affordability<sup>(40)</sup>. These centrally determined targets were never acceptable to the Council as

34 See: <http://bit.ly/zuP05P> for further information

35 CLG (26th November 2010) Household projections, 2008 to 2033, England: Housing Statistical Release

36 EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 1: Model development*, page 17

37 ONS (2011) *mid year population projection increase by region*; document tcm77-239631(1)

38 CLG Live Tables *Table 406 Household Projections*; last accessed 25-01-2012

39 GOEast (May 2008) East of England Regional Spatial Strategy Policy H1

40 GOEast (May 2008) East of England Regional Spatial Strategy pp.27-30

they were an unrealistic and an environmentally unacceptable level of growth. Regional Strategies are to be abolished by central Government and Local Authorities will instead be required to determine their own housing targets based on robust evidence.

- 62 To assist Local Planning Authorities in identifying local growth, the Essex Planning Officers Association (EPOA) commissioned a range of scenarios to be prepared under the *Popgroup* suite of demographic models. These scenarios provide a collection of alternative population and household projections based on a range of assumptions, able to account for local factors and implied policy decisions, such as constraining housing development or meeting particular job aspirations. The demographic changes within a Borough as a result of such factors can make a significant difference to the housing needs of an area and its likely economic activity and is therefore an important tool in defining housing demands.
- 63 This Option provides for a population and household forecast based on the EPOA nil-net migration scenario, which takes account of natural population change and demographic change due to people moving-to and leaving the Borough. This is one of the lower population-growth scenarios presented by the EPOA and indicates an increase of around 10,100 households by 2033<sup>(41)</sup>.

**Table 3 - Population and Household Change for Nil-Net Migration Scenario**

Change 2010 - 2033				
Scenario	Population Change	Population Change %	Household Change	Household Change %
Nil-net migration	13,942	8.0%	10,109	14%

- 64 This scenario projects a relatively high household figure compared to population increase (10,100 for 13,950 people), due to demographic change for the entire Borough over the plan period. In particular there are indications that the number of single person households is expected to increase significantly over the next 20 years<sup>(42)</sup>, a trend that is also reflected in the scenario.

### Existing Housing Supply

- 65 This Option exploits opportunities for development in the urban area prior to releasing additional land elsewhere. Option A identifies the quantity of homes that could be made available in urban areas, based on known potential developments<sup>(43)</sup> and a full assessment of suitable, available and achievable sites<sup>(44)</sup>. These confirm:
  - Potential dwellings available from Urban Area: 6,500
  - Distribution within urban area (approximately):
    - Basildon: 81%
    - Billericay: 1%

41 Under the EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 2: Scenario development* nil-net migration scenario, projections calculate a population increase of 13,950 people, equivalent to 10,100 new households due to underlying demographic trends

42 CLG (26 November 2010) *Household projections, 2008 to 2033, England; Housing Statistical Release*; states that one-person households equate to two-thirds of the increase in households over the period and that by 2033 19% of household population in England are projected to live alone, compared to 14% in 2008

43 Essex County Council (2011) *Residential Land Assessment*

44 Basildon Borough Council (2011/12) *Strategic Housing Land Availability Assessment*

- Wickford: 16%
- Other: 2%
- Remaining dwellings to be provided: 3,600

### Use of Existing Open Spaces

- 66** With a focus on sustainable housing growth, this Option considers whether other land within the urban area that was eliminated from Option A could be appropriate for housing, specifically, poor quality Open Spaces. These sites are embedded in the urban realm, potentially supported by surrounding infrastructure and services, therefore providing sustainable housing sites. Over-provision in some areas has created underused open spaces of little merit to the public, which could be consolidated to provide higher-quality provision and meet housing demands.
- 67** A preliminary assessment identifies sufficient land for around 200 dwellings on poor quality open spaces in the Basildon area. These sites do not provide the quality expected by the public, while accessibility standards will ensure no sites are lost that provide sole access to a reasonable population without suitable replacements<sup>(45)</sup>.

### Identifying Suitable Peripheral Areas

- 68** A further 3,400 dwellings need to be located in the Borough. This Option minimises the need for additional infrastructure where possible, as a reaction to investment reductions and efficiency drives within public and private agencies to get the most from existing facilities, and the desire to create sustainable living conditions. It is therefore prudent to identify areas that are already served by facilities that people require. An assessment identified existing serviced areas, which contain some or all of the following essential facilities within a reasonable travelling distance:
- Access to a GP
  - Access to primary school
  - Access to convenience goods
- 69** The assessment identified those parts of the Borough that do and do not serve the basic needs of local residents, including those at the periphery of settlements (or in smaller settlements) that have the potential to meet some or all daily needs.
- 70** Coupled with identifying serviced areas, an assessment of environmental characteristics identified sections of the Borough that best serve Green Belt purposes<sup>(46)</sup> and those with the highest and lowest environmental qualities, measured against specific criteria<sup>(47)</sup>. Through a scoring method, preferred sites have been identified as those which, on balance, are serviced by existing facilities and are the least environmentally sensitive.
- 71** Each location has been assessed for indicative housing numbers to demonstrate how demand can be met through this option. The dwelling densities are characteristic of their surrounding areas and include considerations for required infrastructure and services<sup>(48)</sup>. The indicative dwelling figures are:

45 PPG17 Open Space Assessment Part I (Adopted 18th March 2010)

46 For an explanation of Green Belt purposes, see PPG2 - Green Belts

47 See appendix B

48 This is done through a process of 'discounting' where the proportion of a site used for housing is reduced in order to account for infrastructure and amenities such as roads, open space, landscaping, parking areas, utilities, and facilities

**Table 4 - Green Belt Locations and Dwellings**

Area No.	Location	Capacity (dwellings)
1	South Billericay	350
2	South East Billericay	500
3	South Wickford	800
4	West Basildon	850
5	South Basildon	800
<b>TOTAL</b>		<b>3300</b>

## Development in the Plotlands

- 72** At least 100 dwellings can be provided through infilling within the plotlands. Basildon Borough has thirteen areas known as plotlands, which are collections of properties within the Green Belt, established before the Green Belt was designated. They are small unserved settlements containing a variety of residential properties and other uses.
- 73** This Option proposes extensions into the Green Belt in order to meet housing demand. The plotlands already present a variety of developments in the Green Belt, but are constrained by the designation. The National Planning Policy Framework identifies that limited infilling should be an exception to the Green Belt and previous reports indicate that some plotlands should remain under current legislation rather than being re-designated to allow more typical urban policies to apply<sup>(49)</sup>. An assessment on the plotlands has been undertaken and can be found in Appendix E. The assessment recognises that there are vacant plots within most plotlands, and that a large number were submitted as part of the Call for Sites (now the SHLAA) process, clearly demonstrating a demand from owners for these plots to be infilled. Furthermore, the assessment concludes that infilling would only be applicable to plots on a road frontage with an average span of 30m for this Option. The assessment indicates that no plotland area would have a substantial amount of infilling, in accordance with the limited infilling approach identified in the NPPF.
- 74** Of note, part of the Fairmead plotland would be included within a strategic allocation. The remaining plotlands considered under this option would provide at least 100 dwellings. Whilst this quantity is not significant, the policy would apply to thirteen areas and is a strategic policy. This level of development would not justify significant improvements to the Plotland areas and they will generally remain unserved.

## **Spatial Distribution**

- 75** The overall distribution of development throughout the Borough as a result of combining the urban areas, urban extensions and plotland infill equates to:

**Table 5 - Spatial Distribution**

Spatial Distribution (Rounded)	
Basildon Area	(7100) 70%
Billericay	(900) 9%
Wickford	(1900) 19%

49 Basildon Planning Services (2004) North Benfleet Report

Spatial Distribution (Rounded)	
Unspecified Locations (RLA and Plotlands)	(200) 2%

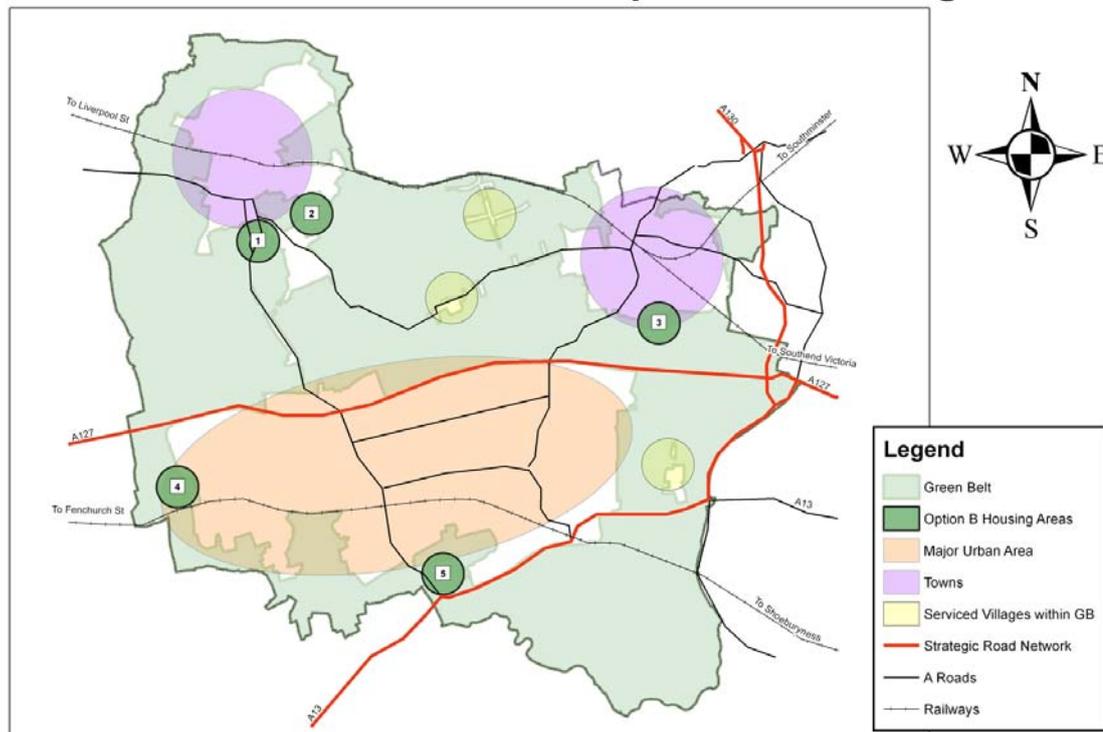
76 The following table summarises the housing allocations for Option B and the plan on the following page highlights the areas identified as most suitable for housing under this Option:

**Table 6 - Summary of Housing Distribution**

Demand and Location	Dwellings
<b>Need / Demand</b>	<b>10,100</b>
Urban Area	6,500
Open Spaces	200
Urban Extensions into Green Belt	3300
Plotlands	100
<b>Total</b>	<b>10,100</b>

Picture 2

**Option B - Housing Areas**



## Economic Development

### Economic Development

- 77** Current forecasts for Basildon Borough indicate economic change, particularly away from manufacturing, R&D, retail and public administration, with growth in Business Services, particularly computer related services, recruitment, security and real estate<sup>(50)</sup>. The Borough is a significant employment area but current regional forecasts show both economic activity and employment growing proportionally less than the Region as a whole, essentially losing market share. This is indicative of the current mix of businesses in the Borough, with a great proportion of declining or lower growth businesses than other parts of the Region. To regenerate the Borough and maintain economic resilience there is an opportunity to draw employers and high-growth businesses into the area by identifying appropriate sites for economic development.
- 78** Existing employment areas and town centres are the preferred locations for much economic activity. Policies that ensure the vitality and regeneration of town centres, reduce the need to travel and provide equitable access to goods, services and employment opportunities, are part of the Borough's aspirations. To enable this, retailing, services and offices will be focused in town centres<sup>(51)</sup> and existing employment areas will be prioritised for other economic uses before new sites.
- 79** Two employment areas are proposed in the urban area for additional employment activities, in addition to the Town Centres:
- Land north of Ford Dunton test track
  - Dry Street / Basildon College / Basildon Hospital (dependent upon appropriate relocation of College to Basildon town centre)
- 80** Land north of Dunton is a narrow site between the Ford test track and the A127 that could provide a suitably located opportunity for a number of employment activities. Currently under the allocation of automotive research and development, the area is likely to provide an access road for new housing to the east, opening a portion of the site nearest the Dunton Interchange for employment uses. An initial assessment indicates the site is a maximum of 9ha. Infrastructure, constraints and landscaping are likely to reduce this to around 4ha of usable employment land. Evidence gathered in 2008 indicated this area contains beneficial characteristics for economic uses, with connections to the road network and proximity to the M25 being among the most important<sup>(52)</sup>
- 81** Dry Street / Basildon College / Basildon Hospital is an area that is designated as an area of Special Reserve for housing in the 2007 Saved Policies of the Basildon Local Plan. A small proportion of the site would be allocated for economic use to balance housing growth in the immediate area and provide an alternative economic location from the A127 Corridor<sup>(53)</sup>.

50 Oxford Economics (2011) Regional Econometric Model 2010-2030

51 See Basildon Borough Council (2011) Topic Paper - Town Centres and Retail; PPS4 - Town Centres; Draft NPPF (2011); BWB (2012) *Basildon Town Centre Masterplan*

52 Roger Tym & Partners (2008) *Employment Capacity Study* p.44 sec.5.47

53 Evidence suggests that demand for employment space in this area is difficult to gauge, but that it is likely to be attractive (Roger Tym & Partners (2008) *Employment Capacity Study* p.44 sec.5.50)

### Green Belt

- 82 Where proposals are not suited to these locations due to, for example, the Use Class<sup>(54)</sup>, scale, vehicle movements or lack of suitable sites available, the allocation of new areas to accommodate development may avoid businesses seeking opportunities elsewhere in the Region.
- 83 The employment areas identified for this Option are indicative. They have been determined through an initial qualitative assessment to identify any beneficial characteristics for economic development, using the approach set out in Appendix F.
- 84 For this Option, locations that were identified as appropriate for both housing and economic development have been prioritised for housing.

### Quantity of Land Required

- 85 To determine the quantity of land required for release within these locations, a balance has been made between various employment forecasts, population modelling and the aspirations of the authority. While there are indications that no additional land is required to meet the long-term job forecasts for the population projections in this Option, such an approach would limit the ability of the Borough to attract new businesses and risk losing market share to other Districts.
- 86 Economic activities are expected to change within existing employment areas, with short term increases in logistics and long term increases in office requirements, with a declining need for manufacturing space. In the short term, an increase of 11ha of B-class land would enable logistics and warehousing to expand and exploit demand from the London Gateway Port<sup>(55)</sup> while protecting existing employment areas. In the long term, the demand for high quality office space is likely to decrease the overall quantity of land required for employment activities. Additional strategic allocations above these identified demands can offer greater flexibility to encourage speculative large-scale development, aid the redistribution of activity to appropriate locations and be a catalyst for new investment.
- 87 Under this Option, economic development of a strategic scale is proposed in Basildon Town Centre<sup>(56)</sup>, at the Dry Street / Basildon College / Basildon Hospital site (2ha) and at land north of Ford test track (9ha, providing an estimated 4ha of land for employment). In addition to these locations, almost 8ha of land will be designated to meet demand for logistics, warehousing and office space, outside of the current urban area.
- 88 Two locations are chosen to meet demands and provide new opportunities:
- West Billericay
  - East Basildon
- 89 West Billericay provides a location close to Billericay Town Centre, with good links to existing services and transport options, with the potential to become more accessible when Crossrail is developed at Shenfield<sup>(57)</sup>. In general, Billericay has a good level of employment and education, such that economic development in this area could provide an alternative to commuting away from the town and be better located to meet workforce skills shortages often raised by employers. The site is not as accessible as locations in Basildon, particularly the

54 In planning, the appropriate use of a site is based on the Use Class of an activity (see: Town & Country Planning (Use Classes) Order 1987 (As Amended) 1991; 1992; 1994; 1995; 1995 (No.2); 2005; 2006 & 2010)

55 Roger Tyms & Partners (2008) *Basildon Employment Capacity Study*

56 BWB (2012) *Basildon Master Plan*, proposes 25,000m<sup>2</sup> of new or improved office space within the Town Centre (p.20)

57 Roger Tyms and Partners (2008) *Employment Capacity Study* p.45 sec.5.51

A127 Employment Corridor and therefore large scale development would be discouraged. However, the site provides opportunities for expansion to existing employers in Billericay, potentially reduce commuting away from the town and distribute some employment and traffic growth away from the Employment corridor.

- 90 East Basildon is an accessible location by road and contains services to support further development. A large release of land in this area would assist in meeting the demands for logistics and warehousing in the short term, avoiding conflict with residential areas proposed in other Green Belt areas.
- 91 These locations present the best characteristics for economic development. Table 5 summarises the locations and quantities with spatial distribution indicated on the diagram overleaf.

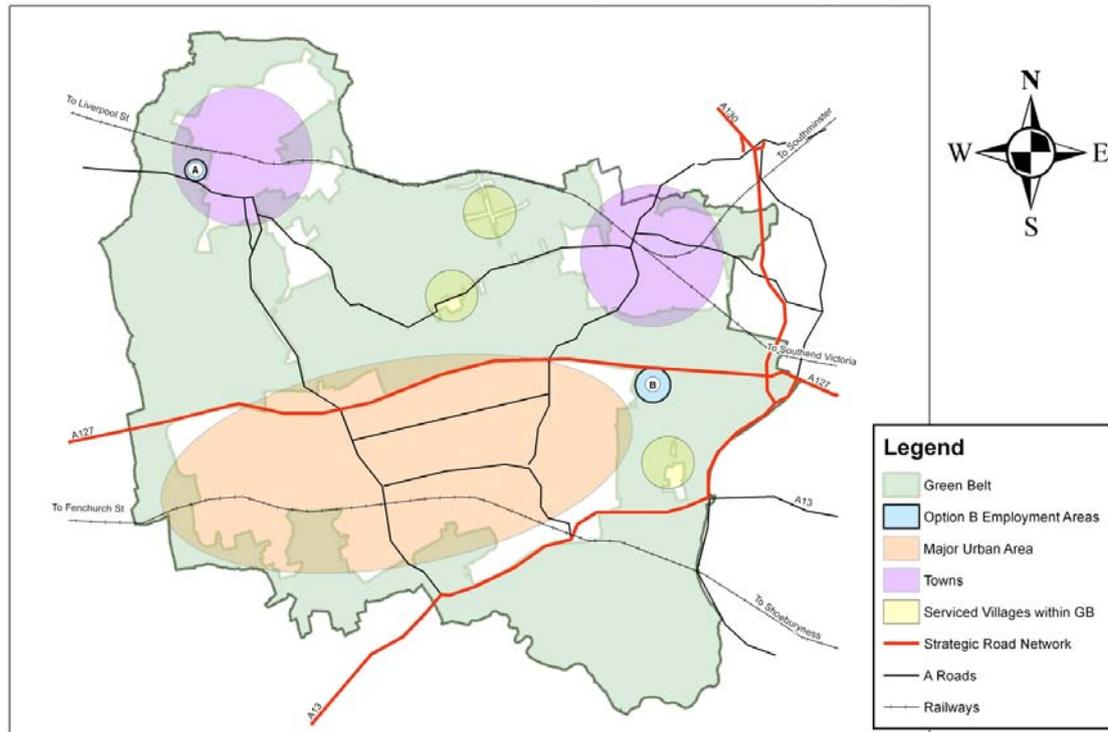
**Table 7 - Locations for Strategic Employment Development**

Reference	Location	Scale
A	West Billericay	2.2ha
B	East Basildon	5.6ha
PADC 8	Dunton	4ha
PADC 10	Nethermayne	2ha
<b>Total</b>	<b>Borough Wide</b>	<b>13.8ha</b>

- 92 Together these locations provide approximately a 2% increase in employment areas(including town centres) over the plan period.
- 93 Periodic monitoring of economic development, employment and growth prospects, can identify whether a flexible policy is benefiting the Borough over the plan period.

Picture 3

## Option B - Employment Areas



## Infrastructure

### Infrastructure

- 94 Infrastructure is necessary for a place to function well, and provide all facilities and services that enable a good quality of life to be possible. Much infrastructure is provided by public services and funded as a proportion of need, often related to population, in balance with other priorities. This option proposes growth appropriate to meet some of the Borough's demands, comparable to surrounding local authorities.
- 95 The strategic spatial distribution proposed in this Option is partially based on existing services in order to limit the need for additional infrastructure where possible. However, the need for primary schools, secondary schools, health facilities and transport improvements are likely to be necessary as a result of the proposed growth. Access to mainstream public and private funding mechanisms will be justified where the Borough is meeting demand and demonstrating a coordinated response to growth.
- 96 With around 14,000 new residents, regenerated town centres and increased economic activity, there will be both opportunities and demands for new infrastructure, such as:
- New primary schools, health facilities and civic amenities to meet the demands of new residents and families;
  - Improvements to waste and sewerage systems to enable growth in particular locations;
  - Greater demand for renewable energy sources integrated in new buildings;
  - Upgrades and improvements to certain road junctions and carriageways to accommodate increased traffic volumes;

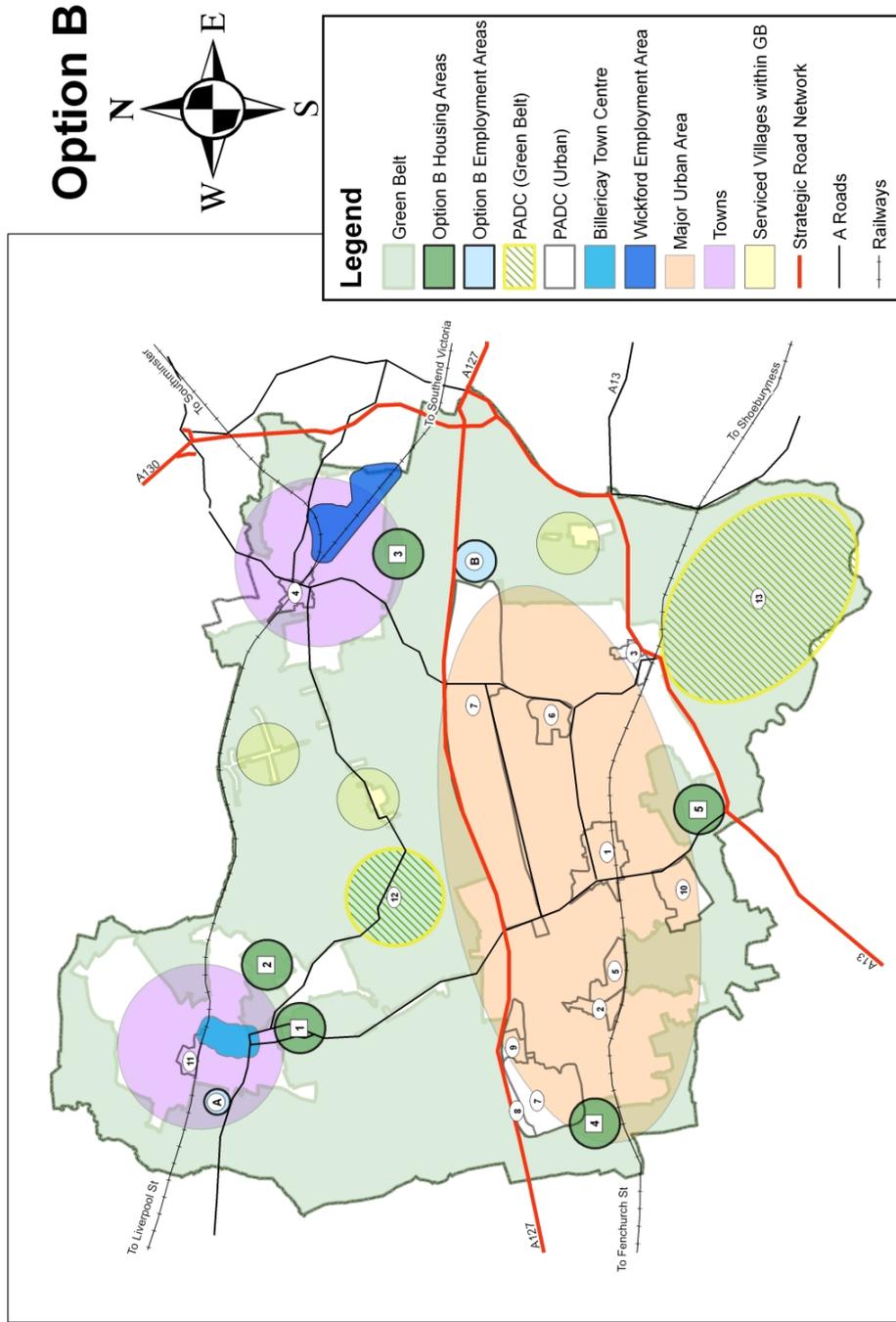
- Improved public transport systems and increased rail capacity;
- Greater mobile communication coverage and fibre optic cable installations.

**97** The infrastructure requirements as a result of the spatial choices in Option B will be determined through evidence, analysis of solutions and consultation with appropriate agencies and stakeholders. This will be developed further through the preparation of the Community Infrastructure Levy and Planning Obligations LDD.

## Key Diagram

98 A combination of all spatial elements proposed for Option B are indicated on the following Key Diagram:

Picture 4



## Summary

### Summary of Option C

- 99** Option C sets out a spatial approach to meeting a high level of housing demand for the Borough<sup>(58)</sup> and maximising its economic potential. Through higher urban densities and strategic land releases, this option provides for a projected population increase of 36,000 and a comparable need for 21,600 dwellings between 2011-2031, with supporting infrastructure.
- 100** A strategic release of up to 26ha for employment use will balance housing with economic activity and enable businesses to locate to the Borough, maintaining Basildon's economic importance to the Region and providing attractive locations for businesses. The Borough's town centres remain the focus for suitable activities and regeneration, creating vital hubs of activity with local distinction. Additional centres will be created within urban extensions to ensure equitable access to goods and services.
- 101** Around 7,500 dwellings will be provided within the current urban area<sup>(59)</sup> and 14,100 in urban extensions removed from the Green Belt<sup>(60)</sup>. Areas that best represent the purposes of the Green Belt are retained and a robust long-term boundary is created.
- 102** Phasing of development and funding for infrastructure will be crucial to ensure new areas are suitably serviced by utilities, transport, communication and civic amenities, creating a good quality of life for future occupiers. Planning to meet the Borough's higher housing projections and promoting opportunities for economic growth will encourage substantial investment from public and private funding.
- 103** **Introduction to the Option**
- 104** Recent trends in population growth and household formation rates indicate a possible future in which an expanding population will require more homes over the plan period than can be accommodated in the existing urban areas<sup>(61)</sup>. To ensure those who wish to live in the Borough can do so while maintaining a good quality of life, without leading to overcrowding or resorting to uncharacteristically high housing densities or loss of amenity, a significant release of Green Belt locations can enable the creation of new sustainable estates and communities.
- 105** This approach will fulfil known opportunities in the urban area at higher densities and develop selective green belt sites to accommodate additional housing and employment demand. It protects those areas that best represent the principles of the Green Belt and avoids placing significant pressure for new dwellings on existing areas. Improvements to infrastructure and new facilities to support growth will be required, while maximising the benefit of existing facilities.
- 106** For retailing and services, the Regional, Town and Local Centres remain the focus, in accordance with the Borough's ongoing regeneration activities. These locations provide the greatest range of access and consumer choice and will remain the Borough's hubs for shopping and community activity. Additional urban centres will be required to support urban extensions.

58 The two sources that project possible high-level population and household numbers in Basildon are: EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 2: Scenario development*, 'Migration-led-R' Scenario (population change between 2010-2033 of 35,595) and; ONS (May 2010) *2008-based subnational population projections* (population change between 2010-2030 of 37,000)

59 These dwellings can be accommodated from sites which have been granted planning consent or which are favoured through a suitable, available and achievable assessment, at densities of 50dph or higher

60 Current Green Belt boundary is defined in the 1998 Local Plan

61 This is determined by comparing the housing demand for a high-population scenario presented the EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 2: Scenario development*, with the identified potential urban housing supply. A high household forecast for Basildon is a trend scenario based on the Sub-National Population Projections (with additional evidence from 2009/10), which projects a change of 21,593 new households between 2010-2033. This compares with identified high-housing capacities in the urban area, derived from the 2011 Residential Land Availability Assessment, the SHLAA and potential supply from PADCs, which results in a shortfall of 14,000 homes

**107** A flexible approach to economic land supply will balance employment with housing growth and enable businesses to locate within the Borough at a range of appropriate locations. Up to 6ha are proposed within the urban area, with a further 19.8ha proposed across the Borough in strategic releases to meet demands for logistics, warehousing, office space and other employment opportunities over the plan period.

## Housing

### Housing Projections

**108** Identifying the number of new dwellings needed over the plan period relies initially on a population forecast and an understanding of the propensity for new households to form. This enables the Planning Authority to anticipate the type and number of homes needed.

**109** The Regional Spatial Strategy (RSS) expected Basildon Borough to provide land to accommodate 10,700 dwellings between 2001-2021, and effectively a further 6300 dwellings between 2021-2031<sup>(62)</sup>. However, in July 2010 the Coalition Government announced their intention to revoke all Regional Spatial Strategies and for all local authorities to set their own housing targets.

**110** Demographic forecasts are used to assess potential housing need for the future<sup>(63)</sup>. This Option is based on the results of a population scenario that projects recent trends forward over the plan period, replicating the process but updating the base data for the ONS subnational population projection (SNPP)<sup>(64)</sup>. The migration-led scenario<sup>(65)</sup> projects a population change of approximately 35,600 between 2010 - 2033, equal to a 20.3% increase. This compares closely with ONS (2008-based) projections for the Borough's population between 2010 - 2030, shown in table 8:

**Table 8 ONS Region and Country Profiles: Population and Migration - Basildon**

Area	Year			All ages percentage change
	2010	2020	2030	
Basildon	177,000	196,000	214,000	21%

**111** To calculate households, a Household-Dwelling conversion factor is applied to population statistics. The Department for Communities and Local Government (CLG) produce household projections at the borough level based on ONS population figures and trends over the previous five years. Projections based on the latest 2010 population forecasts are not yet available in order to compare with those produced by the EPOA. The household projections by EPOA are therefore the most recent available to the Council. Under these projections, Basildon would experience a change of approximately 21,600 households between 2010-2033. Table 9 shows the forecast population and dwelling demand from the migration-led scenario.

62 GOEast (2008) *The East of England Plan*; Policy H1  
 63 See Communities and Local Government (2008) *PPS3 - Housing*; EPOA (February 2012) *Greater Essex Demographic Forecasts Phase 1: Model development*  
 64 The EPOA *Greater Essex Demographic Forecast Phase 2: Scenario Development* process reproduced a scenario to match ONS 2008-based population projections (SNPP) as a control for other scenarios. The EPOA were able to produce a scenario which updated the SNPP following the publication of more recent mid-year population estimates and migration data observed between 2006-2010  
 65 The title of the Scenario reflects its purpose, to demonstrate the demographic consequences of the migration assumptions in the scenario

**Table 9 Population and Household Forecasts**

Change 2010-2033				
Scenario	Population Change	Population Change %	Households Change	Households Change %
Migration-led	35,595	20.3	21,593	29.8%

**112** The projections from ONS and EPOA indicate a potentially significant increase in population and households over the next 20 years, if current trends continue. Migration is an important factor and may continue to heavily influence the demand for homes in the Borough, with people wanting to move to the area.

#### Housing Provision

**113** Basildon has limited urban land available due largely to the Green Belt policy restriction covering a large proportion of the Borough. In order to met a household change of 21,600 units, several strategic locations will need to be released from the Green Belt. To limit the size and number of areas required, high densities would be necessary, in both the urban areas and the Green Belt. With a release of Green Belt land for housing development it is appropriate to also consider infill within plotland areas <sup>(66)</sup>. The following areas will be discussed in detail:

- Development in the Urban Area
- Development in the Green Belt
- Development in the Plotlands

#### Development in the Urban Area

**114** Basildon's Local Plan 1998 identified that there is a limited land supply in the three main urban areas; Basildon, Wickford and Billericay. The 1998 Local Plan provided two Areas of Special Reserve(ASR)<sup>(67)</sup>; at Dry Street, Basildon and Barn Hall, Wickford. The Inspector of the 1998 Local Plan recognised in his report for the 1998 Local Plan enquiry that from 2005 there would be an increased pressure for the Borough to release some Green Belt land to accommodate the housing need.

**115** In 2004, Basildon Council carried out an Urban Capacity Study <sup>(68)</sup> that analysed the urban character of Basildon, Billericay and Wickford to identify areas of similar appearance and density. The Urban Capacity Study also identified sites that could be developed and, using the urban character analysis, applied appropriate densities to reach a projected figure. This was then discounted to allow for roads, open space, landscaping, etc.

**116** Under the 2004 Planning System, the Council undertook two Call for Sites exercises in 2007 & 2008, requesting that land with the potential to be developed should be submitted to the Council for assessment.

**117** In 2009 the Government introduced the Strategic Housing Land Availability Assessment (SHLAA)<sup>(69)</sup> process to replace the Urban Capacity Study and the Call for Sites process. The Council's SHLAA used information from the Urban Capacity Study and the Call for Sites process, along

66 The Plotland areas are identified in the Basildon Local Plan 1998, infill is described in Appendix E

67 Areas that had been reserved for future development if required

68 Basildon District Council (2004) *Urban Capacity Study*: Available from: [www.basildon.gov.uk/CHttpHandler.ashx?id=570&p=0](http://www.basildon.gov.uk/CHttpHandler.ashx?id=570&p=0)

69 Draft SHLAA Report, 2012

with the Replacement Local Plan and any expired planning permissions, to assess whether sites were developable and deliverable. The SHLAA is a central element of the evidence base for the LDF.

- 118** As part of its assessment the SHLAA provides an approximation of potential dwelling capacity for each site considered to be developable and deliverable. This information has been used to determine the urban land availability and the potential number of dwellings that can be provided for Options A and B.
- 119** Due to the high level of housing required and in order to reduce the overall amount of Green Belt land required, Option C proposed higher densities in the urban areas than previous Options. The Council has taken a strategic approach to densities for this option and identified that 50 dwellings per hectare (dph) would be a reasonable density to apply to all SHLAA sites, apart from where the SHLAA sites already have a higher density than 50dph, such as town centre locations. The SHLAA dwelling capacity for the urban areas at 50dph+ are shown in Table 10.

**Table 10 Housing units from the SHLAA at 50dph +**

Area	Units
Basildon	1230
Wickford	200
Billericay	10
<b>Total</b>	<b>1440</b>

- 120** In addition to the SHLAA, current planning permissions, Town Centre Masterplans and Development Briefs provide an approximation for dwelling capacities. Sites with planning permission and within the town centres that were assessed as part of the SHLAA were removed to avoid double counting. Where dwelling capacity has been established from planning permissions or masterplans, the densities have not been increased and remain the same as Option A. Table 11 shows the total number of dwellings identified from current planning permissions in each area:

**Table 11 Total number of dwellings from current planning permissions**

Area	Units
Basildon	2,140
Wickford	810
Billericay	90
Other <sup>(70)</sup>	100
<b>Total</b>	<b>3,140</b>

- 121** Table 12 shows the total number of dwellings identified in the town centres:

70 The 'Other' category refers to the other serviced settlements, e.g. Bowers Gifford, Crays Hill and Ramsden Bellhouse. It can also refer to units with the Green Belt.

**Table 12 Total number of dwellings from town centres**

Area	Units
Basildon (including Laindon and Pitsea)	1,750
Wickford	10
Billericay	0
<b>Total</b>	<b>1,760</b>

**122** The two ASRs, Dry Street in Basildon and Barn Hall in Wickford, have been considered separately from the SHLAA to avoid double counting. The ASR densities have been increased to 50dph for consistency with the SHLAA. Table 13 shows the potential housing units for the ASRs using the higher density.

**Table 13 Areas of Special Reserve Housing units**

Area	Units
Dry Street	1,070
Barn Hall	120
<b>Total</b>	<b>1,190</b>

**123** Summarising the housing units for each urban area at 50dph+, the strategic approach for this option is shown in Table 14 below:

**Table 14 Total housing units in the urban areas**

Area	Units
Basildon (incl Dry Street)	6,190
Wickford (incl Barn Hall)	1,140
Billericay	100
Other	100
<b>Total</b>	<b>7,530</b>

**124** This confirms that the maximum housing supply in the urban area is approximately 7,500 units, with a need to find suitable land for 14,100 units in order to provide the 21,600 units demanded.

#### Use of Existing Open Spaces

**125** This option does not include development of existing open space. With a significant increase in population and density, the existing open space provision is required to maintain the quantity standards of the Council to ensure a good quality of life<sup>(71)</sup>. It is therefore inappropriate to consider benefit from changes to open space provision as the overall quantity is unlikely to be reduced.

71 The Open Space Standards are based on PPG17 Open Space Assessment adopted by the Council in 2010. See [Cabinet Report, 2010](#)

**126** To accord with adopted standards, new open spaces would be required under this option, in line with population and household growth.

## **Development in the Green Belt**

**127** Planning Policy Guidance 2 (amended 2001) states that the Green Belt has five purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban area.

**128** The existing urban settlements of the Borough are entirely surrounded by Green Belt. Decisions regarding releasing land for development must have regard to the purposes of the Green Belt outlined above balanced against the need to release some land for housing as explained in paragraph 115.

**129** An assessment of Basildon's Green Belt has been undertaken. It divides the Borough's Green Belt into areas using natural and physical boundaries and assesses each against the five purposes. The full Green Belt assessment can be found within the SHLAA appendices, Green Belt assessment

**130** The Green Belt assessment recognised which areas met four or five of the five purposes, and concluded that these should not be considered for development. Areas that met three or less of the five purposes were considered for further study. A map of the results is provided in Appendix A. The Green Belt areas considered for further study were subject to additional assessments as detailed below:

## **Additional Assessments**

### **Environmental Constraints**

**131** Many Green Belt areas have environmental value which must be taken into account. Each Green Belt area has been assessed for environmental constraints and a high, medium or low rating produced. The full environment assessment is detailed in Appendix B.

### **Service Provision**

**132** Accessibility and proximity to services or facilities is important to enable sustainable living and provide a good quality of life. Using similar criteria to the settlement hierarchy study <sup>(72)</sup>, three important services were identified as crucial to providing a reasonable standard of living:

- A convenience store;
- A GP; and
- A Primary School.

**133** The services were recorded and the full service assessment can be found in Appendix C.

### **Comparing environmental constraints and service provision**

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72 See BBC (2011) *The settlement hierarchy topic paper*

**134** Combining the environmental constraints and service provision assessment enabled an overall rating between high, medium and low priority for potential housing development to be made. Comparing infrastructure and environmental matters is a crucial stage that changes the pattern of appropriate areas for development. For example, a Green Belt area adjacent to Noak Bridge was given a high priority, but because of waste water capacity it is more rational to extend south of Basildon Golf Course, which was initially a medium priority area.

**135** The results of the combination are shown in Appendix D.

#### **Green Belt Strategic Sites**

**136** All high and medium rated areas are assessed for the total number of dwellings they could accommodate. A strategic density of 40dph is applied, with an area discount to account for infrastructure such as roads, landscaping and open space that would be needed, in accordance with the SHLAA methodology.

**137** Two locations are favourable to economic development as well as housing and are presented as mixed use areas, containing a balance of dwellings and employment. Dwelling numbers account for an indicative land area required for employment purposes.

**138** The Green Belt areas that were considered favourably under this option are as shown in Table 15, with indicative dwelling numbers based on density and discounting:

**Table 15 Green Belt Strategic Sites**

Diagram Reference	Location	Units <sup>(73)</sup>
1	South Billericay	450
2	South East Billericay	1,350
3	South Wickford	3,000
4	North West Wickford	1,100
5	East Basildon	6,100
C6	South Basildon	1,350
D7	West Basildon	750
	<b>Total</b>	<b>14,100</b>

**139** A combination of the urban and Strategic Green Belt locations are able to meet the forecast 21,600 units required over the plan period.

#### **Development in the Plotlands**

**140** Although housing demand can be met, for consistency with the relaxation of Green Belt restrictions, there is a need to consider development within the plotland areas. Basildon Borough has areas known as plotlands, established before the Green Belt was designated. The 13 plotland areas are small unserviced settlements consisting of different sized plots, mainly residential but also containing some other activities. Under Green Belt designation, development in these areas is heavily restricted.

**141** The Draft National Planning Policy Framework<sup>(74)</sup> identifies that limited infilling should be an exception to the Green Belt. An assessment of the plotland areas has been undertaken and can be found in Appendix E. It recognises there are vacant plots within most plotlands, and that many were submitted as part of the Call for Sites (now the SHLAA) process, clearly demonstrating a demand by land owners for these plots to be developed. Furthermore, the assessment concludes that infilling would only be applicable to plots on a road frontage with an average span of 20m<sup>(75)</sup> for this Option. The plotland assessment concludes that there would be no plotlands that would have a substantial amount of infilling, which would accord with the limited approach identified in the NPPF.

**142** It is important to note that some, or parts of, the plotlands would be lost due to the strategic sites. All of the North Benfleet plotland would be incorporated into the East Basildon urban extension and over half of Fairmead plotland would become the South Wickford urban extension. Consequently, the plotlands considered for this option would provide approximately 85 dwellings. Whilst this quantity may not be considered strategic, its application over 13 geographically separated areas and the relatively unique nature of these settlements to the Borough suggests a strategic approach is prudent.

**Table 16 Development in the plotlands**

Location	Units
Plotlands	85

**143** The following table summarises housing allocations for Option C:

**Table 17 - Summary of Housing Distribution**

Demand and Location <sup>(76)</sup>	Dwellings
<b>Need / Demand</b>	<b>21,600</b>
Urban Area	7,500
Open Spaces	0
Urban Extensions into Green Belt	14,100
Plotlands	100
<b>Total</b>	<b>21,700 <sup>(77)</sup></b>

## Spatial Distribution

**144** The spatial distribution is the combination of urban areas, Green Belt Strategic Extensions and plotlands to provide housing development across the Borough, as an indication of how each part of the Borough can support the Option:

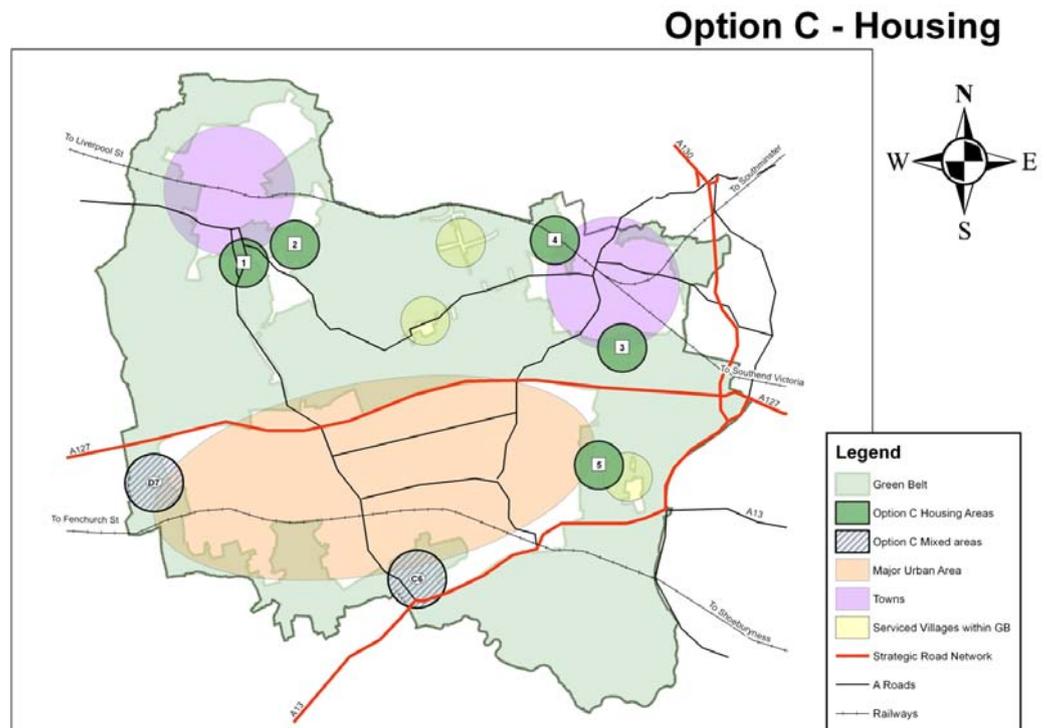
74 The Draft National Planning Policy Framework, Communities and Local Government, 2011  
 75 As this option focuses on higher densities, the average span of a plot has been reduced from 30m in Option B to 20m in Option C, allowing for slightly greater level of development  
 76 All figures have been rounded  
 77 Due to rounding this figure is higher than the need / demand. It also allows for flexibility on the number of plotland developments

**Table 18 Spatial Distribution**

Area	Total housing units (Rounded)	Percentage
Basildon	14,400	66%
Wickford	5,200	24%
Billericay	1,900	9%
Other	200	1%
<b>Total</b>	<b>21,700</b>	<b>100%</b>

- 145 The distribution provides 100 more units than forecasted due to the uncertainty of the plotland areas. Overall, limited infilling within the plotlands provides a small percentage of the overall distribution.
- 146 In this Option most housing is provided in the Basildon area, predominantly in East Basildon. A large proportion of housing would support Wickford, while Billericay has a significant increase in the number of dwellings available but would be unlikely to require infrastructure investment on a similar scale to Basildon and Wickford to meet new demands and opportunities.
- 147 The following diagram indicates the distribution of housing proposals across the Borough under this Option, linked to table 15:

**Picture 5**



## Economic Development

### Economic Development

- 148** Basildon is an important employment area and a key centre for employment growth, as recognised by The Regional Spatial Strategy<sup>(78)</sup>. Economic forecasts indicate that the Borough's economic activities are changing, particularly away from manufacturing, R&D, retail and public administration, towards *business services*, particularly computer related services, recruitment, security and real estate<sup>(79)</sup>. These projected changes over the long term would alter land needs away from industrial facilities towards high quality serviced office spaces in accessible locations.
- 149** The National Planning Policy Framework (NPPF) demonstrates the Coalition Government's focus on economic growth and desire to ensure this is embedded through the planning and development process. The NPPF recognises the need to focus development in town centres and to allocate strategic sites to cater for the local requirements of business, consistent with current National Planning Policies. Current planning policy, Planning Policy Statement 1: Delivering Sustainable Development, emphasises the commitment to promoting a '*strong, stable and productive economy that aims to bring jobs and prosperity for all*'.
- 150** The Basildon Employment Capacity Study undertaken by Roger Tym & Partner and Lambert Smith Hampton identified a lack of quality office and industrial premises along the A127 corridor. Consultants CB Richard Ellis along with AECOM were commissioned by Basildon Council and Basildon Renaissance Partnership to prepare a vision for the A127 economic corridor. The vision highlighted a need to expand into the Green Belt to accommodate growth and encourage business and employment.
- 151** Other Council documents, such as the Basildon Economic Framework and Basildon Regeneration Framework recognise the importance of economic development to the Borough and the need for economic expansion, to provide betterment and address any barriers to investment. Similarly, the need for improved education and skills is consistently identified as an issue in the Borough.

### Urban Areas and Existing Employment Locations

- 152** In this Option town centres will be the focus for appropriate forms of economic development. The vitality and regeneration of the Borough's town centres are part of the Borough's long term aspirations to reduce the need to travel and provide equitable access to goods, services and employment opportunities. To enable this, quality retailing, services and offices will be focused in town centres<sup>(80)</sup>.
- 153** The existing employment areas are the preferred location for particular economic activities, including logistics, warehousing and manufacturing. Ensuring that current employment areas remain attractive and successful is crucial for the future resilience of the Borough, avoiding unnecessary use of limited Green Belt and green field land and construction of new infrastructure to support new locations. Existing employment areas will be prioritised for industrial uses prior to new sites.
- 154** Evidence indicates that none of the existing employment areas should be released and that there is a small under supply of industrial and office space up to 2026<sup>(81)</sup>. To meet employment growth alongside housing and population increases, a number of locations are proposed for employment use. Under this Option, two employment areas are proposed within the urban area:

78 GOEast (2008) *The East of England Plan*

79 Oxford Economics (2011) Regional Econometric Model 2010-2030

80 See Basildon Borough Council (2011) Topic Paper - Town Centres and Retail; PPS4 - Town Centres; Draft NPPF (2011)

81 Roger Tym & Partners (2008) *Employment Capacity Study*; p.43 & sec.10.17

- Land north of Ford Dunton test track
  - Dry Street / Basildon College / Basildon Hospital site (dependent upon appropriate relocation of Basildon College to Basildon town centre)
- 155** Land north of Dunton is a narrow site between the test track and the A127 that could provide a suitably located opportunity for a number of employment activities. Currently under the allocation of automotive research and development, the area is likely to provide an access road for new housing to the east, opening a portion of the site nearest the Dunton Interchange for employment uses. An initial assessment indicates the site is a maximum of 9ha. Infrastructure, constraints and landscaping are likely to reduce this to around 4ha of usable employment land. Evidence gathered in 2008<sup>(82)</sup> indicated this area contains beneficial characteristics for economic uses, with connections to the road network and proximity to the M25 being among the most important.
- 156** Dry Street / Basildon College / Basildon Hospital is a collective term for a large site that was specially reserved for development. A small proportion of the site would be allocated for economic use to balance housing growth in the immediate area and provide an alternative economic location from the A127 Corridor<sup>(83)</sup>.

**Table 19 - Additional Employment Land in Urban Area**

Area	Economic Land Supply
Ford Dunton	4ha
Nethermayne	2ha

**Green Belt**

- 157** Where proposals are not suited to the urban locations due to, for example, the type of Use<sup>(84)</sup>, its scale, vehicle movements or lack of suitable sites available, the allocation of new sites to accommodate development may avoid businesses seeking opportunities elsewhere in the Region.
- 158** This Option is a proposed strategy to provide for the demands projected by a high-population growth scenario for the Borough. Under this scenario, the number of jobs required in order for Basildon to maintain the current employment level for the economically active population would be 615 per year (12,300 between 2011-2031). This is optimistic in comparison to economic modelling that indicates both employment and economic activity will grow proportionally less in Basildon Borough than the Region as a whole, forecasting total growth of 4,000 jobs and £2bn in GVA between 2011-2031<sup>(85)</sup>.
- 159** To achieve these levels of employment it is necessary to provide the appropriate opportunities through planning. Evidence documenting the demand for employment land indicates an enhanced productivity scenario requiring up to 100,000m<sup>2</sup> of additional B-space<sup>(86)</sup> land, up to 11ha in the short term to meet demand for distribution and that a maximum of 10ha could

82 Roger Tym & Partners (2008) *Employment Capacity Study* p.44 sec.5.47

83 Evidence suggests that demand for employment space in this area is difficult to gauge, but that it is likely to be attractive (Roger Tym & Partners (2008) *Employment Capacity Study* p.44 sec.5.50)

84 In planning, the appropriate use of a site is based on the Use Class of an activity (see: Town & Country Planning (Use Classes) Order 1987 (as amended) 2005, 2006 & 2010)

85 East of England Forecasting Model (Autumn 2010)

86 referring to Use Class B of the Use Classes Order

provide an innovation park near Dunton<sup>(87)</sup>. These scenarios included significant development in Basildon Town Centre of up to 70,000m<sup>2</sup> office space, which more recent evidence indicates was an overestimate given competing favourable locations in the Borough.



- 160 For these collective reasons, it can be demonstrated that there is demand for economic land in the borough. With limited urban land available for employment purposes, there is a need for some Green Belt release to accommodate economic growth.
- 161 It should be noted that whilst Strategic Sites will be identified in the Green Belt as part of this option to maximise Basildon's growth potential, it will only be on a flexible and monitored basis. If the existing urban areas can no longer provide for the needs of businesses and the demand for new premises is evident, Green Belt sites could be released. Evidence would need to support the assertion that no other appropriate area is available, to ensure that existing employment areas and town centres are not threatened.
- 162 The employment locations identified for this option have been determined through a process of qualitative assessment. Consideration was given to how an area meets the principles of the Green Belt to remove inappropriate areas and a qualitative assessment for each remaining site identified particular beneficial characteristics for economic development. The results of the quantitative employment assessment can be found in Appendix F.
- 163 A number of mixed use locations are presented due to both housing and employment assessments indicating positive attributes. These locations can provide a balance of jobs with housing, create vibrant areas and reduce the need to travel. Furthermore, these locations can provide opportunities for the creation of sustainable communities, improving the quality of life.
- 164 The proposed Strategic sites and quantities of land are shown in Table 20:

**Table 20 Strategic Economic Areas**

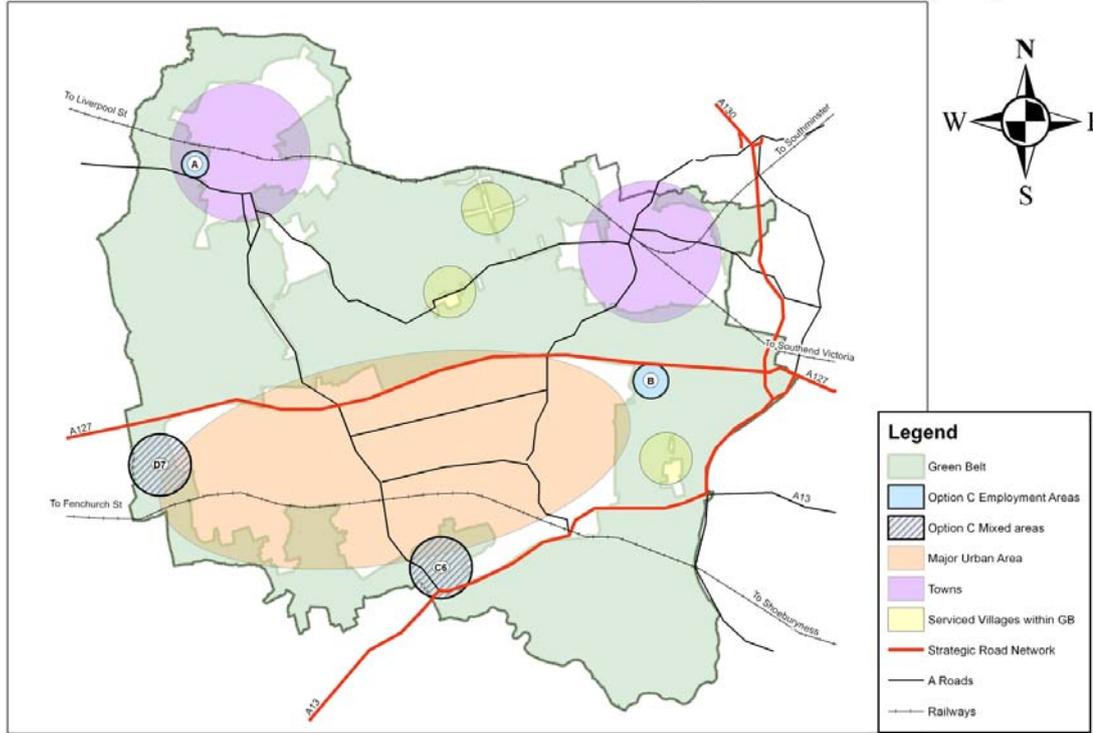
Ref	Area	Economic land supply
A	West Billericay	2.8ha
B	East Basildon	5.6ha
C6	South Basildon (including 2ha at Dry Street / Basildon College / Hospital (PADC 10)	7.5ha
D7	West Basildon (including 4ha at Dunton PADC 8)	9.8ha
	<b>Total</b>	<b>25.7ha</b>

- 165 Whilst evidence<sup>(88)</sup> has indicated that the Borough requires approximately 21ha of employment land in total, the aim of this option is to maximise growth and provide maximum opportunity to create economic betterment for the Borough. Subsequently, an additional 5ha of employment land has been identified in this option, but with the intention to monitor demands for employment land (prioritising employment in the existing employment areas) before the release of any Green belt sites.
- 166 The Strategic Economic Areas can be seen in the diagram below:

87 Roger Tym & Partners (2008) *Employment Capacity Study*; sec.8.52; sec.10.25; sec.10.38)  
 88 Roger Tym & Partners (2008) *Employment Capacity Study*; sec.8.52; sec.10.25; sec.10.38)

Picture 6

Option C - Employment



## Infrastructure

### Infrastructure

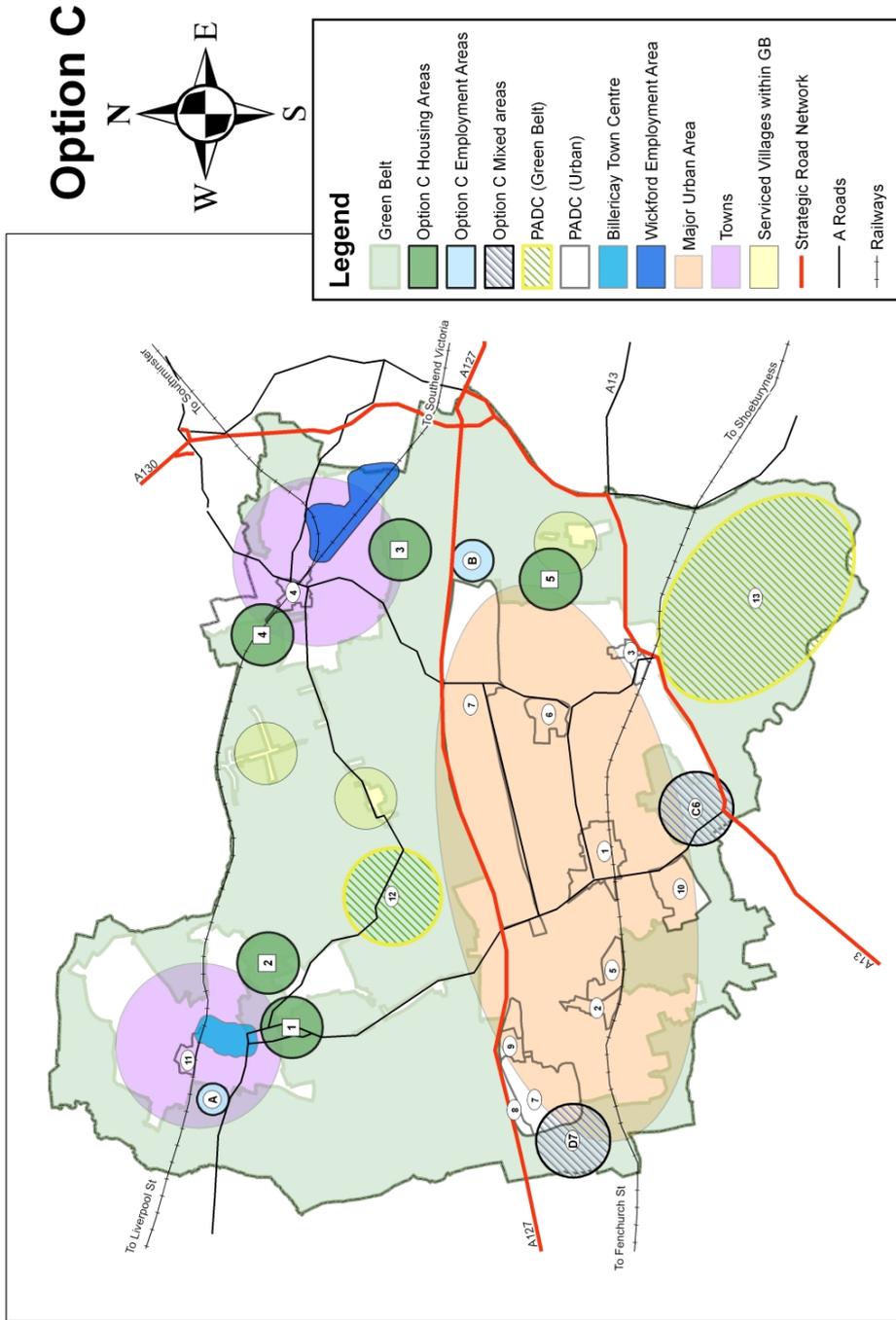
- 167** Infrastructure is necessary for a place to function well. With high levels of growth in this Option, there will be demand and need for infrastructure to ensure a good quality of life. With an increase of around 35,000 people and several large urban extensions over the twenty year period, new infrastructure will need to be carefully planned to ensure it is available in the right place and the right time, ensure maximum benefit and avoid creating under-served areas.
- 168** Access to mainstream public and private funding mechanisms could be substantial, with greater likelihood of securing capital investment to enable positive growth where this helps to meet wider investment objectives. As part of the greater South East, a substantial employment area in the Region, part of the Thames Gateway Regeneration and Economic Growth Area<sup>(89)</sup> and with particular redevelopment needs, there are opportunities to access a variety of funding streams to manage growth.
- 169** Examples of infrastructure required over the period include:
- New primary schools, health facilities and civic amenities to meet the demands of new residents and families;
  - Improvements to waste and sewerage systems to enable growth in particular locations;
  - Greater demand for renewable energy sources integrated with new development;
  - Improved connectivity between town centres and urban extensions to reduce the need to travel;
  - Upgrades and improvements to road junctions and carriageways to accommodate increased traffic volumes;
  - Improved public transport systems and increased rail capacity to ensure equitable access to goods, services and opportunities;
  - Expanded mobile communication coverage and fibre optic cable installations.
- 170** The infrastructure requirements as a result of the spatial choices in Option C would be determined through evidence and consultation with the appropriate providers. An examination of current capacities and deficits across the Borough would enable the authority to plan for future demands. A development strategy for this Option would require evidence and consultation to establish the limitations, phasing and funding needed to realise the maximum growth potential. This will be developed further through the preparation of the Community Infrastructure and Planning Obligations LDD.

89 See: <http://communities.gov.uk/regeneration/thamesgateway/>

## Key Diagram

171 The spatial distribution of new housing and economic growth are shown on the following key diagram:

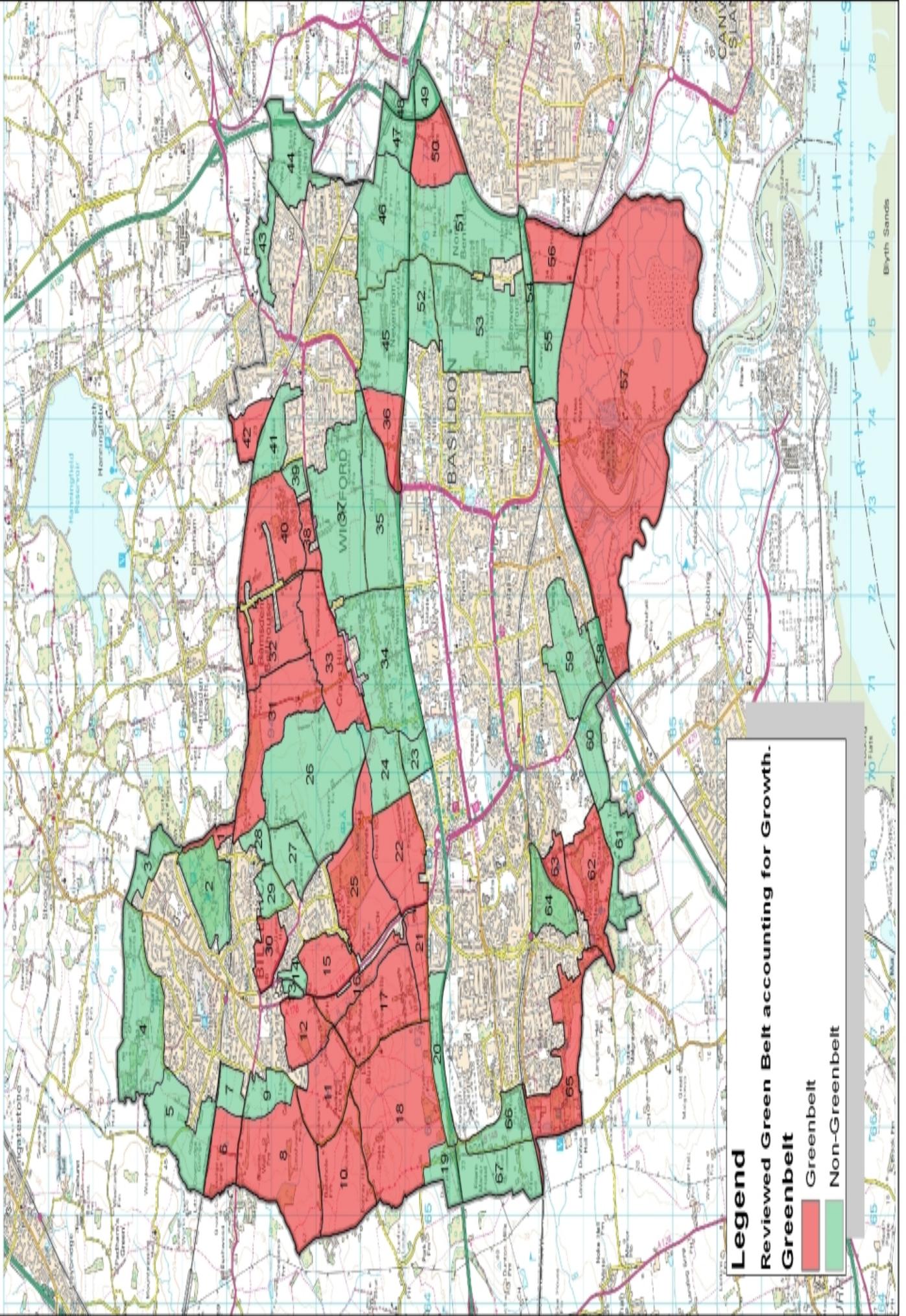
Picture 7



## Appendix A: Green Belt Assessment Map

- 172** Used for the Strategic Housing Land Availability Assessment (SHLAA) to help determine which areas of the Green Belt should be retained, an assessment based on the five purposes of the Green Belt as set out in Planning Policy Guidance 2: Green Belts was carried out. As this assessment had been used to determine which areas of Basildon's Green Belt could be considered for further study and potential development, it was appropriate to use this information as a starting platform for potential strategic sites in the Green Belt. The methodology for the Green Belt assessment can be found in the Appendix to the SHLAA, but the results can be seen in Figure 1.

# Reviewed GB



**Legend**  
Reviewed Green Belt accounting for Growth.

**Greenbelt**

- Greenbelt (Green)
- Non-Greenbelt (Red)

## Appendix B: Environmental Assessment

### Green Belt Assessment

- 173** The Green Belt assessment undertaken by Basildon Borough Council determined which areas of the Basildon Borough Green Belt should be considered for further study and which areas should not. This was identified through an assessment of each area based on the five purposes of the Green Belt. The results of which can be found in Appendix A.
- 174** The areas that were to be considered for further study underwent an environmental assessment, which is detailed in this Appendix.

### Environmental Constraints

- 175** The environmental assessment used the same environmental constraints that had been used to assess the sites in the Strategic Housing Land Availability Assessment (SHLAA). The environmental constraints considered for this assessment were:
- Scheduled Monument;
  - Sites of Special Scientific Interest (SSSIs);
  - Special Area of Conservation (SACs)/Special Protection Area (SPAs)/ Ramsar;
  - Local Nature Reserve;
  - Flood Zone (2 and 3);
  - Washland;
  - Marshes Protection Area;
  - Existing, developed business/industrial areas;
  - Oil/Gas pipelines;
  - Electricity Pylons;
  - Immoveable Communications Links
  - Sewerage treatment plants/wastewater
  - Ancient Woodland;
  - Local Wildlife Sites
  - Biodiversity Action Plan (BAP) Priority Habitat;
  - Protected Species;
  - Ground Water Vulnerability Area;
  - Conservation Area;
  - Listed Buildings;
  - Potential Contaminated Land;
  - Definitive Footpath (PRoW);
  - Tree preservation Order (TPO); and
  - Archaeological Finds Area.

#### Scheduled Monument

- 176** "Scheduling" is shorthand for the process through which nationally important sites and monuments are given legal protection by being placed on a list, or 'schedule'. A schedule has been kept since 1882 of monuments whose preservation is given priority over other land uses. Basildon has three Scheduled Monuments; Norsey Woods Camp and Round Barrow, Billericay; moated site and fish ponds at Botelers, Basildon; and the moat at Basildon Hall, Basildon.

#### SSSIs

- 177** SSSIs are the country's most important wildlife and geographical sites. There are over 4,000 Sites of Special Scientific Interest (SSSIs) in England, covering around 7% of the country's land area. In Basildon there are six SSSIs.

#### SACs/SPAs/Ramsar

- 178** SACs are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
- 179** SPAs are areas which have been identified as being of national and international importance for the breeding, feeding, wintering or migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the 'Birds Directive 1979' which provides enhanced protection given by the SSSI status all SPAs hold.
- 180** Ramsar sites are wetlands of international importance, designated under the Ramsar Convention. The Ramsar Convention is an international agreement signed in Ramsar, Iran, in 1971, which provides for the conservation and good use of wetlands.
- 181** Basildon Borough does contain any SACs/SPAs or Ramsars, but there are some within 5km of the Borough Boundary to the east and the south.

## Local Nature Reserve

- 182** Local Nature Reserves (LNRs) offer opportunities to study or learn about nature or just to enjoy the local nature. To qualify for LNR status, sites must be of importance for wildlife, geology, education, or public enjoyment. There are four LNRs in the Borough.

## Flood Zones

- 183** There are two different types of areas that are affected by flooding. They can be described as:
  - An area that could be affected by flooding, either from rivers or the sea, if there are no flood defences. These areas could be flooded:
    - From the sea by a flood that has a 0.5% or a greater chance of happening each year;
    - From a river that has a 1% or greater chance of happening each year.
  - An area that could be affected by an extreme flood from rivers of the areas. These outlying areas are likely to be affected by a major flood that has a 0.01% of occurring each year.

## Washland

- 184** Washland are parts of a river floodplain where the downstream ends, into which the river can flood temporarily.

## Marshes Protection Area

- 185** The land in the south-eastern corner of the Borough was identified in the 1998 Local Plan as an area to be protected for its landscape, open and rural character and wildlife importance. The majority of this area is made up of SSSIs, Local Wildlife Sites (LoWS), Wat Tyler country Park, as well as former and current landfill sites. In addition, it is also an area of risk to tidal flooding. For these reasons it is still felt to be of environmental importance.

## Existing, developed business/industrial areas

- 186** As a New Town, Basildon was planned around a strong segregation between land uses. Therefore, there are not opportunities for redeveloping employment sites into housing, and vice versa. The combined employment areas in the A127 corridor are the largest employment area in Essex and serve a wider area than the Borough.
- 187** There is one reasonably sized employment area/business estate in each of Billericay and Wickford.

- 188** Basildon, Billericay and Wickford all have town centres which are also identified as existing business areas.

#### Oil/Gas pipelines

- 189** Oil and Gas pipelines can impact development and so consideration should be given to :
- Gas pipelines (high pressure) that are protected by a 32 metre wide protection zone and gas compounds, as they have similar constraints as high pressure gas pipelines.
  - Oil pipelines that are protected by 6 metre wide protection zone.

#### Electricity Pylons

- 190** Development under electricity pylons can be restricted, and therefore precaution zones around electricity pylons are put in place. Whilst electricity pylons can be mitigated against for development, without putting them underground, the developable area will be limited.

#### Immoveable Communications Links

Immoveable Communications Links refer to communications lines that cannot be removed. However, due to the nature of these lines, their location is often unknown.

#### Sewerage treatment plants/wastewater

- 191** There are several sewerage works within the borough whose presence must be taken into consideration. These facilities support development and therefore their capacity should also be given consideration.

#### Ancient Woodland

- 192** Ancient woodland is an area that has been continuously wooded since at least 1600AD. Ancient woodlands are of prime ecological and landscape importance. Many rare and threatened species are associated with this habitat. Relatively undistributed woodland often contain historical, archaeological and landscape importance.
- 193** Ancient woodland is listed under Natural Environment and Rural Communities Act 2006 Section 41, as being of principal importance for the purpose of conserving biodiversity in England.

#### Local Wildlife Sites

- 194** Local Wildlife Sites (LoWS) are areas of land with significant wildlife value. Local Wildlife Sites support both locally and nationally threatened wildlife, and many sites will contain habitats and species that are priorities under the Essex or UK Biodiversity Action Plans (BAP),

#### Biodiversity Action Plan (BAP) Priority Habitat

- 195** Sets out strategies for the conservation of vulnerable wildlife.

#### Protected Species

- 196** Protected species are animals and plants that receive protection under The Conservation of Habitats and Species Regulations.

#### Ground Water Vulnerability Area

- 197** Ground water vulnerability is part of the Environment Agency work, and development should not lead to any unacceptable deterioration in groundwater quality.

#### Conservation Area

- 198** Areas of Towns or Villages of special architectural or historic interest or deserve to receive careful protection are designated as Conservation Areas. Conservation areas give broader protection than the listed individual buildings; all the features, listed or otherwise within the area, are recognised as part of its character.

## Listed Buildings

- 199** Listed buildings are of 'special architectural or historic interest.'

## Potential Contaminated Land

- 200** Information about whether a site is currently, or has previously been, affected by a potentially polluting use will be recorded. However, it is the responsibility of any developer to undertake comprehensive investigation of any site for development. Developers are responsible for "safe development and secure occupant" of the development, which can only be achieved through full compliance with Planning Policy Statement 23 and the guidance issued under the contaminated land regime.<sup>(90)</sup>

## Definitive Footpath (PRoW):

- 201** Definitive footpaths are also known as public rights of way.

## Tree Preservation Order (TPO)

- 202** Tree Preservation Orders put special designation on specific trees to ensure that they are not felled without consultation with the local planning authority. Trees in Conservation areas have the same level of protection.

## Archaeological Finds Area

- 203** Due to the historical nature of the area, there could be the possibility of archaeological remains and therefore investigation is necessary before development can commence.

## **The Environmental Assessment**

- 204** A rating system was used to determine which Green Belt areas had the most and which Green Belt areas had the least environmental constraints (listed above).
- 205** The Green Belt areas were assessed against each environmental constraint. If an environmental constraint was within most of the Green Belt area (approximately 50% or more), the Green Belt area would be given a score of '2'.
- 206** If an environmental constraint was within part of the Green Belt area (approximately 49% or lower), the Green Belt area would be given a score of '1'.
- 207** If an environmental constraint was not within the Green Belt area, the Green Belt area would be given a score of '0'.
- 208** The scoring was a useful tool to help rate the Green Belt areas against environmental constraints.
- 209** The results can be found in the [environmental assessment table \(1\)](#).

90 Local guidance produced by Essex Local Authorities called "Land Affected by Contamination - Technical Guidance for Applicants and Developers"

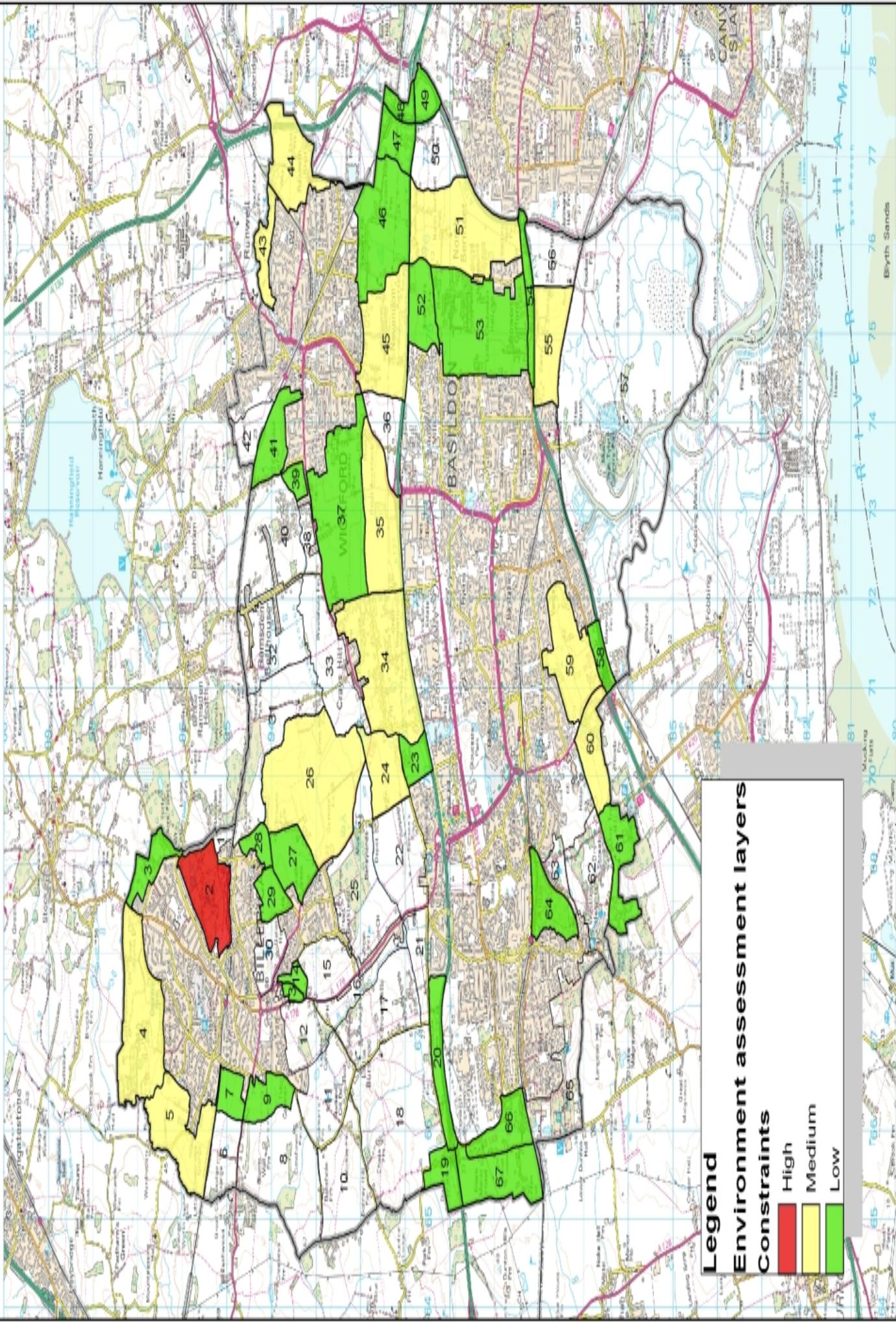
The scores ranged from 5-22, the lower score being the least environmentally constrained. There was only one Green Belt area that scored 22, and it has large parts designated as Scheduled Monument, SSSIs, Local Nature Reserve and Ancient Woodland. This provided confirmation that the scoring was representative of environmental constraints within the Green Belt areas.

Establishing that the scores fell into three areas, a rating was applied.

- High environmentally constrained and should not be considered for further study (20+)
- Medium environmentally constrained (scoring 19-10)
- Low environmentally constrained (scoring 9-0)

From this assessment there was only one high environmentally constrained area; Norsey Woods. The results of this assessment can be seen on the following map.

# Constraints Assessment



### **Sensitivity Testing**

The environmental assessment considered the environmental constraints within each Green Belt area and not the environmental constraints that were adjacent or on the edge of the Green Belt areas. Therefore, some sensitivity testing was applied to the environmental assessment.

#### **Sensitivity Testing 1: Environmental Constraints on the edge or adjacent to a Green Belt Area**

Each environmental constraint that was adjacent or on the edge of a Green Belt area was scored '1', the same as if the environmental constraint was part of the area. This was only applicable for the following environmental constraints that were national designations:

- Scheduled Monuments;
- SSSIs;
- SACs/SPAs/Ramsar;
- Ancient Woodland;
- Local Wildlife Sites;
- Biodiversity Action Plan (BAP) Priority Habitat; and
- Conservation Area.

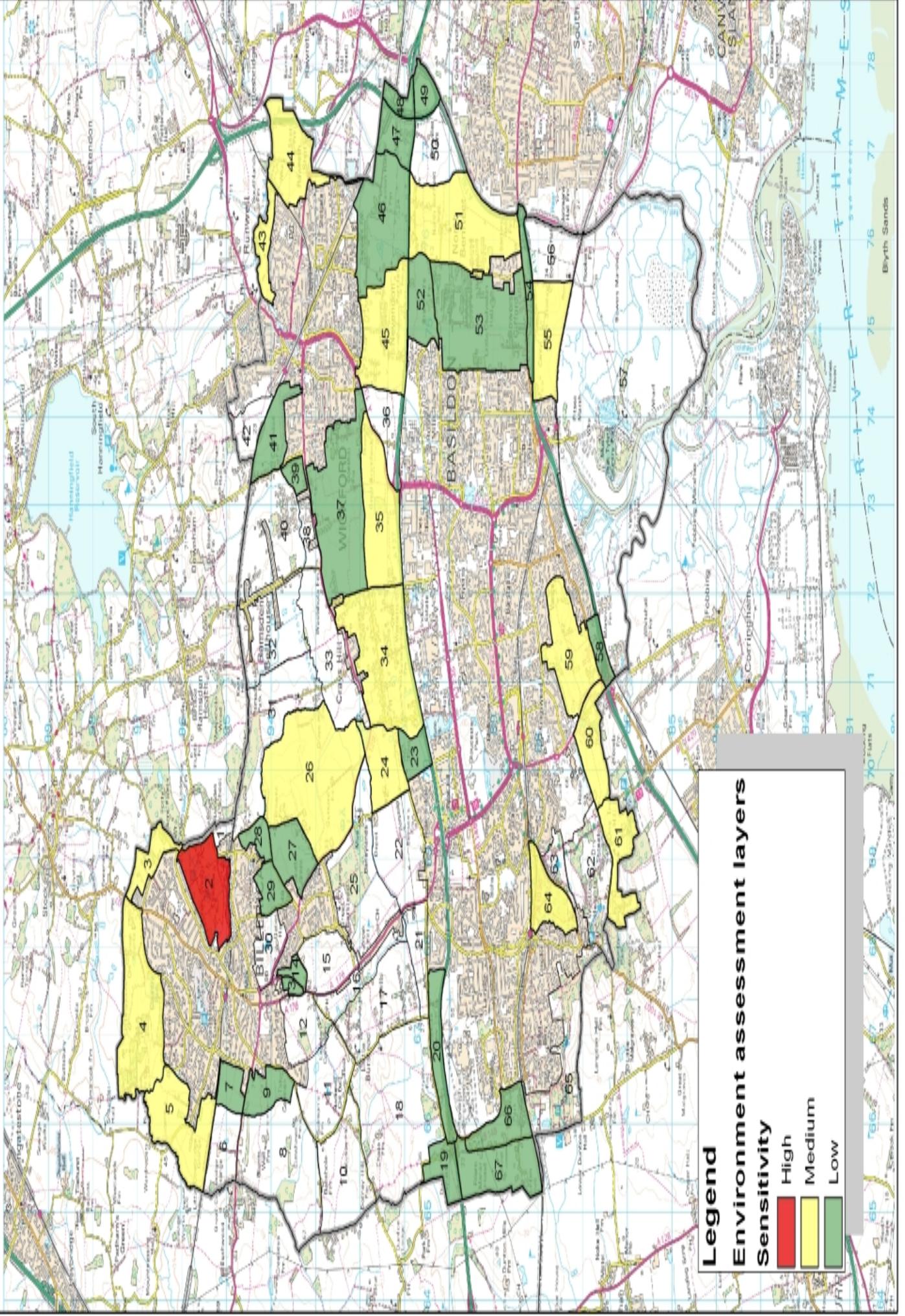
The sensitivity assessment looking at the adjacent environmental constraints can be seen in the [environmental assessment table \(2\)](#).

The same rating as the environmental assessment was used:

- High environmentally constrained and should not be consideration for further study (20+)
- Medium environmentally constrained (19-10)
- Low environmentally constrained (9-0)

The results of which can be seen on the map below.

# Sensitivity Assessment (1)



The Green Belt Area 2, Norsey Woods was the only area to remain in the High environmentally constrained category. However, a few areas changed from Low to Medium, highlighting that there was a difference when the criteria was changed. Due to the importance of the environmental designations that were used for this sensitivity testing, the results of this assessment should replace the original environmental assessment.

## Sensitivity Testing 2: Changing the wording used to assess the constraints

A further sensitivity test was applied to ensure that all environmental constraints that had similar characteristics were assessed the same. For example, on the original assessment, oil /gas pipelines were scored '2' if they went through the middle of the area, '1' if they on the edge of the area, and '0' if they were not present in the area. Where as, electricity pylons were scored '2' if they were on most of the area, '1' if they were on part of the area, and '0' if they were not present in the area.

The aim of this sensitivity testing was to change the wording used to assess constraints of similar characteristics. Electricity pylons, immovable communications links and definitive footpath were all changed to the same wording as oil/gas pipelines.

In addition, SACs/SPAs/Ramsar constraints were removed from the assessment, as there are none within the Borough so did not affect the environmental assessment. This did mean that the total score would change as one category had been removed, yet as the SAC/SPA/Ramsar did not affect the environmental assessment, it was appropriate to keep the same scores for high, medium, low as before.

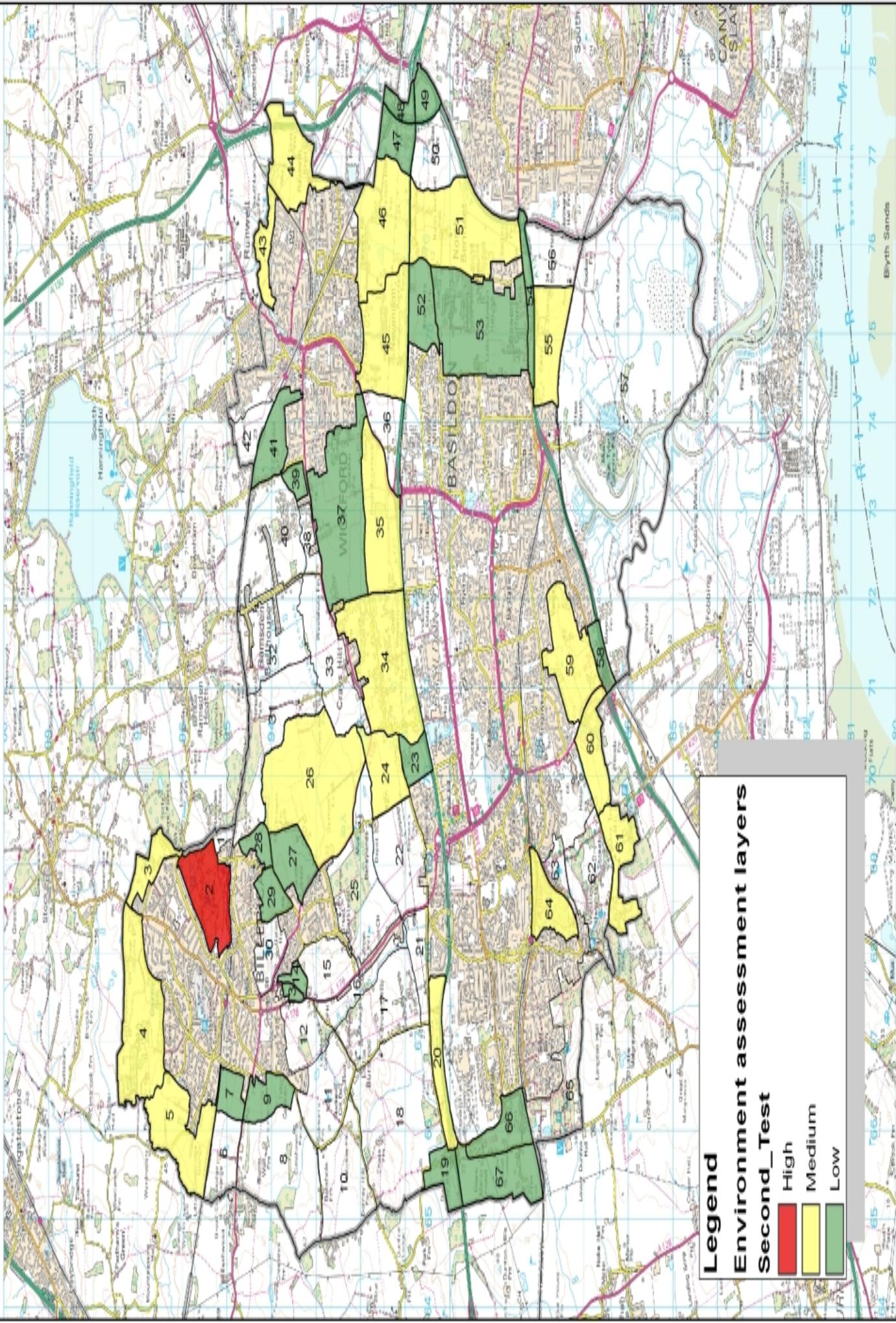
These were:

- High environmentally constrained and should not be consideration for further study (20+)
- Medium environmentally constrained (19-10)
- Low environmentally constrained (9-0)

The results of changing the wording used to assess the constraints can be seen in the [environmental assessment table \(3\)](#).

The map showing the results can be seen in the map below.

# Sensitivity Assessment (2)



In this second sensitivity test, some Green Belt areas had changed from low to medium. As this assessment had meant all the environmental constraints would be assessed the same, it was appropriate to use this assessment as the final environmental assessment.

#### Sensitivity Testing 3: Changing the scoring

One final test was applied to the final environmental assessment. The scoring was changed for the following environmental constraints:

- Scheduled Monuments;
- SSSIs;
- SACs/SPAs/Ramsar;
- Ancient Woodland;
- Local Wildlife Sites;
- Biodiversity Action Plan (BAP) Priority Habitat; and
- Conservation Area.

Where the constraint covered most of the area, the score was upped from '2' to '5' and where the constraint covered part of the area, the score was upped from '1' to '2', and where the constraint did not cover any of the area, the score remained as '0'.

The results for this test did not dramatically change any of the areas from the final sensitivity test. It only made some of the medium sites total score move from the lower range (10-14) to the higher range of the category (16-18). From carrying out this assessment, it was evident that the results did not impact dramatically on the final outcome of the environmental test, and so the sensitivity test 2 results were to be final conclusion under the environmental assessment.

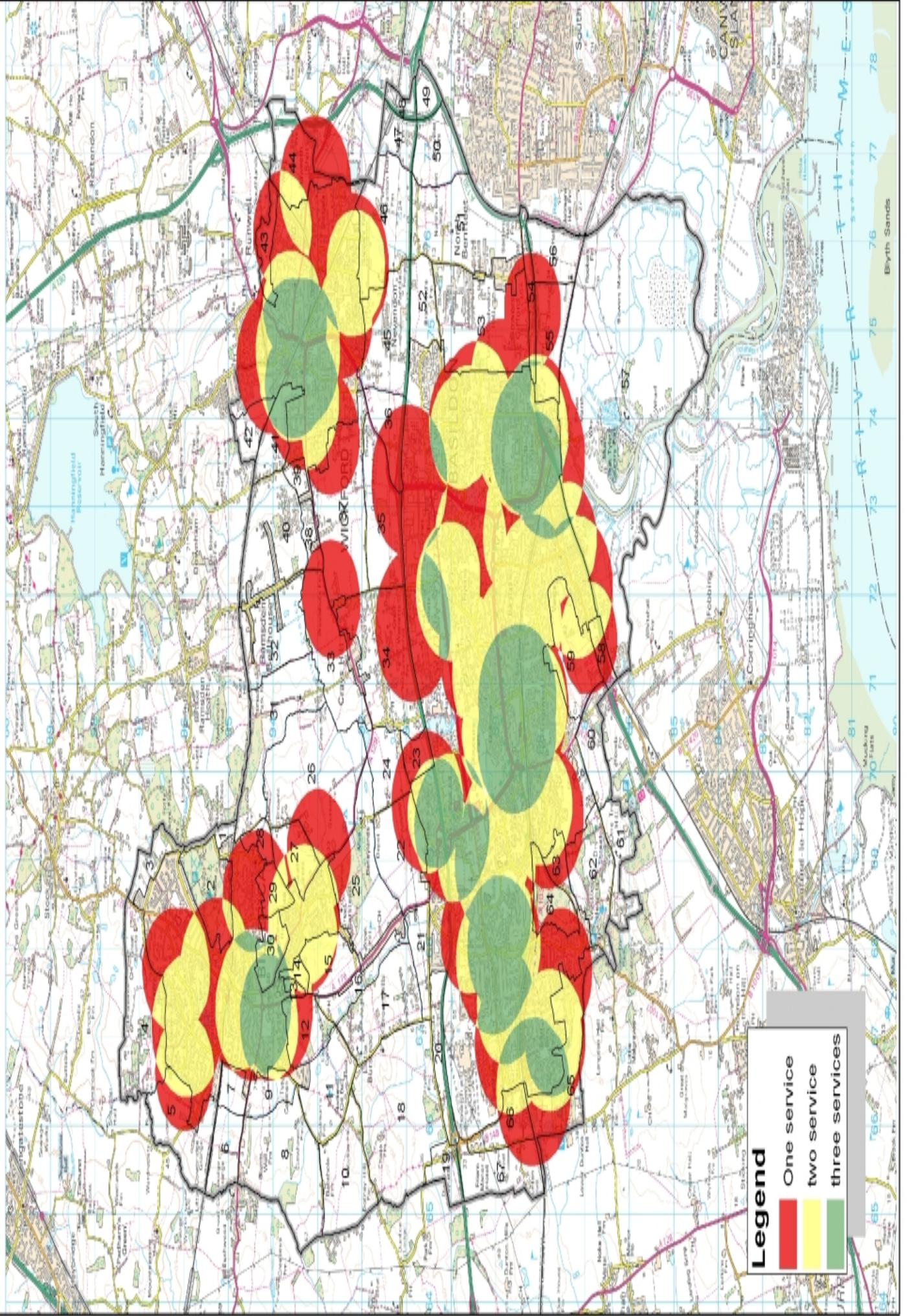
## Appendix C: Service Assessment

- 210** To identify the areas of the Borough that are served by existing facilities, an assessment needed to be carried out. The results from this assessment would provide evidence to detail where the existing services are and demonstrate through buffer zones, acceptable walking distances to access these services. Knowing where the services in the Borough are can aid the delivery of development, as it is appropriate to locate development in close proximity to existing services and facilities. The service assessment looked at where the services and facilities were in existence, and local knowledge was applied to address any capacity issues. However, it should be noted that there may still be cases where existing facilities are overcapacity or of low standard.
- 211** The service assessment was based on the services that had been used to aid the settlement hierarchy, and also built upon the guidance in the Regional Spatial Strategy that recognised a key centre to contain specific services. The three main services that were used to define this service assessment were:
- A convenience store;
  - A GP; and
  - A Primary School.
- 212** Good access to these services would help maintain and create sustainable communities and so the presence of these services are important when assessing potential areas for development.
- 213** All three services were treated the same and where the assessment refers to 'one service', it could be any of the three identified above, and so on. A buffer of 600m (approximately 10 mins walking<sup>(91)</sup>) was located around each service in the borough. Where the buffers overlapped, it was evident that two or three services could be accessed in a 10 minute walk.
- 214** A map was produced to show the services and 600m buffers, identifying where the buffers overlapped. The Green Belt area map<sup>(92)</sup> was laid over the top over the service provision map, to assess which areas of the Green Belt had access to any of these services. The map can be seen in the map below.

91 Based on the Site Assessment criteria as a reasonable walking distance to access these facilities in the SHLAA, SHLAA report, 2011

92 (See Appendix A)

# Service Coverage



- 215** Town Centres were also mapped and plotted on the service map to identify their positioning in comparison with the other services, as town centres are likely to provide additional services and facilities to areas. A 800m buffer was applied to the town centre, but this made no difference to the results as the same areas were already covered by a convenience store, a GP or a primary school.

## Appendix D: Comparison of Environmental and Service Assessments

- 216** After the environmental constraints assessment and the service provision assessment there was a need to compare the findings from both assessments. The analysis looked at the results from the environmental constraints 2nd sensitivity test and the results from the service assessment to determine the low, medium, high priority areas for potential growth.
- 217** When looking at each area, the character, the historical importance, the landscaping and the role of the area, i.e. open space provision, golf course, agricultural area have all been taken into consideration. The low, medium, high rating was identified through the following criteria:

**Table 21 Potential growth area criteria**

Environmental Rating	Service Rating	Conclusion
High	0-3	Not to be considered for potential development
Medium / Low	0-1	Low Priority for potential development
Medium	2-3	Medium Priority for potential development
Low	2-3	High Priority for potential development

- 218** The assessment for each Green Belt area to identify the growth potential can be found in table 22.

**Table 22 Analysis of potential growth areas**

Area	Description	Conclusion	Choice Priority
01	Area 01 has no existing service provision, it is of value to the Green Belt purposes in Planning Policy Guidance 2 (PPG2).	Area 01 is not favoured for growth.	None
02	Part of Area 02 can be served by at least one existing facility and in places two. However, it is also the most environmentally constrained area in the Borough given that national and local designations; Scheduled Monuments, SSSI, Local Nature Reserve, BAP Habitat and Local Wildlife Sites are within and around Norsey Woods.	Area 02 is not favoured for growth due to the presence of environmental constraints of national and local significance.	None
03	Area 03 has no existing service provision and is affected by medium environmental constraints.	Area 03 is considered as a low choice for potential growth.	Low
04 & 05	Part of Areas 04 and 05 can be serviced by at least one existing facility and in places two. The areas have both been identified as medium environmentally constrained. The reason for this is that both Areas include Local Wildlife Sites, Flood Zones, Washland and Oil & Gas Pipelines. The parts of both areas which benefit from a double service provision overlap major open space assets in the	Area 04 and 05 are considered as a low choice for potential growth given the presence of environmental constraints and established open spaces.	Low

Area	Description	Conclusion	Choice Priority
	forms of Queens Part Country Park and Hannakins Farm Recreation Ground.		
06	Area 06 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 06 is not favoured is growth.	None
07	Area 07 only has a single service provision in its south east corners, but it has low environmental constraint.	Area 07 is considered a low priority for potential development due to its existing service provision.	Low
08	Area 08 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 08 is not favoured for growth.	None
09	The eastern boundary of Area 09 benefits from up to double service provision, but the majority of the Area does not have access to any services. It only has a low environmental constraint.	Area 09 is considered favourable for growth based on service provision in its eastern extent and low environmental constraints.	Medium
10	Area 10 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 10 is not favoured for growth.	None
11	Area 11 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 11 is not favoured for growth.	None
12	Different parts of Area 12 benefit from triple types of service provision to none. However, the entire areas offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 12 is not favoured for growth.	None
13	The majority of Area 13 is covered by either double or triple services, but the south western extent is only served by a single service. It also only has low environmental constraint.	Area 13 is a favoured area for growth based on service provision for the majority of the Area and low environmental constraints.	High
14	Area 14 is covered by either double or triple services. It also only has low environmental constraints.	Area 14 is a favoured area for growth based on service provision for the majority of the Area and low environmental constraints.	High



Area	Description	Conclusion	Choice Priority
15	About 50% of Areas 15 benefits from double service provision. However, it offers the greatest value to the Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 15 is not favoured for growth.	None
16	Area 16 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 16 is not favoured for growth.	None
17	Area 17 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 17 is not favoured for growth.	None
18	Area 18 has no existing service provision. It offers the greatest value to Green belt protection when measured the five purposes of the Green Belt in PPG2.	Area 18 is not favoured for growth.	None
19	Area 19 does not benefit from any existing service provision, but it has medium environmental constraint. A buffer from the Local Wildlife Site that is also a BAP Priority Area lays to the east of the area.	Area 19 is considered favourable to take for some growth based on environmental constraints.	Low
20	Area 20 does not benefit from any existing service provision, but it has medium environmental constraint. Electricity Pylons go through the middle of the area and there is a Local Wildlife Site, which is BAP designated. There is also an area of Flood Risk that runs from the North to the West of the Area. There are parts of the area that have no environmental constraints but for housing growth would require service provision.	Area 20 is considered favourable to take for some growth based on environmental constraints.	Low
21	Area 21 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 21 is not favoured.	None
22	About 20% of Area 22 benefits from double service provision, with the area nearest the northern village boundary of Noak bridge benefiting from triple service provision. However, it offers the greatest value to Green belt protection when measured against the five purpose of the Green Belt in PPG2.	Area 22 is not favoured for growth.	None
23	The majority of Area 23 benefits from a single existing service, but its eastern extent closest to the Noak Bridge village boundary benefits from at least double services. It has low environmental constraint, which includes EA Flood Zones from the Basildon Brook.	Area 23 is considered favourable for growth based on environmental constraints.	High



Area	Description	Conclusion	Choice Priority
24	Area 24 does not benefit greatly from existing service provision with a single service present, but it has medium environmental constraint including EA Flood Zones from the River Crouch and Basildon Brook, Oil/Gas Pipelines Electricity Pylons Footpaths and Groundwater Vulnerability Areas.	Area 24 is considered favourable for some growth based on environmental constraints.	Low
25	The top north eastern corner of Area 25 benefits from single service provision and a small area around its northern boundary with the urban area benefits from double services. However, it offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 25 is not favoured for growth	None
26	The top western portion of Area 26 benefits from single service provision, whilst a small area around its western boundary benefits from double services. It also has medium environmental constraints.	Area 26 is considered favourable to take for some growth based on environmental constraints.	Medium
27	Area 27 benefits from up to double existing service provision, and is relatively low environmentally constrained.	Area 27 is considered favourable for growth based on environmental constraints.	High
28	The majority of Area 28 benefits from single service provision, but is relatively low environmentally constrained.	Area 28 is favourable for growth based on environmental constraints.	Low
29	Around 50% of Area 29 benefits from double service provision, with the remainder benefiting from a single service. It is relatively low environmentally constrained.	Area 29 is considered favourable for growth based on environmental constraints.	High
30	The majority of Area 30 benefits from at least single service provision in the north east corner and either double or triple service provision over the remainder. However, it offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 30 is not favoured for growth.	None
31	Area 31 has no existing service provision. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 31 is not favoured for growth.	None
32	Area 32 has no existing service provision. It offers the greatest value to the Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 32 is not favoured for growth.	None
33	Around 50% of Area 33 benefits from single service provision. However, it also offers the greatest value to the Green Belt when measured against the five purposes of the Green Belt in PPG2.	Area 33 is not favoured for growth.	None

Area	Description	Conclusion	Choice Priority
34	Around 50% of Area 34 benefits from the provision of a single service, in the north and a further service to the south. However, the latter is located in the Basildon urban area and the A127 presents a significant barrier to accessing it from Area 34. It also has medium environmental constraints. A Local Wildlife Site that is a BAP Priority Area is to the east of the area and the area adjoins existing employment use to the south and residential to the north.	Area 34 is considered for growth in the north based on environmental constraints.	Low
35	Around 75% of Area 35 benefits from the provision of a single service and has medium environmental constraints. However, the single service (a foodstore) is located in the Basildon urban area and the A127 presents a significant barrier to accessing it from Area 35.	Area 35 is not favoured for growth.	None
36	Around 75% of Area 36 benefits from the provision of a single service. It offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 36 is not favoured for growth.	None
37	The north western corner and eastern half of Area 37 benefits from a single service. The whole area also has relatively low environmental constraint.	Area 37 is not a favoured area for growth based on environmental constraints.	Low
38	Around 30% of Area 38 benefits from the provision of a single service. However, it offers the greatest value to Green Belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 38 is not favoured for growth.	None
39	Around 25% of Area 39 benefits from the provision of a single service and the whole area also has a relatively low environmental constraint that does include the Flood Zone to the River Crouch.	Area 39 is favoured area for growth.	High
40	Area 40 has no existing service provision. It offers the greatest value to Green belt protection when measured against the five purposes of the Green Belt in PPG2.	Area 40 is not favoured for growth.	None
41	Around 50% of Area 41 (east) benefits from triple service provision due to its proximity to Wickford town centre. The area also has low environmental constraints.	Area 41 is a favoured area for growth.	High
42	Around 40% of Area 42 benefits from the provision of a single service, this increases up to triple provision towards the southern tip of the Area, due to the proximity to Wickford town centre. The area also had low environmental constraints.	Area 42 is not favoured for growth.	None

Area	Description	Conclusion	Choice Priority
43	The western extent of Area 43 benefits from triple service provision, extending through double to single provision eastwards. The area has medium environmental constraints, the most significant of which are Flood Zones of the neighbouring River Crouch, the Giddings Copse Local Wildlife Site and Electricity Pylons.	Area 43 is favoured for development, more so in relation to Wickford than from Basildon.	Medium/ Low
44	The western extent of Area 44 benefits from double service provision, closest to the Shotgate urban boundary, extending to single and no provision to its eastern boundary. The area has medium environmental constraints, the most significant of which are Flood Zones of the neighbouring River Crouch, the Wickford Sewage Treatment Works and Electricity Pylons.	Area 44 is favoured for growth, more so in relation to Wickford than from Basildon.	Medium / Low
45	Around 20% of Area 45 in the north-east benefits from double service provision, closest to southern Wickford urban boundary, extending to single and no provision to its southern and western boundaries. The area is of medium environmental constraints, the most significant of which are Electricity Pylons, The Wick Country Park Local Wildlife Site and Flood Zones from the Nevendon Brook.	Area 45 is considered favoured for some growth.	Medium
46	Around 50% of Area 46 in the north benefits from double service provision, closest to southern Wickford urban boundary, extending to single and no provision to its southern boundary. The area is of medium environmental constraints, the most significant of which are Electricity Pylons, the bordering Wick Country Park Local Wildlife Site and Flood Zones from the Nevendon Brook.	Area 46 is considered favoured for some growth, with a focus to the area in the north due to its constraints.	Medium
47	Area 47 does not benefit from any existing service provision. It has low environmental constraints. The area has electricity pylons through the middle and there is flood risk to the west. The area does not adjoin a settlement.	Area 47 is considered favoured for some growth.	Low
48	Area 48 does not benefit from any existing service provision, and whilst it has low environmental constraint, there are Electricity Pylons and the A130 embankment are present.	Area 48 is favoured for some growth. However, the constraints present on the site could cause significant concerns.	Low
49	Area 49 is not served by any facilities. There are electricity pylons that run through the north west corner of the area and there is flood risk to the west. The area does not adjoin a settlement and therefore would not be favoured for growth.	Area 49 is favoured for growth, but only at a low priority.	Low

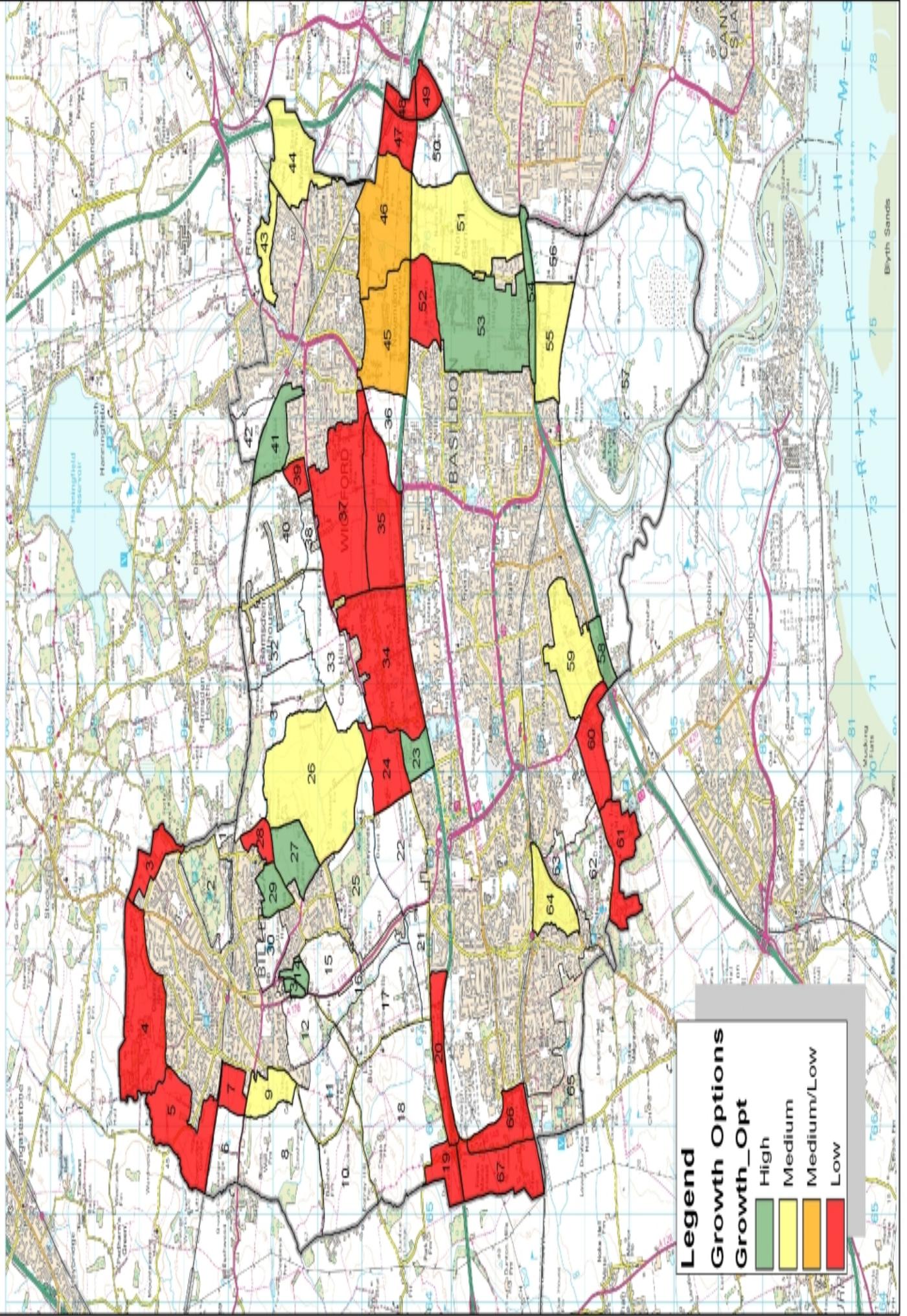


Area	Description	Conclusion	Choice Priority
50	Area 50 is not served by any facilities. There are electricity pylons that run through the entire area and there is flood risk to the west. The area adjoins the settlement of Bowers Gifford.	Area 50 is favoured for growth, but only at a low priority.	Low
51	Area 51 is not served by any facilities. There are electricity pylons that run through the south east corner of the area. There is flood risk to the north east and north west. The area adjoins the settlement of Bowers Gifford.	Area 51 could accommodate development but would require further service provision.	Medium
52	Area 52 is an area that has no identified service provision. It has low environmental constraints. It also abuts an existing employment area. There is flood risk to the north east of the area. Area 52 could accommodate growth.	Area 52 could accommodate growth but would require further service provision.	Low
53	Area 53 is serviced by three facilities and is also an area of Basildon that is least constrained environmentally. Area 53 has flood risk in the north east corner.	Area 53 is a favoured area for growth.	High
54	Area 54 is serviced by three facilities and is also an area of Basildon that is least environmentally constrained. Area 54 is slightly constrained by the Local Wildlife Site buffer and the BAP Priority Area buffer to the south, but this is only the far west of the area.	Area 54 is a favoured area for growth.	High
55	Area 55 has part that can be serviced by three or two facilities, but is an area of medium environmental constraints. The reason for this is the Local Wildlife Site and the BAP Priority area that extends from Area 57 and is located on the west, which is also well serviced. For this reason, it would not be favoured to develop Area 55.	Area 55 is not favoured for growth.	Low
56	Area 56 is served by one facility to the west of the area. It has been found as an area not favoured for development as it valuable to the Green belt against the purposes of the Green Belt in PPG2.	Area 56 is not favoured for growth.	None
57	Area 57 has some service provision, being served by two facilities at the north. There is an oil/gas pipeline along the north. It has been found as an area not favoured for development as it valuable to the Green Belt against the purposes of the Green Belt in PPG2.	Area 57 is not favoured for growth.	None
58	Area 58 is serviced by two facilities. In the middle of the area there is a Local Wildlife Site that is also designated a BAP Priority Area. There is also an oil/gas pipeline that runs through the middle of the area. The area is low environmentally constrained and so most of the area could accommodate growth.	Area 58 is favoured for growth but its environmental constraints need to be considered.	High

Area	Description	Conclusion	Choice Priority
59	Area 59 is mostly serviced by two facilities, and the north of the site is served by three facilities. The area is of medium environmental constraint.	Area 59 is favoured at a medium priority for development	Medium
60	Area 60 is an area that has no identified service provision from the three facilities used in the service assessment. It is an area of medium environmental constraint.	Area 60 is not favoured and has a low priority for development	Low
61	Area 62 is an area that has limited service provision, being served by two facilities at the east. It is an area of medium environmental constraints.	Area 61 is not favoured and has a low priority for development	Low
62	Area 62 is an area that has no identified service provision from the three facilities used in the service assessment. It has been found as an area not favoured for development as it valuable to the Green Belt against the purposes of the Green Belt in PPG2.	Area 62 is not favoured for growth.	None
63	Area 63 has some service provision, being served by two facilities at the east. It has been found unfavourable for development due to its Green Belt value, measured against the purposes of the Green Belt in PPG2.	Area 63 is not favoured for growth.	None
64	Area 64 is served by two facilities to the east and by one service to the far west, to the west and to the north. This area is of medium environmental constraints.	Area 64 is favoured at a medium priority for development.	Medium
65	Some of Area 65 is served by three facilities and most of the area is served by two facilities. It has been found unfavourable for development due to its value to the Green Belt, measured against the purposes of the Green belt in PPG2.	Area 65 is not favoured for growth.	None
66	The south west of Area 66 is served by one facility, and the south east is served by two. The north of the area is served by no facilities. The area is of low environmental constraints.	Area 66 is favoured for growth.	High
67	Area 67 is serviced by one facility to the south east. It has electricity pylons through the area and is adjacent to the existing urban area. It is of low environmental growth.	Area 67 is favoured for growth but at a low priority.	Low



# Growth Options



**Legend**

**Growth Options**

**Growth\_Opt**

- High
- Medium
- Medium/Low
- Low

- 219** The analysis for potential growth areas identifies the priority area for development in the Borough. Considering infrastructure restrictions, such as the capacity of waste water treatment facilities and transport issues, the potential development areas were determined. High priority areas were assumed to be the preferred areas for development apart from where waste water treatment capacity and transport issues meant that these areas were no longer appropriate. In this case, the medium priority areas were considered that would limit the pressure on the existing waste water capacity and where transport could be an issue. The results determined the preferred areas for development, as can be seen in the Option B and Option C Maps.

## Appendix E: Plotland Assessment

- 220** An assessment of the Borough's plotlands was carried out by the Council in order to establish their potential dwelling capacity.
- 221** The 13 plotland areas in the Basildon Borough are:
- Break Egg Hill, Billericay
  - Broomhills Chase, Little Burstead
  - Green Lane, Little Burstead
  - Northlands, Langdon Hills
  - Stormants Way, Langdon Hills
  - Bells Hill, Langdon Hills
  - Crooked Brook, Fobbing
  - Ramsden View Road, Wickford
  - New House Farm and Castledon Road, Wickford
  - Crays Hill
  - Fairmead, Wickford
  - Wickford Lawns, Shotgate
  - North Benfleet
- 222** Each plotland is located in the Green Belt, and therefore is constrained by this national planning policy. For the purpose of this assessment, the Green Belt designation has been ignored.
- 223** The plotland assessment identified vacant plots in the thirteen plotlands that were located on a road frontage and had been submitted as part of the Strategic Housing Land Availability Assessment (SHLAA). Using plots submitted as part of the SHLAA provided the Council with evidence that there was demand for these particular plots to be developed. The number of vacant plots on road frontages submitted in the SHLAA are as follows:

**Table 23 Vacant plots**

<b>Name of plotlands</b>	<b>Number of vacant plots</b>
Break Egg Hill	6
Broomhills Chase	5
Green Lane	4
Northlands	5
Stormants Way	4
Bells Hill	2
Crooked Brook	3
Ramsden View Road	1
NewHouse Farm and Castledon Road	38
Crays Hill	20
Fairmead	26
Wickford Lawns	5

Name of plotlands	Number of vacant plots
North Benfleet	62
<b>Total</b>	<b>181</b>

## Option B plotland figure

**224** Option B required development to be inkeeping with the surrounding area and character. Looking at all the plotlands, the Council identified that on average a plot could comfortably accommodate a dwelling where the width of a plot was 30m, and that this would be consistent with the approach to the option. Not all plots are exactly 30m in width, and therefore if a plot was 40m it would still be assessed as suitable for one dwelling. A plot had to be 60m wide to accommodate 2 dwellings. The number of vacant plots (as submitted in the SHLAA) that were identified with an average 30m plot width are as follows:

**Table 24 Vacant plots with 30m plot width**

Name of plotlands	Number of vacant plots with 30m plot width
Break Egg Hill	3
Broomhills Chase	5
Green Lane	4
Northlands	5
Stormants Way	3
Bells Hill	2
Crooked Brook	2
Ramsden View Road	1
NewHouse Farm and Castledon Road	7
Crays Hill	6
Fairmead	17
Wickford Lawns	2
North Benfleet	44
<b>Total</b>	<b>101</b>

**225** The table above identifies that 101 dwellings can be provided in plots that are available for development, and that can comfortably accommodate a dwelling in context to its surrounding character and area.

**226** Option B has an urban extension to the South of Wickford that could incorporate some of the Fairmead plotland. However, the locations of the 17 plots identified in the Fairmead plotland are unlikely to be affected as part of Option B.

### Option C plotland figure

**227** Option C identifies that higher densities are required to met the housing target. This approach should be reflected in the plotlands. Plots that were identified as vacant, in the SHLAA and at 20m width (instead of 30m - like Option B) were assessed. The results can be seen below.

**Table 25 Vacant plots with 20m plot width**

<b>Name of plotlands</b>	<b>Number of vacant plots with 20m plot width</b>
Break Egg Hill	5
Broomhills Chase	9
Green Lane	7
Northlands	8
Stormants Way	6
Bells Hill	3
Crooked Brook	3
Ramsden View Road	1
NewHouse Farm and Castledon Road	16
Crays Hill	15
Wickford Lawns	2
<b>Total</b>	<b>75</b>

**228** The total number of vacant plots that are 20m wide and available for development under the approach for Option C is 75 dwellings. Option C has urban extensions in South Wickford and East Basildon which would reduce the plots available for development, as they would become part of the urban extensions. Consequently, this is why the dwelling capacity under Option C is at 75<sup>(93)</sup>.

93 As this figure is indicative, it this been rounded in the main document to 100

## Appendix F: Employment Assessment

### Employment Site Assessments

**229** The borough's existing employment sites and town centres are the preferred location for economic development as they contain the characteristics required for productive, effective employment. These areas are not considered under this assessment.

**230** Where sites are required in addition to these established areas, appropriate employment locations have been determined through a process of elimination and qualitative assessment. The locations assessed are Green Belt areas as described by the Strategic Housing Land Availability Assessment, being broad locations separated by natural divisions or features.

**231** Each location is initially considered for how well it meets the objectives of the Green Belt<sup>(94)</sup>, eliminating those that meet all criteria from further assessment<sup>(95)</sup>.

**232** A qualitative assessment for employment use considered whether each location has particular characteristics that are beneficial for economic development under the following categories:

**233 Accessibility**

- Distance to rail station (~800m considered to be close, 2km considered to be distant)
- Borders an A-road, strategic junction or in close proximity to either.
- Would not require significant vehicle movements through residential areas

**234** Measured by: Officer judgement made through GIS mapping and local knowledge

**235 Supporting Infrastructure** (financial and professional services, retail and leisure)

- Close to supporting infrastructure, including town centres and some local centres

**236** Measured by: Proximity generally considered to be within 500m with exceptions for intervening residential populations that may restrict access

**237 Agglomeration**

- Adjacent / in close proximity to existing employment areas

**238** Measured by: Economic development areas defined using GIS, including town centres. Agglomeration is an Officer judgement of distance to create collective benefits through co-location.

**239 Educated / available population**

**240** Immediate access to an appropriate workforce. Skilled (measured as educated and employed) populations were preferred, but areas with high unemployment that require regeneration and better access to employment opportunities were included.

**241** Measured by: Index of deprivation (2010) - Education and Employment Statistics at ward level

**242 Environmental Constraints**

94 See Planning Policy Guidance 2 - Green Belts

95 A full description of the approach is detailed in the Green Belt Assessment within the Basildon (2012) Strategic Housing Land Availability Assessment

- Sites with significant environmental constraints that would limit development opportunities or require substantial mitigation were removed from the list.

243 The Following table provides the qualitative assessment for each site and the Priority each is given for employment uses:

Site	Site Area	Description	Conclusion	Priority Choice
1	13.54	Removed due to meeting Green Belt Purposes		Nul
2	91.98	Part of site is at the edge of accessible boundary (within 800m of Billericay Station) and in reasonable proximity of A-Road. Not adjoining an existing employment area but near to Billericay Town Centre and Radford Way Business Park. However, majority of the site extends away from these area.	Western part of the site could be a good business location.	Medium
3	37.41	Site has an A-Road passing through it but distant from supporting services, agglomeration potential and rail station for travel option. Close to residential properties and potential work force but large vehicle movements likely to be unacceptable.	Road transport benefit but other characteristics are unsupportive	Low
4	165.47	Near to an A-Road. Close to residential properties and well educated residents which can provide a work force but large vehicle movements likely to be unacceptable. Distant from supporting services, agglomeration potential and rail station for travel options.	Slight road transport benefit and large site could mitigate impact on residential properties but distant from other supporting characteristics for employment	Low
5	120.66	Close to residential properties which can provide a work force but large vehicle movements likely to be unacceptable. Distant from supporting services, agglomeration potential and rail station for travel options.	Minor beneficial characteristics	Low
6	58.56	Borders an A-Road that runs into Billericay Town Centre (<2km). Close to potential workforce but not bounded by existing properties. Generally distant from supporting services, agglomeration potential and rail station for travel options.	Some beneficial characteristics hampered by distance to supporting infrastructure.	Low / Medium
7	28.29	Near to an A-Road. Close to residential properties and residents with good education attainment, which can provide a work force but large vehicle movements likely to be unacceptable. Close to supporting services in Billericay town centre, with some agglomeration potential with the town centre uses and Radford Way. Approx. 1km from Billericay rail station for travel options.	Some beneficial characteristics for employment due to location	Medium



8	210.63	Similar to 'Site 6' but a much larger site, extending away from the beneficial characteristics. Northern part of the site borders an A-Road that runs into Billericay Town Centre (<2km). Close to well educated residents which can provide workforce but not bounded by existing properties. Generally distant from supporting services, agglomeration potential and rail station for travel options.	Only northern part of the site has any beneficial characteristics.	Nul (south) / Low (north)
9	43.86	Similar to 'Site 7' but extending away from Billericay town centre. Near to an A-Road, close to residential properties and well educated residents which can provide a work force. Relatively close to supporting services in Billericay town centre (~1km), with minor agglomeration potential with town centre uses. Approx. 1.5km from Billericay rail station for travel options.	Some beneficial characteristics.	Medium
10	127.61	Removed due to meeting Green Belt Purposes		Nul
11	101.95	Removed due to meeting Green Belt Purposes		Nul
12	65.62	The east of the site borders an A-Road between Billericay town centre and Basildon. Close to residential properties and well educated residents in Billericay which can provide a work force. Large vehicle movements may be unacceptable. Relatively close to supporting services in Billericay town centre (~1km) with minor agglomeration potential with town centre uses. Approx. 1.5-2km from Billericay rail station for travel options.	Some beneficial characteristics but southern portion of site distant from supporting infrastructure.	Low / Medium
13	7.31	Bounded by two A-Roads that run into Billericay town centre and south to Basildon. Close to a well educated residential population in Billericay, which can provide a work force. The site is quite small. Relatively close to supporting services in Billericay town centre (~1km) with minor agglomeration potential with town centre uses. Approx. 1.6km from Billericay rail station for travel options.	Some beneficial characteristics but small site.	Medium
14	11.97	The western edge of the site borders an A-Roads which run between Billericay town centre and Basildon. Close to residential properties and well educated residents in Billericay (and South Green) which can provide a work force. Large vehicle movements may be unacceptable in parts of the site due to the nearby school. Relatively close to supporting services in Billericay town centre (~1km) with minor agglomeration potential with	Some beneficial characteristics	Medium

		town centre uses. Approx. 1.5-2km from Billericay rail station for travel options.		
15	49.42	Large site. Western edge bounds an A-Road between Billericay and Basildon, eastern edge adjoins residential properties in South Green. Generally distant from supporting services, low agglomeration benefits and distant from rail station for travel options.	Minor benefits	Low
16	45.36	Long narrow strip of land running along a large portion of the A176, partly behind existing dwellings. The site has access to the A176 but is distant from many supporting services with low agglomeration potential.	Minor benefit	Low
17	136.62	Removed due to meeting Green Belt Purposes		Nul
18	299.8	Large site, the majority of which is distant from services with no obvious benefits for employment opportunities. However, the south-western portion of the site is close to the Dunton interchange (strategic road network), with potential for agglomeration with businesses to the south of the A127. Distant from residential properties, avoiding traffic movement through residential areas. Remains distant from many support services.	Some benefits to the southern portion of the site.	Nul / Medium.
19	37.46	Close to Dunton interchange (strategic road network) and potential for agglomeration benefits with businesses in the A127 corridor. Distant from many residential properties, avoiding traffic movement through residential areas. Access to a well educated residential population to the south (in Langdon Hills) but generally low levels of employment. Remains distant from many support services and segregated by the A127 infrastructure.	Some clear benefits for certain employment uses with potential for agglomeration and access to strategic network. Lacking some supporting services and segregated from main conurbation.	Medium
20	52.62	Close to Dunton interchange (strategic road network) and potential for agglomeration benefits with businesses to the south of the A127 and the employment corridor. Main road (Dunton Road) passes through Steeple View and could result in large traffic movement through residential area. Remains distant from many support services (Tesco ~2km drive; Laindon town centre ~3km drive) including rail transport.	Some clear benefits for employment uses with potential for agglomeration and access to the strategic road network. Lacking easy access to supporting infrastructure.	Medium
21	44.97	A-Road bounds the site to the east. Nearby residential population and small local centre but generally distant and segregated from supporting services and majority of population due to the A127	Some benefits for the east of the site due to proximity with A127 junction but low transport options and generally distant from supporting services.	Low / medium

		infrastructure. However, the site is close to an A127 junction and slight agglomeration potential with A127 corridor (but separated by residential areas between). Large traffic movements through Steeple View might be unacceptable. High employment levels nearby but lower educational attainment.		
22	119.26	A-Road bounds the site to the west. Nearby residential population in Noak Bridge and small local centre but generally distant and segregated from supporting services and majority of population due to the A127 infrastructure. However, the site is close to A127 junction and slight agglomeration potential with A127 corridor (but separated by residential areas between). Mixed employment levels nearby but low educational attainment.	Some beneficial characteristics for the west of the site but generally low.	Low/Medium
23	29.71	Parallel to the A127 but accessed via Noak Bridge, a residential area. There is potential for agglomeration benefits if the A127 Corridor were extended north. The site is separated from most supporting services and town centre environments.	Some clear benefits if extending the employment corridor north in terms of accessing strategic road network and agglomeration. However, poorly serviced and currently accessed through residential areas.	Low (medium potential)
24	70.79	Crossed by an A-Road and within 1km of A127 corridor, although separated by residential area (Noak Bridge). Large traffic movements through a residential area may be unacceptable. Mixed employment levels and low education attainment of immediate population.	Benefits from access to an A-road but hampered by location in other regards. Separated from existing supporting services and rail travel option.	Low
25	162.76	Removed due to meeting Green Belt Purposes		
26	276.85	Very large site. Bounded by an A-road to the south west boundary. Separated from all other support services, including town centre and travel options.	Access to A-road in the southwest but no other clear benefits as a business location.	Nul / Low
27	58.65	Large site. Western edge bounds an A-Road between Billericay and Wickford and adjoins small residential area of South Green. Generally distant from supporting services, low agglomeration benefits and distant from rail station for travel options.	Minor benefit of road connection on the western edge but no other beneficial characteristics.	Nul / Low
28	21.1	Site borders a residential area, no strategic road connections or A-Roads, distant from most supporting services including rail connections. Workforce available from Billericay.	No site benefits except by being a part of Billericay, due to potential local workforce.	Nul / Low
29	31.12	Site borders a residential area to the north, has no strategic road connections	Minor beneficial characteristics for employment uses due to	Low



		or A-Road connections. It is reasonably close to supporting services in Billericay Town Centre (~1.2km) but segregated by Mill Meadows and intervening residential area. Educated workforce from Billericay.	potential educated workforce and slight access to town centre.	
30	43.4	Mill Meadows – Retained Site		Medium / High
31	158.34	Removed due to meeting Green Belt Purposes		
32	116.67	Removed due to meeting Green Belt Purposes		
33	130.52	Removed due to meeting Green Belt Purposes		
34	203.58	Large site between the A127 and Crays Hill. Southern part of the site (parallel to the A127) has potential for agglomeration benefits if the A127 Corridor were extended north, although it is currently accessed via Noak Bridge and other routes which would be unsuitable for large traffic movements. The site is separated from most supporting services and town centre environments, including services in Crays Hill. Local education and employment levels are low.	Some clear benefits at the south of the site if extending the employment corridor north in terms of accessing strategic road network and agglomeration. However, poorly serviced and currently accessed through residential areas.	Nul / Low (with medium potential)
35	128.45	Large site alongside the A127 and A132, including the junction. Southern part of the site is parallel to the A127 with potential for agglomeration benefits if the A127 Corridor were extended north, although there are currently few access possibilities to utilise the site. The site is separated from most supporting services and town centre environments, including services in Wickford. Local education levels are mixed and employment levels are reasonable.	Some benefits for certain employment uses to the east and south of the site with agglomeration and access to the strategic road network but the large proportion of the site remains poor. Access to supporting services is poor.	Nul / Low (with medium potential)
36	59.05	Reasonable scale site between the A127, A132 and The Wick. Southern part of the site is parallel to the A127 with potential for agglomeration benefits if the A127 Corridor were extended north. The site is separated from most supporting services and town centre environments, including services in Wickford. Local education levels are mixed and employment levels are reasonable.	Agglomeration benefits and good access onto the strategic road network (A132 likely to require upgrading). Poor access to other forms of transport and separated from many supporting services.	Medium.
37	204.27	Northern part of the site borders an A-Road that runs into Wickford Town Centre (~2km). Generally distant from supporting services, no agglomeration potential (new employment site) and distant from rail station. Large site that extends away from the slight beneficial characteristic of the A-Road with no benefits to the south.	Minor benefit of an A-road to the north but separated from other employment locations and supporting services.	Nul (south) / Low (north)



38	22.56	Removed due to meeting Green Belt Purposes		
39	15.65	Smaller site, reasonably close to town centre environment (Wickford TC) and rail station (~1.2km). On main road into Wickford and Billericay. Residential character of area may make large traffic unsuitable. No agglomeration potential. Reasonable education levels and high employment in the local residential population, providing a potential workforce.	Some beneficial characteristics.	Medium
40	145.3	Removed due to meeting Green Belt Purposes		
41	55.83	Large site extending from the west of Wickford town centre into empty fields alongside the Greater Eastern rail line. Southern part of the site is positioned close to Wickford rail station (access may only be possible via High Road) and has some agglomeration potential.	Sothern part of the site has beneficial characteristics, northwest part has no redeeming employment features.	Nul / Medium
42	37.9	Retained site		
43	33.54	Mostly an Urban Park (Wickford Memorial Park) on the north boundary of the Borough. Residnetial properties to the south. Close to town centre support services. Isolated from the strategic road network by the position and the River Crouch. Large traffic movements unlikely to be acceptable given the residential location.	Urban Park, no immediate access to strategic road network and boarded by residential streets and properties to the south.	Low
44	95.08	Adjoins the A129 to the south and the A130 passes through the site (without a junction). It is close to Rawreth roundabout (A129, A11245), which joins the strategic road network (A130 and A127). There is some scope for agglomeration with businesses in Shotgate, although separated by residential areas. The site has access to a local centre to the south, although relatively distant from the support services of Wickford town centre (>2km). The immediate area has mixed to low education attainment and reasonable levels of employment.	Area has some beneficial characteristics for employment use including access to the strategic road network, direct access to town centre services, agglomeration and employable local population.	Medium
45	134.22	Large area between The Wick and the A127 containing a number of residential properties. Access is possible only from the east-bound A127 carriageway. The area has potential for agglomeration and could probably provide land for expansion of the employment corridor, if development were acceptable north of the A127. Low levels of education and reasonable levels of employment in the	Beneficial characteristic of access onto the A127 and proximity to existing industry. Distant from supporting infrastructure. Site contains a reasonable number of existing properties.	Low

		immediate area. Poor access to rail transport and distant from the supporting service infrastructure of town or local centres.		
46	149.29	Large site to the south of The Wick, between the rail line, the A127 and 'Site 45'. There are a number of minor junctions for the A127 on the east bound carriageway only, but with immediate access to the strategic road network. Local services are only in The Wick, with support services in Wickford town centre over 2km away, through residential area.	The area nearest the beneficial characteristic of the A127 is furthest from the population base and supporting service infrastructure.	Low
47	41.3	In principle good access to strategic road network in the east of the Borough (access arrangements would need to be considered). A130 passes along the eastern boundary of the site and the Greater Eastern rail line passes through. No surrounding urban development and separated from the A127 employment corridor of industries. Distant from Wickford town centre and supporting functions. Education attainment in the immediate area is low, employment is high.	Displays some beneficial characteristics for certain employment uses that demand access to road network. Does not have access to supporting services, access to local workforce or strong agglomeration principles.	Low
48	18.81	Potentially good access to strategic road network in the east of the Borough (access arrangements would need to be considered). A130 passes along the western boundary of the site and the Greater Eastern rail line passes through. There is no surrounding urban development and separated from the A127 employment corridor of industries. Distant from Wickford town centre and supporting functions. Education attainment in the immediate area is low, employment is relatively high.	Displays some beneficial characteristics for certain employment uses that demand access to road network. Does not have access to supporting services, access to local workforce or strong agglomeration principles.	Low
49	26.59	In principle, good access to strategic road network in the east of the Borough (physical access arrangements would need to be strongly considered). Site is surrounded by highway infrastructure, with the A130/A127 junction encircling the site. There is no surrounding urban development and it is separated from the A127 employment corridor by intervening fields. Distant from all town and local centres and therefore supporting functions. Education attainment and employment in the immediate area is low.	While the location would imply good access to the road network, it is evident that the site is severely constrained by how a connection could be made to either the A130 or A127. Distant and segregated from supporting services, no agglomeration benefits.	Nul / low
50	79.3	In principle, good access to strategic road network in the east of the Borough (access arrangements would need to be considered). A130 passes along the eastern and southeastern boundary of the site and A127 along the north	Potential for good access to strategic road network. Distant from rail, supporting services and agglomeration prospects. Lack of connectivity with a local workforce.	Low



		boundary. The junction is nearby, with Saddlers Farm to the South. Urban development on the opposite side of the A130 but otherwise no urban links. Distant from town and local centre environments and supporting functions. Education attainment and employment in the immediate area is low. Retained Site for GB.		
51	197.5	Very large site to the west of North Benfleet, extending from A127 to the London Road (old A13). Access to the strategic highway network is potentially good for the north, south and southeast parts of the site and access onto Pound Lane in north Benfleet. Access to rail is poor, with Pitsea station between 2-4km away. There are no local centres or town centres near to the site to offer supporting infrastructure. The size of the local population is limited, although Thundersley and Benfleet are near to the south of the site. Educational attainment and employment are low.	Potential for good highway access. Distant from rail, supporting services and agglomeration prospects. Few nearby residents within the Borough.	Low / Medium
52	56.57	Large site to the south of the A127 and east of the Basildon Employment Corridor between Coultald Road and Pound Lane. Strong potential for agglomeration, adjoining the established part of the employment corridor. Poor access to supporting services such as local or town centres. Low to poor educational attainment and low employment levels nearby.	Shows beneficial characteristics for employment uses including agglomeration, and access to highway network. Remains distant from rail and support services.	Medium
53	219.29	Large, complex site extending from the eastern edge of Basildon urban area (Pitsea, Eversley, Felmores, Burnt Mills) to North Benfleet, including extensive plotland area. Displays some beneficial aspects by its openness, proximity to A13 and Pitsea town centre (for services and facilities) in the south, and access to A127 via Pound Lane in the northeast. However, access is not direct. Rail travel from Pitsea Station is 1-3km away. There is possibility for agglomeration with Coultald Road industries although Burnt Mills Road would probably require upgrading. Educational attainment is low, employment is mixed.	Displays some beneficial characteristics for employment uses in both the north and south of the site but generally distant from existing employment areas, supporting services, rail and employment base.	Low / medium (north and south)
54	29.91	Long strip of land between the A13 and London Road. Contains a number of properties and is steeply banked in places. In terms of location the site displays some beneficial characteristics with access to the A13 and A130 and proximity to Pitsea town centre and rail station to the west. The location is generally separated from the bulk of the	Displays some beneficial characteristics, particularly to the west, but is generally distant from services.	Low / medium (west)

		urban area, with low educational attainment levels but reasonable employment levels nearby.		
55	88.32	Large parcel of land to the south of A13, east of Brackendale Avenue, north of the Fenchurch Street to Southend rail line (c2c). Displays some benefits by proximity to A13 and A130 junction, Pitsea town centre (supporting services) and Pitsea rail station. Access to the parcel is currently via Brackendale Avenue, a residential area for which large traffic movements may be unacceptable. Low educational attainment and mixed employment levels.	Displays some beneficial characteristics for certain employment uses but constrained by access arrangements.	Low / medium
56	71.25	Retained in GB assessment. Large parcel of land alongside the A130 to Canvey Island. In terms of location there are beneficial characteristics of a large clear site close to a strategic road junction. However, while there is an adjoining urban population in Benfleet (other side of A130), there are no clear links to services and facilities such as town centres. No agglomeration credentials. Poor education attainment (identified only in Basildon Borough) and low employment levels.	Minor benefits of location close to strategic road network. No other beneficial characteristics.	Low.
57	1089.9	Wat Tyler Country Park and RSPB site – retained for GB purposes.		Nul
58	22.44	Small parcel close to A13 and Nethermayne junction, between London Road and A13. Contains a listed church and several properties. Site slopes down towards the A13. Minor benefits of access to strategic road network and nearby urban population (Vange) but distant from town centre functions (besides pub and hotel) and rail transport (~2km). Poor education and employment levels.	Minor beneficial characteristics of location for strategic road network and local residential population for workforce (but poor education levels). Distant from town centre functions.	Low / Medium
59	111.7	Large site currently comprising a golf course, natural open space, agricultural land and small businesses between Nethermayne (A176) and London Road. Some agglomeration potential with the hospital and town centre nearby, although Bas TC would ideally be preferred location for certain employment uses for regeneration purposes. Both education attainment and employment levels are mixed from poor to good, with better results to the west.	Some beneficial characteristics for access to strategic road network, local educated population and minor agglomeration potential. Relatively distant from Basildon town centre and its supporting services.	Medium
60	62.29	Similar to 'Site 59', large site currently comprising residential plots, agricultural and small businesses such as equestrian activities. Lies between Nethermayne (A176), Dry Street and countryside (at	Some beneficial characteristics for access to strategic road network to the east, local educated population and minor agglomeration potential.	Medium

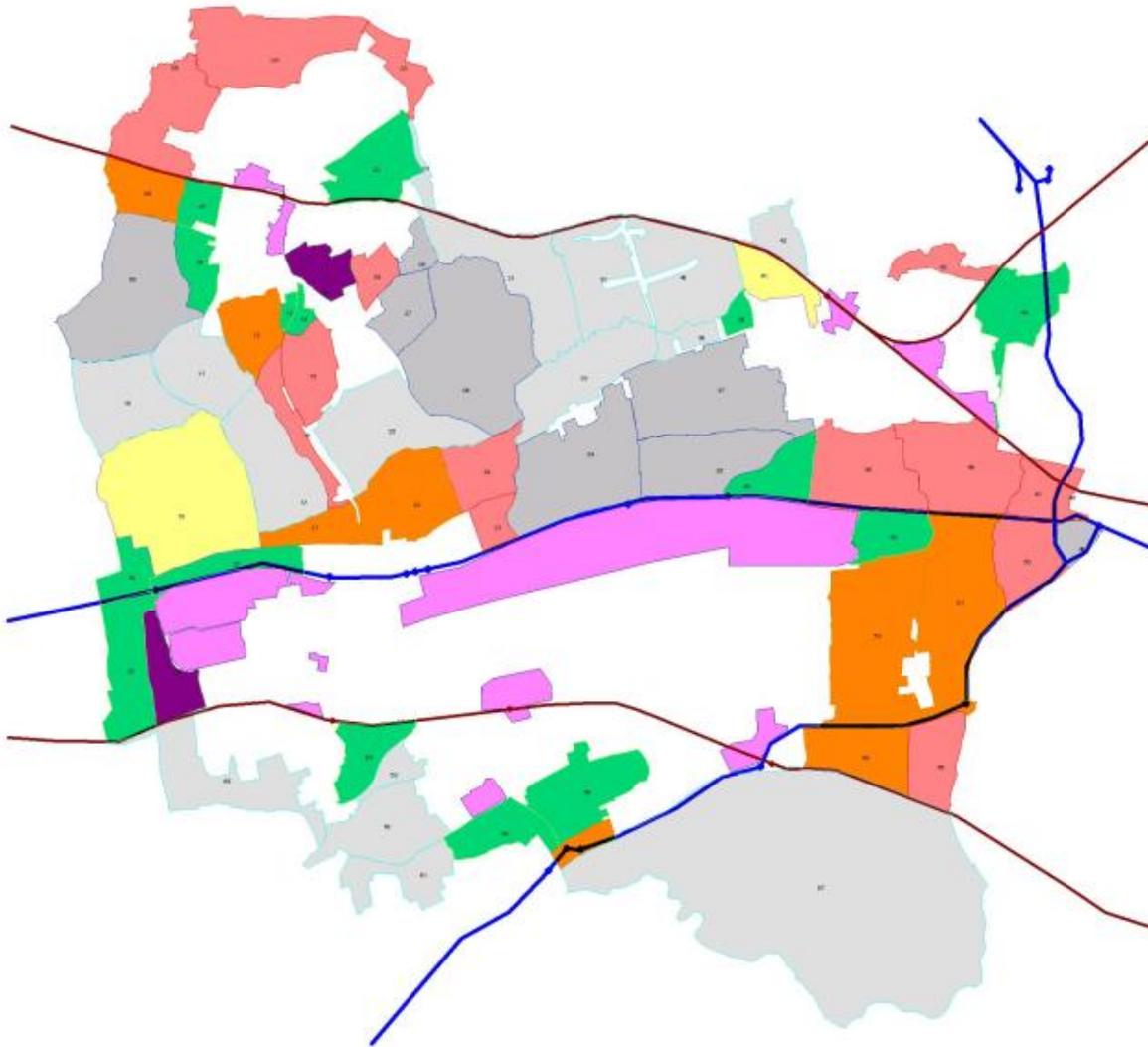


		Borough boundary). Some agglomeration potential with the hospital and town centre nearby, although Bas TC would ideally be preferred location for certain employment uses for regeneration purposes. Both educational attainment and employment levels are generally good. Dry Street would need upgrading to accommodate large traffic volumes.	Relatively distant from Basildon town centre and its supporting services.	
61	66.89	Large site on borough boundary, south of Dry Street and Westley Heights. Includes a plotland area and fields. Distant from urban area, support services, transport connection and employment base.	No beneficial employment characteristics.	Nul
62	112.22	Westley Heights natural open space – Retained in GB assessment.		
63	26.02	Retained in GB Assessment		
64	58.54	Large natural open space between urban areas. Close to Laindon rail station (particularly northwest corner), positioned between Laindon and Basildon town centres. High education attainment and high employment levels to the east and west, less favourable levels to the north. Local road connections to strategic road network but no direct links. Some opportunity for agglomeration with Laindon industrial area and Laindon and Basildon town centres, although Bas TC preferred location for certain employment uses.	Displays a number of beneficial characteristics, particularly for the north / northwest part of the site.	Medium
65	135.37	Laindon Recreation Ground - Retained in GB Assessment		
66	58.35	Long parcel of land between Lower Dunton Road and West Mayne (B148) and c2c railway line to the south. Area includes Dunton Caravan Park and a number of residential properties. The site is generally close to Dunton interchange (strategic road network) with high potential for agglomeration benefits with businesses in the A127 corridor and Southfields Business Park. The northern section is generally distant from many residential properties while southern section is close to Laindon. Proximity to educated workforce to the south (in Langdon Hills) but mixed levels of employment. Remains distant from many support services, although Southfields and Tesco Laindon could cover some requirements.	Some clear benefits for certain employment uses with potential for agglomeration and access to strategic road network. Access to some supporting services and potential employment base. Remain distant from rail connections	Medium / High
67	100.68	Large parcel of land extending from the western borough boundary to Lower Dunton Road, and from A127 to c2c	Some clear beneficial characteristics for certain employment uses with good	Medium

	<p>railway line. Area is predominantly open fields (agricultural and other uses). The site is generally close to Dunton interchange (strategic road network) via Lower Dunton Road. The site has high potential for agglomeration benefits with existing businesses in the A127 corridor, although such benefits diminish to the south. The entire site is generally distant from many residential properties and therefore lacks a nearby employment base. In Laindon generally there is access to a mix of high and low educational attainment and employment levels. Site remains distant from many support services, although Southfields Business Park and Tesco Laindon could cover some requirements.</p>	<p>agglomeration potential and access to strategic road network. Remains distant from supporting service areas such as town centres, but existing businesses function well. Distant from local population.</p>	
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- 244** This provides a categorised hierarchy of locations listed by their attractiveness for economic development.
- 245** Locations within any category lower than Medium were removed from further assessment due to the collective quantity of sites within the higher categories.
- 246** Areas in the Medium category with notable environmental sensitivity and/or constraints (see Appendix D) were removed from the qualitative assessment. The remaining sites are those considered most appropriate for economic development.
- 247** This does not imply that the entirety of a location, or that all of these locations should be allocated for economic development, only that, on balance, these areas each display a similar level of beneficial characteristics for economic development under the criteria considered. More detailed considerations of suitability, availability and viability should be undertaken to differentiate the demand for each location.
- 248** The following diagram indicates the distribution of scoring across Basildon Borough for economically beneficial characteristics:

Picture 9







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