

Pell Frischmann

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# Basildon HLDFs

East Basildon Development  
Framework

27/09/2017

Pell Frischmann

<b>REVISION RECORD</b> Report Ref: A13304/VAA EAST BASILDON HLDf					
Rev	Description	Date	Originator	Checked	Approved
0	Draft Report	30/03/2017	H Rowlinson	S Hooley	A Twyford
1	Final Report	30/06/2017	H Rowlinson	S Hooley	A Twyford
2	Final Report REV A	14/07/2017	H Rowlinson	S Hooley	A Twyford
3	Final Report + Addendum	27/09/2017	S Hooley	A Twyford	S Hooley

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## 1. INTRODUCTION

### 1.1 BACKGROUND

1.1.1 Pell Frischmann has been commissioned by Basildon Borough Council (BBC).

1.1.2 Between January and March 2016, the Council carried out public consultation on a Draft Local Plan setting out proposed strategic policies, allocations and development management policies to cover the period to 2034. It proposed to accommodate 15,260 new homes and 49ha of employment land; 9,100 and 11ha respectively of which would be from land removed from the Green Belt. The Draft Local Plan set out 21 development allocations that would deliver much of this growth, including:

- Gardiners Lane (GL) H7 – Proposals for 660 homes, 12-16ha of employment land and 6-8ha of open space;
- East Basildon (EB) covering sites H13 and E8 and additional promoted sites – Proposals for a total of 2,000 new homes, 49.5ha of employment land, 75ha of open space, local centres, primary school provision and a new grade separated junction on the A127 at Pound Lane/Cranfield Park Road to the East of Basildon and Burnt Mills; and
- South West Billericay (SWB) H20-23 - Proposals for a total of 950 homes and an integrated highway relief route.

1.1.3 Pell Frischmann has been commissioned by Basildon Borough Council (BBC) to prepare high level development frameworks (HLDFs) for the above three sites in order to create a high level framework for each strategic site area to set out the overall development concept and development principles, as well as address phasing and other key delivery issues.

### 1.2 OBJECTIVES

1.2.1 Each Framework has the following common objectives:

- a) To prepare a deliverable and viable high level Development Framework for each strategic location having explored and tested the vision and development policy objectives for the area;
- b) Review the key site promoter objectives and examine ways to accommodate these alongside policy objectives set out in the Draft Local Plan, and advise of where incompatibility risks overall location delivery;
- c) To establish an initial design framework for the area's development exploring
  - a. land use parameters,
  - b. density,
  - c. legibility, and
  - d. safety.
- d) This should allow the continuation of detailed master planning work, as part of Local Plan implementation, post 2018, or outline planning application stages and beyond;
- e) Promote high quality, locally distinctive design in residential, commercial and infrastructure proposals with a view to achieving more sustainable forms of development;

- f) Establish outline proposals to incorporate practical strategies for delivering high quality urban design and other requirements such as renewable energy generation, protection and enhancement of biodiversity, landscapes and flood and water management;
- g) Set out locations and requirements for essential infrastructure, facilities and services and present concept options as to how these could be located within the development to ensure they are integrated into new communities, whilst offering, where feasible expanded services for existing communities;
- h) Set out locations for development including housing, employment, and service/retail, and also for open space and other green infrastructure provision; and
- i) Advise on areas that could be developed as distinct areas without compromising the delivery of the strategic area as a whole, or are dependent on other areas of the strategic location coming forward first.

1.2.2 East Basildon (EB) is one of the above sites where the principle of housing development has been promoted through the Draft Local Plan and the Policies Map.

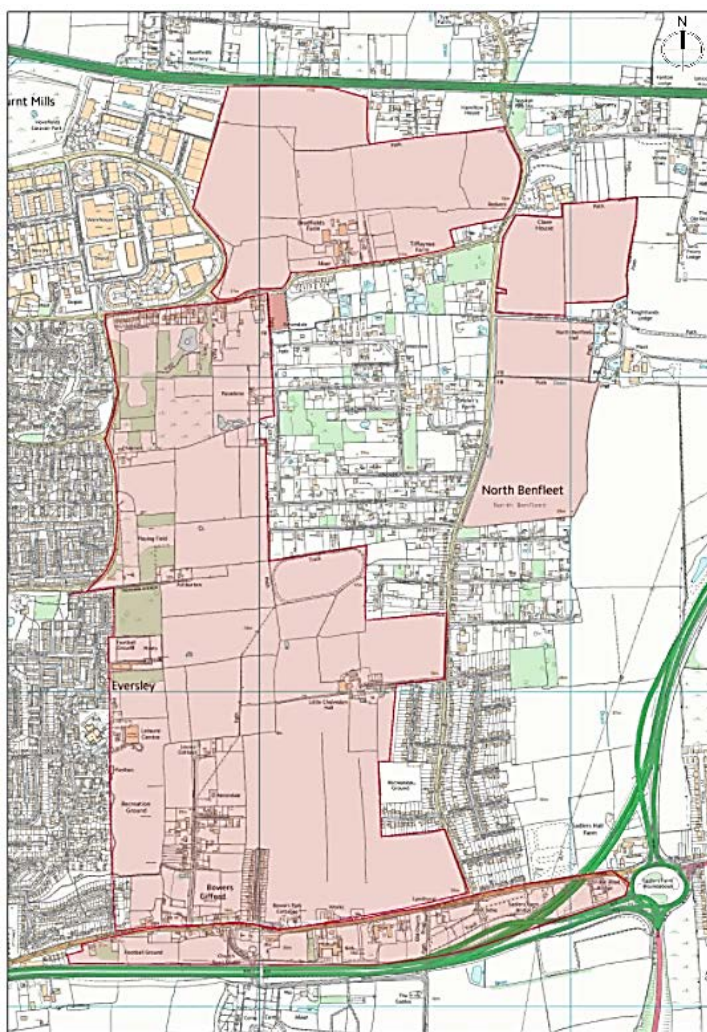


Figure 1-1: East Basildon (EB) study area

### **1.3 EAST BASILDON HLDf PURPOSE**

- 1.3.1 Draft Policy H13, and its annotation on the Policies Map caused confusion for many residents, as it was not clear as to the extent of residential development and open space provision in this location. This report outlines the high level development framework with a purpose to better articulate how land in this location could be brought forward to deliver the policy requirements as set out in policies H13 and E8 of the Draft Local Plan and inform how the Policies Map can illustrate this better.
- 1.3.2 A number of landowners have also made representations with regard to various sites within this location. This further emphasised the need for a high level development framework to articulate the policy requirements in this location to deliver the logic for a more sustainable development.
- 1.3.3 An alternative site has been promoted to the east of Pound Lane at North Benfleet. The proposal put forward as a representation to the Draft Local Plan consultation is limited in its eastward extent, and therefore consideration was also given to this additional area, as part of the development framework process, to determine whether it could contribute towards the creation of a more sustainable community in this location. Land was also promoted for residential development to the north of Burnt Mills Road and to the south of the London Road, and the high level development framework had considered the alignment of these to the overall objectives.
- 1.3.4 The purpose of this Development Framework therefore is to supplement the Site Allocations by setting development principles and a framework through which a high quality scheme can be delivered on the site. It is also intended to demonstrate how the planning requirements set out in the Draft Local Plan can be delivered, and
- a. To determine and define the minimum extent of land that should be set aside on the Policies Map for use as the strategic open space;
  - b. To review whether selection of different sites from all those available would result in a more justifiable strategic allocation than that proposed in the Draft Local Plan.



## **2. PLANNING POLICY**

### **2.1 CONTEXT**

2.1.1 The following section sets out the planning policy context within which the Development Framework has been prepared, and which will in turn inform future planning application(s) on the site. This included existing national planning policy.

### **2.2 NATIONAL PLANNING POLICY FRAMEWORK (MARCH 2012)**

2.2.1 The National Planning Policy Framework (NPPF) was adopted in 2012, it came into effect immediately superseding the 2011 draft and all other planning guidance (except on waste).

2.2.2 The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as high level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows for the planning system to be tailored to reflect the needs and priorities of individual communities.

2.2.3 The NPPF defines the delivery of sustainable development through three roles;

- Planning for prosperity (an economic role);
- Planning for people (a social role); and
- Planning for places (an environmental role)

2.2.4 It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.

2.2.5 At the heart of the NPPF is a presumption in favour sustainable development, which 'should be seen as a golden thread running through both plan making and decision taking.' (para 14).

### **2.3 DRAFT LOCAL PLAN (JANUARY 2016)**

2.3.1 This document sets out an initial draft of a new Local Plan for Basildon Borough that will provide the planning framework for the future growth and development until 2034. It also sets out the strategic, allocation and development management policies that will be applied to ensure that individual development proposals contribute positively towards the plan.

2.3.2 The following Draft Local Plan Policies are particularly relevant to the development of the East Basildon Site;

- Policy SD1 Strategic Approach to Sustainable Development in Basildon
- Policy SD2 Settlement Hierarchy and the Distribution of Growth
- Policy SD3 Presumption in Favour of Sustainable Development
- Policy E1 Economic Growth Strategy
- Policy E2 Existing Employment Areas for general B Class Uses
- Policy E4 New Employment Sites
- Policy E8 Land East of Burnt Mills
- Policy E9 Rural Enterprise Sites

- Policy E10 Untidy Industry Zone, Burnt Mills
- Policy TS1 Transport Strategy
- Policy TS2 Improvements to Carriageway Infrastructure
- Policy TS3 Improvements to Footpaths and Cycle Infrastructure
- Policy TS4 Improvements to Public Transport Infrastructure and Services
- Policy TS5 Safeguarded Areas for Transport Improvements
- Policy TS6 Managing Congestion
- Policy TS7 Safe and Sustainable Access
- Policy TS8 Parking Standards
- Policy TS9 Access for Servicing
- Policy H1 Housing Strategy
- Policy H2 Specialist Accommodation Strategy
- Policy H3 Gypsy, Traveller and Travelling Showpeople Sites
- Policy H5 Established Gypsy, Traveller and Travelling Showpeople Sites
- Policy H13 East of Basildon
- Policy H30 The Location of Residential Development
- Policy H31 The Location of New GT and Travelling Showpeople Sites
- Policy H 33 The Size and Type of New Homes
- Policy H 34 Affordable Housing Provision
- Policy DES1 Achieving Good Design
- Policy DES2 Urban Character Areas
- Policy DES4 High Quality Buildings
- Policy DES5 High Quality Public Realm
- Policy HC1 Leisure and Recreation Strategy
- Policy HC5 Community Facilities
- Policy GB1 Strategic Approach to Green Belt Protection
- Policy GB2 Green Belt Extent
- Policy GB3 Plotlands Infill
- Policy GB4 New Development in the Green Belt
- Policy CC1 Responding to Climate Change
- Policy CC2 Flood Risk and Drainage Management
- Policy CC4 Managing Flood Risk in New Development
- Policy CC7 Renewable Energy Infrastructure
- Policy NE1 Green Infrastructure Strategy
- Policy NE5 Development Impacts on Ecology and Biodiversity
- Policy NE6 Development Impacts on Landscape and Landscape Features
- Policy NE 7 Pollution Control and Residential Amenity
- Policy IMP 1 Implementation Strategy

- Policy IMP 3 Phasing of Development
- Policy IMP 4 Piecemeal Development

## **2.4 HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT (HELAA)**

2.4.1 The HELAA is a key component of the evidence base that will support the Basildon Borough Council's Local Plan production and its approach to the delivery of housing and employment development within the Borough.

2.4.2 The HELAA simply determines which sites are currently considered suitable, available and achievable for potential housing and economic development. This information will then be carried forward into the Local Plan process for consideration alongside other factors, such as the findings of other evidence base documents and the Councils development strategy.

2.4.3 The main roles of HELAA is to;

- Identify sites and broad locations with potential for development;
- Assess their development potential; and
- Assess their suitability for development and the likelihood of development coming forward (the availability and achievability).

## **2.5 NEIGHBOURHOOD PLANNING**

2.5.1 The Neighbourhood Planning regime was introduced by Chapter 3 of the Localism Act 2011 which amended the Town and Country Planning Act 1990 as a way for local communities to better guide the development future of the places where they live or do business.

2.5.2 On 18 July 2016 Basildon Borough Council approved the designation of the Bowers Gifford and North Benfleet Neighbourhood Area. The neighbourhood area includes the eastern half of the East Basildon site. At the time this report was prepared, the Parish Council had not brought forward proposals for their neighbourhood area.

## **2.6 BASILDON BOROUGH PLANNING OBLIGATIONS STRATEGY SPD**

2.6.1 On Friday 14th August 2015 Basildon Borough Council formally adopted the Planning Obligations Strategy as a Supplementary Planning Document (SPD). The SPD is now a material consideration in the determination of relevant planning applications within the Basildon Borough.

2.6.2 The purpose of the Planning Obligations Strategy is to provide updated guidance to industry professionals, landowners, developers and residents as to the type and level of planning obligations (financial and non-financial) the Council could seek as part of applications for planning permission.

2.6.3 The Community Infrastructure Levy (CIL) is a charge which local authorities can place on developers to help fund infrastructure needed to support new development in their areas. It will partially replace the existing Section 106 system. The Council does not have an adopted Local Plan and does not have an adopted CIL. Until the Council adopts a CIL it will continue, subject to the restrictions in regulation 123(2) and (3) to negotiate Section 106 contributions where necessary to offset the impact that new development will have on the local community.

## 2.7 POLICY H13 PROPOSALS

- 2.7.1 The site to the east of Basildon between Pitsea and Bowers Gifford is identified to deliver 2,000 homes at 30duph, a nursing or residential home, a site for the accommodation of 15 pitches for gypsies and travellers, and at least 75ha of open space provision, including new and replacement sports facilities and playing pitches.
- 2.7.2 Policy H13 includes around 600 of the homes identified, along with a primary school and other community facilities, located adjacent to Bowers Gifford. The remainder of the development requirements for this site is to be delivered adjacent to Pitsea.
- 2.7.3 Policy H13 requires for the open space provision to be delivered as a landscape buffer between the settlements of Pitsea and Bowers Gifford. It should extend north-south through the entire site, and must be 500m wide at its frontage with the London Road, and at least 200m wide elsewhere within the site. It should be multi-functional in its purpose and accommodate formal and informal open spaces, sports pitches, opportunities for ecology, routes for active travel and areas for surface water flood risk management.

## 2.8 POLICY E8 PROPOSALS

- 2.8.1 5.5ha of land to the east of Basildon, as identified on the Policies Map as E8a is allocated for B-class employment development.

<http://www.basildon.gov.uk/article/2009/Local-Plan-2014---2034>

- 2.8.2 A further 40ha in this location, as identified on the Policies Map as E8b will be safeguarded for B-class employment uses beyond the period of this plan.

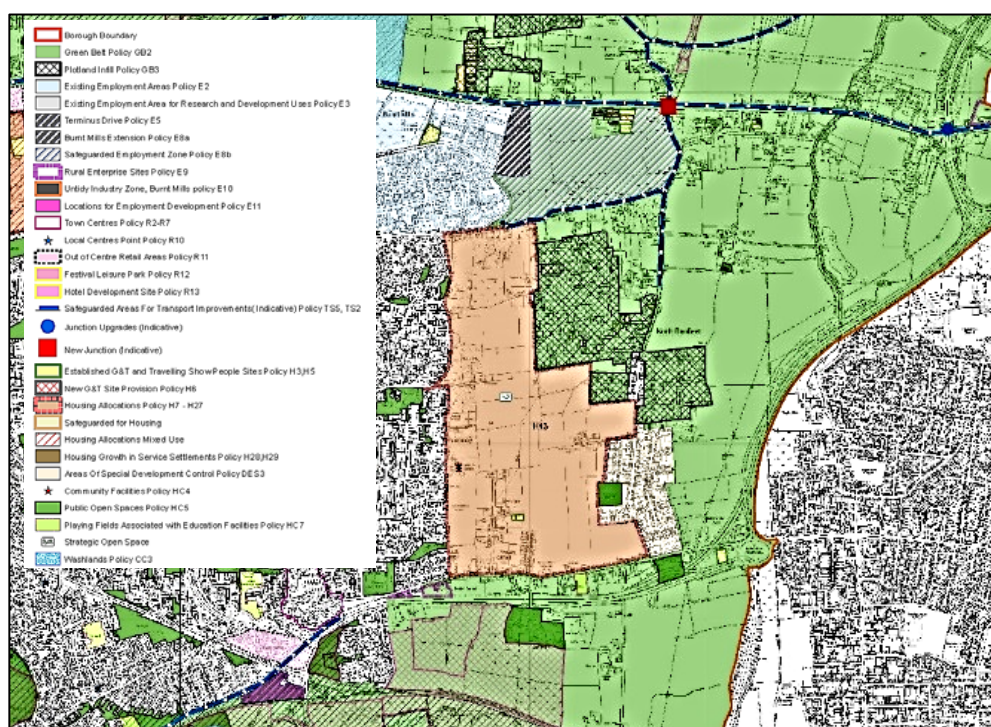


Figure 2-1: Sites H13 and E8 in the Draft Local Plan Policies Map extract

### **3. ANALYSIS OF THE SITE**

This section of the Development Framework sets out a site analysis of East Basildon and covers the following:

- Location and Surrounding Area
- Site Ownership
- Archaeology and Heritage Assets
- Ecology
- Landscape and Topography
- Flood Risk and Drainage
- Highways and Access
- Infrastructure, Services and Utilities
- Social Infrastructure.

#### **3.1 LOCATION AND SURROUNDING AREA**

3.1.1 The Basildon Borough Urban Characterisation and Design Review stated it was evident that Basildon Borough is an agglomeration of distinct character areas which have built up over time to create the vibrant, attractive towns that exist currently, and it is difficult to establish a single cultural identity for the whole Basildon Borough as it is an area of contrasts with historic town centres, New Town development, areas of open countryside, small villages and Plotland settlements, as well as a unique and biodiversity rich wildlife habitat in the form of the Thames Estuary marshes.

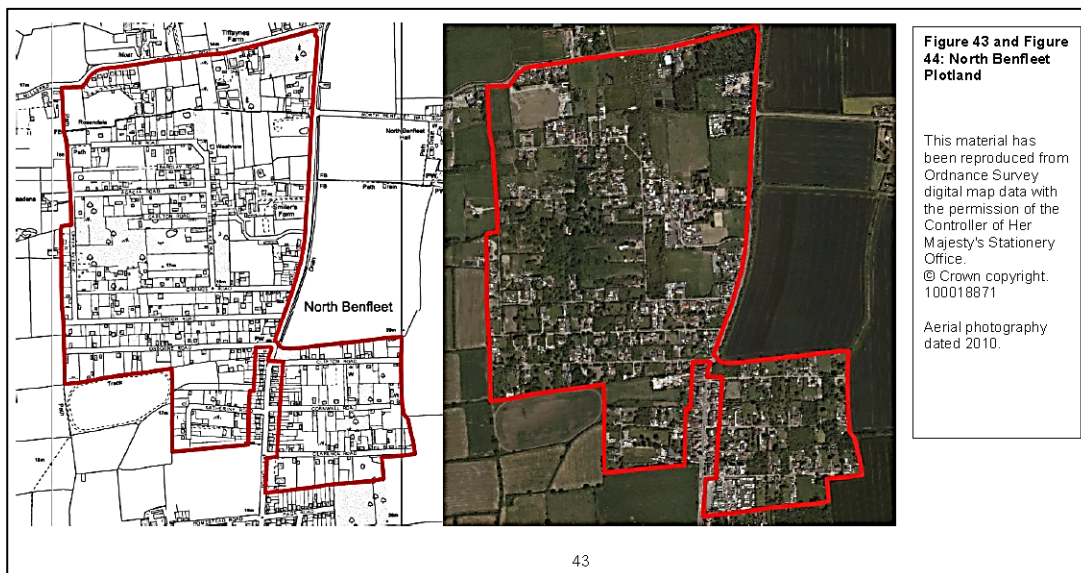
3.1.2 One of the Borough's more unique character traits is reflected in the south of the Borough dominated by the development of a Mark I New Town, master planned in phases from 1951. The New Town brought a comprehensive transformation to the area, with significant changes to its landscape and original village and Plotland communities, although pockets of its more historic origins remain in a physical sense, the 20th century onwards is characterised by a fragmentation of built form much of which has largely failed to relate well to the townscape of previous centuries. Therefore, the Urban Characterisation and Design Review concludes the prevalent urban layers that form the south of the Borough's 'sense of place' are almost exclusively post 1950's in date; although distinct design variations exist in the neighbourhoods.

3.1.3 Residential areas north of Pitsea comprise extensive modern housing estates constructed in the 1950s and 60s, early in the New Towns development. Prior to this a large part of the zone, particularly in the area of the Felmore and Chalvedon Estates, had developed as plotlands in the 1920s and 30s. These had been built over an existing rectilinear agricultural field pattern incorporating a pattern of widely dispersed settlement.

3.1.4 The central part of the site is characterised by a large rural landscape on the urban edge, contained by several major road corridors running both North-South and East-West. The area is settled with scattered farmhouses, localised plotland

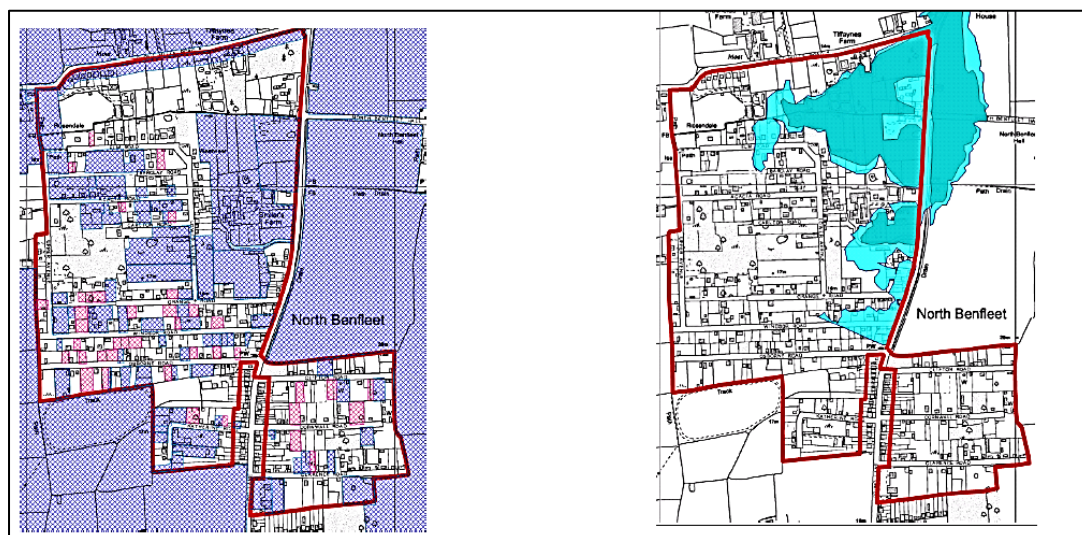
- development and roadside settlement. Earlier settlement of the zone is represented by a number of moated sites and the historic settlement of Bowers Gifford on the eastern edge of the site area.
- 3.1.5 Bowers Gifford is an infill area set in the green belt, characterised by its linear roadside settlement pattern enveloping earlier villages and farmsteads. This linear development form has been broken up by a small number of cul-de-sacs, though these do not impact on the overall character. The linear nature means there is no distinctive core area. Although the historic focus of the village was centred on the Church, Bowers Gifford has always been quite spread out, with a significant number of dwellings along the access routes to the local farmsteads which originally would have been workers' cottages for the farms.
- 3.2 NORTH BENFLEET PLOTLANDS (PLOTLANDS STUDY 2015)**
- 3.2.1 Plotlands originated in late 19<sup>th</sup> /early 20<sup>th</sup> century, as unregulated development comprising of a variety of buildings on smaller plots, when many derelict Essex farms were bought by entrepreneurs and divided and sold as individual plots to East Londoners or those returning from WWI. They are generally without services or adopted roads. North Benfleet is one of the 13 Plotlands in the Borough, to the north east of the proposed allocation.
- 3.2.2 This plotland area sits to the north of the A13 and south of the A127. It is currently in a rural part of the borough north of the urban settlement of Bowers Gifford, however the character is likely to change with the proposed allocations, both to the west and to the east of the Plotlands. There is vegetation throughout the area which provides some screening as well as large paddocks and fields. The development within this plotland are set out relatively sporadically along the roads.
- 3.2.3 The introduction of Green Belts in 1947 had a particular effect on plotlands. Areas of plotland that were not intensely developed often found that they were included within the extent of the Green Belt designation, as in the case of North Benfleet. This had the effect of freezing the extent of development within these areas at a point in time. Therefore, developed plots are interspersed with undeveloped plots where new development was now considered to be inappropriate.
- 3.2.4 As with most rules and regulations, over time people have found ways to bring forward new development in the plotland areas, either through the redevelopment of existing buildings or with uses allowed in the Green Belt. However the lack of formal development in these areas since the introduction of the Green Belt means that infrastructure such as roads has not been upgraded in recent times.
- 3.2.5 The Core Strategy Revised Preferred Options Report 2013 indicated that the Council would seek to permit limited development within the 13 plotland areas in Basildon Borough in order to improve their character and visual amenity. Draft Core Policy 1 indicated that this would provide capacity for around 375 homes in the period from 2011 to 2031. Draft Core Policy 11 indicated that development would be permitted on infill plots and corner plots with an existing road frontage subject to local area character consideration.
- 3.2.6 The recent Plotlands Study 2015 estimated a future housing capacity of the North Benfleet Plotlands and redefine the 'built area' boundary, following data surveys to identify the site's opportunities and constraints.

3.2.7 The Plotlands Study advises that roads within the area are made up to a passable standard, and some even benefit from footpaths or street lighting. There are a number of residential dwellings located within the plotland with the normal assemblage of outbuildings such as garages and sheds. The dwellings are all relatively modern bungalows or bungalow chalets and are set out along the numerous roads within. Plots are generally tidy and well kept, and some have front gardens.

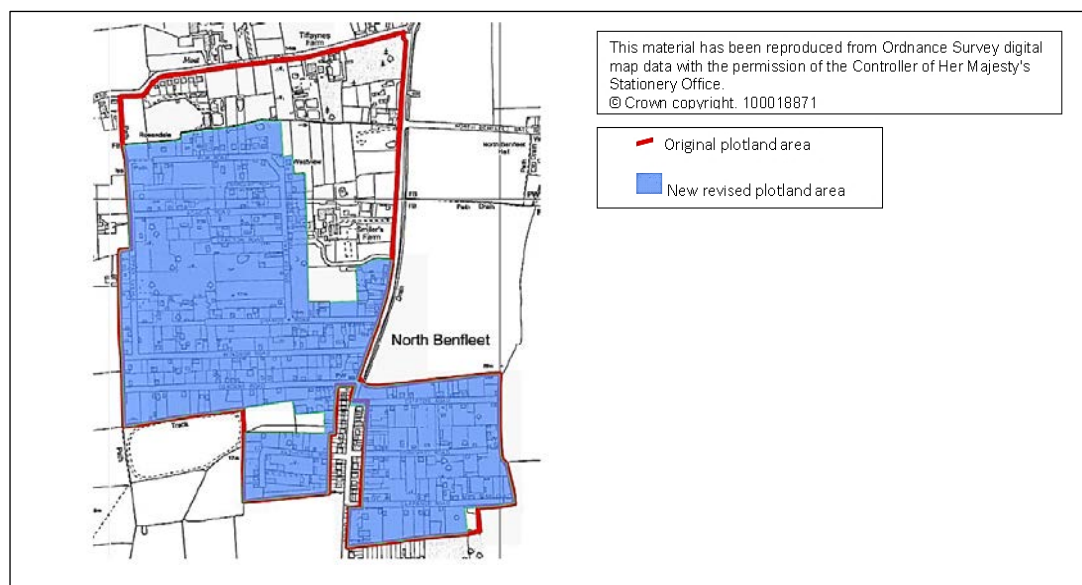


**Figure 3-1: The current extent of North Benfleet Plotlands (Plotlands Study 2015)**

3.2.8 The map below shows vacant plots, with those in blue promoted through HELAA, and those in pink identified as other areas of vacant land.



**Figure 3-2: Potential development sites and flood risk (Plotlands Study 2015)**



**Figure 3-3: Proposed North Benfleet Plotlands boundary (Plotlands Study 2015)**

3.2.9 Capacity for housing within the North Benfleet Plotland, as identified by the Plotlands Study (2015), is around 43 new homes. The development of the undeveloped land within this plotland comprised of open paddocks and fields and vacant vegetated areas these areas is not supported as The Plotlands Study considers this would affect the rural character of the area, and its sense of enclosure from the wider landscape. However, the study also acknowledges that the character is likely to change with the plots that have been promoted for development within this area, which sit adjacent to existing development and would potentially be acceptable if developed to a similar scale to the development which already exists.



### 3.3 LAND OWNERSHIP

3.3.1 The area considered is currently under the ownership of numerous parties, including large part by Nottinghamshire Council Pension Fund (land known as Little Chalvedon Hall), and tracts of land owned by Basildon Borough Council. The extent of these ownerships is illustrated in Figure 3-1.

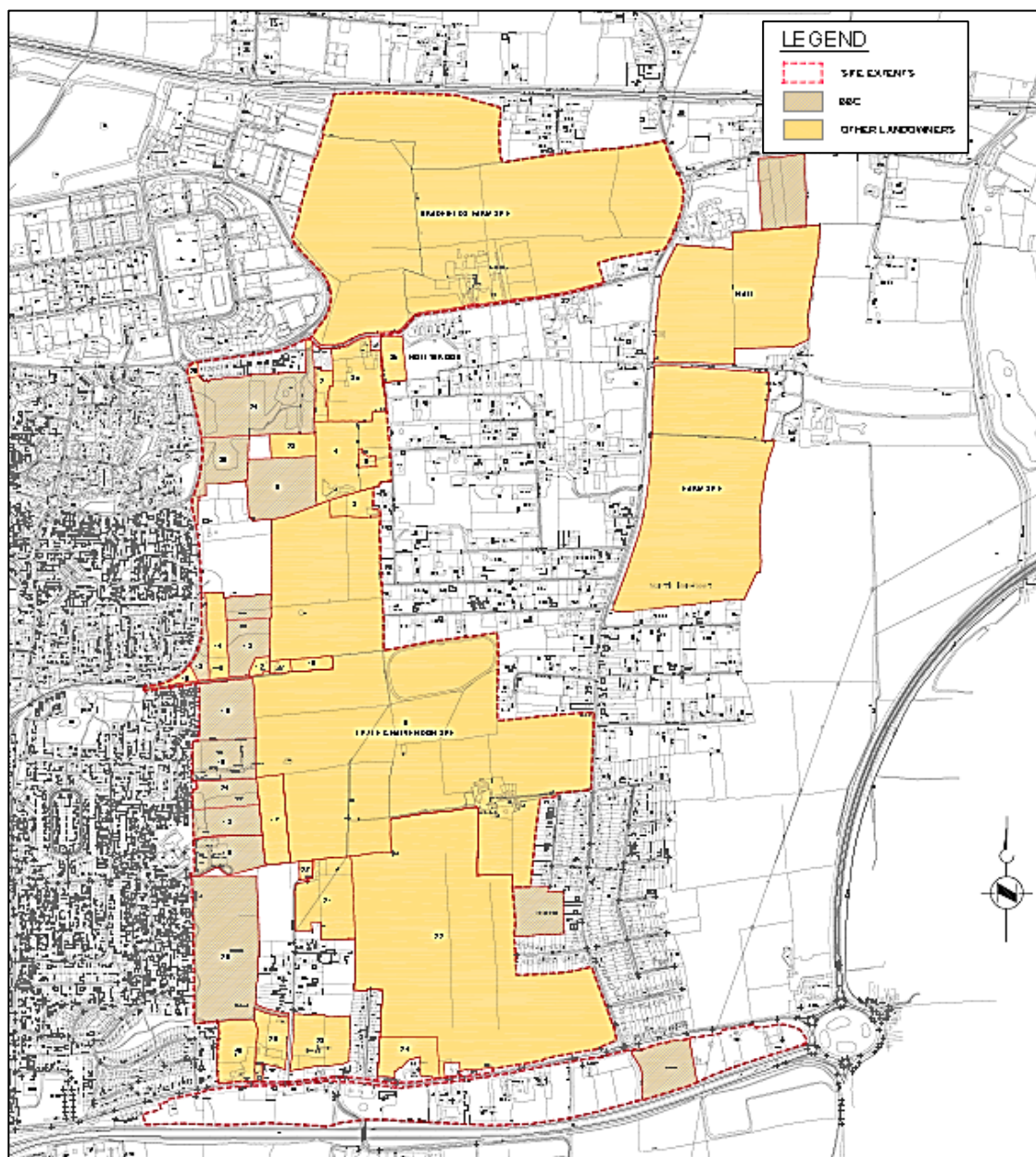


Figure 3-4: Land Ownership

### 3.4 ARCHAEOLOGY AND HERITAGE ASSETS

3.4.1 A generally flat plain, the geology largely consists of London Clay, overlain in places by head deposits. Excavations along the eastern boundary of the area in advance of the construction of the A130 have demonstrated settlement of the area in advance of the construction of the A130 have demonstrated settlement of the area from the Bronze Age onwards. North Benfleet was a Saxon Royal Villa as identified in the Domesday Book. In addition, the remainder of the area has a number of findspots and archaeological sites of prehistoric, Romano-British and

medieval date, including moated sites. Together these demonstrate the archaeological potential of the area. There are also the remains of a series of WWII pillboxes, anti-tank ditch and other military structures such as anti-tank blocks and road barriers which would have formed part of the overall General Headquarters Line of defence. The relative sparseness of the archaeological record reflects a lack of fieldwork in the area rather than necessarily a lack of archaeology.

### **3.5 ECOLOGY**

3.5.1 A high level desktop survey has been undertaken to identify any environmental designations in the local vicinity. Basildon Borough Ecological Surveys document prepared by Land Use Consultants (LUC) in January 2016 was consulted.

3.5.2 The East Basildon site is within a potential SSSI Impact Risk Zone area, therefore consultation with Natural England will be required for;

- Pipelines, pylons and overhead cables
- Any transport proposals including road (excluding routine maintenance)
- Any discharge of water or liquid waste that is more than 2m<sup>3</sup> per day. The water needs to be either discharged to ground or surface water. Discharges to main sewer are excluded.

3.5.3 There are three SPA designations noted in relatively close proximity to the borough boundary, including Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA, Benfleet and Southend Marshes and Thames Estuary and Marshes SPA. It is considered unlikely that the potential recreational activities associated with the site may directly impact on nearby SPAs and SACs, however, Natural England has made it clear that whilst on site provision of open space is welcome, they remain concerned about the impact of population growth on SPAs and SACs along the coast, as the coast itself is an 'attractor' which cannot be replicated within open space provision on development sites.

3.5.4 The following nationally designated site is located within 1km:

- Pitsea Marshes SSSI – mosaic of habitats supporting a rich flora and fauna including the nationally scarce stiff saltmarsh grass and several nationally scarce invertebrates (820m south).

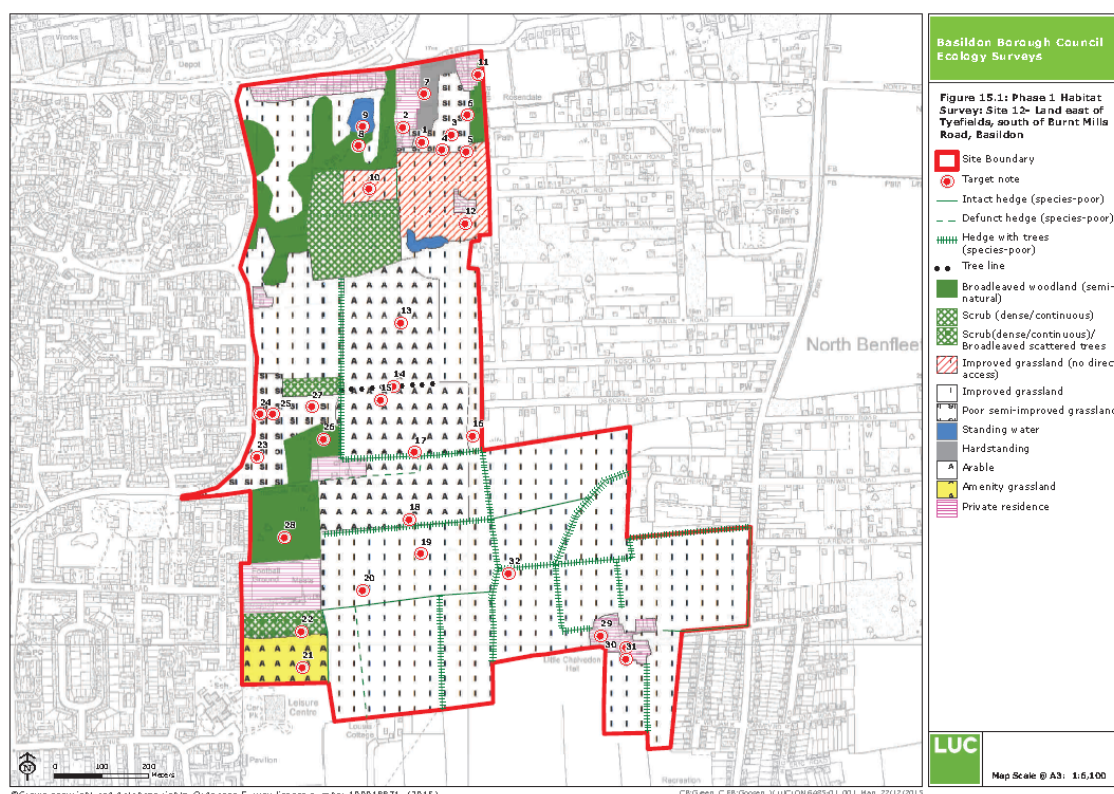
3.5.5 There are no Local Wildlife Sites within the site itself. The following LWSs have been identified within 1km of the Site:

- Bowers Gifford Grassland LWS – species rich lowland meadow supporting populations of hairy vetchling and diverse invertebrate interest. (170m south);
- Pitsea Mount LWS– area of flower-rich grassland supporting an important invertebrate assemblage including the brown-banded carder bee and the digger wasp *Crossocerus binotatus* (700m south-west);
- “Untidy industries” LWS – post-industrial brownfield site supporting nine nationally threatened and 41 nationally scarce species including brown-banded carder bee and the shrill carder bee (850m south-west); and
- Bowers Marshes LWS – supports a mosaic of habitats including grazing marsh and wet drains. Supports a rich flora and fauna including the

nationally scarce stiff saltmarsh grass and several nationally scarce invertebrates (785m south).

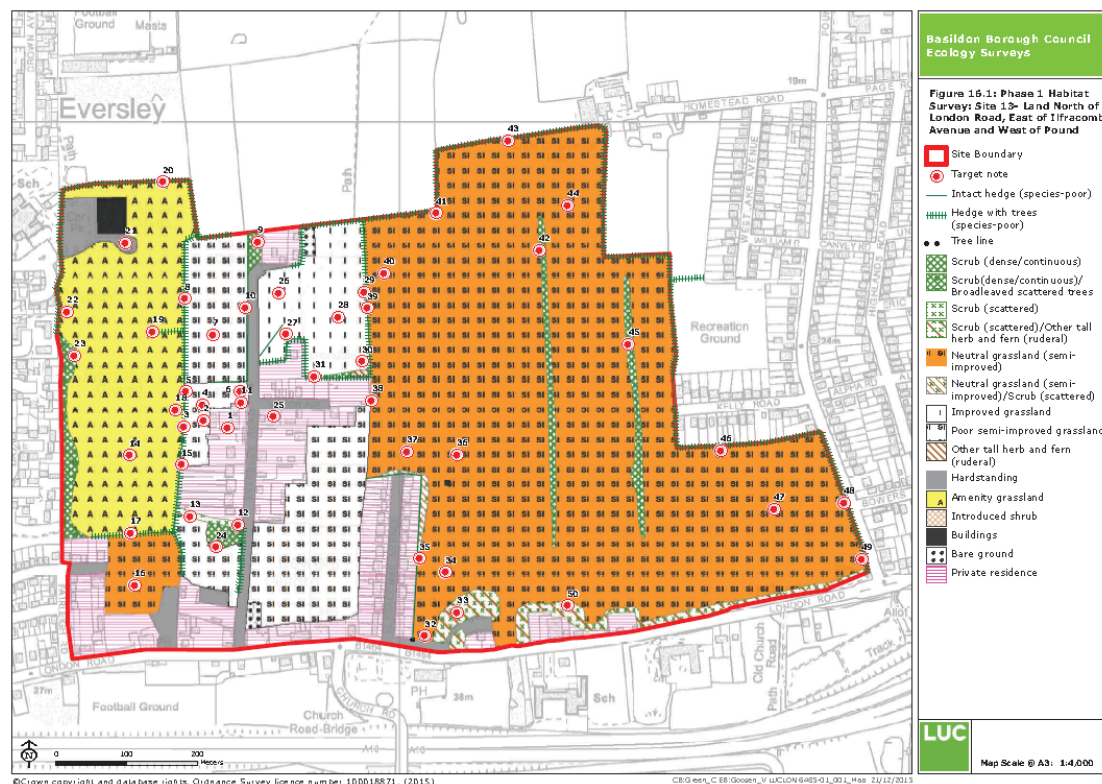
3.5.6 No records of protected and/or notable species were identified within the Site. A number of protected species on the NBN Biodiversity Gateway have been identified in the local vicinity, these include;

- Great Crested Newts - Approx. 1.8km to the north. Some connectivity and ponds within the site.
- Bats - approx. 800m to the north of the site
- Otters - approx. 2km to the SW, some overland connectivity, possibly water connectivity.



**Figure 3-5: Ecological Survey Site 12 /northern part of the site, LUC, January 2016**

3.5.7 The northern part of the Site was particularly diverse and included existing open space, whilst the central and south eastern parts of the site were of reduced value being dominated by improved grassland and arable habitats. LUC concluded that residential development may be delivered at this site without significant adverse ecological impacts on the assumption that: any proposals are informed by detailed ecological survey, to inform impact assessment and the avoidance and mitigation of impacts; mitigation measures are developed to address any identified impacts on protected and notable species, as informed by the above surveys.



**Figure 3-6: Ecological Survey Site 13 /southern part of the site, LUC, January 2016**

- 3.5.8 Overall the southern part of the Site is considered to be of low ecological value with the hedgerows of greatest value given the habitat these provide and contribution to habitat connectivity. LUC concluded that residential development may be delivered at this site without significant adverse ecological impacts, and possibly delivering an enhancement, on the assumption that any proposals are informed by detailed ecological survey, to inform impact assessment and the avoidance and mitigation of impacts; mitigation measures are developed to address any identified impacts on protected and notable species, as informed by the above surveys.
- 3.5.9 Proposals should seek to retain ecological connectivity through the site as provided by hedgerows, trees and woodland. Areas of habitat are retained and enhanced to ensure adequate mitigation can be delivered for those areas lost, for example with areas of greatest habitat diversity retained such as the northern part of the site and the existing open space. Incorporation of green infrastructure within the development, and ensuring habitats are managed to benefit wildlife in the long-term.
- 3.5.10 Site 27: Land East of Bowers Gifford was promoted as an alternative site. The site is comprised almost entirely of agricultural land with small areas of residential, private land, a church and a reservoir. The majority of the site is considered to be of low ecological value, with the Site's hedgerow network considered to be of greatest ecological value, providing potential habitat for a number of protected and notable species and provide ecological connectivity.

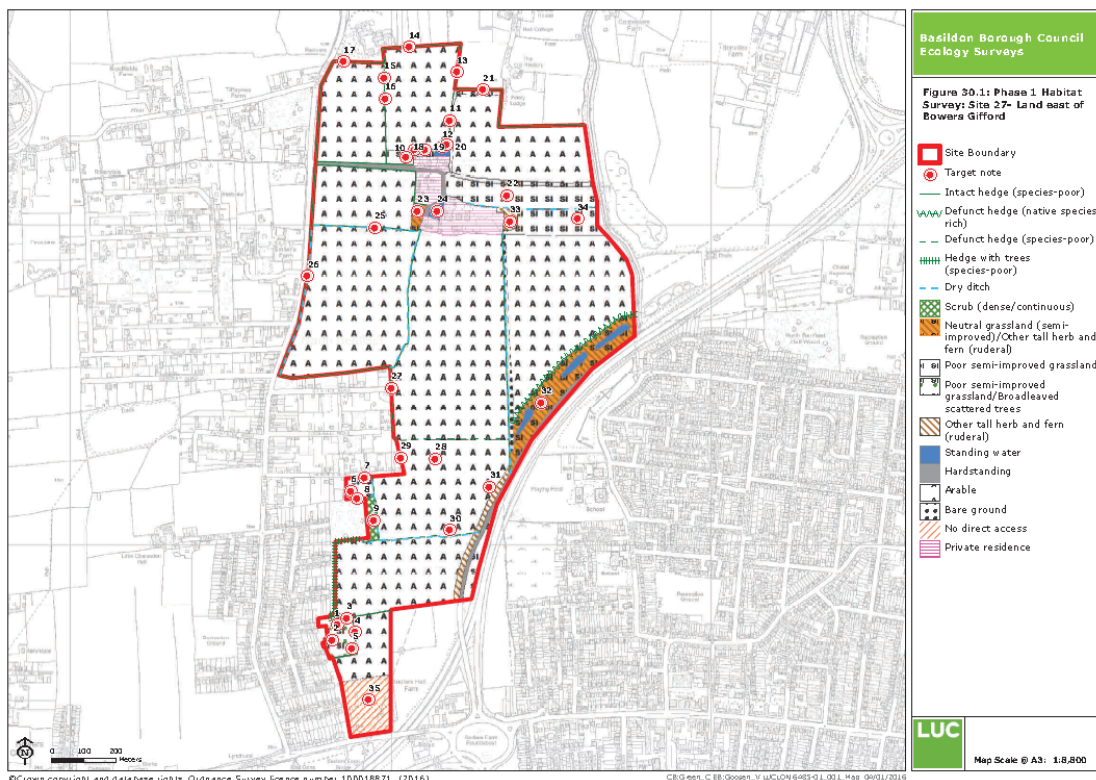


Figure 3-7: Ecological Survey Site 13 /additional site, LUC, January 2016

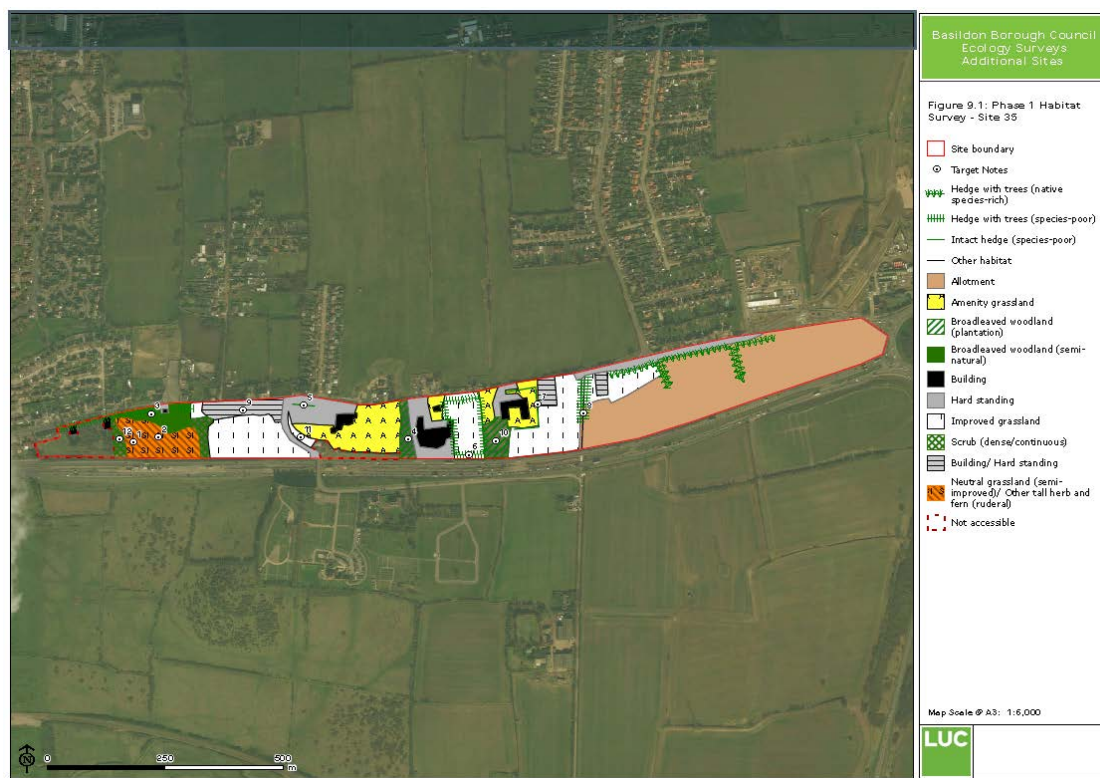
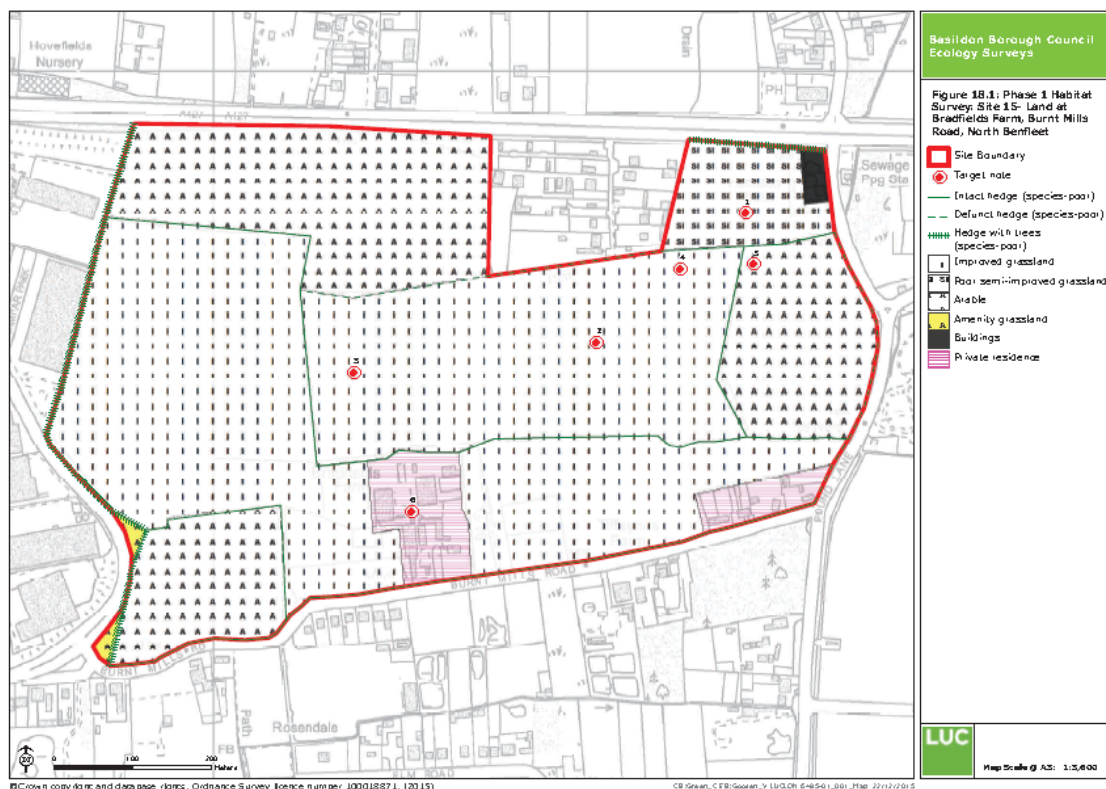


Figure 3-8: Ecological Survey Site 35 /additional site, LUC, December 2016

3.5.11 In general, habitats present on the Site 35 are common and widespread and have limited ecological value, with much of it comprising buildings and hardstanding.

Other areas of semi-natural habitat, such as neutral grassland, tall herb, scrub, hedges and allotments, are of relatively low ecological value due to existing disturbance and fragmentation /isolation. LUC concluded it was considered that residential development may be delivered at this Site without significant adverse ecological impacts, and delivering an enhancement ecologically.

3.5.12 Site 15 in general supports relatively common and widespread habitats of low intrinsic value, with their value mainly relating to the species which they may support. LUC concluded it was considered that residential development may be delivered at this site without significant adverse ecological impacts on the assumption that any proposals are informed by detailed ecological survey, mitigation measures are developed to address any identified impacts on protected and notable species, and proposals should seek to retain ecological connectivity through the site and incorporate green infrastructure within the development, ensuring habitats are managed to benefit wildlife in the long-term.



**Figure 3-9: Ecological Survey Site 15 /land north of Burnt Mills Rd, LUC, December 2016**

### **3.6 LANDSCAPE AND TOPOGRAPHY**

#### **Topography**

- 3.6.1 The site is an irregular parcel of land, approximately 150ha. The site dimensions are approximately 1,900m north to south, with a variable width of between 500m and 1000m east to west.
- 3.6.2 The ground elevations are 15m AOD on the northern boundary, rising to 35m AOD on the southwestern boundary. The site area is predominantly arable land with some stands of mature trees.
- 3.6.3 A number of residential properties exist across the site area, either as individual properties, such as Louisa Cottage in the southern part of the site, or as small linear groups such as Bowers Gifford at the east.
- 3.6.4 Review of OS mapping indicates a small number of small pools or ponds across the site. A school and recreation ground exist in the southwestern corner. The site is transacted north to south by a public footpath.
- 3.6.5 The historical land use recorded on-site is recorded as arable/ pasture, whilst the historical land use off-site is a mix of residential and arable/ pasture.
- 3.6.6 Using the British Geological Society database the Superficial deposits have been identified as either Head (clay, silt, sand and gravel) or none. The bedrock has been identified as London Clay Formation, mostly clay, some silt and sand.
- 3.6.7 Superficial deposits, the overlying Head deposits of clay, silt sand or gravels, are classified by the Environment Agency as "Secondary Undifferentiated". Secondary Aquifers include a wide range of rock layers or drift deposits with an equally wide range of water permeability and storage. The classification is unlikely to impact on any future development.

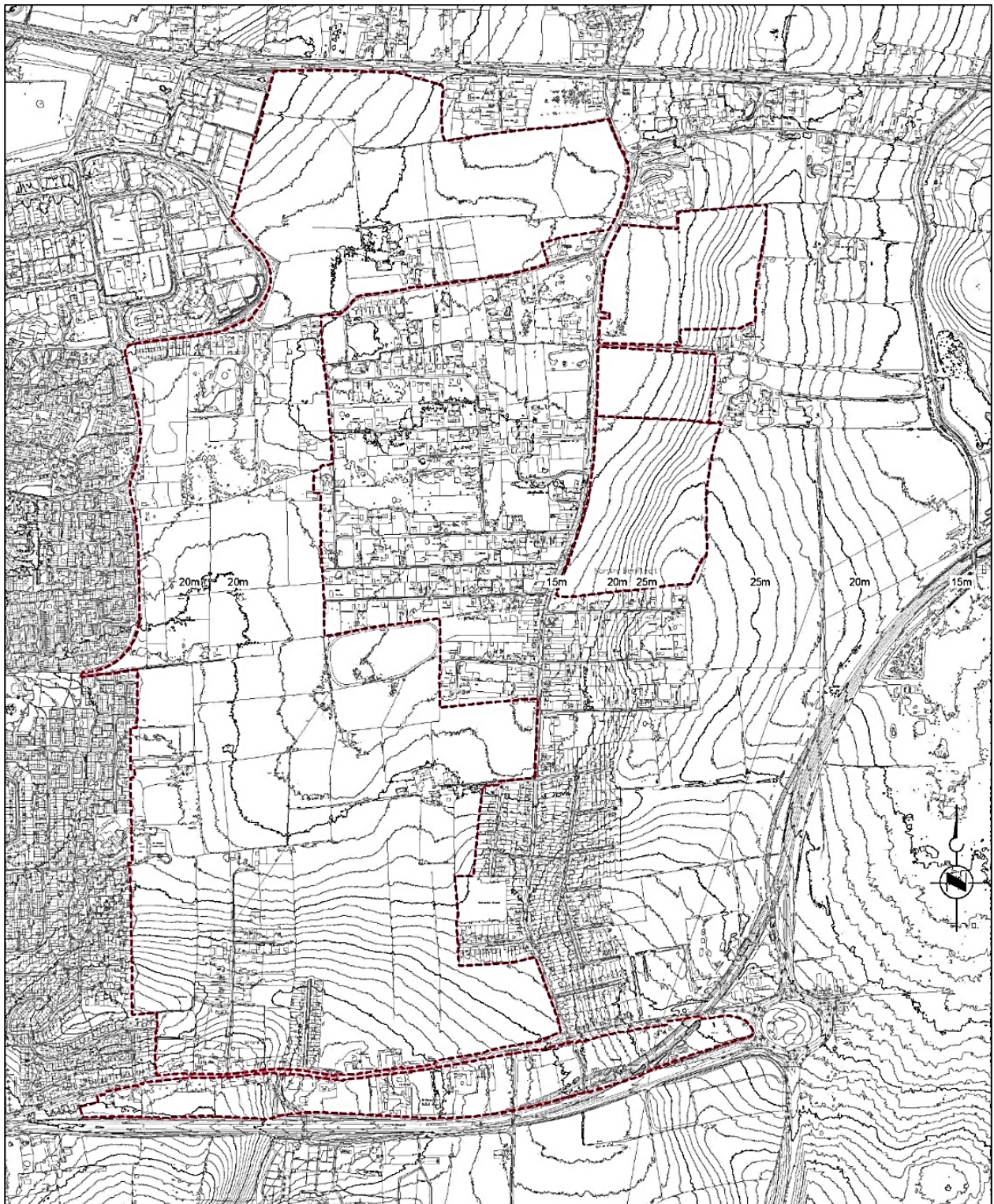


Figure 3-10: H13 East Basildon site topography



### Landscape

3.6.8 Outline landscape appraisals were carried out by The Landscape Partnership as part of the emerging Local Plan evidence base and the following are extracts from the respective assessments.

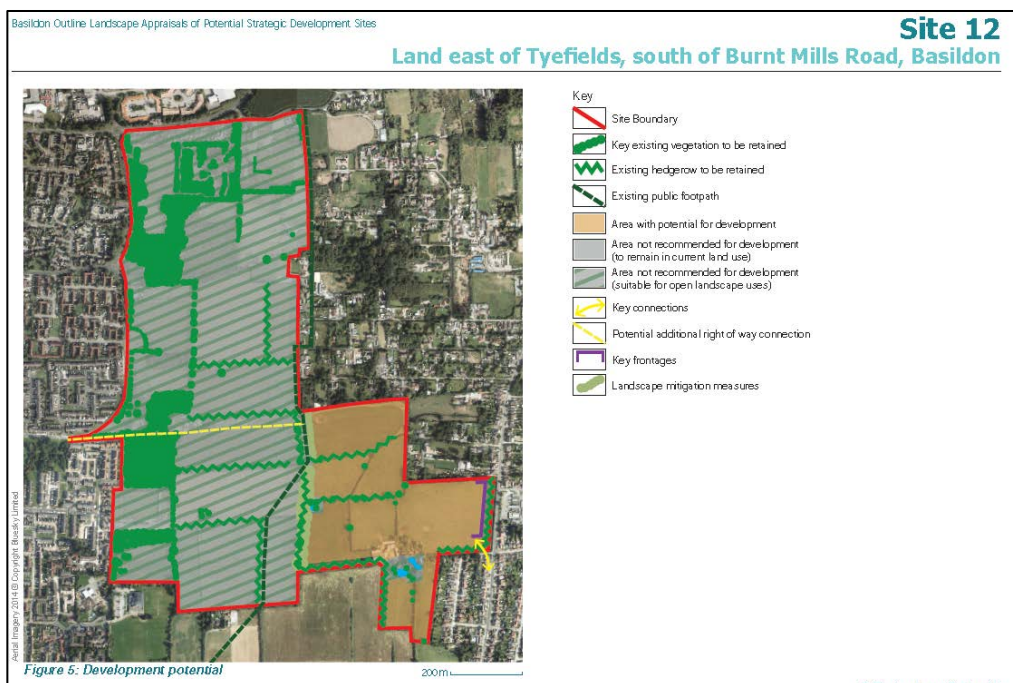


Figure 3-11: Landscape Appraisals (H13 north) Development Potential

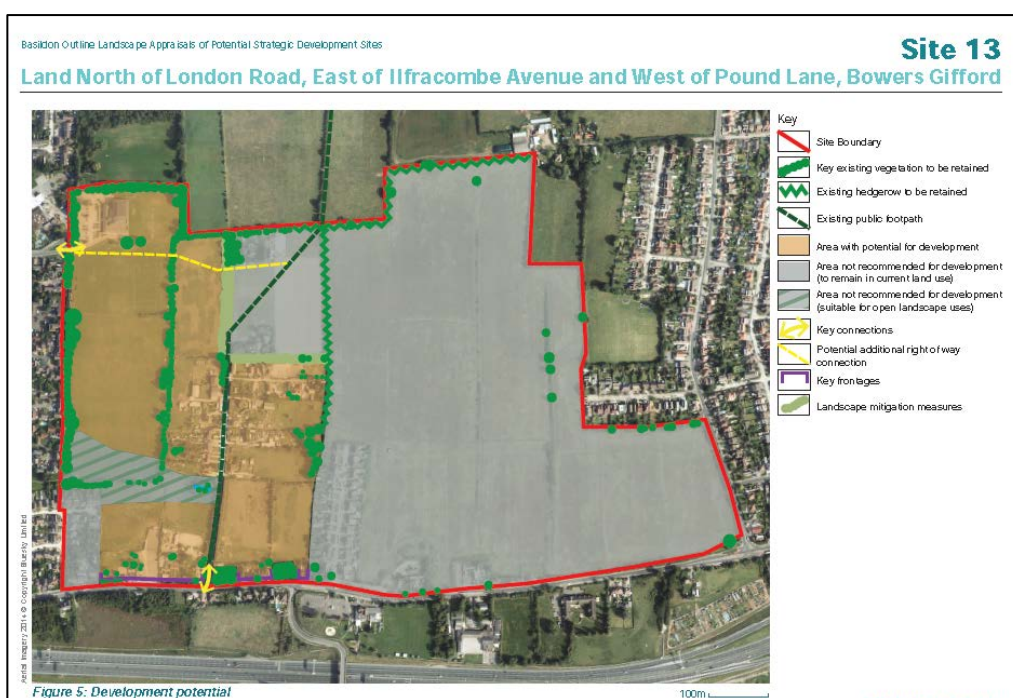
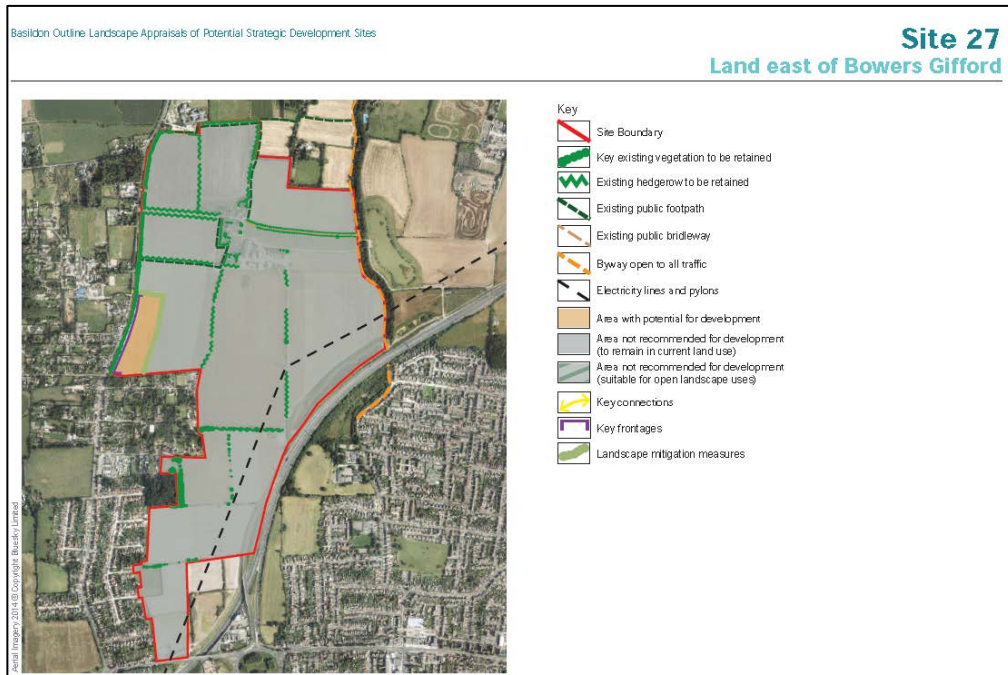


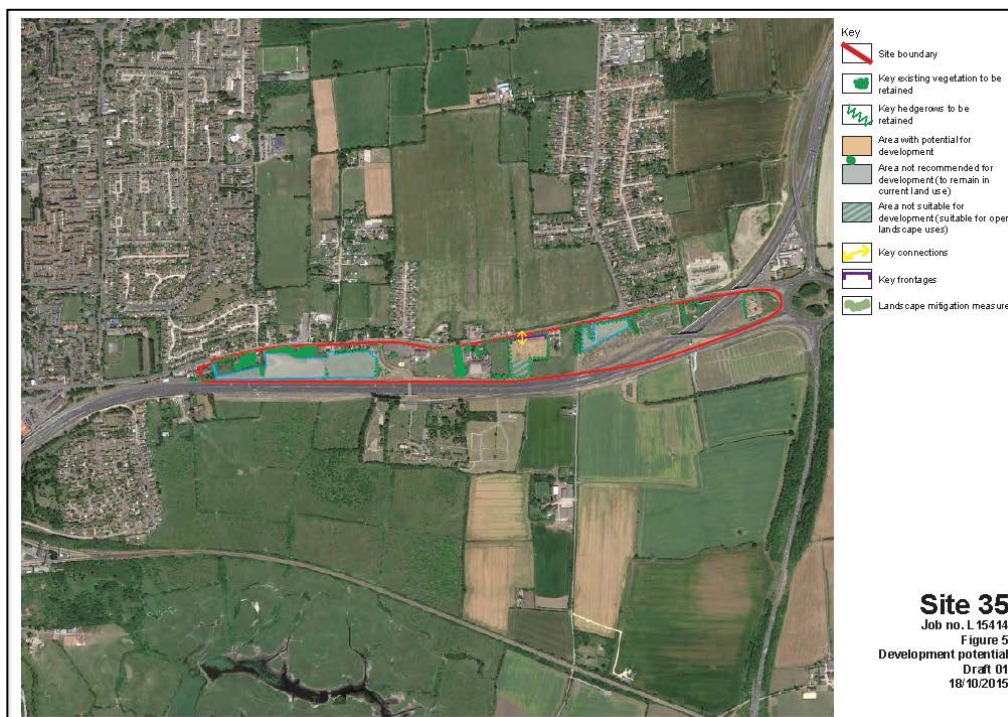
Figure 3-12: Landscape Appraisals (H13 south) Development Potential

- 3.6.9 The site forms part of landscape character area LCA 4 North Benfleet and Nevendon Claylands - a flat area of dispersed settlement and small grazing fields separating the north-east of Basildon, from the south-west of Wickford.
- 3.6.10 The assessment identifies a well-defined edge of residential development to the east of Basildon to be retained. It recommends for small pockets of woodland and informal open space retained with the area to the west of the public footpath to be preserved as part of an important, undeveloped strategic green corridor.
- 3.6.11 The study identifies the eastern end of the site to the north of Little Chalvedon Hall and the two small fields to the south to have the potential to be developed without causing significant adverse landscape and visual effects on the North Benfleet and Nevendon Settled Claylands. It is of a view that development in this location would also preserve the integrity of the strategic green corridor connecting Thames estuary marshlands with open countryside to the north-east. The area is connected to the existing urban fabric and has a good landscape framework as a base for successful mitigation measures.
- 3.6.12 In the southern portion of the site the study recommends for the large scale open field to the east of Ilfracombe Avenue to be retained as agricultural land with the existing occasional dwellings. This area is more widely visible from the surrounding landscape and its character is more closely associated with the rural band of landscape to the north and south than with the urban edge of Pitsea /Basildon to the west. It also recommends for the small fields to the north-east of Eversley Road to be retained in order to preserve the rural character of the public footpath route extending north-south between London Road and Burnt Mills Road.
- 3.6.13 The study identifies that the western end of the site between Ilfracombe Avenue and the edge of Pitsea/ Basildon has potential to be developed without causing significant adverse landscape and visual effects. Development in this location presents the opportunity to improve the edge of development fronting on to London Road. Aside from the highest parts, the area is less visible from the rural landscape to the north and is associated with the existing edge of Pitsea.
- 3.6.14 Site 27: Land East of Bowers Gifford was promoted as an alternative site. The study recommends for the large majority of the site to be retained as open arable land surrounding the historic settlement of North Benfleet Hall. The area has an open rural character, provides the setting to the Grade II\* Listed church and is widely visible from rural areas to the north-west, elevated parts of the Castle Point Borough and from surrounding roads and public rights of way. The site forms part of an important strategic green corridor connecting the Thames estuary marshlands with open countryside to the north-east.



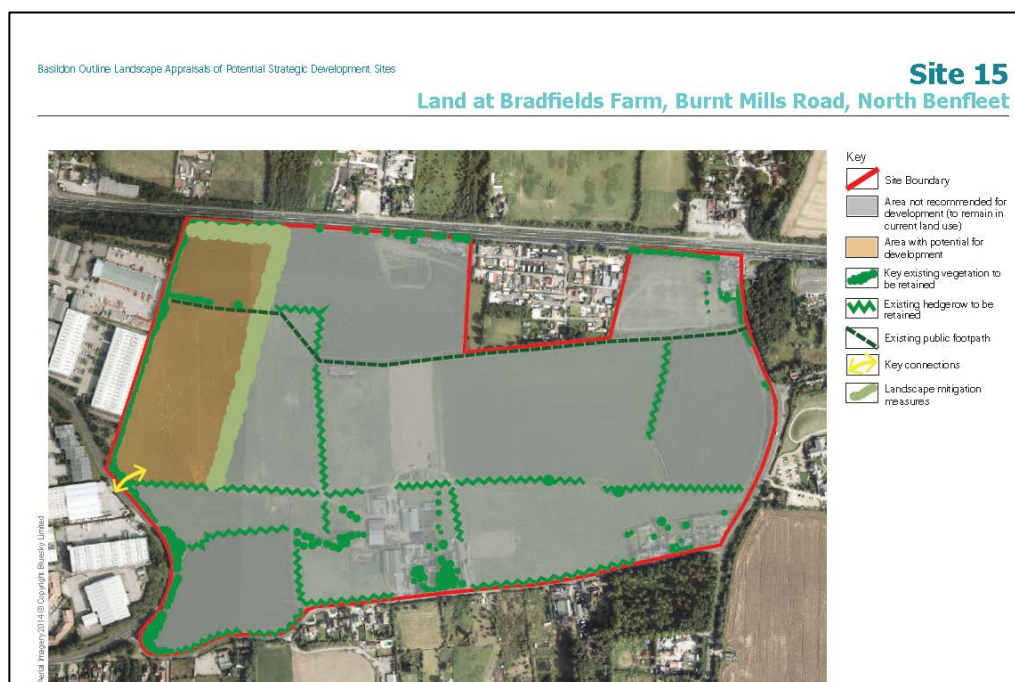
**Figure 3-13: Landscape Appraisals Land east of BG Development Potential**

3.6.15 The appraisal concluded that a small area to the east of Pound Lane and to the north of residential properties on Clifton Road has the potential to be developed without causing significant adverse landscape and visual effects. It was felt that this part of the site was associated with the existing edge of Bowers Gifford/ North Benfleet and was sufficiently set back to avoid significant adverse effects on key views towards to All Saints Church. The rising topography to the east and mature vegetation enclosing the Plotlands and to Pound Lane also provide some visual containment.



**Figure 3-14: Landscape Appraisals (A13 /London Road) Development Potential**

- 3.6.16 Landscape appraisal for the additional site 35 concluded that the area adjacent to the present nursing home may be suitable for residential development.
- 3.6.17 Land north of Burnt Mills Road covers area of small/medium scale arable farmland and grazing land to the north–east of Basildon, bordered by the A127 to the north and Burnt Mills Road to the south. The northern boundary steps in to the rear of the Cranfield Park Avenue Gypsy/Travellers site adjacent to the A127. The site contains little built development other than the historic farmstead of Bradfields Farm (Grade II Listed), a small cluster of houses at the corner of Burnt Mills Road and Pound Lane (including Lavender Cottage – Grade II Listed), Hamilton House and a car sales centre. The landscape is in good condition with historic field pattern retained intact and strong network of mature hedgerows and occasional mature hedgerow trees.
- 3.6.18 Landscape Appraisals assessed the Land north of Burnt Mills Road as having a Low relative landscape capacity rating, due to the good condition of the landscape and the survival of its historic character. The openness to view from public footpaths and local roads also increased the sensitivity to proposed development.
- 3.6.19 The study considers the western edge of the site to be less sensitive due to the urbanising influence of the large scale buildings in Burnt Mills Industrial Estate. This area also has a direct association with the existing edge of Basildon. Further to the east and adjacent to Burnt Mills Road this association reduces and the landscape is more rural in character and plays an important role in providing the setting for the Listed Bradfields Farmhouse.
- 3.6.20 The area is also a subject of new infrastructure proposals, as indicated in the Draft Local Plan.



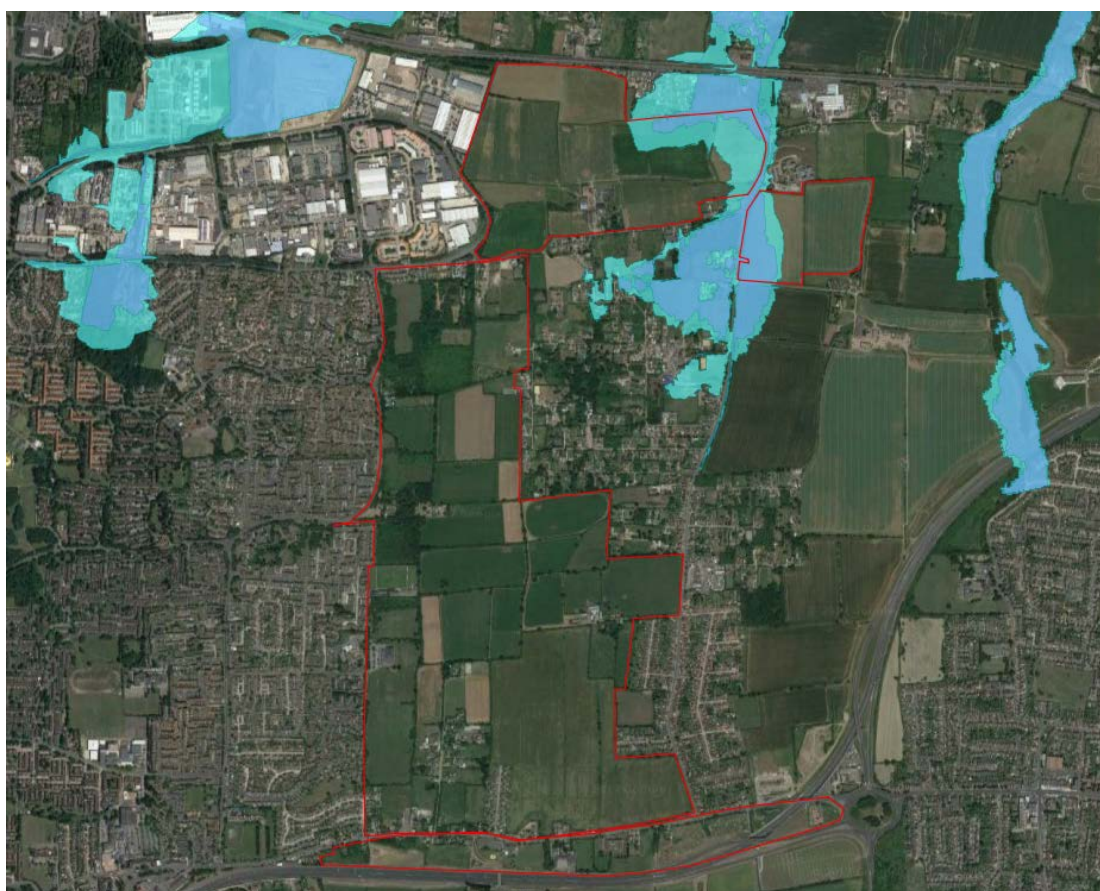
**Figure 3-15: Landscape Appraisals (land north of Burnt Mills Rd) Development Potential**

- 3.6.21 The Landscape Character and Green Belt Landscape Assessment Capacity Study (2013) noted the importance of preventing coalescence and stated that: the open views and rural break between Basildon and North Benfleet /Bowers Gifford should be protected to ensure that there is clear boundaries and separation between the settlements.
- 3.6.22 Green Belt Review (2015) concluded that the site area “makes a limited contribution to the role and function of the Green Belt”. The Addendum (Dec 2015) updated this conclusion to “*makes no contribution to the role and function of the Green Belt*” as
- Purpose 1: Does not contribute – no change. There is sporadic development within this sub-area. The new rural-urban boundary would consist of natural hedgerows and fields as well as roads to the north and east. There is substantial development in the area as such the area would not be considered to contribute to checking sprawl and the scoring would not change.
  - Purpose 2: Does not contribute – changed from contributes. The new rural /urban boundary would be made up of planned development. Whilst a swathe of public open space would be provided within H13 to act as a landscape buffer maintaining the separation between Pitsea and Bowers Gifford the remaining Green Belt sub-area would no longer contribute to preventing to neighbouring towns merging.
  - Purpose 3: Does not contribute – changed from partially contributes. The new sub-area would be dominated by development and therefore would not assist in safeguarding the countryside from encroachment.
  - Findings – The proposed development location would cover most of this Green Belt sub-area. As a consequence, the new sub-area would score red instead of green, and would make no contribution to the role and function of the Green Belt.

### 3.7 FLOOD RISK AND DRAINAGE

3.7.1 The following documents have been reviewed;

- Basildon Borough Strategic Flood Risk Assessment – Level 1 (June 2011);
- Basildon Borough Strategic Flood Risk Assessment – Level 2 (September 2011);
- South Essex Surface Water Management Plan (April 2012); and
- South Essex Surface Water Management Plan Model Update (November 2016).

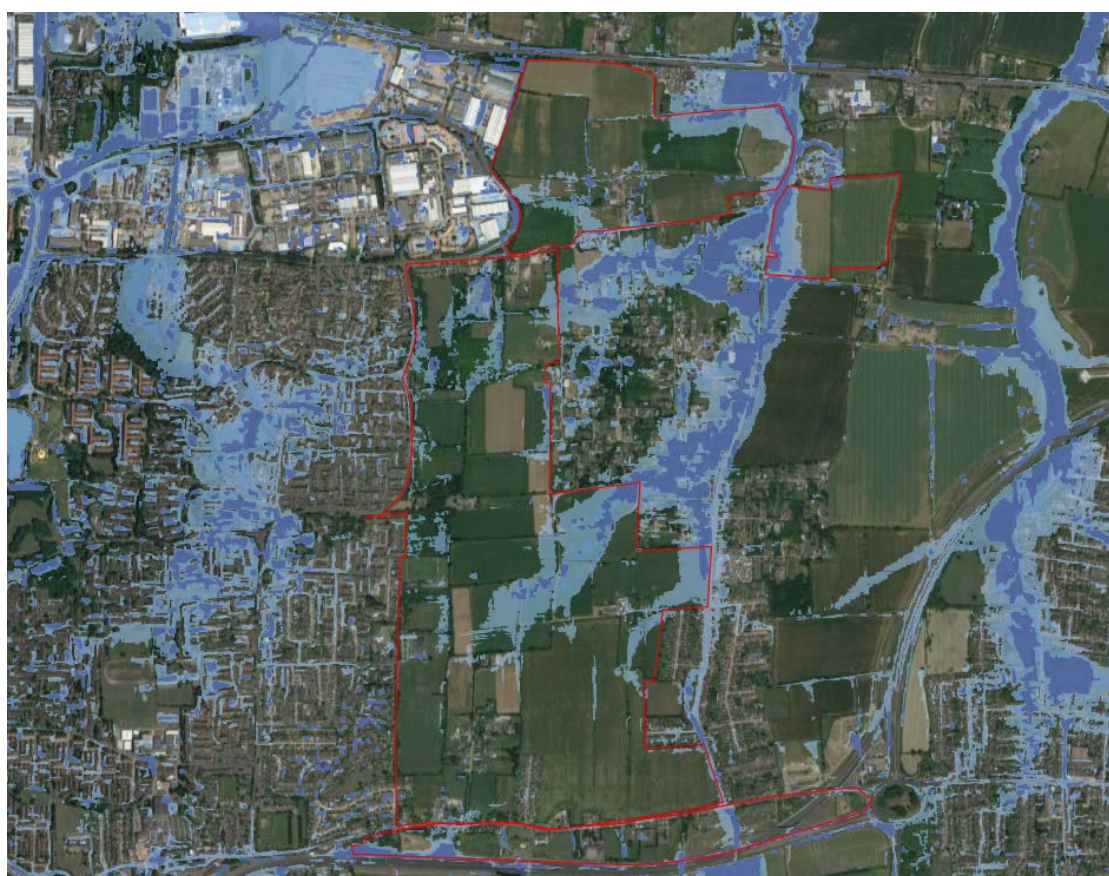


**Figure 3-16: Fluvial Flood Risk Zones**

3.7.2 The sites are shown to be within the SFRA's 'Area of search' No. 19. The majority of the study area is shown to be located within Flood Zone 1, having a probability of flooding of less than 0.1% in any given year. Areas in the vicinity of Pound Lane are shown to be within Flood Zone 3 and 2 (shaded within Figure 3-16), and development should avoid these areas. The Sequential Test is deemed to have passed within areas described as being within Flood Zone 1.

3.7.3 The 'Main River', the North Benfleet Brook flows northwards, situated to the east of H13 it flows between the boundaries of the two sites situated to the north of H13 (along Pound Lane). Along their boundary with the North Benfleet Brook the two sites are located within Flood Zone 2 and 3, the remainder of the sites are located within Flood Zone 1.

- 3.7.4 Development on these two sites should be steered towards Flood Zone 1. Due to the nature of the flooding around Pound Lane, development should be avoided within Flood Zone 2 and 3, but opportunities to help manage and reduce the flood risk within this area would be encouraged. Development within Flood Zone 2 and 3 will only be permitted on successful completion of the Sequential Test and where the Exception Test has been passed. As part of this process it may be necessary to undertake a more detailed assessment of the fluvial flows and flooding extents within this area, which will also need to take into account the appropriate climate change allowance.



**Figure 3-17: Surface Water Flood Risk**

- 3.7.5 The risk of flooding from surface water is shown in Figure 3-17. The three colour shades, from light to dark, indicates a 'low risk' with a probability of flooding of 0.1%, 'medium risk' with a probability of flooding of 1% and a 'high risk' with a probability of flooding of 3.3% in any given year. Areas outside the shaded areas can be described as having a 'very low' risk of flooding from surface water.
- 3.7.6 The majority of the study area can be described as having a 'very low' risk of flooding from fluvial sources. However within H13, there are some substantial areas with a 'low risk', following the line of an existing drainage feature, with the isolated area of 'medium' and 'high' risk. There areas surrounding Pound Lane and the North Benfleet Brook are shown to have a high risk of surface water flooding'.

- 3.7.7 The site is located within a wider Critical Drainage Area (CDA), BAS16. The design of a drainage strategy for the wider area should be considered early in the master planning stage for any future development to ensure that a coordinated and integrated system can be implemented. Site planning should consider flood flow routing to ensure that any potential flow paths are away from buildings into landscaped or car parking areas. This should also consider existing drainage and surface water pathways through the site.
- 3.7.8 Drainage systems should be designed with adequate capacity to store the 1% AEP storm event including climate change. Sustainable drainage systems should be used throughout any proposed development where possible. The use of infiltration SuDS must be explored as the primary means of dealing with the sites surface water runoff in accordance with the SuDS hierarchy. BGS mapping suggests that the majority of the site is 'probably compatible for infiltration SuDS, although ultimately onsite testing will be necessary. The design will need to take into account exceedance flow routes.
- 3.7.9 An FRA will need to be prepared in accordance with the NPPF and local policies. This will describe flood risk from all sources as well as providing recommendations to manage flood risk. The FRA will also provide outline surface water drainage management strategies suitable for the site.

### **3.8 HIGHWAYS AND ACCESS**

#### **Policy**

##### Essex Transport Strategy

- 3.8.1 The Essex Transport Strategy sets out an overall vision for transport provision in Essex. It aims to deliver 'a transport system which supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex'. In order to deliver this vision, the plan seeks to achieve five broad outcomes:
- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;
  - Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;
  - Improve safety on the transport network and enhance and promote a safe travelling environment;
  - Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and
  - Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

##### Local Plan Transport Evidence Base

- 3.8.2 As part of the Local Plan process BBC previously commissioned the '*Basildon Borough Local Plan Highway Impact Assessment, 2014*'. The report provides an assessment of the two Local Plan development options put forward by BBC on the key links and junctions within the borough up to the year 2031. The assessment is



- based around specific modelling of Basildon, Billericay and Wickford areas with key junctions and links forming the study area.
- 3.8.3 The development options are outlined below:
- **Option A:** 22,700 houses + 68 Ha Green Belt potential employment land and use of existing employment sites;
  - **Option B:** 16,000 houses + 11 Ha Green Belt potential employment land and use of existing sites.
- 3.8.4 In general, the report outlines that the two development options will not cause significant impacts on the Basildon local highway network, however the development traffic along with traffic growth predictions up to 2031 will exacerbate issues at junction and on links already experiencing capacity constraints.
- 3.8.5 Major Junctions that will be affected by the development of the site include;
- A127 / A132 Nevendon Interchange – The A132 Nevendon Road approach would see a noticeable increase in V/C % above an already saturated state in both the AM and PM peak of both Option A and B, inevitably leading to lengthy queuing tailing back towards Wickford
  - Cranes Farm Road / A132 East Mayne – The East Mayne south approach would exceed capacity in both the AM and PM peak in both options with East Mayne north and Cranes Farm Road also pushed above capacity in the PM peak option tests
  - A13/A130 Sadlers Farm junction – Although this junction was extensively improved in 2012, London Road link in particular would experience delays in the morning and evening peak.
- 3.8.6 Links that will affect the site include:
- A127 Eastbound, east of Pipp's Hill, both options PM peak only;
  - A13 ebd – west and east of Five Bells: in Options A & B PM peak – although is already over at capacity west of junction in 2011 PM;
  - A13 wbd – east of Five Bells: in Options A & B AM peak;
  - A13 wbd – west of Pitsea: in Options A & B AM and PM peak.
- 3.8.7 The A127 runs through the heart of the Borough acting both as a local connection, and also as a strategic route into London. The A13 fulfils similar functions and is located to the south of the Borough. This large site manages to effectively bound each of these strategic routes, hence an obvious requirement for highway improvements and the promotion of more sustainable transport modes being imperative.
- A127 Corridor for Growth Strategy
- 3.8.8 The A127 Corridor for Growth Strategy outlines that this strategic route through south Essex becomes heavily congested during peak periods, with significant queuing at key junctions.
- 3.8.9 The A127 Fairglen Interchange is amongst the elements of the Strategy which have been identified as priorities within the next six years. A bid has been successfully submitted to the SELEP/DfT to provide funding to support these priorities, together with funding for other works. Widening of the A127 features

within the long-term proposals for the route, and requires land to be safeguarded for such purposes in the meantime.

- 3.8.10 The necessary upgrade of A127/Pound Lane junction to a grade separated junction to facilitate development to the north and south (this site) is also identified. A high level design for such a junction has been used to inform costs of this junction later with section 5.9 of this report.

#### **Existing Highway Access**

- 3.8.11 The area of East Basildon allocation currently accommodates mostly greenfield land where there is limited access by public highways at present. Pound Lane in the east is the main vehicular route through North Benfleet and Bowers Gifford. It links the A127 with London Road and serves as the access route to a number of private streets (not meeting Essex CC Highway adoption standards) extending to the west into the development area.
- 3.8.12 Limited access can be obtained from the west via Rushley and Tyefields and there are a number of minor roads providing vehicle access to the site, these include Ilfracombe Avenue, Eversley Road to the south, Trenham Avenue to the east and to the west. East-west connectivity is ensured by Burnt Mills Road in the north and London Road in the south, on the boundary of the allocation area. Improvements will be required to the local highway network to accommodate the increase in traffic growth alongside the development traffic.

#### **Pedestrian Accessibility**

- 3.8.13 The allocation area is currently greenfield with no formal pedestrian infrastructure. A footpath extends in the north-south direction from Burnt Mills Road to London Road approximately through the centre of the site.
- 3.8.14 Access from the surrounding areas is possible via a network of existing streets. However, many of them (in particular in the eastern portion) do not have footways. Pound Lane to the east acts as a physical barrier to pedestrian movement as there is no footways for pedestrian facilities along its length.



Figure 3-18: Local public transport

### Public Transport

3.8.15 A map showing the local bus routes has been provided in Figure 3-19 on the following page.



Figure 3-19: Local bus services

3.8.16 At present four bus routes serve the site. The bus routes are the First Group Basildon services 5, 21, 22 and 28, with bus stops located along Pound Lane, London Road and Tyfields Road. The frequency and destinations of these services are shown below.

Route	Route Description	Frequency (minutes)				Last Bus
		Weekday			Saturday	
		AM	Daytime	PM		
5	Pitsea - Basildon	7-12	5-10	20	10	22:34
21	Basildon Bus Station - North Benfleet	-	-	-	10	16:15
22	Canvey - Basildon Bus Station	13-31	15	15	20	19:41
28	Southend - Basildon	12-20	15	30-37	15	19:54

3.8.17 The nearest railway station is Pitsea Railway Station which is located approximately 2km south west of the site. Pitsea Railway station is managed by c2c; it serves access to London Fenchurch Street, Shoeburyness and Southend Central. Five sheltered cycle parking spaces and 118 car parking spaces are available allowing for multi-modal journey.

### **3.9 INFRASTRUCTURE, SERVICES AND UTILITIES**

- 3.9.1 The separate utilities report is based on information obtained from the Utility Service providers. It should be noted that this is frequently not up to date where recent changes and developments have caused diversions, relocation or reinforcements to distribution systems.

#### **Utilities Summary**

- 3.9.2 Gas – The area around the site appears to be well serviced by medium pressure (MP) mains. There are no mains crossing the site area.
- 3.9.3 Electricity - Electrical power is provided by UK Power Network (UKPN). National Grid have overhead lines to the east of the site and Bower Gifford but not over or near to the site area. There are no power services indicated crossing the site area.
- 3.9.4 Telecoms – The site perimeter has BT Openreach services to all sides, partially on poles and partially underground. Apart from a service down an unnamed road to the north and to individual properties there are no main services indicated crossing the site. Installcom, Virgin and Vodafone all have services in the roads around the site but not crossing.
- 3.9.5 A mobile phone mast is indicated to the west of the site behind Crown Avenue.
- 3.9.6 Water - Water mains currently extend around the site area with branches along existing road which abut the area. It looks as if the old mains are gradually being replaced by PE mains. There are no mains indicated crossing the site area.
- 3.9.7 Drainage – A foul sewer is shown crossing the site area from the end of Ilfracombe Avenue to Homestead Road. This will need to be allowed for in the planning or diverted.
- 3.9.8 There are surface water sewers around the perimeter which lead to a discharge to a drainage ditch to the east of Pound Lane.

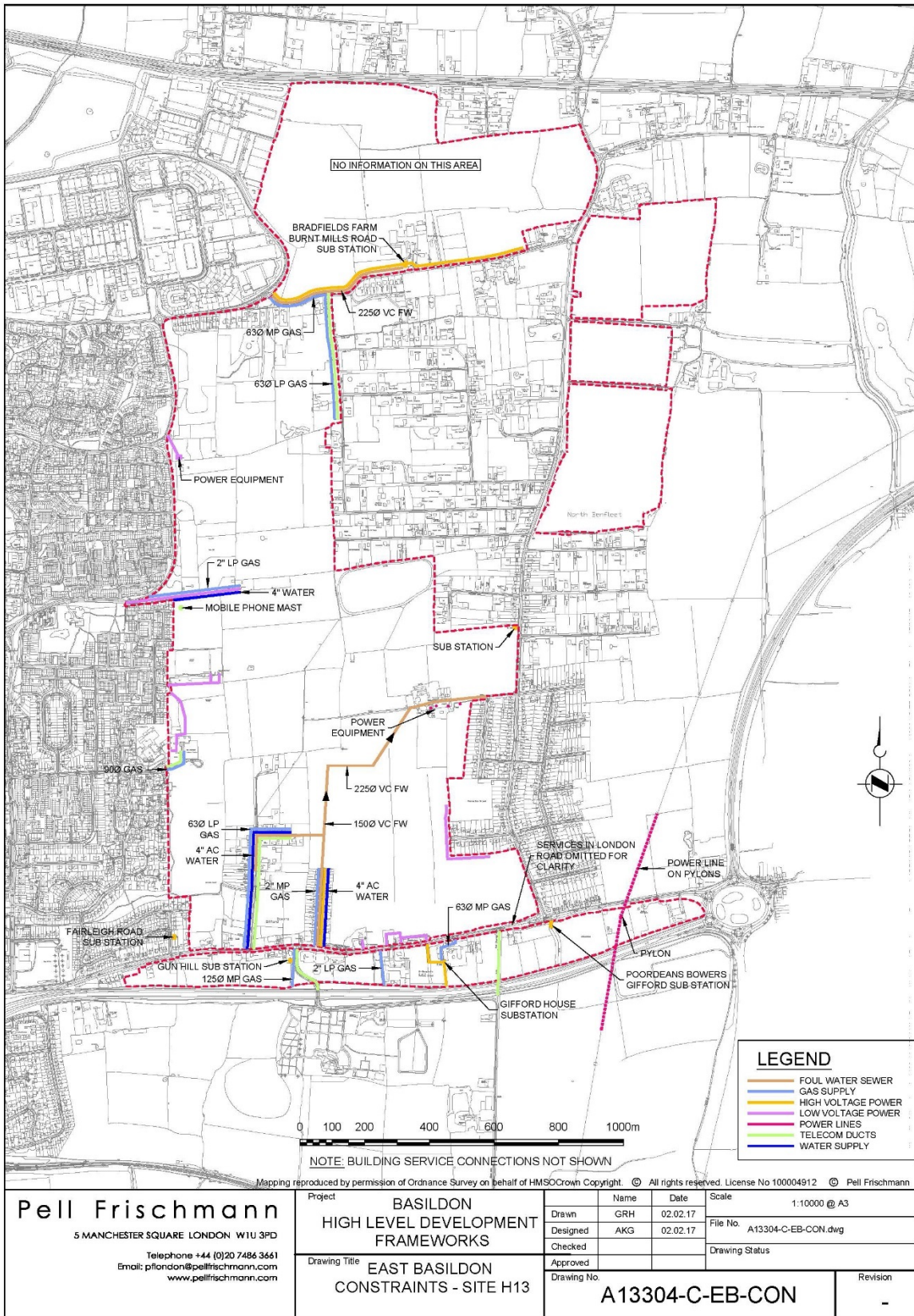


Figure 3-20: Utilities high level constraints summary

### **3.10 SOCIAL INFRASTRUCTURE**

The Local Education Authority's priority is to ensure that any new provision is as close to new areas of growth as possible to ensure sustainability.

#### **Early Years and Childcare Provision**

- 3.10.1 ECC has provided information on existing capacity and requirements for each allocated site, based on their respective Wards. The information is based on the Autumn 2016 sufficiency data and gives an overview of the additional childcare which would be needed based on the shortfall that there would be through the delivery of this development. This however does not include for any shortfalls by the additional funded hours for 3-4 year olds from September 2017.
- 3.10.2 All sites would require either specific additional EYCC provision on their own or combined if other developments in the Wards are taken forward (be it the other suggested sites or Preferred Sites in the draft New Local Plan).
- 3.10.3 In East Basildon Wards Pitsea South East, Pitsea North West and Nethermayne even though there are some 76 vacancies of EYCC funded places, it is estimated that 207 additional places will need to be created to accommodate residential growth, plus additional places for employment growth.
- 3.10.4 ECC continues to work with BBC to ensure EYCC needs are appropriate and adequately assessed as preparation of the new Local Plan continues.

#### **Primary School Provision**

- 3.10.5 ECC divides Basildon into four planning groups, namely Basildon East, Central & West, and a separate group for "Crays Hill". The respective consultation site falls within the Basildon Group 5 planning group, with the nearest primary school to the site being number 42 – St Margaret's CE Primary School, followed by number 38, Eversley Primary School, and other schools further westwards.
- 3.10.6 In their response to the Basildon Local Plan Public Consultation, ECC have outlined their approach to assessing education needs of the future Local Plan. The approach provides an overview of the potential theoretical capacity to expand, before new school provision is required if any development is proposed.
- 3.10.7 *Appendix 1 Status of Theoretical Capacity for expansion within existing school sites (November 2016)* concludes that even though there is some space capacity in Area 5 (East Basildon), additional primary school provision will be required if development within this area exceed 1050 dwellings.
- 3.10.8 Further clarifications from ECC confirmed a 2FE primary school would be required in East Basildon area in addition to the current capacity and possibly existing school's expansion, to cater for the future residents of the cumulative development.

Basildon Group 5 Primary Schools, September 2016

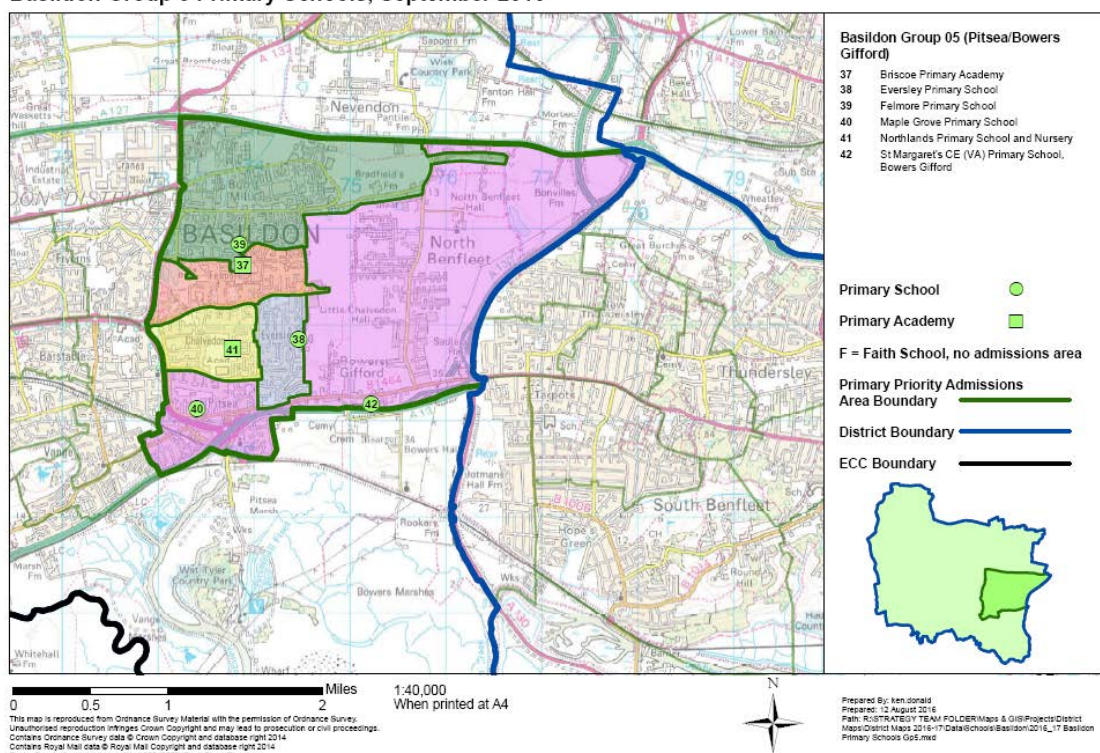


Figure 3-21: Basildon Group 5 Primary Schools

### Secondary School Provision

- 3.10.9 Basildon Upper Academy is some 1,200m to the east and has good public transport connections with the site area.
- 3.10.10 Planning for secondary school places is managed across all three towns, as there is a significant amount of pupil movement. Given the overall quantum of growth is at least 15,000 in the Plan period and the level of cross flow of pupils, mainly out of Basildon to Billericay and Wickford, there may be a need to provide 2 new secondary schools in Basildon settlement area, as well as expansions. Whilst the location for the potential two new schools is not yet defined, ECC have advised that based on the projected population there will be a requirement for new provision in the East Basildon area, and the Development Framework needs to safeguard a future community use site of 8 hectares.

## **4. DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES**

### **4.1 CONTEXT**

4.1.1 The East Basildon site has the potential to contribute to significant, strategic housing growth of in excess of 2,000 new homes as part of a sustainable proposal to support the emerging Local Plan objectives. It will deliver residential-led redevelopment with employment at Burns Mills extension and community uses to support the community (education, health and strategic open space).

4.1.2 There are some characteristics that have influenced the content of the Development Framework and will need to be taken into account when considering future development.

### **4.2 KEY CONSTRAINTS**

- Multiple site owners
- Lack of landscape capacity in parts to accommodate the promoted quantum of urban development
- Land to the east of Pound Lane - Green Belt separation between Bowers Gifford and Thundersley /legibility of settlements
- Flood risk to areas to the east and west of the northern part of Pound Lane
- Mature landscape in the north and middle west parts of the site
- Lack of services in Bowers Gifford or the nearby plotlands
- Vehicular access via Pound Lane and junction with A127 inadequate for the proposed development
- Lack of vehicular access to parts of the site
- The level of development growth has implications for the necessary highway infrastructure improvements
- Safeguarding of long distance views towards the Thames Estuary /Kent

### **4.3 KEY OPPORTUNITIES**

- Land available for a substantial contribution towards delivering development growth to the east of Basildon
- Better definition of urban /rural interface in the context of the allocations
- Opportunities for recreational facilities in the Strategic Green Gap between Pitsea and Bowers Gifford providing a network of multifunctional open space, including those relocated from Gardiners Lane
- Opportunities for provision of a range of housing options, including percentage of affordable homes
- Provision of a range of connected walking and cycling routes, incorporating existing footpaths and open spaces
- Opportunities to improve public transport and encourage a modal shift
- Large parts of the site area are unconstrained and not designated for its environmental or landscape value
- Opportunity for better servicing and to co-locate future community facilities
- Opportunities for the Plotlands environmental enhancements and infill
- Opportunity for Basildon and Castle Point Councils to work together to address strategic cross boundary issues.

4.3.1 Some of these constraints and opportunities are highlighted in Figure 4.1.



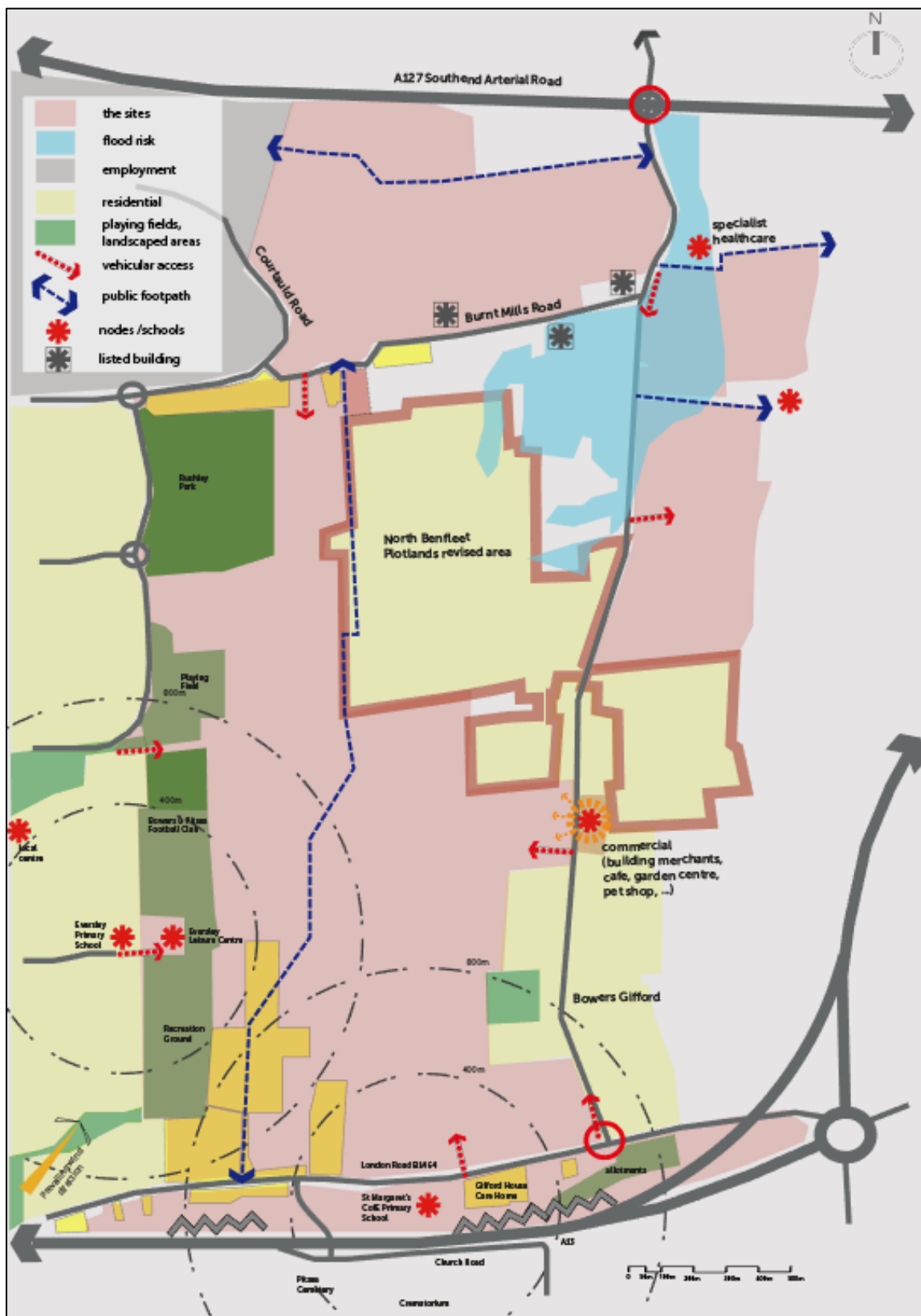


Figure 4-1: East Basildon Opportunities and Constraints

## 5. HIGH LEVEL DEVELOPMENT FRAMEWORK EVOLUTION

### 5.1 VISION

- 5.1.1 The Development Framework for the site has evolved following consultation with key stakeholder including BBC officers, ECC Education and Highways, and the land promoters themselves.
- 5.1.2 The Development Framework shows the creation of a new neighbourhood for Basildon, integrated with the existing town and the environment that provides areas of employment and the new homes, primary and secondary education provision, health facilities, and green spaces, as detailed in E8 and H13.
- 5.1.3 The Development Framework has drawn on the constraints and opportunities identified and seeks to create a new neighbourhood with its own identity but linked into the wider urban fabric of the adjacent settlements.
- 5.1.4 The Development Framework integrates with the existing landscape and ecological features, enhancing strategic green infrastructure with new open space strategic gap between the settlements, and using these features as key structuring elements in the framework.

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*East Basildon requires a deliverable and viable high level Development Framework to enable comprehensive development including new residential, new employment and new public open space, creating a layout with a 'sense of place' with high quality urban design and other requirements such as renewable energy generation, protection and enhancement of biodiversity, landscapes and flood and water management.*

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- 5.1.5 The new development will be an extension to the communities of both Pitsea and Bowers Gifford that reflects their differing needs, retains their characteristics and gives the expanded communities a sense of identity, which will include high quality, locally distinctive design, a sensitive scale in keeping with the context, and the Strategic Open Space Gap.
- 5.1.6 A development that delivers a sustainable and balanced community through the provision of a wide range of housing types and tenures including affordable homes and independent living homes that meet housing need and demand in the Borough; alongside a range of business and employment opportunities within the Burns Mills Extension.
- 5.1.7 A development in which leisure and recreation acts as a focal point for both the new and wider communities of Pitsea, Bowers Gifford and wider Basildon, encompassing a wide range of facilities and activities from formal sports uses to informal walks.
- 5.1.8 A development with the minimum impact on the environment which recognises the existing pressures on the natural environment, the need to conserve resources and includes strong links between the communities, biodiversity, heritage, and the natural features of the site and its surroundings.

- 5.1.9 A development that is an exemplar in terms of the use of sustainable construction techniques and renewable and low-carbon energy supply.
- 5.1.10 A development in which good public transport, pedestrian and cycle facilities provide a realistic alternative to the car and where roads do not present a significant barrier to the integration of communities and the access to services /facilities /the wider area.
- 5.1.11 A development which provides for the needs of the new communities without detriment to the existing, through the inclusion of education, health, infrastructure and community facilities and in which the location of such services and facilities provides lively focal points.

## 5.2 DEVELOPMENT PRINCIPLES

- 5.2.1 A series of development principles to guide the proposals have been established for this site, based on the emerging Local Plan policy requirements and master planning good practice guidance. They will also be used as a basis upon which to assess the development framework options, in addition to the viability testing.

Environment	Planning	Design	Infrastructure
Topography, climate and wind direction	Policy H13 compliant to deliver a total of 2,000 homes without compromising the open space gap between Pitsea /Bowers Gifford	Prevent coalescence between settlements by maintaining visual buffer between Pitsea and Bowers Gifford	Deliver an appropriate and feasible network solution to serve both the new development and the existing community
Flooding and drainage	Allocate land to provide for specialist accommodation, including care homes, sheltered housing and travellers' pitches	Multifunctional open space network providing Activity for all	Flexibility and changeability
Framework sustainability including travelling to facilities	Policy E8 compliant to deliver a total of 49.5ha employment land	Compatibility between uses, community cohesion, colocation of community facilities	Ensure social infrastructure is there to support local community and its growth
Landscape capacity able to accommodate the level of growth	75ha of open space /strategic green gap; must be 500m wide at frontage with London Rd, at least 200m wide within the site	Set parameters to improve the quality of the built environment and make the area a secure and welcoming place	Traffic safety; high quality of streets and spaces
Other physical constraints - e.g. powerlines, land ownership	Plan for appropriate social infrastructure including local centres, primary school etc.	Connected walking and cycling routes and walkable communities	Distribution of services and utilities

- 5.2.2 Its intention is to establish a very clear set of underlying development and place-making principles based upon a fundamental understanding of its setting, its relationship with Basildon and other nearby settlements as the factors that will shape its identity.

### **Environment**

- 5.2.3 *Topography, climate and wind direction* - the development's visibility should be mitigated by careful siting of taller buildings and prominent roof forms away from the highest point on London Road to parts of the site that are more discreet, such as those at lower levels. The level of street lighting will be appropriate for the location, in line with the standards of the Highway Authority. Residential development should not be placed immediately downwind from any industrial development.
- 5.2.4 *Flooding and drainage* - development on these East Basildon sites (including the land east of Pound Lane) should be steered towards Flood Zone 1. Due to the nature of the flooding around Pound Lane, development should be avoided within Flood Zone 2 and 3, but opportunities to help manage and reduce the flood risk within this area would be encouraged.
- 5.2.5 *Framework sustainability including travelling to facilities* – New facilities should be placed at easy reach of residential development, e.g. 10 to 15-minute walk. Development will be required to comply with the latest climate change policy guidance and with the highest standards of sustainable design and construction; the developers will be expected to complete a Sustainability Statement in support of the development.
- 5.2.6 *Landscape capacity able to accommodate the level of growth* - A clear landscape (and green infrastructure) strategy is an important element of the Development Framework for this site and should be set out at early stages. The Local Plan landscape assessments will be used to guide the site layout and design and should be incorporated into a Landscape and Visual Impact Assessment which will inform detailed design of the proposal ahead of submitting a planning application.
- 5.2.7 *Other physical constraints - e.g. powerlines, land ownership* – a foul sewer is shown crossing the site area from the end of Ifracombe Avenue to Homestead Road. This will need to be allowed to be diverted or safeguarded in a corridor. Land ownership is rather complex, and will need to be considered fully in regard to the phasing of the infrastructure and the subsequent development.

### **Planning**

- 5.2.8 *Policy H13 compliant Development Framework* aims to deliver a total of 2,000 new homes without compromising the open space gap between Pitsea /Bowers Gifford and associated recreational facilities.
- 5.2.9 *Allocate land to provide for specialist accommodation, including care homes, sheltered housing and travellers' pitches.* Affordable housing should be indistinguishable from market housing in terms of design, and to be dispersed across the site. They should be designed to the Homes and Community Agency design and sustainability standards or their equivalent.

- 5.2.10 *Gypsy and Traveller site* will be designed to accommodate 15 pitches. It will have easy access from the new Distributor Road, and be designed to have mature screening for the privacy and amenity of residents.
- 5.2.11 *Policy E8 compliant Development Framework* aims to deliver a total of 49.5ha employment land within Burnt Mills Extension.
- 5.2.12 *75ha of open space /strategic green gap* must be 500m wide at its frontage with London Road, and at least 200m wide elsewhere within the site.
- 5.2.13 *Plan for appropriate social infrastructure* including local centres, primary school etc. to serve new and the existing development.

### **Design**

- 5.2.14 *Prevent coalescence between settlements* by maintaining visual buffer between Pitsea / Bowers Gifford. The buffer to act as a strategic green gap incorporating a range of active and passive recreation including sports and play facilities.
- 5.2.15 *Multifunctional open space network* providing Activity for All will be delivered within the Strategic Open Space Gap between Pitsea and Bowers Gifford. There is an opportunity to create a linked network of open space, within which a range of formal and informal open spaces and ecological typologies can be delivered. These spaces will also integrate existing and future surface water drainage functions, which will contribute towards the overall character, quality and amenity of the public realm.
- 5.2.16 *Compatibility between uses, community cohesion, colocation of community facilities* - there must be good pedestrian and cycle links from the development into Pitsea and Bowers Gifford in order to support the aims of social cohesion. Landscape buffer should be provided between the new housing and employment uses, and any new housing and the countryside.
- 5.2.17 *Set parameters to improve the quality of the built environment and make the area a secure and welcoming place* – as the new housing development will be immediately adjacent to Pitsea and to Bowers Gifford a close relationship to adjacent areas is an important aspect of the Development Framework, however the new housing should exhibit its own character and design.
- 5.2.18 *Connected walking and cycling routes and walkable communities* should be encouraged by linking existing, e.g. Rushley Park and Page Woods, with the new open spaces. The rights of way through and around the site should be retained and integrated into the housing development. There should be minimal road crossings of the existing north south footpath to preserve habitat potential and the landscape.

### **Infrastructure**

- 5.2.19 *Deliver an appropriate and feasible network solution* to serve both the new development and the existing community by improvements to the existing highways infrastructure e.g. Pound Lane, as listed within Section 5.9.7 later within this report and incorporating new distributor roads to serve the extension of the employment area and new residential areas. There is already good access from to the site to the existing bus routes and stops, but there is a need for an

- additional bus stop to serve the new homes. At least one pedestrian /cycle crossing is also likely to be needed for the new Distributor Road.
- 5.2.20 *Flexibility and changeability* to cope with the increasing housing growth and demand for highways capacity over the Plan period.
- 5.2.21 *Ensure social infrastructure is there to support local community and its growth* - part of the requirement for the developers in providing homes at this site will be to contribute financially towards proposed education and community services in Bowers Gifford and /or Pitsea.
- 5.2.22 *Traffic safety; high quality of streets and spaces* - There should also be good pedestrian and cycle ways into existing residential areas, including along Tyefields, London Road, and Pound Lane.
- 5.2.23 *Distribution of services and utilities* - The overall approach to the Development Framework utility infrastructure is to provide the capacity for future development in conjunction with BBC sustainability goals identified within BB Draft Local Plan.
- 5.2.24 Appropriate SuDS should be implemented within any new development where technically feasible. This will ensure that the drainage concept and design is considered at an early stage, allowing space to manage surface water, improve water quality and provide amenity space and enhance biodiversity value. Pre-application discussions with the Local Planning Authority, as well as Essex County Council as Lead Local Flood Authority, are recommended to establish an appropriate surface water drainage strategy and SuDS design for the site.

### 5.3 HLDF OPTIONS

5.3.1 This chapter describes the land use options for East Basildon considered in reaching a preferred HLDF. The concept options are illustrated on the accompanying drawings.

Option 1 – 2,252 (30dph)	Option 2 – 2,826 (30dph)	Option 3 –2,712 (30dph)
44.4ha employment	44.4ha employment	44.7ha employment
Approx. 43 existing homes along Burns Mills Rd	Approx. 43 existing homes along Burns Mills Rd + 23 new homes	Approx. 43 existing homes along Burns Mills Rd + 23 new homes
835 new homes on extension to SE of Pitsea + local centre etc. (131 existing homes)	699 new homes on extension to SE of Pitsea + local centre etc. (131 existing homes)	1,279 new homes on extension to SE of Pitsea + local centre etc. (131 existing homes)
Relocated Sports Clubs	Relocated Sports Clubs and Leisure Centre	Relocated Sports Clubs and Leisure Centre
68ha open space	60ha open space	66ha open space
1,330 new homes on land adjacent to Bowers Gifford+ local centre, primary school	1,566 new homes on land adjacent to Bowers Gifford+ local centre, primary school	871 new homes on 20ha of land adjacent to Bowers Gifford+ local centre, primary school
a new A127 grade separated junction, realigned northern section of Pound Lane + New 'A' road prioritising connection to the industrial zone, reducing the importance of the new eastern link road.	a new A127 grade separated junction, realigned northern section of Pound Lane + New 'A' road to service development; neither direction prioritised. A roundabout junction of Courtauld Road, Burnt Mills Rd (W) and the new link.	a new A127 grade separated junction, realigned northern section of Pound Lane + New 'A' road to extend from Pound Lane to service development. The new link road would connect with London Road, with a separate new road linking to Courtauld Road and providing access to new employment.
nursing home extension on 2ha London Rd	nursing home extension on 2ha London Rd	nursing home extension on 2ha London Rd
	Rural enterprise employment plot on London Rd	Rural enterprise employment plot on London Rd
	452 new homes on 15ha of land east of Pound Lane	452 new homes on 15ha of land east of Pound Lane

**Table 5-1: Development Options Summary**

5.3.2 It is proposed that the Local Plan allocates the land in this area in accordance with the Preferred Development Framework, which identifies the locations for new housing and their relationship with other uses. The Framework does not include detailed guidance on the design of the new homes or provide layouts of the housing areas. This is because the finer level of detail with regard to principles of design, layout and appearance would be determined at the planning application stage.

5.3.3 The Framework has sought to identify the most appropriate locations for new homes and the provision of specific community services and facilities. As a result the quantum of homes and facilities on the land east of Basildon varies at the three options presented herewith. The Development Framework addresses the different needs of the expanded communities whilst considering the different

opportunities provided by them to meet the overall requirements of the East Basildon development and the Local Plan.

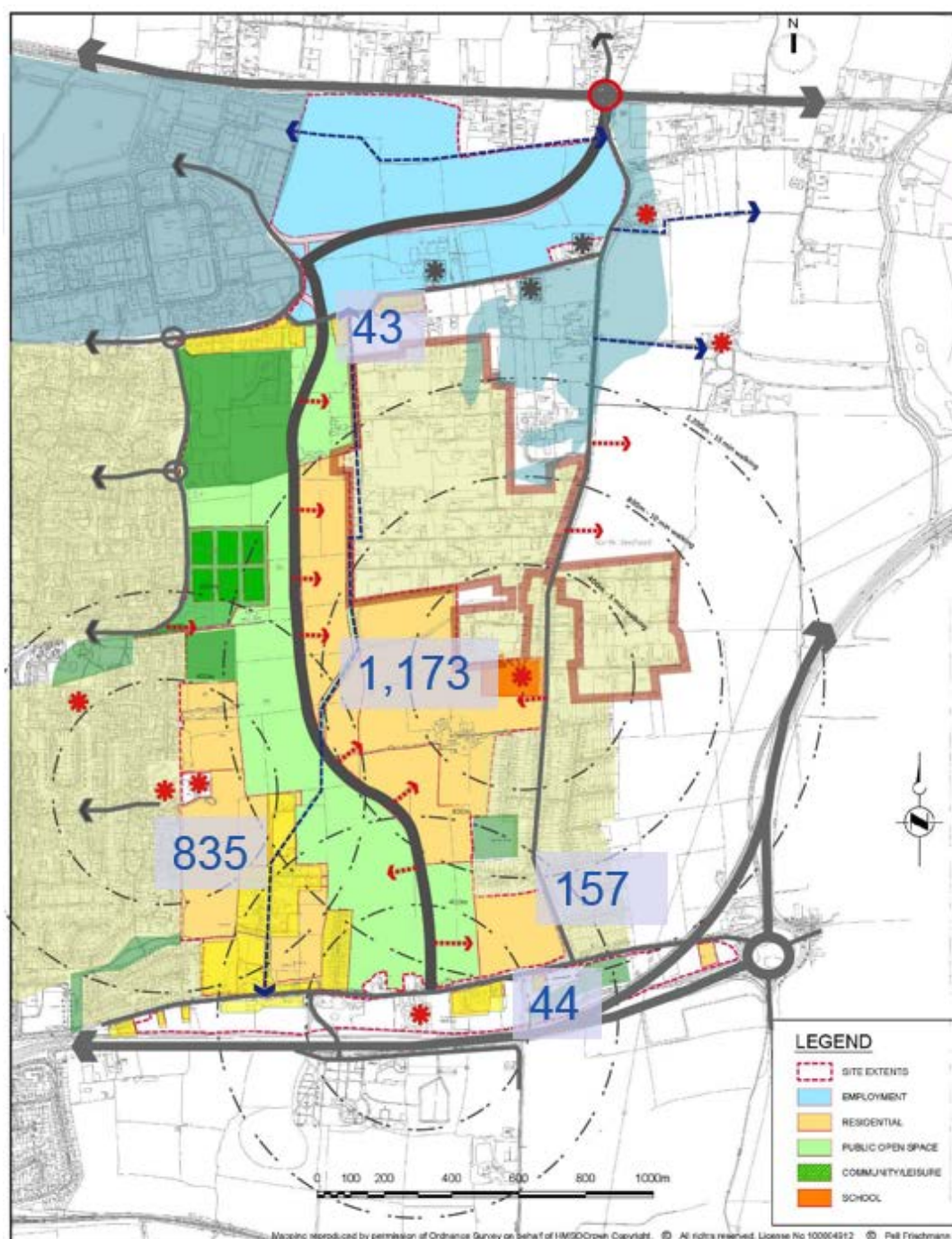
### **Open Space Requirements**

- 5.3.4 Public open space will need to be provided alongside new development to meet the requirements of Basildon Council PPG17 Table 3 Revised Quantitative Supply of Open Space. The three options meet the total requirements for the open space, with the actual totals ranging 60 to 68ha for the required 41 to 52 hectares. Further detail of the quantum per option is in the Appendix B.
- 5.3.5 Policy H13 Draft Local Plan stipulates at least 75ha of open space. The three options fall short of this quantum; however it is envisaged this requirement can be met once further open space is allocated out of the gross residential allocations at the detailed master plan stage or at individual planning applications.
- 5.3.6 Policy H13 Draft Local Plan stipulates at least 500m open space gap at the London Road frontage, and at least 200m elsewhere. This requirement is met in Option 1, whilst Option 2 and Option 3 challenge this requirement.

### **EB Development Framework Option 1**

- 5.3.7 **Option 1** takes as the starting point the areas identified for development in the Outline Landscape Appraisals. As the earlier undertaken Highways Mitigation Modelling had identified major changes to the road network would be required to enable development in this location, - a new Distributor Road to service the proposed residential development is proposed, joining Courtauld Road to the north and London Road to the south, in addition to the junction A127 /Pound Lane improvements and the new road through the employment area of E8.
- 5.3.8 In order to better utilise the new Distributor Road, the development area on the Bowers Gifford side is extended to the north of the existing footpath, between the Distributor Road and the plotlands boundary, and to Westlake Park, with a separate parcel on the land adjacent to London Road, and delivers some 1,330 units to the west of Bowers Gifford. The strategic green gap remains approximately 500m wide (including existing properties along Ifracombe Avenue currently in Green Belt) at the southern end, and at least 200m elsewhere within the site.





**Figure 5-1: Option 1 EB HLDF showing distribution of proposed residential units**

- 5.3.9 Eversley Leisure Centre and Eversley Primary School remain at its current location in Option 1.
- 5.3.10 Existing playing fields and Bowers Gifford Football Stadium are relocated to the more levelled land better suited for open space playing fields, accessed off Tyefields /Trenham Avenue, still within a 10-minute walk of Eversley Primary School. Any playing fields required to relocate from Gardeners Lane will be accommodated here. The location is not dependent on the new Distributor Road and can be accessed easily and utilised from the early stages of East Basildon development.

- 5.3.11 The land to the east of Pitsea, together with existing properties, delivers some 835 residential units, at densities of 35 dwellings per hectare.
- 5.3.12 The proposed development will be serviced by three local centres, Eversley /Pitsea with the currently planned improvements to Pitsea High Street, St Margaret's School with any additional community facilities identified at the detailed master plan stage, and a new local centre together with a primary school and supporting facilities proposed along Pound Lane in Bowers Gifford. The diagrams show how the proposed homes will be within 5 minute (400m), 10 minute (800m), or 15 minute (1,200m) walk of the existing or proposed local centres and primary schools.
- 5.3.13 An extension to the existing nursing home is proposed along London Road delivering some 44 units.
- 5.3.14 Option 1 delivers 68ha of multi-purpose open space, including existing Rushley Park and the wooded area to the south of Trenham Avenue. Further open space including play areas will be defined at the detailed master plan stage within the gross residential allocations.

### **EB Development Framework Option 2**

- 5.3.15 **Option 2** proposals maximise the new Distributor Road frontage on the Bowers Gifford side by extending the development area north to meet the existing properties along Burns Mills Road, and south to London Road, increasing the Bowers Gifford extension to 1,566 residential units at 30 dwellings per hectare.
- 5.3.16 On the land east of Pitsea the existing Eversley Primary School and associated playing fields are retained, whilst Eversley Leisure Centre is relocated to the Council owned land north of Trenham Avenue; with the area east of Pitsea delivering 699 residential units at 35 dwellings per hectare in Option 2.
- 5.3.17 The relocated Leisure Centre acts as a new recreational node, with any playing fields relocated from Gardiners Lane accommodated here too. It is also within easy reach of both existing and proposed communities, as well as along an existing bus route. Vehicular access is not dependent on the new Distributor Road and can therefore form part of early phases of the development.
- 5.3.18 A further 452 residential units are proposed on the land promoted to the east of Pound Lane. The development is within 10 to 15-minute walk of the proposed local centre including a new primary school and community facilities., as well as benefiting from bus services along Pound Lane.
- 5.3.19 Further 22 residential units are proposed adjacent to the existing properties at the western end of Burns Mills Road.
- 5.3.20 The proposed development will be serviced by three local centres, Eversley /Pitsea with the currently planned improvements to Pitsea High Street, St Margaret's School with any additional community facilities identified at the detailed master plan stage, and a new local centre together with a primary school and supporting facilities proposed along Pound Lane in Bowers Gifford.

- 5.3.21 In addition to the proposed primary school, a further 2ha plot across the new road from the relocated leisure centre and recreational facilities, is safeguarded for a potential community facility, subject to a need determined at a later stage.
- 5.3.22 As in Option 1, an extension to the existing nursing home is proposed along London Road delivering some 44 units in both Options 2 and 3.
- 5.3.23 A small employment plot is proposed on the western end of the land between A13 and London Road, within the Rural Enterprise Zone covered under the Policy E9 in both Options 2 and 3.

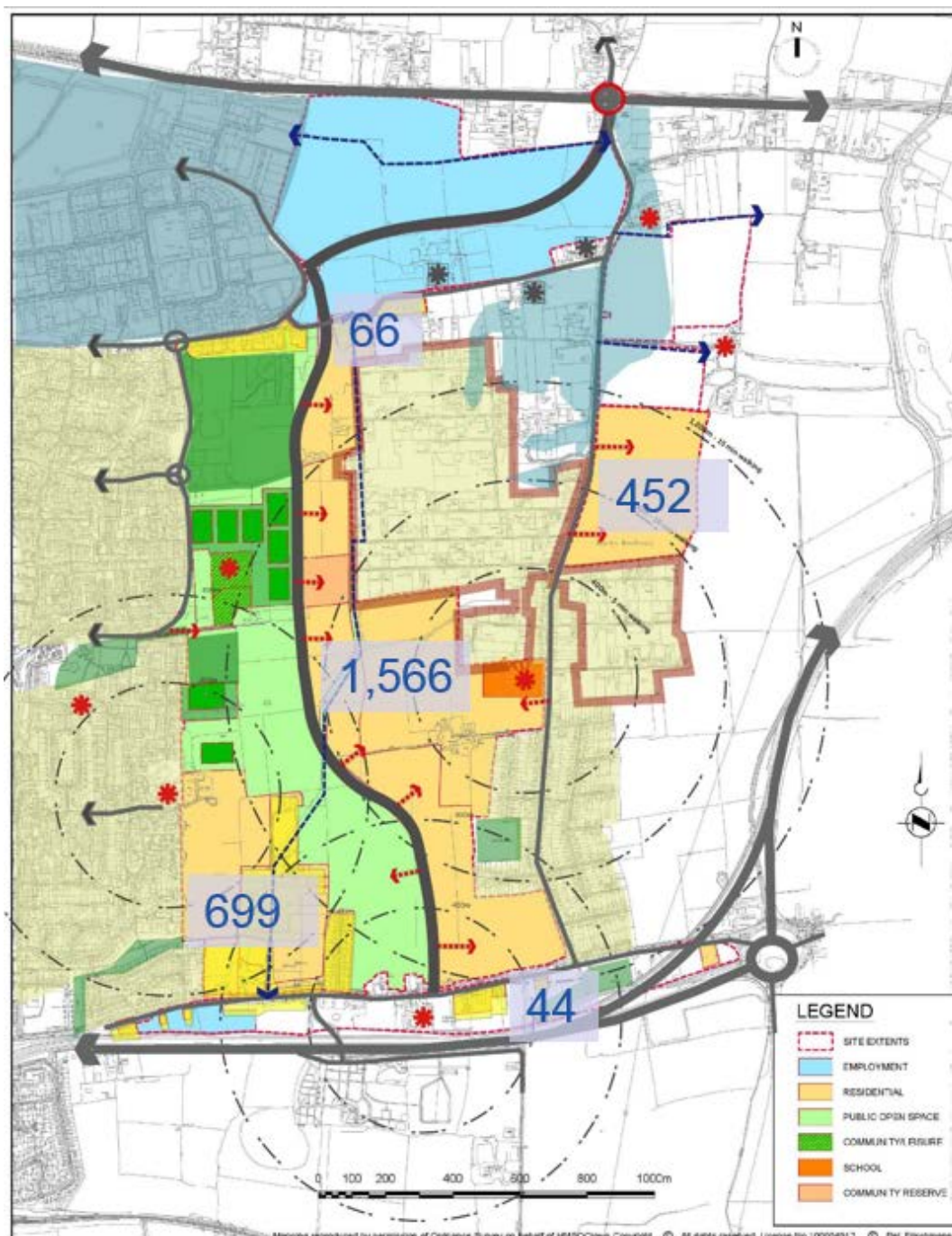


Figure 5-2: Option 2 EB HLDf showing distribution of proposed residential units

### EB Development Framework Option 3

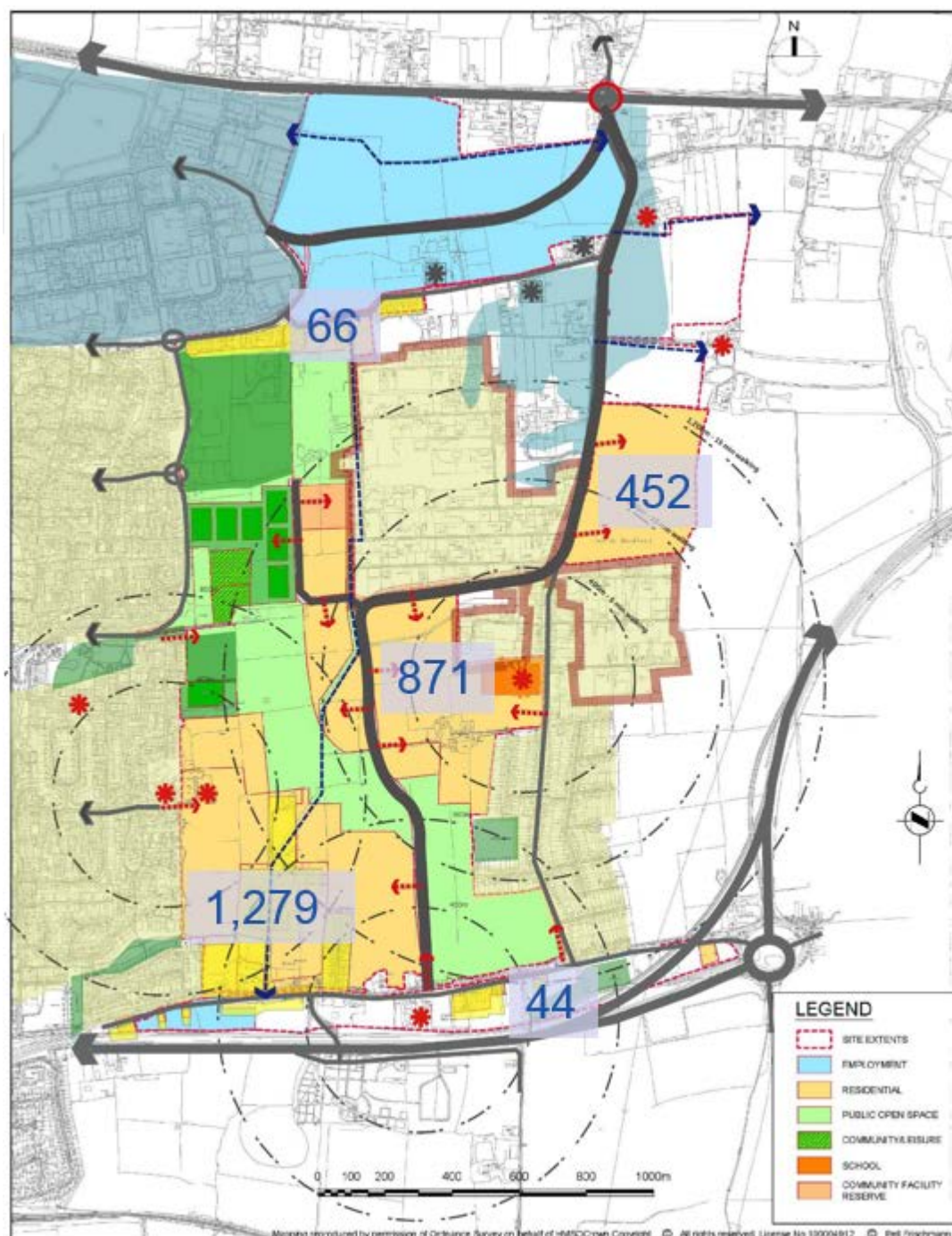


Figure 5-3: Option 3 EB HLDf showing distribution of proposed residential units

5.3.24 **Option 3** proposals maximise the new Distributor Road frontage on the Pitsea side by extending the development area westwards. Bowers Gifford Football Stadium is retained, and form part of the recreational node with the relocated Eversley Leisure Centre and any other relocated playing fields from the site and elsewhere to the land north of Trenham Avenue.

- 5.3.25 Eversley Primary School is likely to require an extension, to serve approximately residential units to the east of Pitsea.
- 5.3.26 The proposed development will be serviced as in Options 1 and 2, by three local centres - Eversley /Pitsea with the currently planned improvements to Pitsea High Street; St Margaret's School with any additional community facilities identified at the detailed master plan stage; and a new local centre together with a primary school and supporting facilities proposed along Pound Lane in Bowers Gifford.
- 5.3.27 New Distributor Road joins the upgraded Pound Lane along the southern Plotlands boundary running just south of the properties off Osborne Road, turning south to join with London Road, before it reaches the existing footpath, servicing new 452 unit development to the east of Pound Lane, the 871 unit development to the west of Bowers Gifford, and the 1,279 unit development to the east of Pitsea. Further spur road is proposed to serve further residential, and community /recreational uses to the north.

#### **5.4 STAKEHOLDER ENGAGEMENT**

- 5.4.1 Two stakeholder events, one with the external and one with the internal BBC and ECC stakeholders, were held in February 2017. At the workshops PF outlined the Policy objectives, constraints and opportunities for the site, as well as presented a preliminary set of development options for the area. Feedback from the workshops helped shape the final set of development options.
- 5.4.2 The external stakeholder workshop was attended by representatives of development companies, planning agents or consultants with an interest in parts of the site.
- 5.4.3 The development framework options favoured by the audience were Option 2 and Option 3; understandable as Option 1 had a lower level of development proposed and most of the attendees had an interest in the land on site.
- 5.4.4 The attendees raised concerns at the extent of the new infrastructure required to deliver the development, in particular of the new roads and how the funding will be provided, e.g. how contributions from the developments will be determined.
- 5.4.5 The land owners and developers were uneasy to hear of a new proposed G&T site potentially adjacent to future private residential.
- 5.4.6 Clarifications were sought why certain areas were not proposed for development, e.g. east of Pound Lane – parts of the site in Flood Zone 2; London Road north frontage – maintain Open Space Gap stipulated by Draft Local Plan; London Road /A13 gap – level change plus air quality and noise concerns.
- 5.4.7 Likewise clarifications were sought why the Council land adjacent to Pitsea with current playing fields was not proposed as Open Space Gap, and build on 'only one side' e.g. Bowers Gifford extension – it was considered that areas further north were topographically better suited for playing fields /water run off, and areas to the south with its existing roads infrastructure better suited for a residential extension.
- 5.4.8 Similarly it was questioned why the land north of Burnt Mills Road was not proposed for residential – due to its proximity to the existing employment

- development within the A127 Enterprise Corridor and the demand for employment land, this land was proposed for future employment use.
- 5.4.9 The developer representatives in the audience commented that the densities of 30 and 35 dwellings per hectare used for Bowers Gifford and Pitsea extensions were too low considered that most of recent residential developments they had delivered were at 35 to 40 dwellings per hectare density. It was agreed to test increasing the Pitsea extension density to 40 dpha and for the land east of Pound Lane to 35 dpha, with Bowers Gifford extension density remaining at 30 dpha.
- 5.4.10 The internal stakeholder workshop was attended by BBC planning policy and regeneration officers and ECC Development Surveyor representing Independent Living housing.
- 5.4.11 ECC is working in partnership with district councils and leading specialist housing providers to deliver new Independent Living housing in Essex. This type of housing allows people over 55 with care needs to live in their own homes with the peace of mind in knowing there is 24 hour care and support on site. It was considered whether East Basildon site would be suitable for this type of housing.
- 5.4.12 The large size of the site area together with the complexity of issues at East Basildon called up for an additional workshop with BBC and ECC Highways, Education and Spatial Planning. Further detail of highways improvements and education provision in relation to the development options presented earlier were discussed in greater detail. This discussion facilitated shaping the elements of the preferred framework to meet both the Borough and the County objectives.
- 5.4.13 Presentation delivered at the above events is included in the Appendices.

## **5.5 DEVELOPMENT FRAMEWORK EVALUATION**

- 5.5.1 The three final options were evaluated in how well they meet the Objectives set in Section 1.2 and Development Principles in Section 5.2. A summary is shown on the following page.
- 5.5.2 Option 3 scores the highest in the evaluation and forms the basis of the Preferred Development Framework. A separate viability appraisal will validate this recommendation for the Local Plan allocation for this site.

East Basildon High Level Development Framework Options Evaluation					
	Guiding Principles*	Option 1	Option 2	Option 3	Comments
Environment	Topography, climate and wind direction	✓	✓	✓	No development proposed beyond the ridge east of Pound Lane, to protect the views towards Thundersley and retain Green Belt separation between Bowers Gifford and Thundersley. Playing fields currently in Pitsea moved further north to an area better suited for sports' pitches.
	Flooding and drainage	✓	✓	✓	No development proposed in Flood Zone 2 or 3. Existing drainage ditches retained. Opportunities for SUDS and surface water management ponds.
	Framework sustainability including travelling to facilities	✓	Ⓟ	✓	New local centre at Bowers Gifford common to all three options, to serve new and existing developments. Enhanced local centres at Pitsea /Eversley, and at St Margaret's School on London Road. Areas of residential in the north part remote from proposed local centres (Option 2).
	Landscape capacity able to accommodate the level of growth	Ⓟ	Ⓟ	Ⓟ	The nature of the landscape character changes with the introduction of a new north-south road. Rushley Park and wooded areas in the central portion of the site safeguarded. Further existing biodiversity features to be incorporated within the proposals and developed at detailed master plan.
	Other physical constraints - e.g. powerlines, land ownership	Ⓟ	Ⓟ	Ⓟ	No major utility corridor constraints crossing the site. Multiple site ownership might affect deliverability of the proposals.
Planning	Policy H13 compliant to deliver 2,000 homes without compromising open space gap between Pitsea and BG	Ⓟ	✓	✓	Option 1 falls short of 2,300 dwellings, even when open space is reduced to 67ha. Option 2 delivers approx. 2800 homes and Option 3 approx. 2700 homes.
	Allocate land to provide for specialist accommodation, including care homes, sheltered housing, travellers' pitches	✓	✓	✓	It is assumed that all options will include specialist accommodation including sheltered housing, care homes, and 15 x travellers' pitches. Exact location to be determined as part of the detailed master plan.
	Policy E8 compliant to deliver a total of 49.5ha employment land	Ⓟ	Ⓟ	Ⓟ	Plots E8a and E8b deliver approximately 45 ha of employment land in Options 1, 2 and 3. New east-west road to be provided through E8.
	75ha of open space /green gap; 500m wide at its frontage with London Rd, at least 200m wide within the site	Ⓟ	Ⓟ	Ⓟ	Options 1, 2 and 3 deliver 60 to 67 hectares of open space. Options considered previously included c.70-75ha open space however had low utilisation of the new A road frontage. Additional open space within (gross) areas of residential plots, to be determined at detailed master plan stage.
	Plan for appropriate social infrastructure including local centres, primary school etc.	Ⓟ	✓	✓	Option 1 is likely to require one new 2FE school and 1FE expansion of an existing school in Bowers Gifford or Pitsea. Options 2 and 3 is likely to require 1 new 2FE school and 2 x 1FE expansions of existing primary schools in Bowers Gifford and/or Pitsea. Eversley Primary will have to travel to access playing fields in Option 1.
Design	Prevent coalescence between settlements by maintaining visual buffer between Pitsea and Bowers Gifford	✓	✓	✓	Visual buffer of approx. 500m along London Rd (inc. existing properties in Green Belt) and at least 200m elsewhere within Option 1. Visual buffers of approx. 400m along London Rd and at least 150m elsewhere within Option 3. Visual buffer of approx. 200-300m throughout within Option 2.
	Multifunctional open space network providing Activity for all	✓	✓	✓	The open space strategic gap accommodates multifunctional open space network facilitating a range of uses, including existing parks and footpaths, relocated playing fields from the southern portion of the site and from elsewhere, and relocated Leisure Centre in Option 2 and Option 3.
	Compatibility between uses, community cohesion, colocation of community facilities	✓	Ⓟ	✓	In Option 2 there is no buffer between employment uses to the north of Burnt Mills Rd and the residential to the south of Burnt Mills Rd. Also some of the residential in Option 2 is a fair distance from the proposed local centres.
	Set parameters to improve the quality of the built environment and make the area a secure and welcoming place	Ⓟ	Ⓟ	Ⓟ	A set of walkable neighbourhoods, set around two existing primary schools /associated facilities, and one new primary school /local centre with active frontages, connected by transport corridors and networks of multifunctional open space, with development density compatible with surroundings.
	Connected walking and cycling routes and walkable communities	✓	✓	✓	All three options ensure the walking and cycling routes connect to the existing footpaths and open space networks, as well as enhance the existing services provision by reinforcing existing local centres in Pitsea and Bowers Gifford and provide access to schools, shops and community facilities.
Infrastructure	Deliver an appropriate and feasible network solution to serve both new development and existing community	Ⓟ	Ⓟ	✓	Options 1 and 2 propose junction A127 /Pound Ln upgrade, new east-west link road and new Distributor Road to connect to London Rd and Pound Lane upgrade. Option 3 proposes upgrading of Pound Ln to connect to the new north-south Local Distributor road and segregate employment and residential traffic.
	Flexibility and changeability	Ⓟ	Ⓟ	Ⓟ	Upgrading of Pound Lane and connecting to the new north-south Local Distributor road and to London Rd provides flexibility to the northern part including potential future infill of plotlands, as well as opportunities to separate employment /residential traffic. Land ownership might be an issue.
	Ensure social infrastructure is there to support local community and its growth	✓	✓	✓	Three local centres proposed - Pound Lane, London Road and Eversley - to serve new and existing communities. Facilities breakdown to be determined at detailed master plan stage.
	Traffic safety; high quality of streets and spaces	✓	✓	✓	The range of well designed and well managed streets will ensure they are safe places whether they are pedestrian friendly routes in local centres, or a major A road route with safe points for pedestrians and cycles to cross.
	Distribution of services and utilities	Ⓟ	Ⓟ	Ⓟ	Quantum of development proposed will probably require reinforcement to utilities. Connectivity exists. Opportunities for renewable heat and power generation, photovoltaics and sustainable construction methods.
✓	meets the guiding principle /policy objective	10	10	13	
Ⓟ	further consideration required at detailed mp stage				

Figure 5-4: Options Evaluation

### 6. PREFERRED HIGH LEVEL DEVELOPMENT FRAMEWORK

The recommended Development Framework for East Basildon is based on the Option 3 presented earlier, with adjustments made following a further workshop with BBC and ECC officers.

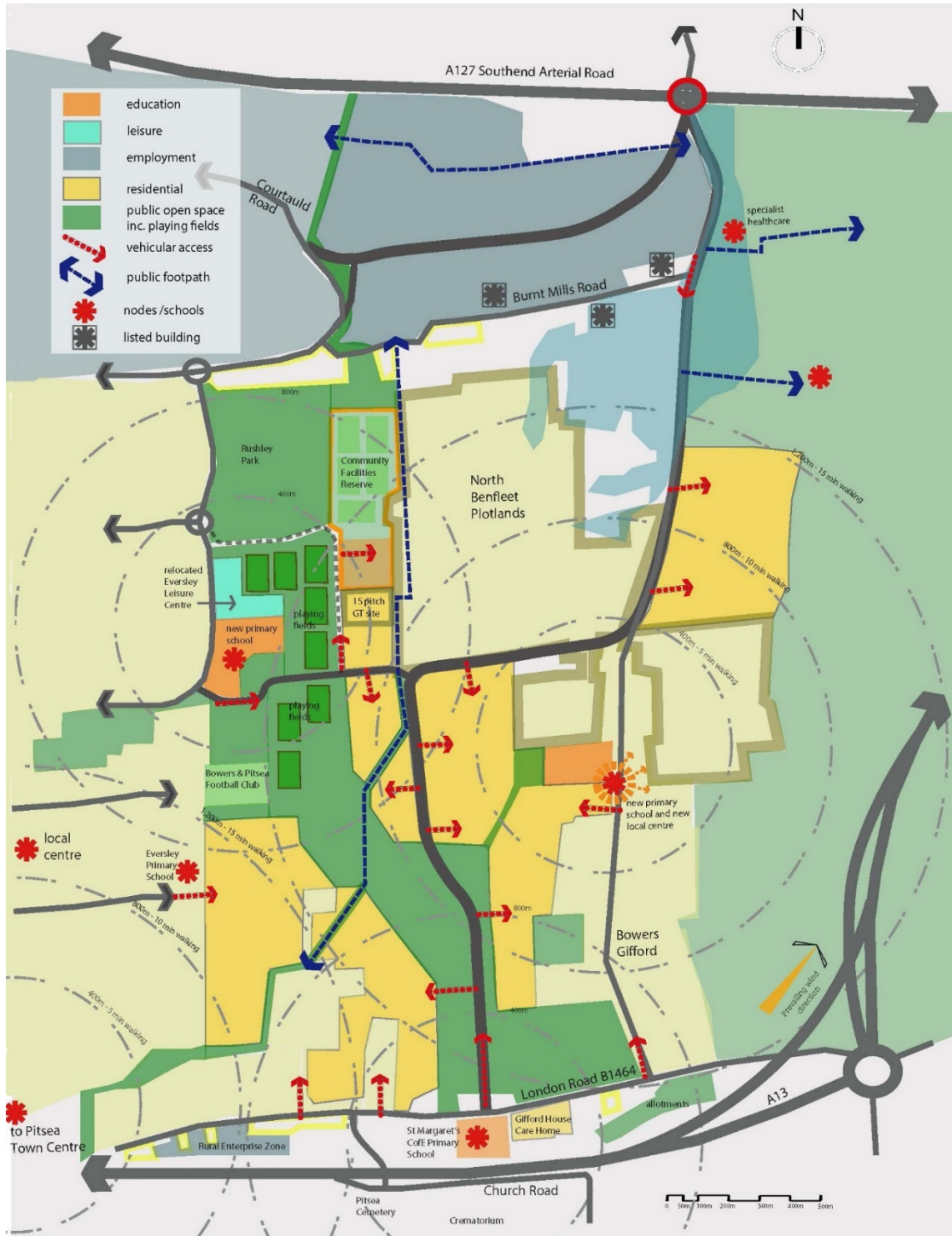


Figure 6-1: Preferred East Basildon High Level Development Framework



<b>East Basildon</b>	sqm	res. units
	<b>Preferred HLDF</b>	
	259,128	
	186,924	
<b>Employment subtotal (Ha)</b>	<b>44.61</b>	
BG1 @30 dph	107,390	322
BG2 @30 dph	31,802	95
BG3 @30 dph	18,632	56
BG4 @30 dph	25,182	76
BG5 @30 dph	88,079	264
G&T new	10,007	15
PS1 @40 dph	150,587	602
PS1 existing a @30 dph	17,267	52
PS1* existing b @10 dph	75,942	76
G&T 1	1,856	2
PS2 @40 dph	37,427	150
PS3 @40 dph	63,798	255
PL1 @35 dph	150,739	528
LR1* existing b @10 dph	7,982	10
LR1 @40 dph	8,582	34
<b>Residential subtotal (Ha)</b>	<b>79.53</b>	
<b>Residential units (~ average 32 dpha)</b>		<b>2,537</b>
EY Child Yield**		228
Primary School Child Yield**		761
Sec. School Child Yield**		507
<b>Community /Leisure</b>	<b>1.95</b>	
<b>Primary Schools</b>	<b>4.20</b>	
<b>New Roads</b>	6.40	
POS1	291,506	
POS2	143,354	
POS3	243,013	
Community Use Reserve	80,005	
<b>Public Open Space sub (Ha)</b>	<b>75.79</b>	
POS (acres)	187	
<b>Total land (Ha)</b>	<b>212</b>	
* existing properties @ low density		
**EY 0.09 ch /100 dw; Primary Sch 0.3 ch /100 dw; Sec. Sch 0.2 ch /100 dw		
(1FE = 210 places; 1 1/2 FE = 315 places; 2FE = 420 places; 2 1/2 FE = 525 places; 3FE = 630 p		
average density (dph)	31.90	
<b>Open space</b>		
Urban parks and gardens	11.54	
Natural and semi natural open space	16.61	
Amenity green space	8.43	
Outdoor sports facilities	10.02	
Allotments and comm gardens		
Cemeteries and churchyards		
<b>Total required for EB</b>	<b>46.61 ha</b>	
<b>Open space</b>		<b>per 1,000 population</b>
Urban parks and gardens		1.82
Natural and semi natural open space		2.62
Amenity green space		1.33
Outdoor sports facilities		1.58
Allotments and comm gardens		n/a
Cemeteries and churchyards		n/a

**Figure 6-2: Preferred East Basildon HLDF Land Use Budget**

## **6.1 FRAMEWORK CONCEPT**

6.1.1 In line with the areas considered in the Draft Local Plan, five distinct development areas are proposed: Burnt Mills employment extension, an extension to Pitsea, two extensions to Bowers Gifford, and an education and leisure hub to serve the wider east Basildon area; in addition to the newly designated strategic open space gap between the existing settlements.

### **Burnt Mills Extension**

6.1.2 Plots E8a and E8b will deliver approximately 45 ha of employment land within the future Burnt Mills Extension. New east-west road is proposed to serve the employment plots; connecting the upgraded A127 junction with Courtauld Road to the west.

6.1.3 Existing east-west footpath to be retained and incorporated within the future employment proposals, and links maintained along Courtauld Road to the existing north-south footpath and Rushley Park.

6.1.4 In addition, a small employment plot is proposed on the western end of the land between A13 and London Road, within the Rural Enterprise Zone covered under the Policy E9.

### **Pitsea Extension**

6.1.5 The south-west part of the site area is proposed as a residential extension to Pitsea on some 35ha of land delivering approximately 1,137 dwellings, of which 130 are existing or recent properties. Vehicular access is provided from existing roads including Ifracombe Avenue, Eversley Road and Woodcote Crescent; as well as from the new Distributor Road to the east.

6.1.6 All the proposed development within Pitsea extension is within 5 minutes (400m), 10 minutes (800m) or 15 minutes (1,200m) walking distance from the Pitsea town centre facilities, Eversley Primary School, St Margaret's Primary School to the south or the new Primary School to the north (off Trenham Avenue).

6.1.7 Existing open spaces and routes are utilised and extended to provide safe and convenient access to Pitsea town centre and its services, in addition to the public transport buses running along London Road.

### **Strategic Open Space Gap**

6.1.8 Strategic open space gap separating Bowers Gifford from Pitsea extends from Burnt Mills Road and Courtauld Road at the north to London Road at the south end. The gap is over 500m wide at the London Road frontage, and at least 200m wide elsewhere within the site, ensuring adequate separation of Pitsea and Bowers Gifford preventing coalescence of the settlements.

6.1.9 The strategic gap within the preferred framework meets the requirement of being at least 75ha in area. This area includes the 8ha 'community facility reserve'.

- 6.1.10 The strategic gap accommodates multifunctional open space network facilitating a range of uses, including existing Rushley Park to the north, wooded areas both north and south of Trenham Avenue, existing Bowers & Pitsea Football Club ground, existing West Lake Park /recreation ground, and relocated playing fields from the southern portion of the site and from elsewhere if required, e.g. from Gardiners Lane South.

#### **Bowers Gifford Extension**

- 6.1.11 Residential development is proposed to the west of Bowers Gifford on some 28ha of land including Little Chalvedon site and parts of Halsbury Homes interest, delivering approximately 828 dwellings.
- 6.1.12 Residential development is proposed on some 15ha of land to the east of Pound Lane on the land under option to Orbit Homes, delivering approximately 528 dwellings.
- 6.1.13 It is proposed that Pound Lane is improved and widened from the upgraded A127 junction to its junction with Osborne Road, from where the new Distributor Road would continue westwards along the Plotlands boundary and then south to connect to a new junction with London Road. These improvements and the new road will enable the local highways network to cater for the increased level of traffic from the new residential properties. The southern section of Pound Lane, from Osborne Road to London Road is envisaged to be of a local road nature, with low speeds and pedestrian priority, serving its new purpose of a local 'high street' to the newly extended community.
- 6.1.14 New east-west sustainable transport link road is proposed connecting the new Distributor Road with Tyefields, providing access to the proposed leisure facilities.
- 6.1.15 New local centre including an indicative location for a 2FE Primary School is proposed within the northern part of Bowers Gifford, within the southern section of Pound Lane, utilising land north of Homestead Road. The local centre can be easily reached within 5 minutes (400m), 10 minutes (800m) and 15 minutes (1,200m) walking distance from all parts of the proposed residential development.
- 6.1.16 Green Belt separation between Bowers Gifford and Thundersley and views towards Thundersley are protected with no development proposed beyond the ridge line east of Pound Lane; and no development proposed in the areas affected by Flood Zones 2 and 3 to the northeast.

#### **Education and Leisure Hub**

- 6.1.17 New education and leisure hub is proposed in the area north of Trenham Avenue. The anchors of this hub would be a new Primary School and relocated Eversley Leisure Centre, positioned between the existing wooded areas to the south, and Rushley Park to the north. The central strategic open space gap area is able to accommodate approximately five playing pitches, that can be independently managed or 'attached' to the Leisure Centre. Further playing pitches can be accommodated south of the new east-west sustainable transport link road.

- 6.1.18 Eversley Leisure Centre is proposed to relocate to the new site within the Education and leisure Hub some 500m to the north, accessed off Tyefields and the upgraded Trenham Avenue; with the Leisure Centre's present site proposed for future residential development.

## **6.2 EDUCATION PROVISION LOCATION**

- 6.2.1 In order to satisfy the needs of the future development in East Basildon area, the framework proposes a new 2FE primary school in Bowers Gifford, in addition to the opportunity to relocate an existing school or provide another 2FE primary school north of Trenham Avenue in Pitsea.
- 6.2.2 Further 'community facility reserve' of approximately 8ha is safeguarded for a potential future education use should the ECC appraisals demonstrate a need in the area for a secondary school within the Local Plan period.
- 6.2.3 Whilst the framework education provision proposals meet the fundamental principles of being central to the population it is intended to serve and well connected to the future walking and cycling routes; it should be noted the locations shown on HLDF are indicative only. Further detail will need to be developed with the LA and ECC at the master plan /planning application stage, and the proposed education provision location(s) will need to be in full compliance with ECC Developers Guide to Contributions (revised Edition 2016) before these locations are confirmed.

## **6.3 PREFERRED HLDF TRAFFIC IMPACT**

- 6.3.1 The proposed development represents a significant additional demand on the existing highway and traffic networks. A multi-modal trip generation exercise has been carried out based on the TRICS trip dates and the 2011 Census Data for the East Basildon areas.
- 6.3.2 The preferred framework was developed from modified Option 3, and vehicular trips and public transport trips the development generates are akin to those shown for Option 3 in the Appendix C.

**Table 6-1: Preferred HLDF – Vehicular Trip Generation**

	Plot Area (sq.m.)	Units /housing	Units	Vehicular trip generation								
				Arr	AM Dep	Total	Arr	PM Dep	Total	Arr	Daily Dep	Total
<b>Employment</b>												
B1 - Business Park		1.0	-	-	-	-	-	-	-	-	-	-
B2 - Industrial Park	89,220	1.0	89,220	840	463	1,364	262	713	930	6,498	6,259	12,756
B8 - Warehousing	356,880	0.5	178,440	312	171	480	138	128	266	712	754	1,466
<b>Sub-Total</b>	<b>446,100</b>		<b>267,660</b>	<b>1,152</b>	<b>634</b>	<b>1,844</b>	<b>400</b>	<b>841</b>	<b>1,196</b>	<b>7,210</b>	<b>7,013</b>	<b>14,222</b>
<b>Residential</b>												
Mixed Housing	795,300	~3 2	2,537	538	1,183	1,794	1,120	836	1,867	6,955	7,228	14,160
<b>Education</b>												
Primary Schools	42,000		840	245	208	467	64	48	118	726	726	1,452
Secondary School	80,005		1,200	354	280	648	54	53	97	985	925	1,910
<b>TOTAL</b>	<b>1,363,405</b>			<b>2,289</b>	<b>2,305</b>	<b>4,753</b>	<b>1,638</b>	<b>1,778</b>	<b>3,278</b>	<b>15,876</b>	<b>15,892</b>	<b>31,744</b>

**Table 6-2: Preferred HLDF Public Transport Trip Generation**

	Train			Bus			Bicycle		
	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total
<b>Employment</b>									
B1 - Business Park	-	-	-	-	-	-	-	-	-
B2 - Industrial Park	21	20	140	-	23	156	-	20	137
B8 - Warehousing	7	2	13	-	3	14	-	2	12
<b>Sub-Total</b>	<b>28</b>	<b>22</b>	<b>153</b>	<b>-</b>	<b>26</b>	<b>170</b>	<b>-</b>	<b>22</b>	<b>149</b>
<b>Residential</b>									
Mixed Housing	94	156	1,141	13	30	220	35	79	578
<b>Education</b>									
School	tbc			tbc			tbc		
Secondary School	tbc			tbc			tbc		
<b>TOTAL</b>	<b>122</b>	<b>178</b>	<b>1,294</b>	<b>13</b>	<b>56</b>	<b>390</b>	<b>35</b>	<b>101</b>	<b>727</b>

### **Mitigation**

- 6.3.3 Although emphasis shall be placed on encouraging more sustainable modes of transport such as walking, cycling and public transport investment, highway improvements to both local and strategic network in the area will need to be made.
- 6.3.4 The location of the East Basildon, being as it is in close proximity to A13, A127 and A130 strategic highway network is thought to require a major new grade separated junction onto the A127. This key improvement, although costly, will not only assist enabling development of the site to the south, but have wider benefits to unlocking other development opportunities to the North and wider improvements in journey times to the local area.
- 6.3.5 This key A127 junction improvement, is listed below along with other more local improvements thought to be required for a development of this scale:
- New grade separated junction on the A127 to replace existing left-in left-out arrangements with improved link to Wickford
  - New Road connecting the new A127 junction with Courtauld Road (high level analysis undertaken identifies that alternative upgrading of Burnt Mills Road requires private land and is thus more difficult/costly)
  - New Road between the north part of Pound Lane and London Rd, creating alternative route to the south part of Pound Lane
  - New signalised junction on London Road with the New Road
  - Pound Lane to serve local traffic - measures to reduce speed and/or capacity
  - Traffic calming on Burnt Mills Road
  - London Road/Sadlers Farm Junction improvements – potential signal timing changes, introduction of cycleways and public realm improvements
  - Public transport improvements

### New Road Connection

- 6.3.6 Several options for the New Road connection have been assessed, and are shown in the figure Indicative options for transport improvements in Appendix A, namely:
- Reusing the northern section of Pound Lane (albeit widened and provided with footways) and providing a new road serving the central and southern portion of the site. A dedicated link will be serving the industrial zone.
  - A roundabout junction of Courtauld Road, Burnt Mills Rd (W) and the new link roads is provided, avoiding Pound Lane.

### Highway Improvements Cost Estimate

- 6.3.7 Cost assessment has been based on high level highways design prepared without the benefit of (i) topographical surveys and (ii) traffic models, using our best engineering judgement
- 6.3.8 Costs have been based upon recent tendered construction rates, SPONS, and benchmarks. The cost of the New Grade Separated junction on the A127 has

been informed by estimations undertaken by Essex County Council including items such as Land Acquisition and Culvert widening.

6.3.9 Cost estimates in general includes for items such as

- Traffic Management;
- Preliminaries, overheads;
- Optimism bias (in accordance with Government guidelines); and
- Design Fees.

**Table 6-3: Preferred HLDF for East Basildon Cost Estimate**

<b>Highway Improvement/mitigation</b>	<b>Cost (£m)</b>
New Grade Separated Junction on A127	<b>£ 70m</b>
Widened Courtauld Road to A127	<b>£ 2m</b>
New Link (Pound Lane - London Road)	<b>£ 11m</b>
Signalised junction New Road /London Road	<b>£ 1.4m</b>
Pound Lane /Burnt Mills improvements	<b>£2m</b>
London Road /Sadlers Farm junction	<b>£ 2.5m</b>

## **7. DELIVERY**

### **7.1 DEVELOPMENT DELIVERY**

7.1.1 This High Level Development Framework will be used as an allocation within the Local Plan and a framework to help guide future development on the site. It elaborates on the requirements set out in the Emerging Local Plan for Basildon Borough.

7.1.2 The delivery of infrastructure and phasing of the allocation will be governed by the following principles:

- Infrastructure should be provided in a timely way in order to reduce/mitigate the impact of the development;
- Market conditions and viability, and ensuring the costs of any requirements (including infrastructure) do not render the development undeliverable.

7.1.3 Through continuing discussions with ECC Education the new school(s) will be sited to integrate fully with local facilities and to link effectively into the development's network of public open spaces, public transport network and to maximise connectivity with the proposed local centre. The location of the schools has also been influenced by the location of existing schools in the area and in consultation with the local education authority.

### **7.2 PHASING**

7.2.1 Given the scale of the project, there is a need to balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of the development and infrastructure; especially as delivery is likely to take place over a considerable period;

- A coherent and coordinated approach to infrastructure delivery, construction management and development phasing is needed between land ownerships in order to ensure that the overall policy aspirations are met;
- Avoiding piecemeal development, e.g. in so far as possible the creation of parcels of land or pockets of development that do not relate to their surroundings or are isolated from each other;
- The timely provision of the A127/Pound Lane junction upgrade and E8 link road, as allocated in the Draft Local Plan is recognised as being a key requirement in order to reduce the impact of the development upon the existing local highway network and that these major improvements be implemented before a pre-determined trigger level is reached;
- Delivery of the new Distributor Road is deemed crucial in facilitating access to the proposed residential land parcels.

7.2.2 The primary access for both the development and construction traffic will be from the London Road on the south and from the A127 /Pound Lane on the north. The logical sequence of development phasing will therefore see the vehicular access in place when development commences and the land east of Pitsea developed first, followed by the land to the north.



- 7.2.3 Details of proposed phasing will be determined as part of the planning application. The Council will require that when a planning application or planning applications are brought forward for the allocation they demonstrate compliance with this Development Framework and a comprehensive approach to the development of the allocation, including the nature and timing of delivery of community infrastructure and other planning obligations.

### **7.3 PLANNING OBLIGATIONS**

- 7.3.1 There are no known or identified abnormal development costs which will undermine the ability of this site to pay appropriate contributions towards infrastructure either through Community Infrastructure Levy (CIL) or Section 106, or a combination of both. As the new A127 junction will also serve the south of Wickford, proportional costs of providing a new grade separated junction have been included in the costs provided for viability assessment of the site, and to inform the development of CIL. The main items identified to be funded as a result of the impact of the proposed development from either a Section 106 agreement or CIL include:

- *Affordable housing* - provision will be in accordance with the Council's policy on affordable housing. The individual composition of the tenure will be determined at the time of the application;
- *A127 /Pound Lane Junction upgrade* – this is expected to be in the form of a grade separated junction. Precise configuration to be determined following advice from the Highway Authority at the planning application stage;
- *Other local junction improvements* – as advised by the Highway Authority;
- *Contributions towards sustainable transport* – as advised by the Highway Authority;
- *Education contributions* – towards the provision of primary schools in the new local centre and the community hub; in addition to the safeguarding of further identified land for community use, and towards the provision and construction of a secondary school if required;
- *Healthcare contributions* – for local services as advised by NHS Essex; and
- *Social and community infrastructure contributions* – including the provision of a Locally Equipped Play Area (LEAP) on the site and contributions toward other facilities where a need is identified, e.g. towards the cost of provision or replication from elsewhere of sports pitches to serve the new community, and of new built sports' facilities to serve the area if needed.

### **7.4 NEXT STEPS AND RECOMMENDATIONS**

- 7.4.1 The focus of this study is a development framework that brings the key findings of the evidence together, meets the policy requirements specified in the Draft Local

- Plan and explores how this strategic site could evolve into a new community through coordinated delivery and phased release for development.
- 7.4.2 The above requirements underpin all the presented development options, with the Option 3 as the preferred framework in the evaluation detailed in 5.4.
- 7.4.3 In the short to medium term, the Council will need to continue to pursue this site as a housing allocation through the Local Plan process. More specifically this will involve:
- Viability Appraisal of the preferred framework;
  - Confirming recommended option by the Council;
  - Making relevant Local Plan submission to the Government;
  - Participating in the Examination of the Local Plan.
- 7.4.4 Stakeholder engagement with the promoters of individual land parcels have provided a starting point for further work that will be required to consider how the site is brought forward and ultimately developed. In the short to medium term it is recommended that:
- Responses and interest shown through the stakeholder engagement exercise are followed up on as part of a process of exploring future delivery and development options, such as collaboration with a development partner or partners.
  - Options of how the North Benfleet Plotlands infill of vacant plots can contribute towards the residential targets and the environmental enhancements of the Plotlands are considered by the Council. The Plotlands Study (2015) had identified a potential for 45 new homes, and had concluded that roads within the area are made up to a passable standard, and some even benefit from footpaths or street lighting.
- 7.4.5 The preferred option is a high level development framework, geared to demonstrating the vision, concept and deliverability for the Draft Local Plan allocations. The next stages of work will require further design and layout work, including:
- Undertaking further detailed master planning studies and a public consultation exercise on the proposals for the site, and using the ideas, feedback and local knowledge of the existing community to further develop and refine the proposals.
  - Developing a design code for the preferred framework which covers the whole site, with phasing considerations and more specific master plans prepared for each development parcel - to support future individual planning applications.
  - Further detailed analysis and design work on the North Benfleet Plotlands – to consider infill of vacant plots, to determine vital environmental enhancements, e.g. provision of essential services, public open space, and adoption of key highways. The study should also consider the cost and funding of any such enhancements, as well as the implications of the adjacency of the future development and potential for the integration of the

area, and its potential removal of parts of the Plotlands out of the Green Belt designation.

- 7.4.6 In summary, it is considered that the East Basildon provides a key opportunity for the Council and the other land owners, to create a new community that provides a great place to live and that helps to meet the needs of the wider community, fulfilling the aspirations of the Local Plan in respect of housing delivery.

## **8. SUPPORTING DOCUMENTS**

8.1.1 The following background documents have helped with the preparation of the High Level Development Framework:

- Basildon Infrastructure Delivery Plan, Dec 2015
- Greater Essex Growth and Infrastructure Framework 2016-2036
- Basildon Borough Council Draft Local Plan, Jan 2016
- Basildon Outline Landscape Appraisals of Potential Strategic Development Sites, The Landscape Partnership, Jan 2016
- Basildon Borough Council Ecology Surveys, Jan 2016
- Basildon Draft Outline Landscape Appraisals of Additional Sites, Dec 2016
- Basildon Borough Council Ecology Surveys, Additional Sites, Dec 2016
- Basildon Council – Landscape Study and Landscape Character Assessment, Dec 2014
- Basildon Council – Green Belt Review, Dec 2015
- Basildon Council – Plotlands Study, Dec 2015
- Basildon Council – Urban Design Review, Dec 2015
- Basildon Council – Historic Environment Characterisation Report
- Basildon Council – HELAA Review, Nov 2015
- Basildon Council – GT Sites Provision Study, PBA, Aug 2015
- Basildon Council – Settlement Hierarchy Review, Aug 2015
- Flood Risk Sequential Test for Draft Local Plan, Dec 2015
- Basildon Borough Council SFRA Level 1 and Level 2, 2011
- South Essex Surface Water Management Plan, Apr 2012
- Basildon Transport Topic Paper, 2016
- Basildon Borough Local Plan Highway Impact Assessment, Jan 2014
- Basildon Borough Local Plan Highway Mitigation Modelling 2015
- Basildon Borough Council Planning Obligations Strategy, Jul 2015
- Essex Design Guide, edition Oct 2005
- Building for Life 12, Design Council, 2015
- Active Design, Sports England, Oct 2015
- Various land promoters' representations.



# Addendum 1

## Bowers Gifford & North Benfleet (BG & NB) Parish Council Alternative Proposals

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1. HLDF ADDENDUM: BG & NB PARISH COUNCIL ALTERNATIVE PROPOSALS

**Neighbourhood Planning**

The Neighbourhood Planning regime was introduced by Chapter 3 of the Localism Act 2011 which amended the Town and Country Planning Act 1990 as a way for local communities to better guide the development future of the places where they live or do business.

There are seven key stages in the Neighbourhood Planning process which must be fulfilled in order for a neighbourhood plan or order to be adopted. These are identified from the relevant regulations and the *Planning Practice Guidance (PPG)*, and are as follows:

- Stage 1: Designating a Neighbourhood Area
- Stage 2: Designating a Neighbourhood Forum (in non-parished areas)
- Stage 3: Preparing a draft Neighbourhood Development Plan or Order
- Stage 4: Submission of the draft Neighbourhood Development Plan or Order
- Stage 5: Independent Examination
- Stage 6: Referendum
- Stage 7: Making the neighbourhood development plan (bringing it into force).

The Council has a statutory duty as a Local Planning Authority (LPA) to fulfil each of the seven stages, whether that is to take a decision, to provide advice or assistance to Local Councils and Neighbourhood Forums or to organise a certain stage such as the referendum.

**Bowers Gifford & North Benfleet (BG & NB) Parish Council Neighbourhood Plan**

On 18 July 2016 Basildon Borough Council approved the designation of the Bowers Gifford and North Benfleet Neighbourhood Area. The neighbourhood area includes the eastern half of the East Basildon site.

From the Bowers Gifford & North Benfleet Parish Council website and their publicly accessible newsletters we understand that the Parish Council has embarked onto the preparation of the Neighbourhood Plan, and are currently at Stage 3. The Parish Council ran a series of local drop-in events in July 2017, and has recently (Summer 2017 edition of Bowers Bugle newsletter) published some alternative proposals for East Basildon.

This addendum to the East Basildon HLDF report endeavours to:

- a) Appraise the alternative proposal against the HLDF Objectives and Principles
- b) Make recommendations as to how this proposal should be viewed in relation to the options considered through the HLDF process presented earlier in this report.

### East Basildon High Level Development Framework (HLDF)

The purpose of the East Basildon HLDF is to better articulate how land in this location could be brought forward to deliver the policy requirements as set out in policies H13 and E8 of the Draft Local Plan and inform how the Policies Map can illustrate this better, including giving consideration to the other promoted sites in the area.

A series of development principles to guide the proposals were established for this site, based on the emerging Local Plan policy requirements and master planning good practice guidance. They were also used as a basis upon which the development framework options were assessed, in addition to testing viability.

The development principles can be summarised as:

Environment	Planning	Design	Infrastructure
Topography, climate and wind direction	Policy H13 compliant to deliver a total of 2,000 homes without compromising the open space gap between Pitsea /Bowers Gifford	Prevent coalescence between settlements by maintaining visual buffer between Pitsea and Bowers Gifford	Deliver an appropriate and feasible network solution to serve both the new development and the existing community
Flooding and drainage	Allocate land to provide for specialist accommodation, including care homes, sheltered housing and travellers' pitches	Multifunctional open space network providing Activity for all	Flexibility and changeability
Framework sustainability including travelling to facilities	Policy E8 compliant to deliver a total of 49.5ha employment land	Compatibility between uses, community cohesion, colocation of community facilities	Ensure social infrastructure is there to support local community and its growth
Landscape capacity able to accommodate the level of growth	75ha of open space /strategic green gap; must be 500m wide at frontage with London Rd, at least 200m wide within the site	Set parameters to improve the quality of the built environment and make the area a secure and welcoming place	Traffic safety; high quality of streets and spaces
Other physical constraints - e.g. powerlines, land ownership	Plan for appropriate social infrastructure including local centres, primary school etc.	Connected walking and cycling routes and walkable communities	Distribution of services and utilities

The Development Framework options were evaluated against the above principles (Figure 5.4 of the main HLDF report) and the preferred Framework was subsequently based on the highest scoring Framework - Option 3.

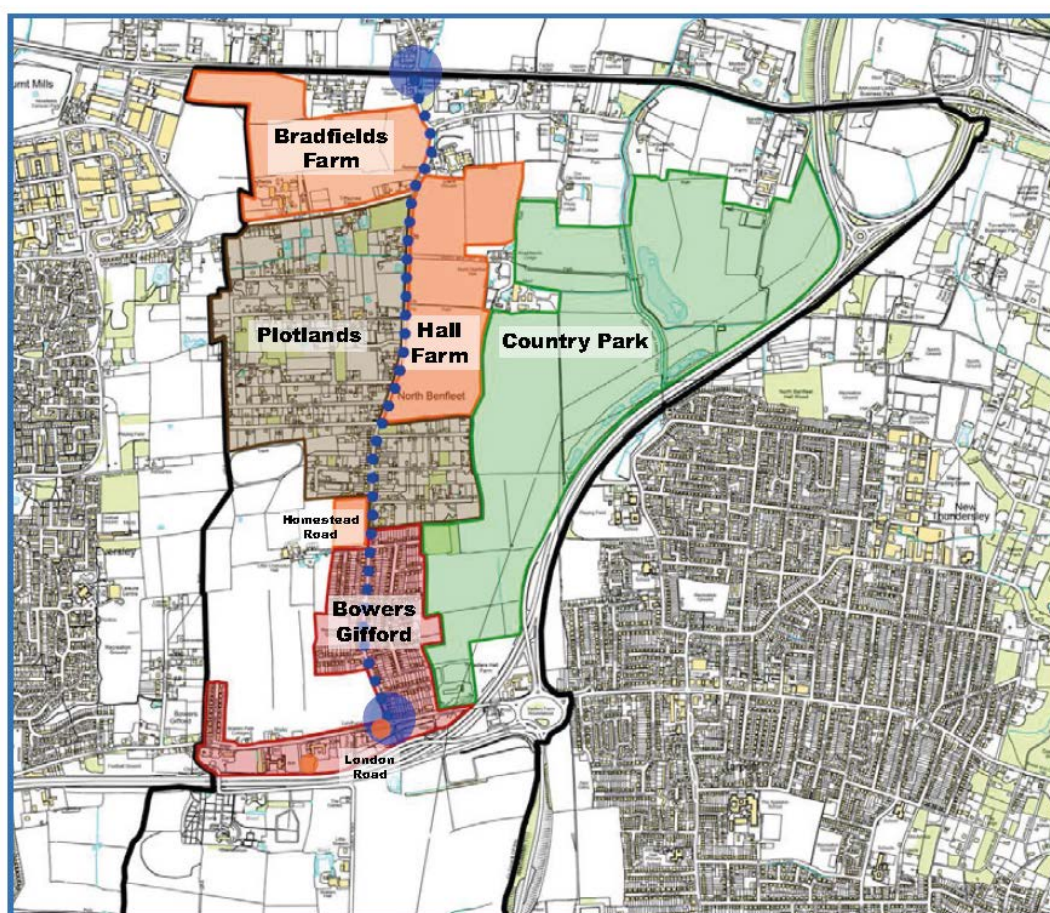


We have appraised the Alternative Proposals against the same objectives, and compared the results with those of the Preferred Framework.

### Alternative Proposals Appraisal

The information published so far by the Parish Council is limited to the plan shown below (Some alternative proposals), and a rationale presented in the leaflet by Orbit Homes for the Land at North Benfleet Hall Farm (November 2016).

It is only possible therefore to appraise the Alternative Proposals and the Orbit Homes proposals (published on the Parish Council's website) against the earlier objectives, and compare the results with those of the highest scoring HLDF option. We refer to the two schemes jointly in the remainder of this report addendum as the Alternative Proposals. The appraisal is presented on the following page, in Figure 0-2.



**Figure 0-1: Some alternative proposals (Bowers Bugle, Summer 2017)**

These proposals were brought forward by the Bowers Gifford & North Benfleet Residents Association's (RA), and later the Parish Council's (PC), as an alternative to the promoted site H13 identified in the 2016 Draft Local Plan.

The Alternative Proposals argue that developing East of Basildon (H13) would merge Basildon with North Benfleet /Bowers Gifford. In this regard it is worth noting that since the publication of the Draft Local Plan Basildon Borough Council has taken actions to refine the plan representation of the East Basildon sites to better articulate and deliver H13 and E8 policy requirements, and this has evolved into the East Basildon HLDF presented earlier in this report.

East Basildon High Level Development Framework Options Evaluation				
	Guiding Principles*	Preferred Framework	Alternative Proposals	Comments to Alternative Proposals (for Preferred Framework see Figure 5.4)
Environment	Topography, climate and wind direction	✓	✓	No development proposed beyond the ridge line east of Pound Lane, to protect the views towards Thundersley and retain open space separation between Bowers Gifford and Thundersley. Country Park proposed within the open space separation.
	Flooding and drainage	✓	✗	Residential development (orange shaded areas) proposed in Flood Zone 2 or 3. Issues of low lying playing fields in Pitsea and those in need to be relocated from elsewhere not addressed.
	Framework sustainability including travelling to facilities	✓	⌘	New local centre including a primary school shown to the east of Pound Lane in the Orbit Homes leaflet. If residential is proposed to the north of Burnt Mills Road, they would be quite remote from the proposed local centre.
	Landscape capacity able to accommodate the level of growth	⌘	✗	Landscape assessment studies do not support the level of development outlined in the Alternative Proposals.
	Other physical constraints - e.g. powerlines, land ownership	⌘	✗	Major powerline on pylons utility corridor runs parallel to the A130 road across the Country Park site.
Planning	Policy H13 compliant to deliver 2,000 homes without compromising open space gap between Pitsea and BG	✓	⌘	The Alternative Proposals would provide "in the region of 800 homes" on the North Benfleet Hall Farm land. It is possible that 2,000 homes could be delivered with the addition of the land at Bradfields Farm and Homestead Road (shaded orange on the Alternative Proposals plan), however this is not considered to any level of detail.
	Allocate land to provide for specialist accommodation, including care homes, sheltered housing, travellers' pitches	✓	✓	It is assumed that the proposals will include specialist accommodation including sheltered housing, care homes, and 15 x travellers' pitches. Exact location to be determined as part of the detailed master plan.
	Policy E8 compliant to deliver a total of 49.5ha employment land	⌘	✗	No employment land is included in the Alternative Proposals.
	75ha of open space /green gap; 500m wide at its frontage with London Rd, at least 200m wide within the site	⌘	⌘	No change proposed to the existing Green Belt open space gap between Pitsea and Bowers Gifford.
	Plan for appropriate social infrastructure including local centres, primary school etc.	✓	⌘	It is assumed that the proposals will include sufficient social infrastructure, even though this is not evident through the current proposals.
Design	Prevent coalescence between settlements by maintaining visual buffer between Pitsea and Bowers Gifford	✓	⌘	No change proposed to the Green Belt open space between Pitsea and Bowers Gifford north of the London Road. Red shaded area appears to propose development in the land between London Road and the A13. Extending development westwards from Bowers Gifford to Pitsea would remove the settlement separation gap between the two, and prevent the open views.
	Multifunctional open space network providing Activity for all	✓	✗	No change proposed to the existing Green Belt open space gap between Pitsea and Bowers Gifford. Open space provided within the proposed development and the Country Park has the potential of being multi-functional, however it is not centrally located and with limited access opportunities.
	Compatibility between uses, community cohesion, colocation of community facilities	✓	⌘	New local centre including a primary school shown to the east of Pound Lane in the Orbit Homes leaflet. If residential is proposed to the north of Burnt Mills Road, they would be quite remote from the proposed local centre.
	Set parameters to improve the quality of the built environment and make the area a secure and welcoming place	⌘	⌘	Alternative Proposals and the Orbit Homes leaflet promote walkable neighbourhoods and safe neighbourhoods.
	Connected walking and cycling routes and walkable communities	✓	⌘	Alternative Proposals and the Orbit Homes leaflet promote walkable neighbourhoods, set around a new primary school /associated facilities, connected by networks of multifunctional open space, though somehow introverted. Connectivity with the surroundings and the existing facilities would require further attention.
Infrastructure	Deliver an appropriate and feasible network solution to serve both new development and existing community	✓	⌘	Alternative Proposals show blue dotted line throughout the length of Pound Lane indicating road upgrading, and blue circles indicating upgrading of the A127 /Pound Ln junction and the London Road junction. There are concerns of routing what is to be a substantial additional traffic through the village of Bowers Gifford and along the existing Burnt Mills Road.
	Flexibility and changeability	⌘	✗	Upgrading of Pound Lane and the associated junctions will provide additional capacity, however with very little flexibility or opportunities to separate employment and residential traffic. Land availability for highway upgrading through Bowers Gifford village might be an issue.
	Ensure social infrastructure is there to support local community and its growth	✓	⌘	One new local centre proposed - Pound Lane.
	Traffic safety; high quality of streets and spaces	✓	✓	It is assumed the proposals will include a range of well designed and well managed streets to ensure they are safe places - whether they are pedestrian friendly routes in local centres, or a major A road route with safe points for pedestrians and cycles to cross.
	Distribution of services and utilities	⌘	⌘	Quantum of development proposed will probably require reinforcement to utilities. Connectivity exists. Opportunities for renewable heat and power generation, photovoltaics and sustainable construction methods.
✓	meets the guiding principle /policy objective	13	3	
⌘	further consideration required at detailed mp stage			
✗	does not meet the guiding principle /policy objective			

\*Developed from BIL12(CABE), Active Design (Sports England), UD Compendium (HCA), NPPF, BBC Emerging Local Plan policy objectives

Figure 0-2: Alternative Proposals Evaluation



**Figure 0-3: The vision for North Benfleet Hall Farm, Orbit Homes leaflet, November 2016**

The Orbit Homes leaflet acknowledges that “it is not possible to meet all the (housing) need on previously used land”, and that “the Council is therefore required to release some sites from the Green Belt for development”. It goes on to describe a scheme for the North Benfleet Hall Farm, including a Country Park, new local infrastructure and facilities as part of the 800 new homes scheme; as an alternative to the H13 site promoted in the Draft Local Plan.

We herewith discuss further those principles where the alternative proposals do not meet the guiding principles and the policy objectives for East Basildon HLDF.

### Flooding and Drainage

Residential development (orange shaded areas, Figure 0-1) appears to be proposed in Flood Zone 2 or 3, at the north of the Hall Farm site. The Orbit Homes leaflet shows slightly more detailed illustrative plan with some of this area utilised by the green infrastructure; however the most western residential blocks still appear within the Flood Zone 2 and 3.

Due to the nature of the flooding around Pound Lane, development should be avoided within Flood Zone 2 and 3, noting that development within these areas will only be permitted on successful completion of the Sequential Test and where the Exception Test has been passed.

Policy H13 outlines that the development in East Basildon is required to “make provision within the landscape buffer for the provision of the open space, new and relocated sports facilities in accordance with policy HC1(Strategic Approach to Leisure and Recreation) and H7 (Gardiners Lane).”

Orbit Homes proposal includes 'sports pitches', however they appear to serve the proposed Hall Farm site development rather than the wider Basildon area. The proposed Country Park does not lend itself to the formal 'sports pitch' type of recreation.

Therefore the issues associated with the existing playing fields (on low lying land) in Pitsea, as well as of the sports pitches in need of relocation from Gardiners Lane South do not appear to have been addressed within the Alternative Proposals.

### Landscape Capacity

Landscape assessment studies do not support the level of development outlined in the Alternative Proposals on the site of Hall Farm.

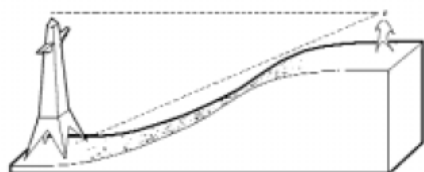
The Local Plan Evidence Base landscape appraisal of the Land East of Bowers Gifford recommended for the large majority of the site to be retained as open arable land surrounding the historic settlement of North Benfleet Hall. The area has an open rural character, provides the setting to the Grade II\* Listed church and is widely visible from rural areas to the north-west, elevated parts of the Castle Point Borough and from surrounding roads and public rights of way (see Figure 3-13 of the EB HLDF report). The landscape appraisal also stresses that the site forms part of an important strategic green corridor connecting the Thames estuary marshlands with open countryside to the north-east. This is furthermore reinforced with the area's topography (see Figure 3-10 of the EB HLDF report) and the ridge line forming a natural edge to the settlement.

In addition to the residential, the Alternative Proposals include a Country Park and argue this would "*secure a permanent green buffer to prevent Bowers Gifford and North Benfleet merging with Thundersley and South Benfleet*". The current Green Belt area consisting of largely agricultural land performs the function of preventing the two settlements from merging, and the HLDF proposals reiterates this by not encouraging any intervention in the area shown as a Country Park in the Alternative Proposals.

### Physical Constraints

A major powerline pylons utility corridor (Figure 3-20 of HLDF) runs parallel to the A130 road across the Country Park promoted in the Alternative Proposals.

General recreational use of land beneath and alongside high voltage overhead lines is possible where appropriate safeguards are implemented. As a general rule, where it is intended to create open space areas near to overhead power lines which are unsupervised /open access areas, a buffer zone where access is restricted should extend 30m from the outer conductor of the overhead line route (*National Grid; Safety for landowners, occupiers and other land users*).



*Pylons are more prominent against the skyline.*

Particular attention should be paid to topography, strategic planting, and creating visual interest on the ground in order to diminish the visual impact of the pylons in case of any potential development nearby. However, due to the land sloping down towards the A130 and the pylons, there is no scope in potential level changes to overcome the visual impact in the East Basildon case.

**Figure 0-4: Visual impact of pylons (National Grid, *Design Guidelines for development near high voltage overhead lines*)**

It should also be noted that although spaces may be planned for a specific use, it is likely that children will use a space in ways adults had never thought of. Therefore, where it is proposed to locate focal points for children's activities such as children's play equipment and /or open spaces where kite flying may be possible (e.g. the high point /the ridge between Bowers Gifford and Thundersley), buffer/exclusion zones always need to be incorporated, or the facilities modified to exclude children or ensure that appropriate supervision measures are in place.

In conclusion, the physical constraint of overhead powerline does not preclude this land from being considered for a Country Park; however there would be many considerations to overcome should the designation be pursued.

#### Policy E8 compliant to deliver employment land

The A127 Enterprise Corridor is a large employment area with many clusters of industries. The physical context sets the scene for further employment uses as an extension to Burnt Mills on the site known as Bradfields Farm.

The Council has also identified its objectively assessed employment need to be 49ha. Policy E8 Land East of Burnt Mills of the Draft Local Plan identifies 5.5ha as allocated for B class employment, with further 40ha safeguarded or allocated for B class employment uses. It is expected that the large part of the employment land needs over the next Plan period would be met in this location, due to its context suitability and its strategic highways access.

The Outline Landscape Appraisal has identified some concerns with regard to the impact of development in this location on the agricultural landscape, and on the purposes of the Green Belt. In addition, the southern edge of the site contains some listed buildings. Consequently, it is expected that any employment development provided in this location will be heavily landscaped in order to limit its impacts.

No employment land is included in the Alternative Proposals, and the area of Bradfields Farm, north of Burnt Mills Road, is promoted for residential development.

There is limited access to social and green infrastructure in the area between A127 and Burnt Mills Road due to the surrounding employment uses.

It is our opinion that this area provides a suitable sustainable employment location with an easy access from residential neighbourhoods nearby, and it relates well to the future growth of the A127 Enterprise Corridor.

#### Multifunctional open space network

No change is proposed within the existing Green Belt open space gap (part of H13) between Pitsea and Bowers Gifford within the Alternative Proposals.

The open space provided within the Alternative Proposals has a potential of being multifunctional, however it is not clear how this would be achieved as it appears not centrally located to the wider catchment area and with limited access opportunities.

Ecological surveys, undertaken by LUC as part of the Local Plan Evidence Base, considered the area of the Land East of Bowers Gifford to be of low ecological value, with the Site's hedgerow network considered to be of greatest ecological value,

providing potential habitat for a number of protected and notable species and proving ecological connectivity (see Figure 3-4 of the EB HLDF report).

The Alternative Proposals claim that *“the Country Park would open a huge swathe of green space for public enjoyment and conserve important wildlife habitats, protect the setting of All Saint’s Church and potentially allow access to Page Wood”*.

Page Woods, at the eastern end of Page Road and now in the Page Woods Trust ownership, was granted the status of Asset of Community Value by Basildon Council in November 2015.

The proposals for the 83 hectare Country Park include Retained woodlands (Item 10 in the Key). In addition to Page Woods, a review of recent aerial photography (Google Earth, September 2017) shows that there appears no other woodland area to the east or to the west of the pylon power lines running parallel to the A130 road. Therefore it is our view that the Country Park, as proposed, would require a substantial investment to make it an enjoyable place to visit and offset the views of pylons that currently dominate the area’s landscape.

#### Flexibility and changeability

The Alternative Proposals include *“significant new local facilities, including a primary school, convenience shop and village green, creating a community focal point for North Benfleet.”*

In addition to the Hall Farm and Bradfields Farm, an area of land north of Homestead Road is promoted for residential development within the Alternative Proposals. The land in question is part of the Little Chalvedon Hall site, and is sandwiched between the Plotlands to the north and the existing Bowers Gifford village to the south, bordered by Pound Lane on the east and open fields to the west.

We agree that the land north of Homestead Road has a great potential to be utilised for future development towards meeting the needs of future growth of the Borough. Furthermore, supported by its central location, this plot could play an even larger role and provide greater flexibility in the area’s future and potentially provide a local centre with a new school to serve a large catchment area and much needed social infrastructure for both the existing and new neighbourhoods. We consider a local centre in this location would demonstrate better utilisation of land and delivery of the H13 policies than the location shown within the Alternative Proposals Orbit Homes leaflet.

It is assumed that the red shaded area denotes the limits of the Bowers Gifford village and the area between the A13 and London Road. It is not clear from the Alternative Proposals plan whether there are any specific proposals for this area, however should the development extend westwards from Bowers Gifford to Pitsea as shaded, this would put the settlement separation gap between the two settlements at risk, and at the same time prevent the open views across what is considered a visual buffer.

The Alternative Proposals argue that *“the development would contribute towards delivering a new A127 /Pound Lane junction”*, and show blue dotted line along the Pound Lane and a blue circle at the junction with London road indicating potential upgrades.

Upgrading of Pound Lane and the associated junctions will provide additional capacity, however with very little flexibility or opportunities to provide separate employment and residential traffic routes in the area. Land availability for highway upgrading or widening through Bowers Gifford village is also likely to be an issue as we have noted previously.

The Highways Impact Assessment identified a need for more significant modifications to the local and strategic road network to ensure highways capacity for the development of this site (meeting the needs of the Policy H13) and HLDF responds to this by proposing new distributor roads, in addition to the discussed junction upgrading and Pound Lane improvements.

With the HLDF proposals for Bradfield's Farm site forming part of the long-term employment land supply the Council would be able to respond better to the changing market conditions and therefore retain a degree of flexibility for the future development.

## **Conclusions**

A number of development options was considered through the HLDF process presented earlier in this report. The study area considered wider East Basildon comprising H13 and other sites promoted through the Local Plan process including the land featured in the Alternative Proposals.

The HLDF options considered how the sites can be grouped together to deliver new residential extensions to both Pitsea and Bowers Gifford whilst meeting the policy (H13) requirements; as well as how the new physical, social and green infrastructure can be delivered for the benefit of not only the planned growth, but of the existing local residents too. The Council's aspirations for this are evident in the final HLDF proposals that amongst others include new distributor roads and upgraded junctions, relocated and new leisure and recreational facilities, well thought out routes and sustainable transport options to access amenities, new primary schools, and a large reserve site for further community facilities.

There are many common features that the Alternative Proposals have with the HLDF options considered, including large residential development on the land east of Pound Lane, new local centre and recreation facilities, as well as necessary infrastructure improvements.

Our recommendation would be that the Alternative Proposals are considered in both physical and the policy context of the wider area and modified accordingly to become more in line with the preferred HLDF for East Basildon.

# Appendix A – Stakeholder Presentation

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Pell Frischmann

## The Team

### Pell Frischmann

master planners, environmental, transport and engineering disciplines;

working closely with

### Basildon Borough Council

and

### Essex County Council

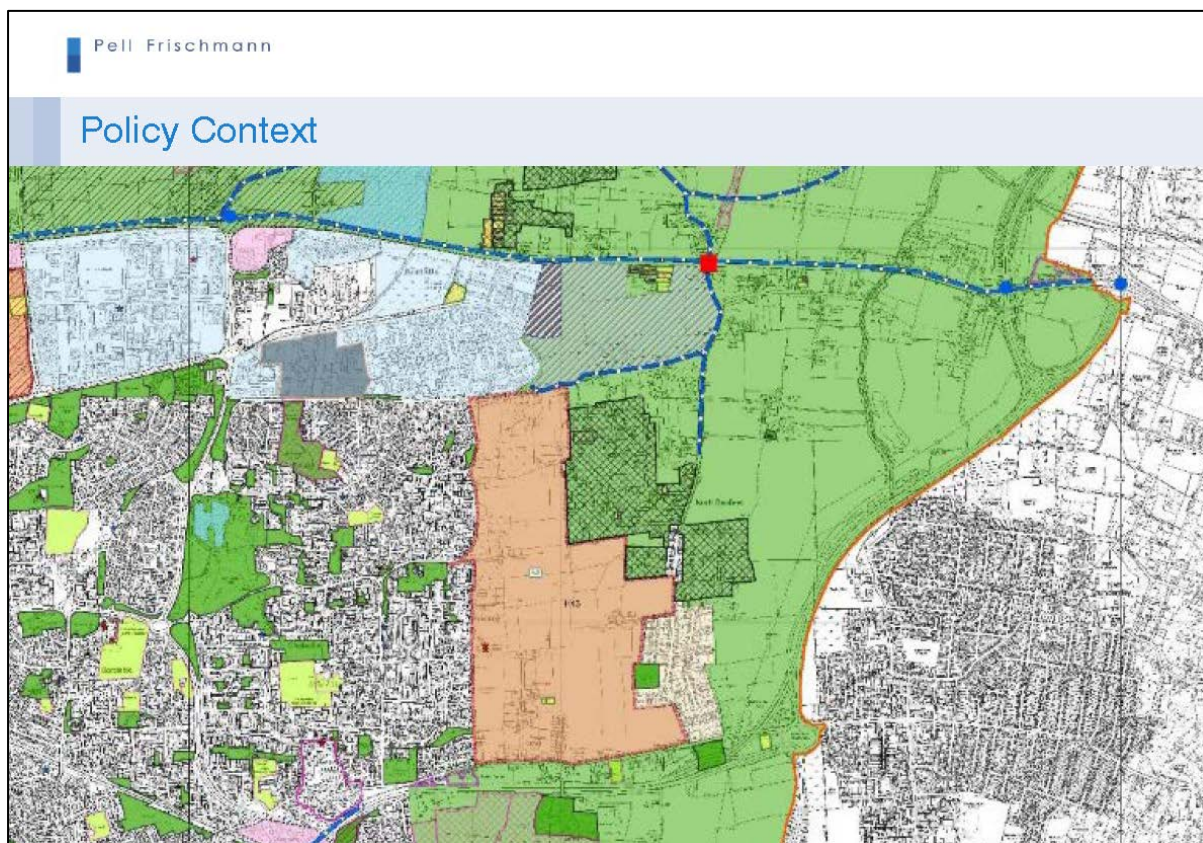
on this project

### Other consultants

Not directly on this project, however others working on related elements, e.g. sports pitch relocation, site viability, site ecology, etc.

### Stakeholders

Land owners, land promoters, interest holders



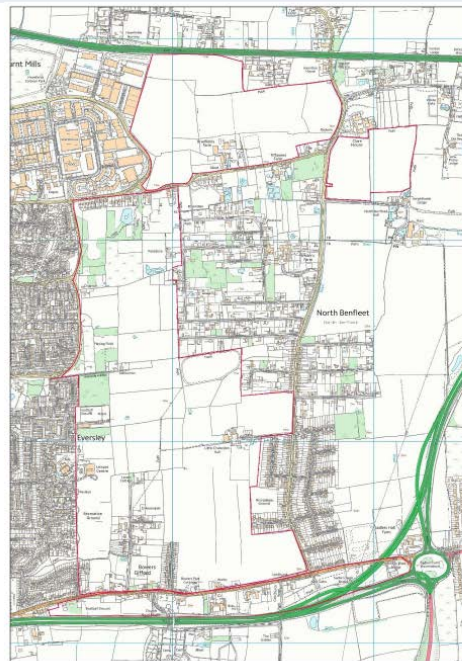
Pell Frischmann

### Deliverable and Viable Development Framework

- **Feed into the local plan process to guide the development in the borough until 2034 including need for new homes (H13) and land for business growth (E8);**
- **Determine the extent of H13 residential land** without compromising the open space gap between Pitsea and Bowers Gifford, as well as define the **necessary infrastructure** improvements in order to deliver the proposals;
- Ensure social infrastructure is there to support **local community** and its growth;
- Prepare a framework to create a **modern and unique location**, attractive to new businesses and new residents;
- Set parameters to **improve the quality of the built environment** and make the area a **secure and welcoming place**;
- Work with the highways authorities to seek to realise improvements to the local road network and to **deliver an appropriate network solution to serve both the new development and the surrounding community**;
- **Involve site stakeholders** in the process of regeneration.

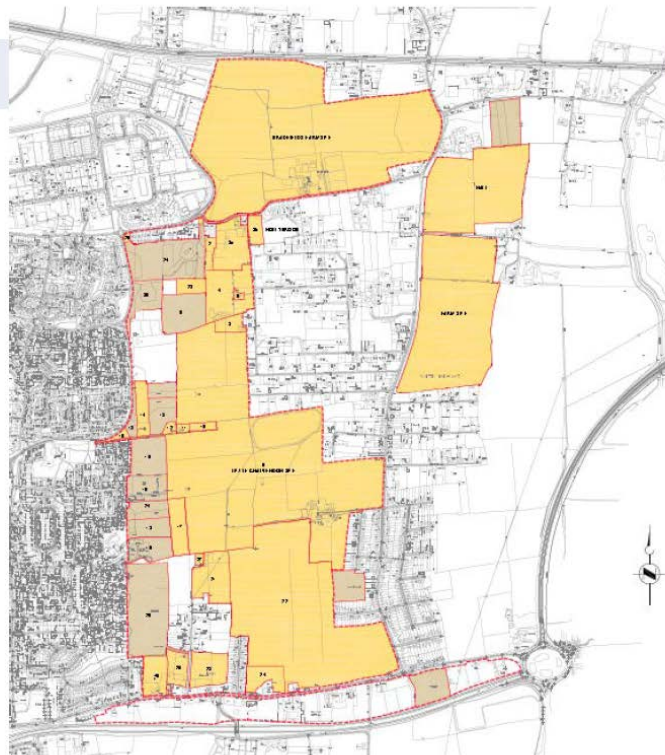
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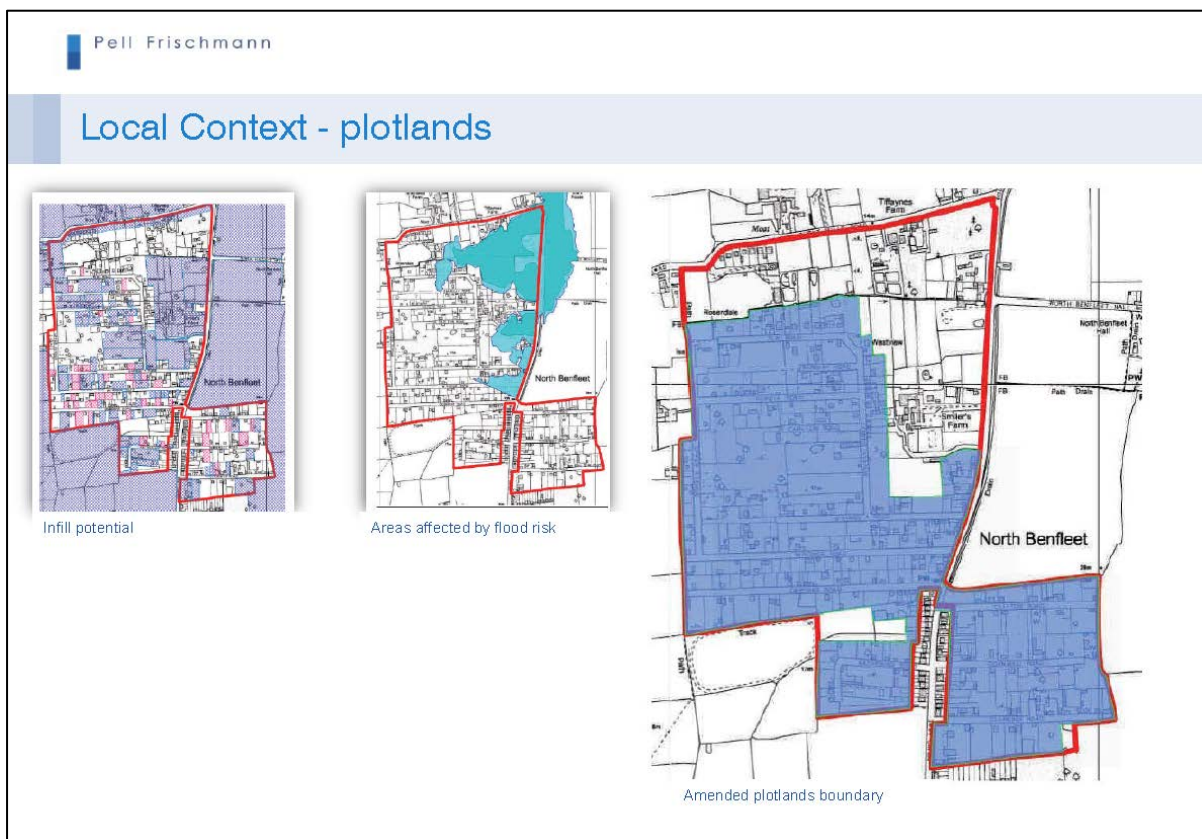
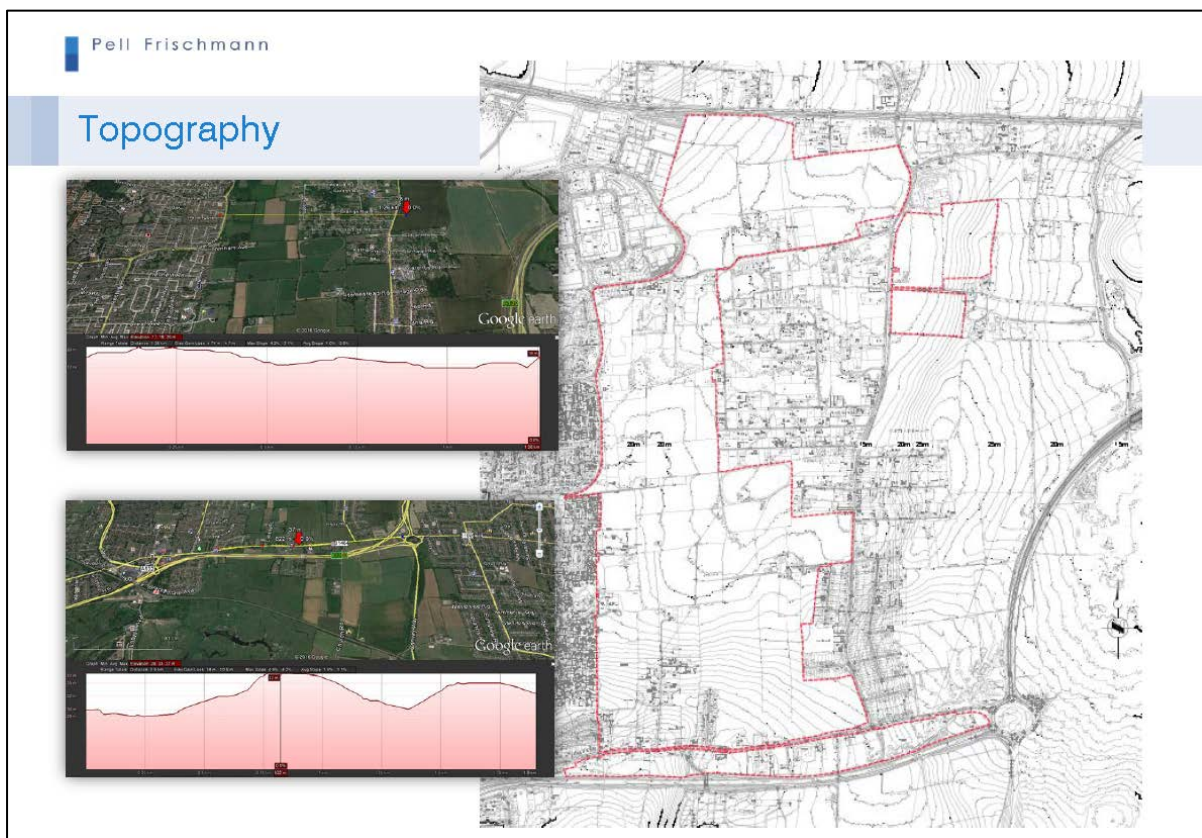
## The Site



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## Land Ownership





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## Residential Context



Terraces /sheltered housing in Pitsea



New residential along London Road



Nursing Home, London Road



Google earth



Typical residential, Pitsea

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## Employment Context



Warehouses off Courtald Road



Light industrial units /warehousing

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## Site Access



London Road – good access to strategic transport network



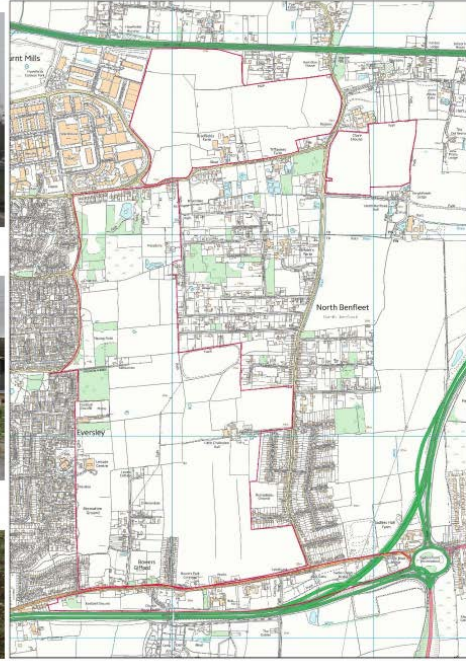
Area is well serviced by public transport



Burnt Mills Road – narrow and winding

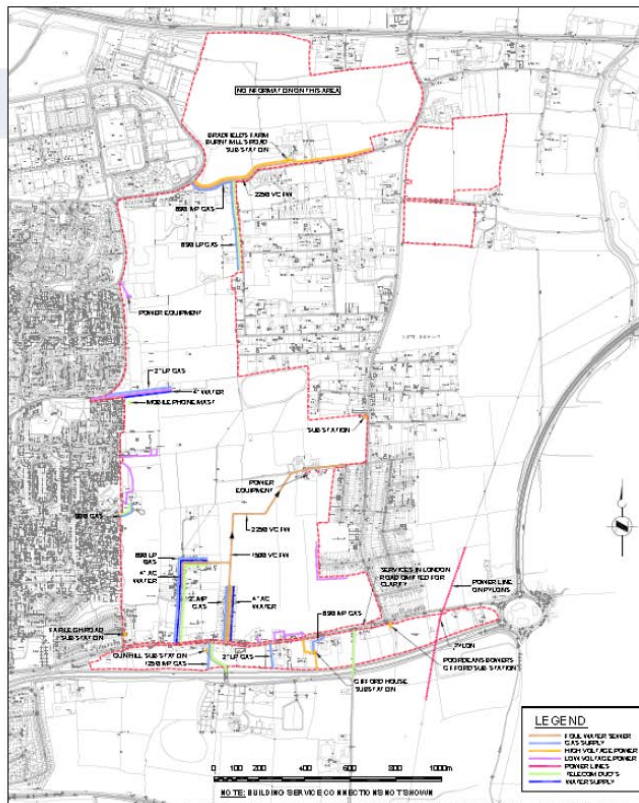


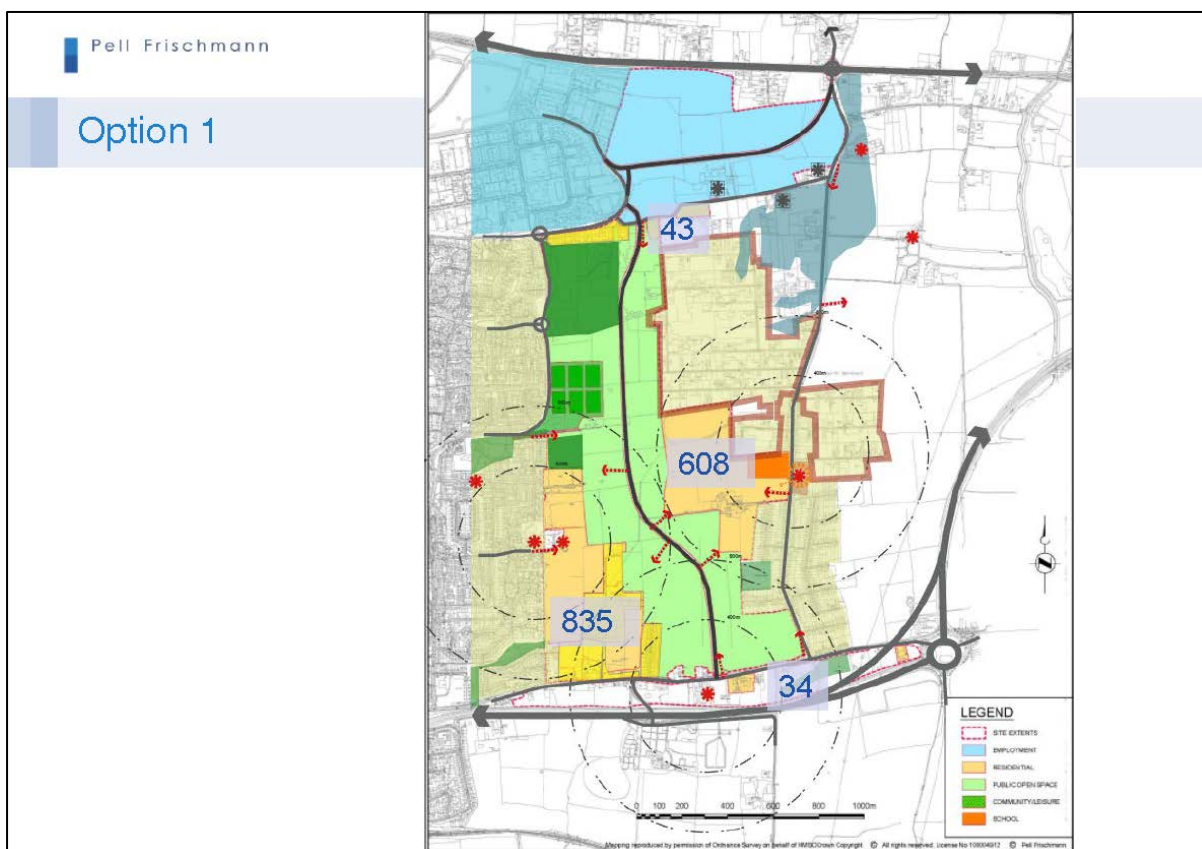
Pound Lane

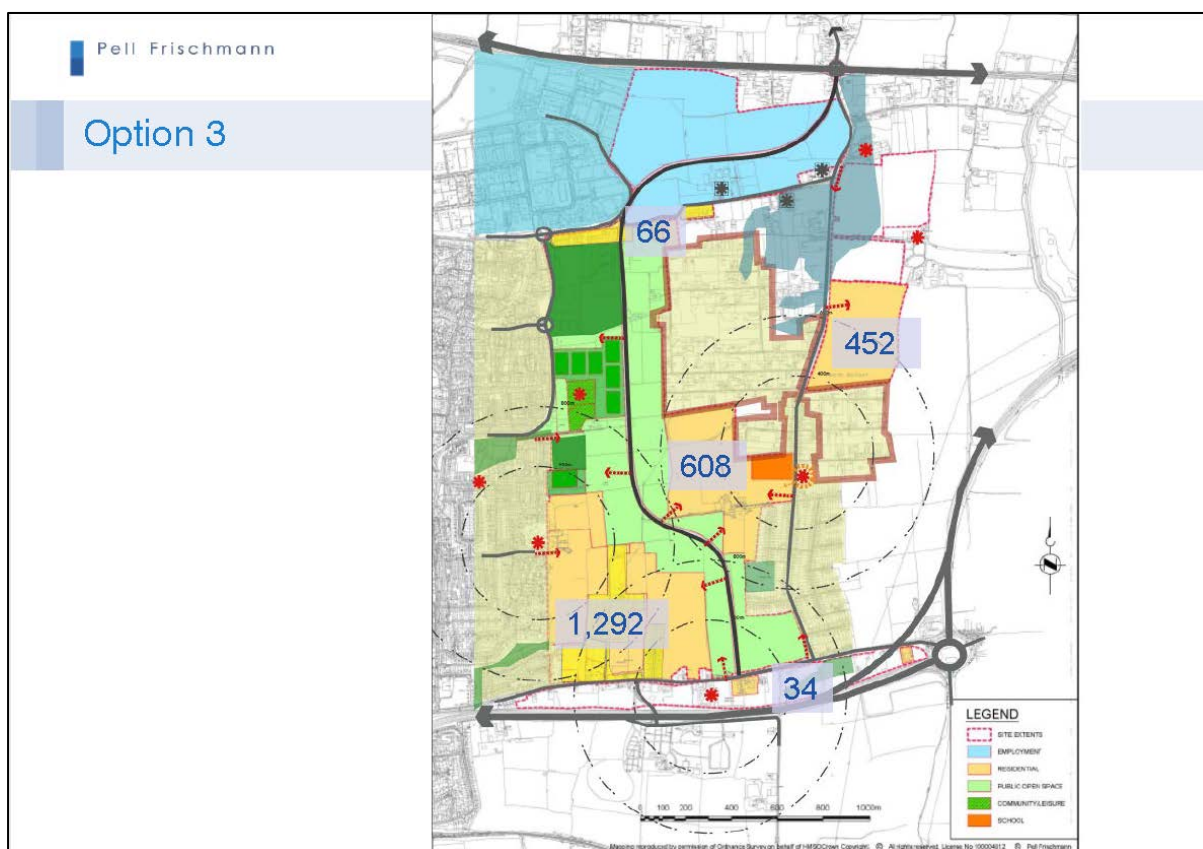
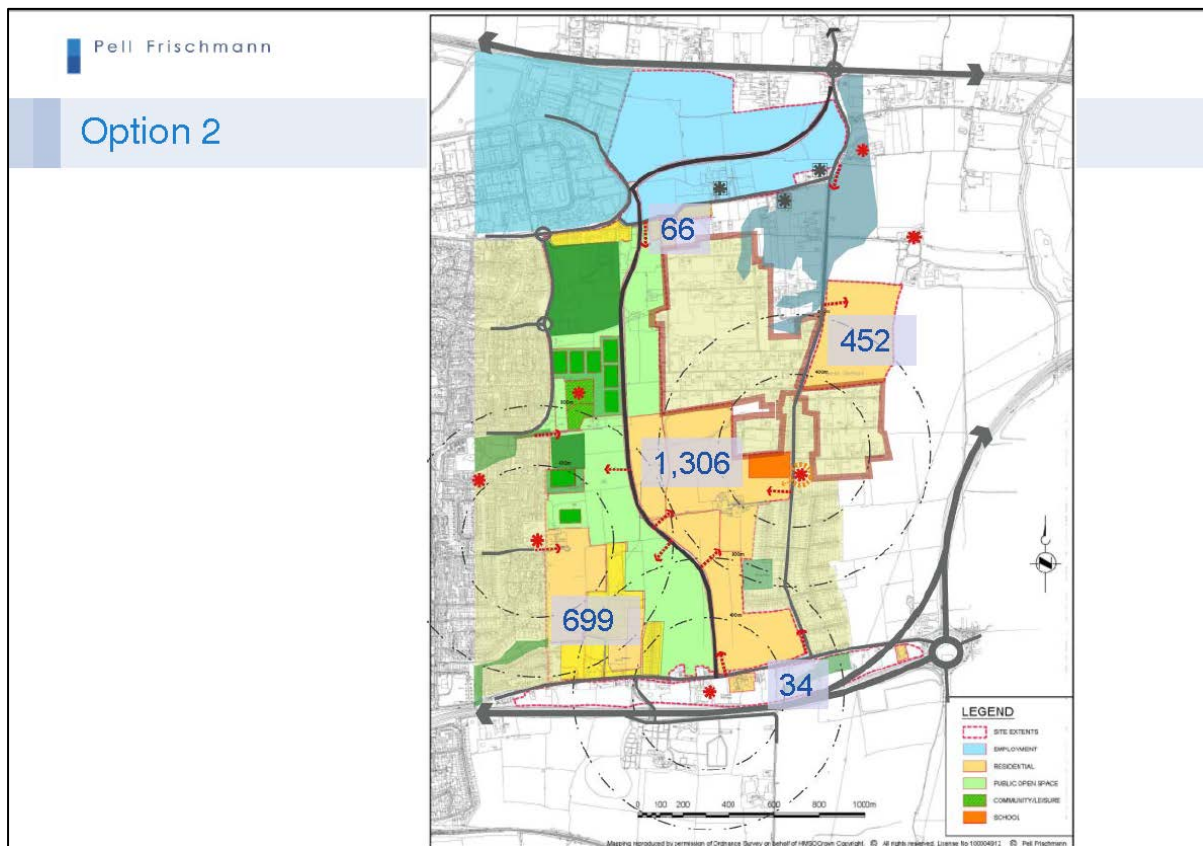


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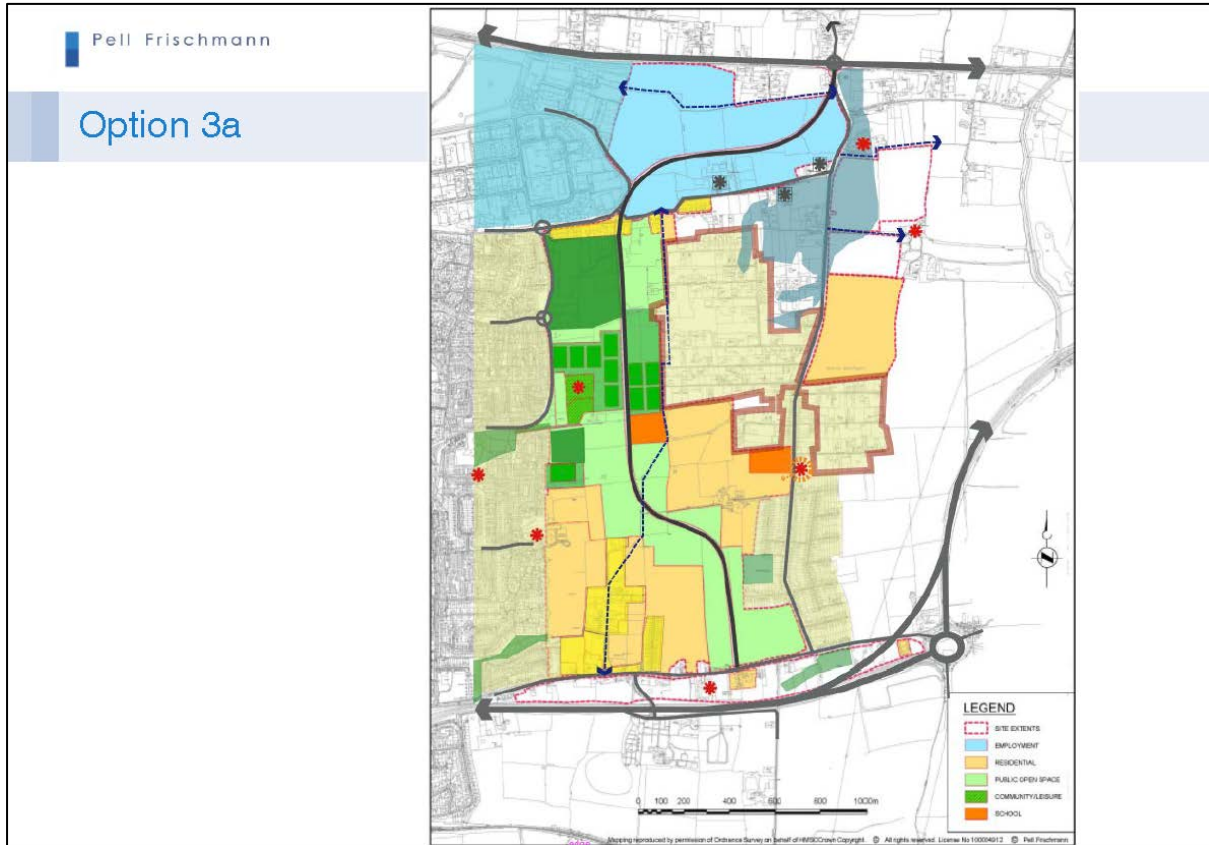
## Constraints











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### Development Options

H13 and E8 – Proposals for a total of 2,300 new homes, 15 pitch GT site, 49.5ha employment land, 75ha of open space, local centres, primary school provision and a new grade separated junction;

Option 1 – 1,520 (30dph)	Option 2 – 2,558 (30dph)	Option 3 – 2,452 (30dph)
44.4ha employment	44.4ha employment	44.4ha employment
Approx. 43 existing homes along Burns Mills Rd	Approx. 43 existing homes along Burns Mills Rd + 23 new homes	Approx. 43 existing homes along Burns Mills Rd + 23 new homes
704 new homes on extension to SE of Pitsea + local centre etc. (131 existing homes)	568 new homes on extension to SE of Pitsea + local centre etc. (131 existing homes)	1161 new homes on extension to SE of Pitsea + local centre etc. (131 existing homes)
Relocated Sports Clubs	Relocated Sports Clubs and Leisure C.	Relocated Sports Clubs and Leisure C.
92ha open space	71ha open space	77ha open space
608 new homes on land adjacent to Bowers Gifford+ local centre, primary school	1306 new homes on land adjacent to Bowers Gifford+ local centre, primary school	608 new homes on 20ha of land adjacent to Bowers Gifford+ local centre, primary school
a new A127 grade separated junction, the realignment of the northern section of Pound Lane + New A road prioritising connection to the industrial zone, reducing the importance of the new eastern link road. Courtauld Road to extend towards the new A127 junction, whereas Burnt Mills Road would form a minor arm. The future eastern link would then spur off Burnt Mills Road some 150 metres south of Courtauld Road. Burnt Mills Rd (East) will connect to the new link.	a new A127 grade separated junction, the realignment of the northern section of Pound Lane + New A road to service development; neither direction prioritised. A roundabout junction of Courtauld Road, Burnt Mills Rd (W) and the new link is provided.	a new A127 grade separated junction, the realignment of the northern section of Pound Lane + New A road to service development; priority to the new link, effectively creating a bypass. The new link road would connect the new A127 junction with London Road, following the alignment of Courtauld Road for about 150 m. Junctions with Burnt Mills Road and Courtauld Road as side roads included.
nursing home extension on 2ha London Rd	nursing home extension on 2ha London Rd	nursing home extension on 2ha London Rd
	452 new homes on 15ha of land east of Pound Lane	452 new homes on 15ha of land east of Pound Lane

## Improvements to strategic and local road network

- New grade separated junction on the A127 to replace existing left-in left-out arrangements with improved link to Wickford
- Widening of the A127 to 3 lanes (one of the possible improvement options)
- New Road connecting the new junction with Courtauld Road
- New Road between Courtauld Rd /Burnt Mills Rd and London Rd, creating alternative route to Pound Lane
- New junction on London Road with the New Road
- Pound Lane to serve local traffic (measures to reduce speed and/or capacity)
- Traffic calming on Burnt Mills Road
- Public transport improvements

## Indicative options for transport improvements



**Option 1**

Prioritising connection to the industrial zone, reducing the importance of the new eastern link road. Courtauld Road extends towards the new A127 junction, whereas Burnt Mills Road forms the minor arm of a new junction. The future eastern link spurs off Burnt Mills Road some 150 m south of Courtauld Road. Burnt Mills Rd (East) will connect to the new link road, spur of BMR(W) would be severed.



**Option 2**

Neither direction prioritised. A roundabout junction of Courtauld Road, Burnt Mills Rd (W) and the new link is provided.



**Option 3**

Priority to the new link, effectively creating a bypass. The new link road would connect the new A127 junction with London Road, following the alignment of Courtauld Road for about 150 m. Junctions with Burnt Mills Road and Courtauld Road as side roads included.

**Pell Frischmann**

## Objectives

- Feed into the local plan process to guide the development in the borough until 2034 including need for new homes (H13) and land for business growth (E8);
- Determine the extent of H13 residential land without compromising the open space gap between Pitsea and Bowers Gifford, as well as define the **necessary infrastructure** improvements in order to deliver the proposals;
- Allocate land to provide for **specialist accommodation**, including care homes, sheltered housing and travellers' pitches;
- Ensure social infrastructure is there to support **local community** and its growth;
- Prepare a framework to create a **modern and unique location**, attractive to new businesses and new residents;
- Set parameters to **improve the quality of the built environment** and make the area a **secure and welcoming place**;
- Work with the highways authorities to seek to realise improvements to the local road network and to **deliver an appropriate network solution to serve both the new development and the surrounding community**;
- **Involve site stakeholders** in the process of regeneration.

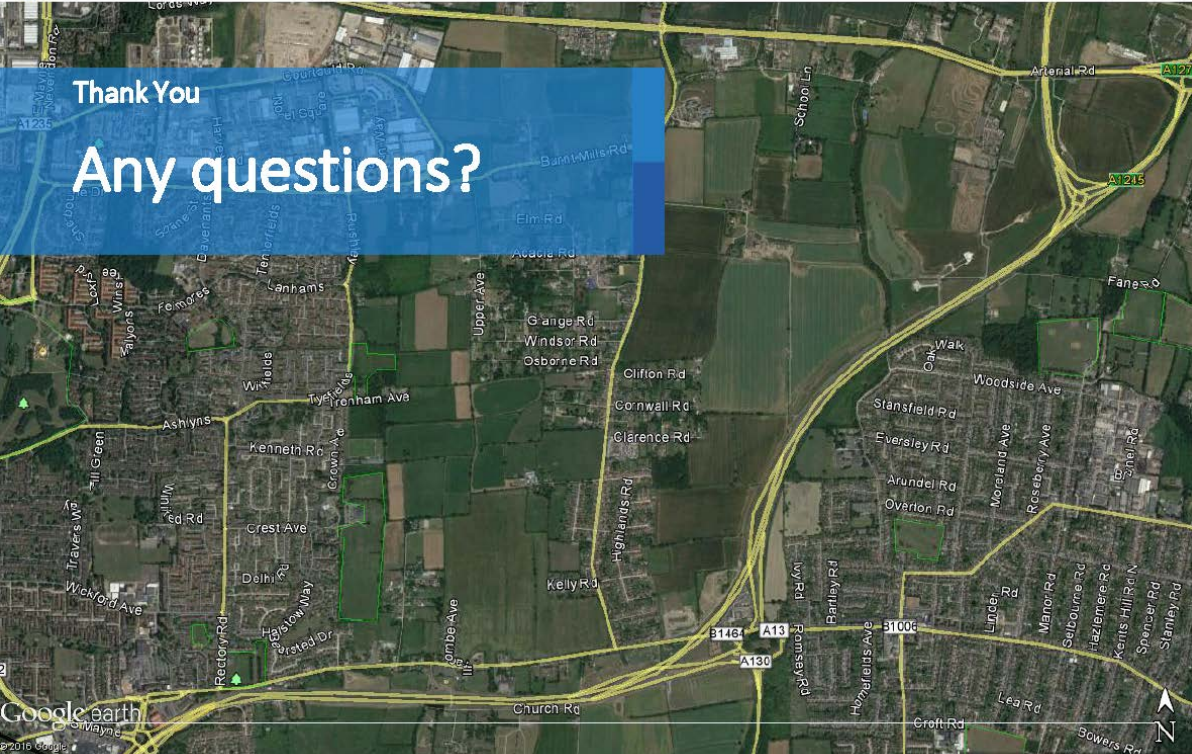


**Pell Frischmann**

**Basildon Council**  
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Thank You

# Any questions?



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# Appendix B

## HLDF Options Land Use Budgets

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East Basildon	sqm	res. units	sqm	res. units	sqm	res. units
	Option 1		Option 2		Option 3	
	259,128		270,367		271,475	
	184,980		173,965		175,594	
<b>Employment subtotal (Ha)</b>	<b>44.41</b>		<b>44.43</b>		<b>44.71</b>	
BM1*	17,513	28	17,513	28	17,513	28
BM2*	2,520	3	2,520	3	2,520	3
BM3*	4,416	4	4,416	4	4,416	4
BM4*	8,278	8	8,278	8	8,278	8
BM5 @30 dph			7,588	23	7,588	23
G&T new						
BG1 @30 dph	202,651	608	202,651	608	184,733	554
BG2 @30 dph	91,925	276	191,055	573	60,648	182
BG3 @30 dph	96,510	290	77,019	231	28,648	86
BG4 @30dph	52,320	157	51,131	153	16,350	49
PS1 @35 dph	154,986	542	162,167	568	162,167	568
PS1 existing a @30 dph	17,267	52	17,267	52	17,267	52
PS1* existing b @10 dph	77,275	77	77,275	77	77,275	77
G&T 1	1,856	2	1,856	2	1,856	2
PS2 @35 dph	46,144	162			44,000	154
PS3 @35 dph					121,892	427
PL1 @30 dph			150,739	452	150,739	452
LR1* existing b @10 dph	7,982	10	7,982	10	7,982	10
LR1 @40 dph	8,582	34	8,582	34	8,582	34
<b>Residential subtotal (Ha)</b>	<b>79.02</b>		<b>98.80</b>		<b>92.25</b>	
<b>Residential units (-30 dpha)</b>		<b>2,252</b>		<b>2,826</b>		<b>2,712</b>
EY Child Yield**		203		254		244
Primary School Child Yield**		676		848		814
Sec. School Child Yield**		450		565		542
<b>Community /Leisure</b>			<b>2.28</b>		<b>2.28</b>	
Primary School	2.03		2.00		2.00	
Community Use Reserve			2.08		2.03	
New Roads	6.40		6.40		6.40	
	568,413		601,319		435,821	
	61,947				226,383	
	46,806					
<b>Public Open Space sub (Ha)</b>	<b>67.72</b>		<b>60.13</b>		<b>66.22</b>	
POS (acres)	167		149		164	
<b>Total land (Ha)</b>	<b>200</b>		<b>216</b>		<b>216</b>	
* existing properties @ low density						
**EY 0.09 ch /100 dw; Primary Sch 0.3 ch /100 dw; Sec. Sch 0.2 ch /100 dw						
(1FE = 210 places; 1 1/2 FE = 315 places; 2FE = 420 places; 2 1/2 FE = 525 places; 3FE = 630 places)						
average density (dph)	28.50		28.60		29.40	
<b>Open space required</b>	<b>Option 1</b>		<b>Option 2</b>		<b>Option 3</b>	
Urban parks and gardens	10.25		12.86		12.34	
Natural & semi natural open	14.75		18.51		17.77	
Amenity green space	7.49		9.40		9.02	
Outdoor sports facilities	8.90		11.16		10.71	
Allotments and comm gardens						
Cemeteries and churchyards						
<b>Total required for EB</b>	<b>41.39 ha</b>		<b>51.93 ha</b>		<b>49.84 ha</b>	
<b>Open space</b>	<b>per 1,000 population</b>					
Urban parks and gardens	1.82					
Natural and semi natural open space	2.62					
Amenity green space	1.33					
Outdoor sports facilities	1.58					
Allotments and community gardens	n/a					
Cemeteries and churchyards	n/a					



# Appendix C

## HLDF Options Vehicular Trip Generation

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Vehicular Trip Generation - Options 1, 2 and 3

Depending on option, the proposals generate between 28,000 and 32,000 vehicle movements per day (some of those however, will be within the area), which is comparable to traffic volumes of an average British A-road.

**Table C-1: Option 1 - Vehicular Trip Generation**

	Plot Area (sq.m.)	FAR/housing density	Units	Vehicular trip generation								
				AM			PM			Daily		
				Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
<b>Employment</b>												
B1 - Business Park		1.00	-	-	-	-	-	-	-	-	-	
B2 - Industrial Park	88,820	1.00	88,820	836	461	1,358	261	710	926	6,468	6,231	12,699
B8 - Warehousing	355,280	0.50	177,640	311	171	477	137	127	265	709	751	1,460
<b>Sub-Total</b>	<b>444,100</b>		<b>266,460</b>	<b>1,147</b>	<b>632</b>	<b>1,835</b>	<b>398</b>	<b>837</b>	<b>1,191</b>	<b>7,177</b>	<b>6,982</b>	<b>14,159</b>
<b>Residential</b>												
Mixed Housing	799,020	~28	2,252	478	1,050	1,592	994	742	1,657	6,174	6,416	12,570
<b>Education</b>												
School	20,300		676	197	168	376	52	39	95	584	584	1,168
Secondary School	20,000		450	133	105	243	20	20	36	369	347	716
<b>TOTAL</b>	<b>1,263,420</b>			<b>1,822</b>	<b>1,850</b>	<b>3,803</b>	<b>1,444</b>	<b>1,618</b>	<b>2,943</b>	<b>13,935</b>	<b>13,982</b>	<b>27,897</b>

**Table C-2: Option 2 - Vehicular Trip Generation**

	Plot Area (sq.m.)	FAR/housing density	Units	Vehicular trip generation								
				AM			PM			Daily		
				Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
<b>Employment</b>												
B1 - Business Park		1.00	-	-	-	-	-	-	-	-	-	
B2 - Industrial Park	88,860	1.00	88,860.0	837	461	1,359	261	711	926	6,471	6,234	12,705
B8 - Warehousing	355,440	0.50	177,720.0	311	171	478	138	127	265	709	751	1,460
<b>Sub-Total</b>	<b>444,300</b>		<b>266,580</b>	<b>1,148</b>	<b>632</b>	<b>1,837</b>	<b>399</b>	<b>838</b>	<b>1,191</b>	<b>7,180</b>	<b>6,985</b>	<b>14,165</b>
<b>Residential</b>												
Mixed Housing	988,000	~29	2,826	600	1,318	1,998	1,248	932	2,080	7,748	8,052	15,773
<b>Education</b>												
School	20,000		848	247	210	471	65	49	120	733	733	1,465
Secondary School	20,000		565	167	132	305	26	25	46	464	435	899
<b>TOTAL</b>	<b>1,452,300</b>			<b>1,995</b>	<b>2,160</b>	<b>4,306</b>	<b>1,712</b>	<b>1,819</b>	<b>3,391</b>	<b>15,661</b>	<b>15,770</b>	<b>31,403</b>



**Table C-3: Option 3 - Vehicular Trip Generation**

	Plot Area (sq.m.)	FAR/housing density	Units	Vehicular trip generation									
				AM			PM			Daily			
				Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
<b>Employment</b>													
B1 - Business Park		1.00	-	-	-	-	-	-	-	-	-	-	-
B2 - Industrial Park	89,420	1.00	89,420.0	842	464	1,367	263	715	932	6,512	6,273	12,785	
B8 - Warehousing	357,680	0.50	178,840.0	313	172	481	138	128	266	714	756	1,470	
<b>Sub-Total</b>	<b>447,100</b>		<b>268,260</b>	<b>1,155</b>	<b>636</b>	<b>1,848</b>	<b>401</b>	<b>843</b>	<b>1,198</b>	<b>7,226</b>	<b>7,029</b>	<b>14,255</b>	
<b>Residential</b>													
Mixed Housing	922,500	~29	2,712	575	1,265	1,917	1,197	894	1,996	7,435	7,727	15,137	
<b>Education</b>													
School	20,000		814	237	202	453	62	47	115	703	703	1,407	
Secondary School	20,000		542	160	126	293	25	24	44	445	418	863	
<b>TOTAL</b>	<b>1,409,600</b>			<b>2,127</b>	<b>2,229</b>	<b>4,511</b>	<b>1,685</b>	<b>1,808</b>	<b>3,353</b>	<b>15,809</b>	<b>15,877</b>	<b>31,662</b>	

Public Transport Trip Generation – Options 1, 2 and 3

A similar exercise has been carried out for trips made by public transport, the results are summarised below. The development is estimated to generate about 1,200 – 1,450 train trips, 365 – 415 bus trips and between 650 – 800 trips by bicycle.

**Table C-4: Option 1 – Public Transport Trip Generation**

	Train			Bus			Bicycle		
	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total
<b>Employment</b>									
B1 - Business Park	-	-	-	-	-	-	-	-	-
B2 - Industrial Park	21	20	139	-	23	156	-	20	136
B8 - Warehousing	7	2	13	-	3	14	-	2	12
<b>Sub-Total</b>	<b>28</b>	<b>22</b>	<b>152</b>	<b>-</b>	<b>26</b>	<b>170</b>	<b>-</b>	<b>22</b>	<b>148</b>
<b>Residential</b>									
Mixed Housing	83	139	1,013	11	27	195	31	70	513
<b>Education</b>									
School									
Secondary School									
<b>TOTAL</b>	<b>111</b>	<b>161</b>	<b>1,165</b>	<b>11</b>	<b>53</b>	<b>365</b>	<b>31</b>	<b>92</b>	<b>661</b>

**Table C-5: Option 2 - Public Transport Trip Generation**

	Train			Bus			Bicycle		
	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total
<b>Employment</b>									
B1 - Business Park	-	-	-	-	-	-	-	-	-
B2 - Industrial Park	21	20	139	-	23	156	-	20	137
B8 - Warehousing	7	2	13	-	3	14	-	2	12
<b>Sub-Total</b>	<b>28</b>	<b>22</b>	<b>152</b>	<b>-</b>	<b>26</b>	<b>170</b>	<b>-</b>	<b>22</b>	<b>149</b>
<b>Residential</b>									
Mixed Housing	104	174	1,271	14	33	245	39	88	644
<b>Education</b>									
School Secondary School									
<b>TOTAL</b>	<b>132</b>	<b>196</b>	<b>1,423</b>	<b>14</b>	<b>59</b>	<b>415</b>	<b>39</b>	<b>110</b>	<b>793</b>

**Table C-6: Option 3 - Public Transport Trip Generation**

	Train			Bus			Bicycle		
	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total	AM Total	PM Total	Daily Total
<b>Employment</b>									
B1 - Business Park	-	-	-	-	-	-	-	-	-
B2 - Industrial Park	21	20	140	-	23	157	-	20	137
B8 - Warehousing	7	2	13	-	3	14	-	2	12
<b>Sub-Total</b>	<b>28</b>	<b>22</b>	<b>153</b>	<b>-</b>	<b>26</b>	<b>171</b>	<b>-</b>	<b>22</b>	<b>149</b>
<b>Residential</b>									
Mixed Housing	100	167	1,220	14	32	235	37	85	618
<b>Education</b>									
School Secondary School									
<b>TOTAL</b>	<b>128</b>	<b>189</b>	<b>1,373</b>	<b>14</b>	<b>58</b>	<b>406</b>	<b>37</b>	<b>107</b>	<b>767</b>

# Appendix D

## HLDF Preferred Concept CAD Layout

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