

Hovefields and Honiley High Level Site Evaluation

A127
Basildon Borough Local Plan

Courtauld Rd
Burnt Mills Rd
Rushley
26/02/2018

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1. INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Between January and March 2016, Basildon Borough Council, hereon referred to as 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.
- 1.1.2 The Hovefields and Honiley Neighbourhood Forum was designated in July 2016. At the same time, the Hovefields and Honiley Neighbourhood Area (HHNA) was also designated.
- 1.1.3 In recognition of this change in status, the Hovefields and Honiley Neighbourhood Area was a subject within the Draft Local Plan New and Alternative Sites consultation which took place between November and December 2016. The consultation did not include a substantial degree of detail for this site, as the proposals of the Neighbourhood Forum were at an early stage and was therefore based on a maximum capacity for the area of around 500 homes. Whilst there was support for the proposals put forward by the Neighbourhood Forum amongst some local residents, concerns were expressed by the Highway Authority in relation to site access, with a specific objection in relation to any arrangement requiring a 'left in, left out' arrangement with the A127.
- 1.1.4 In addition to the consultation activities, site assessment work has also been undertaken by the Council. This includes Green Belt, accessibility, ecology, landscape and archaeology site assessments, bringing the evidence base for this site in line with that available for all other potential development locations.
- 1.1.5 At its meeting of the 7 December 2017, the Council's Infrastructure, Growth and Development Committee considered the sites to be included within the Local Plan, having regard to the evidence base available. At that time officers did not recommend the inclusion of the Hovefields and Honiley Neighbourhood Area within the Local Plan for the reasons of highway access, general sustainability around the accessibility of the site, and impact on the Green Belt due to risk of coalescence of settlements (Basildon and Wickford). There are also some localised flooding issues in the area associated with limited drainage infrastructure provision, and proximity to flood risk sources.
- 1.1.6 However, the Hovefields and Honiley area is subject to existing development in the Green Belt, including a plotland area where a number of residential properties already exist, accessed by unadopted, private roads. There is also a small population of Gypsies and Travellers living on authorised pitches, and some unauthorised encampments by some Gypsies and Travellers.
- 1.1.7 There is therefore some support amongst the elected Members of the Council for a proactive solution to be identified for the area which resolves these issues.

Consequently, at the meeting of the 7 December 2017, officers were instructed to review the recommendation regarding Hovefields and Honiley, and determine whether it could be included within the Local Plan as a residential development allocation. The Council is due to approve its Local Plan for publication in March 2018, and therefore there is only a short period of time to undertake this review.

1.1.8 As a result of the December 2017 recommendation, Pell Frischmann has been commissioned by Basildon Borough Council (BBC) to prepare High Level Site Evaluation for the Hovefields and Honiley Neighbourhood Area.

1.1.9 The High Level Site Evaluation (HLSE) comprises:

- a) a desk-top review of the existing evidence base,
- b) a review of any information available from the Neighbourhood Forum,
- c) a site visit/s, and
- d) discussions with the Neighbourhood Forum (and their planning agent), the Council and the County Council as the Highway Authority, Education Authority and Lead Local Flood Authority.

1.2 OBJECTIVES

1.2.1 The outputs of the work included in this written report set out an analysis of the area, and its potential for accommodating residential development. If it is the conclusion of this report that residential development can be accommodated, recommendations are provided as to:

- e) what quantum of residential development may be acceptable;
- f) the extent to which it could be appropriately located within the site;
- g) how the site could be accessed to the satisfaction of the Highway Authority;
and
- h) what forms of mitigation measures would be needed to deal with the impacts of the development on the remainder of the Green Belt, as well as environment and infrastructure constraints.

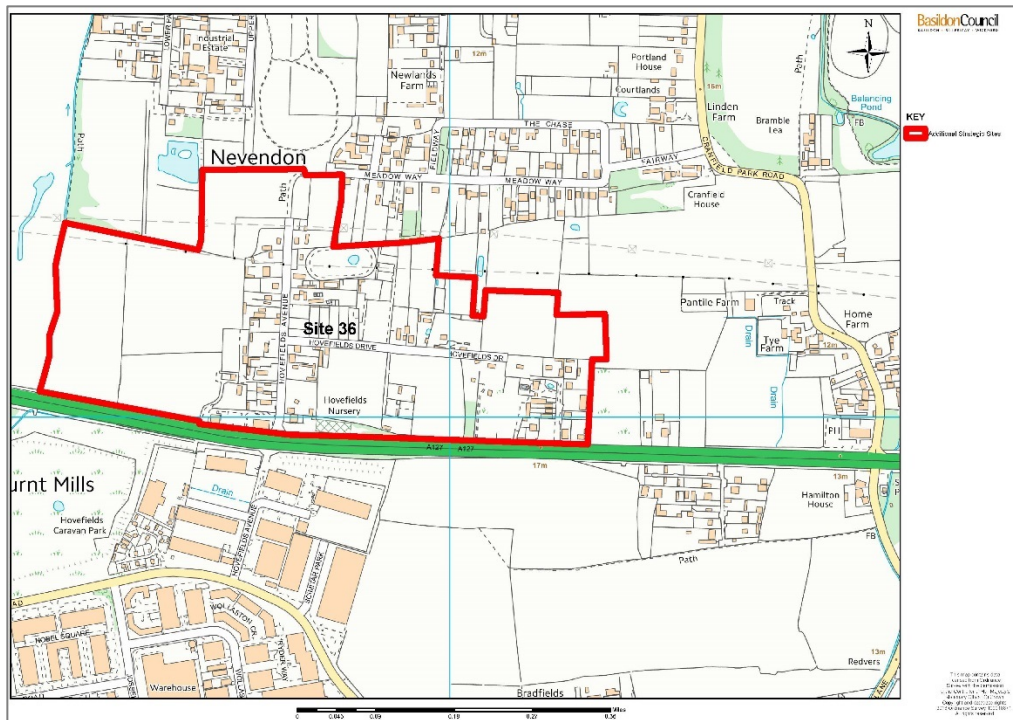


Figure 1-1: Hovefields and Honiley Neighbourhood Area (HHNA)

1.3 HOVEFIELDS AND HONILEY HLSE PURPOSE

1.3.1 The purpose of this High Level Site Evaluation and its outputs therefore is to inform the Committee in March 2018 as to whether this site and to what extent should be included within the Local Plan. The report will also be shared with the Neighbourhood Forum in order to assist them with the development of their Neighbourhood Plan.

2. PLANNING POLICY

2.1 CONTEXT

2.1.1 The following section sets out the planning policy context within which the HLSE has been prepared. 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.

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 reviewing the development potential of the Hovefields and Honiley 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 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 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

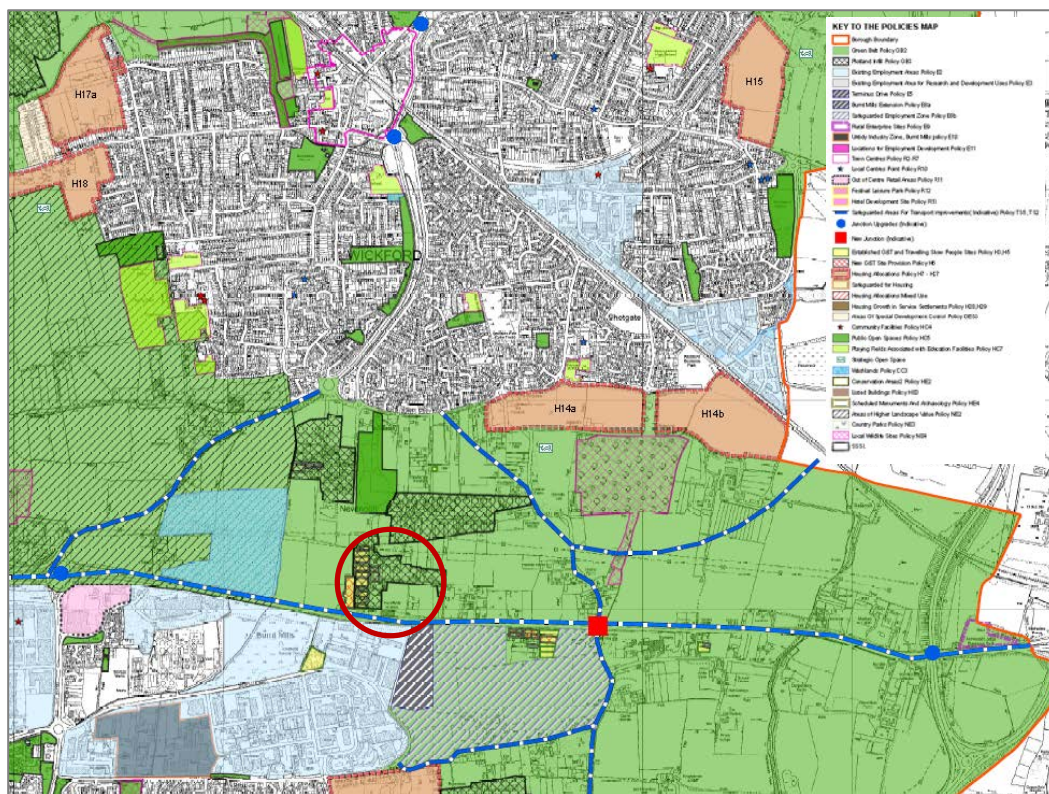


Figure 2-1: Hovefields and Honiley NA in the Draft Local Plan Polies Map context

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).

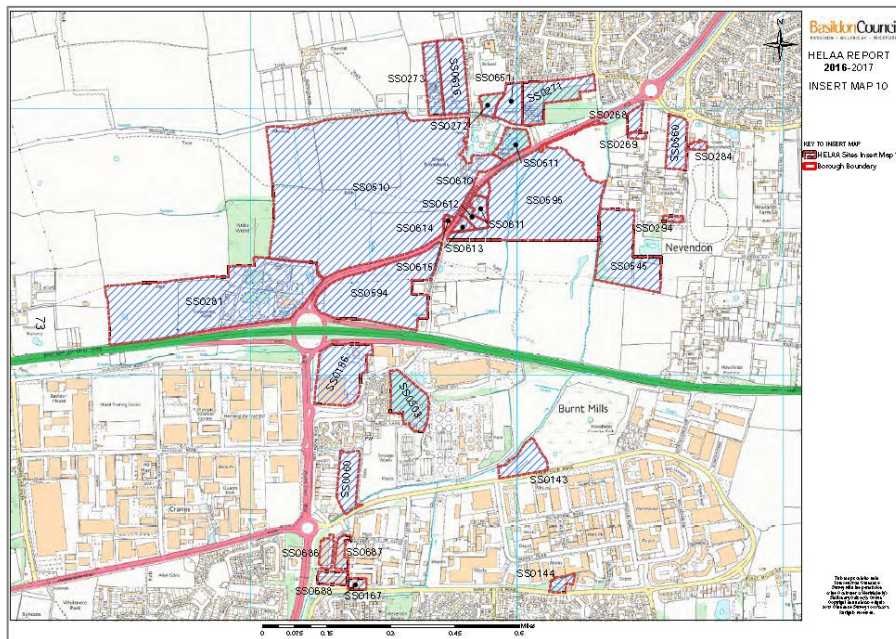


Figure 2-2: HELAA identified sites to the north west of HHNA

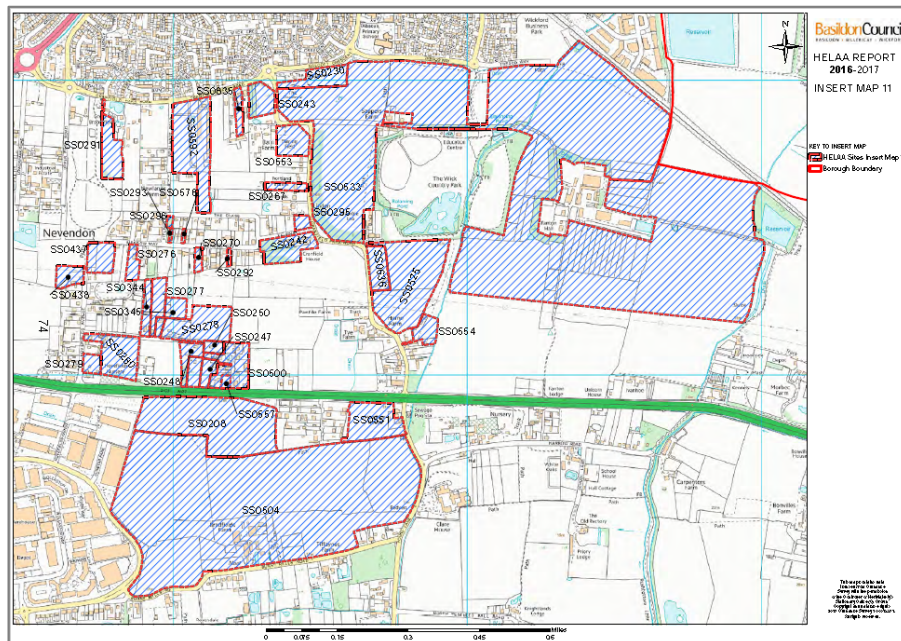


Figure 2-3: HELAA identified sites within the HHNA and to the north east

2.4.4 Conclusions of the HELAA assessments are that the HHNA sites are ‘not suitable for development’ mainly for the reasons of not being in a sustainable location (relevant HELAA site assessments are included in Appendix A).

- 2.4.5 It is worth noting sites SS0560 and SS0592 north from the HHNA, are identified as 'suitable for development' in the HELAA assessments, as they are adjacent to the Wickford settlement boundary and accessible from Cranfield Park Road.

2.5 BASILDON BOROUGH GREEN BELT REVIEW

- 2.5.1 The Council has produced a Green Belt Review (2015 and 2017) which examined the role that the Borough's Green Belt land plays in achieving the five Green Belt purposes and contributing to preserving the openness. The findings of the Review inform the preparation of the new Local Plan which is required by the NPPF to establish Green Belt boundaries and set the framework for Green Belt and settlement policy.
- 2.5.2 The Review considered the entire Borough's Green Belt and divided it in to 74 broad areas which were defined by strong physical boundaries (rivers, railways and roads). Once these areas were established, each parcel was individually assessed and scored, with the assistance of the Landscape Study, to determine to what extent it met the purposes of the Green Belt function.
- 2.5.3 Hovefields and Honiley Neighbourhood Area includes the south-western portion of Area 45 of the Basildon Borough Green Belt Review. Area 45 extends to the north and the east to encompass an area bound by the A127 Southend Arterial Road to the south, Cranfield Park Road to the east and north; the western boundary is formed by a public footpath linking the A127 with the A132 Nevendon Road.
- 2.5.4 The Review makes the following conclusion in regards to Area 45': *"The parcel plays an important role with regard the separation of Wickford and Basildon which should be maintained. If not, and the parcel were to be released for development there is a strong risk that these neighbouring towns would merge, particularly as there is already significant development within the parcel. The parcel provides a strategic gap between Wickford and Basildon and as such contributes to purpose 2."*
- 2.5.5 It also notes: *"The parcel does not contribute to any of the other purposes. The parcel contains a considerable amount of development for a range of uses which is considered to be encroachment into the countryside and also to be sprawl and as such the parcel does not contribute to purposes 1 and 3. There are no historic towns nearby and the parcel does not contain any Ancient Woodland and such the parcel does not contribute to purpose 4."*
- 2.5.6 The 2015 study goes on to highlight that the area provides opportunity to enhance the open views across the landscape by putting the appropriate management schemes in place, and that this could enhance the recreational activities in the area through improvement of the PRow network and promote the area for its history and biodiversity. Hedgerows and trees could be planted in the area to improve the visual appearance of it and enhance the rural nature as well as help screen existing development.

2.6 BASILDON BOROUGH PLOTLAND STUDY

- 2.6.1 Hovefields and Honiley Neighbourhood Area is part of Fairmead Plotland described in the Basildon Borough Plotland Study (2015). It is described in the Study as being ‘in a rural part of the borough south of Wickford.’
- 2.6.2 The Study notes that the majority of the undeveloped land within Fairmead Plotland ‘comprises open paddocks and fields and vacant vegetated areas. The development of these open paddocks and fields would affect the rural character of the area, and its sense of enclosure from the wider landscape. Consequently, the development of these areas is not supported.’ The study does acknowledge that there are some plots that could accommodate new housing and the Study concludes that these parcels of land have the potential to deliver up to 25 new homes. The study recommends that ‘infill development should face onto the roads and should be in the form of bungalows or bungalow chalets’.
- 2.6.3 Figure 2-4 shows vacant plots within the Plotland. The plots shown in blue have been promoted through the HELAA, and those shown in pink are other areas of vacant land identified through the Plotland Study as plots that could potentially be developed for housing, and are subject to further investigation.

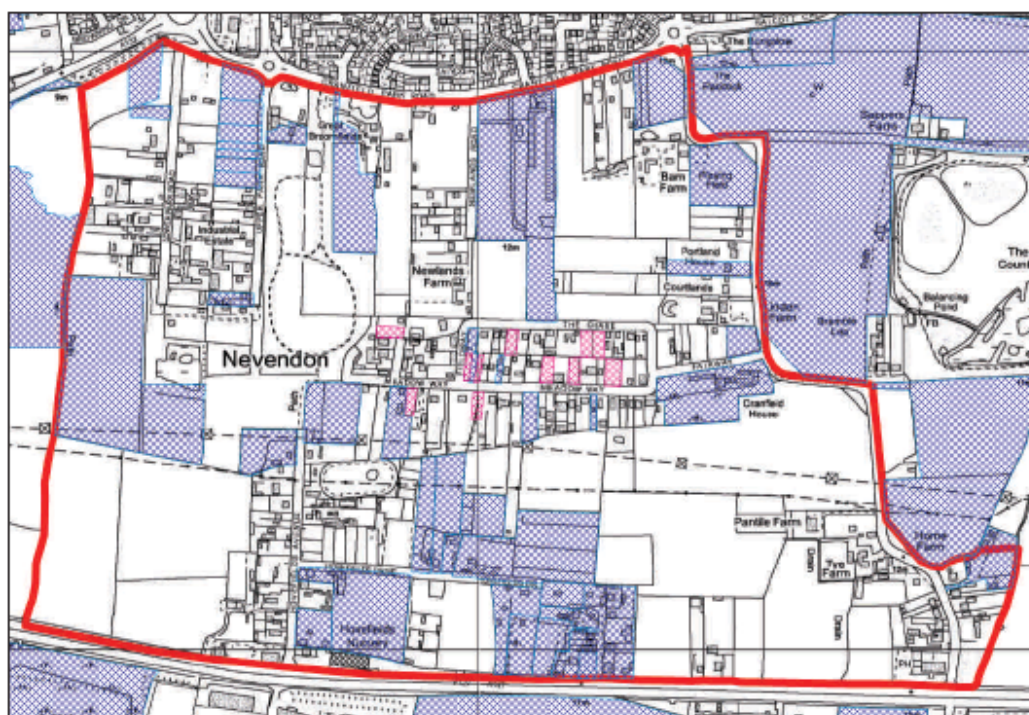


Figure 2-4: Potential development sites within Fairmead Plotland

2.7 GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES STUDY

- 2.7.1 The Council has produced a G&T site Provision Study, to identify broad locations and assess potential sites to determine if they are suitable, available and achievable to meeting the accommodation needs of Gypsies, Travellers and Travelling Showpeople, as identified in BBC Local Needs Accommodation Assessment (GT&TS LNAA (2014)).
- 2.7.2 The GT&TS LNAA identified that the total gross future need until 2032 is 255 pitches. Accounting for a new site with planning permission for 15 pitches, the GT&TS LNAA identifies that the Council would have to find land in the Borough to accommodate a net requirement of 240 pitches.
- 2.7.3 A number of sites within HHNA (Figure 2-5): BAS019, BAS020, BAS021, BAS022, BAS023, BAS024, BAS025, BAS026, BAS027, BAS028, BAS029, BAS030, BAS031, BAS032, BAS033, BAS034, BAS112, BAS115, BAS146, BAS147, BAS148 were examined in the Stage 1 of the study.
- 2.7.4 Stage 2 assessment identified 'No Potential' for the sites BAS020, BAS028, BAS030 as there is no capacity to intensify or expand the existing site or the availability of the site for further pitches is unknown. Sites BAS032, BAS033, and BAS034 are considered with 'No Potential' as it would have an unacceptable impact on landscape character and purposes of the Green Belt and the sites represent an 'isolated' block of development in a locally prominent location within open countryside. Site BAS112 is not available for G&T use and unsuitable due to the potential impact of development on existing adjacent residential amenity. Sites BAS146 and BAS147 are not suitable as development would be a significant intrusion into an undeveloped countryside.

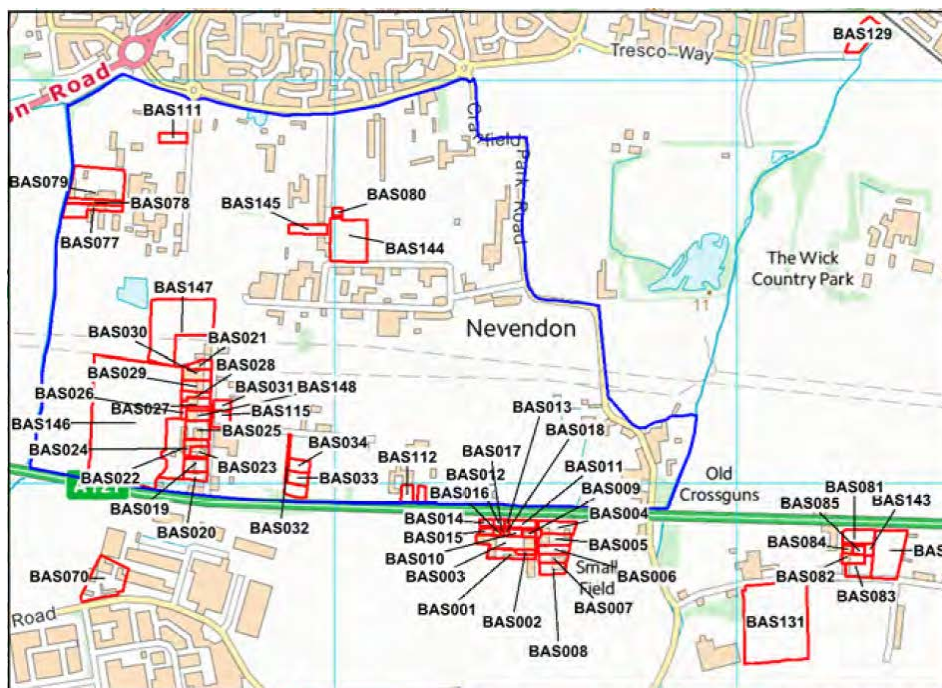


Figure 2-5: G&T Site Provision Study - sites assessed within HHNA

2.8 NEIGHBOURHOOD PLANNING

- 2.8.1 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.
- 2.8.2 The Hovefield and Honiley Neighbourhood Forum was designated in July 2016. At the same time, the Hovefield and Honiley Neighbourhood Area was also designated. The Neighbourhood Forum have received funding to progress a Neighbourhood Plan for their area and are keen to bring forward proposals which would see the substantive redevelopment of the Neighbourhood area for residential purposes.

2.9 BASILDON BOROUGH PLANNING OBLIGATIONS STRATEGY SPD

- 2.9.1 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.
- 2.9.2 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.
- 2.9.3 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.

3. ANALYSIS OF THE SITE

This section of the Evaluation sets out a site analysis of Hovefields and Honiley Neighbourhood Area and the surrounds, 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 HHNA sits on the outskirts of the Basildon Borough Modern Wickford Urban Character Area within the Urban Characterisation study. The study recognises that Wickford has expanded rapidly in recent years with several new industrial estates being created and thousands of new homes built. The development also blends a combination of residential, commercial, institutional, and industrial uses. There is modern industrial development alongside the railway providing

- employment areas. In addition, there is a local shopping parade with a community centre (the Wick Community Centre) and convenience shops, as well as other community facilities and services interspersed around the neighbourhood. It is recognised that these uses however need to be physically and functionally integrated to provide better networks and pedestrian connections.
- 3.1.4 The historic settlement pattern of Wickford comprised dispersed settlement with farms and a church and hall complex. The urban landscape originated in plotland development which began between the two World Wars. Expansion of the town since World War II has effectively linked the previously existing settlement elements. Parts of the plotland road pattern still survive to the west of Shotgate, and to the south of Cranfield Park Road, at the location of the HHNA. The main period of development in this zone stretches from the 1980s and 90s to present and as a result, the dominant characteristics of this zone are continuing to form.
- 3.1.5 The HHNA is an infill area set in the green belt, characterised by its linear roadside settlement pattern enveloping earlier farmsteads. This linear development form has been broken up by a small number of dirt track cul-de-sacs, though these do not impact on the overall character. The linear nature means there is no distinctive core area.
- 3.1.6 A review of enforcement records for the area indicates a large amount of unlawful development. There are a number of enforcement records generally associated with unauthorised development, the siting of mobile homes/caravans and the use of land for business use.



Figure 3-1: Unlawful development within HHNA

3.2 LAND OWNERSHIP

- 3.2.1 The area considered is currently under the ownership of numerous private parties. The Recreation Ground to the north of HHNA is land owned by Basildon Borough Council.

3.3 ARCHAEOLOGY AND HERITAGE ASSETS

- 3.3.1 The historic rectilinear field pattern which partially survives within the HHNA area is thought to have its origins in the Roman or at the latest the medieval period. Within this rectilinear field pattern there has been plotland development in the early part of the 20th century.
- 3.3.2 Immediately to the west of the HHNA area excavations have been undertaken on the Nevendon Washlands. Evidence of Mesolithic finds, prehistoric settlement and medieval settlement was recovered from the site.
- 3.3.3 A number of pillboxes of Second World War origin lie to the north, east and south of the HHNA site, these all being associated with the General Headquarters Line.
- 3.3.4 Should the area be considered for development, Basildon Historic Environment Assessment recommends a programme of archaeological investigation post consent.

3.4 ECOLOGY

- 3.4.1 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.
- 3.4.2 The Site is located to the South of Wickford, with the A127 forming its southern boundary (and Basildon further to the south). The surrounding area supports a range of grassland fields and development plots, with the Site itself mostly comprising small residential plots of buildings or caravans, and fields.
- 3.4.3 No internationally designated Sites are present within or adjacent to the Site. Given the habitats present on the Site and the surrounding area, it is considered highly unlikely that wetland /wading bird species for which nearby international sites are designated would use the site, or at least not to such a degree that development proposals could impact on the integrity of the international sites.
- 3.4.4 Two Local Wildlife Sites are located within the vicinity of the Site; Wick Country Park which lies to the north east and Burnt Mills to the south. Given the distance of the Sites and poor ecological connectivity, it is not considered likely there will be significant off-site impacts.
- 3.4.5 Most of the Site has limited ecological value, comprising residential plots and improved grassland in the most part, with semi-natural habitats subject to significant disturbance and fragmentation, however the hedge and tree habitat

- provide several opportunities for a range of wildlife. Hedges are listed as Priority Habitats in the Essex Biodiversity Action Plan. Hedges may also qualify as 'important hedgerows' under the Hedgerow Regulations and may therefore be subject to specific protection. Habitat loss or ground disturbance may impact on hedges /trees and associated wildlife. Hedges and trees also provide ecological connectivity through the Site which could be fragmented as a result of development.
- 3.4.6 The ecological assessment concluded that in the absence of detailed survey it was not possible to confirm the presence of protected and/or notable species, though there is potential for such species to be present within localised areas of semi-natural habitat through the site. Biological records identify a number of protected or notable species as present within the Site, including those which are on the Essex Biodiversity Action Plan such as bats and Great Crested Newts (GCN).
- 3.4.7 Development within the Site could result in habitat loss, disturbance and impact upon a protected and notable species with risk of killing and injury, loss of foraging, resting/sheltering and/or hibernation habitat and further severance of habitat connectivity affecting foraging and dispersal; and indirect impacts such as lighting rendering habitat unsuitable or increased recreational pressure resulting in an increased risk of persecution of species or predation by pets.
- 3.4.8 Key potential constraints from the Ecological Surveys within the HHNA include:
- Bats foraging through the site, and potential roosts within mature trees and buildings;
 - Reptiles associated with grassland /ephemeral habitats, as well as hedgerows and scrub/woodland, and in particular sheltering within debris;
 - GCN breeding within the ponds, as well as using terrestrial habitats as above for reptiles;
 - Nesting birds within hedge, scrub /woodland, trees and buildings;
 - Badger setts, particularly within scrub /woodland and hedges.
- 3.4.9 Detailed development proposals must be informed by an updated Phase 1 Habitat Survey and species surveys identified as necessary and based on proposals to ensure that potential impacts and any appropriate mitigation is developed accordingly. In particular, species surveys may be required for bats, reptiles, birds, GCN and badger.

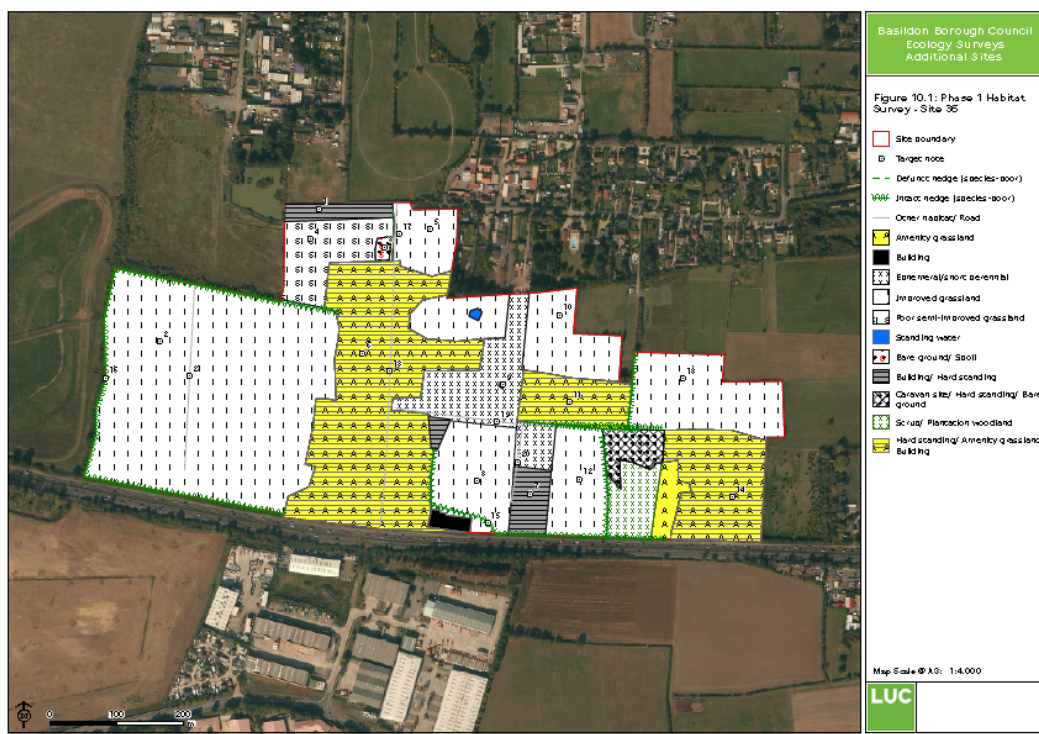


Figure 3-2: Ecological Survey Hovefields and Honiley site, LUC, December 2016

- 3.4.10 In general, habitats present on the Site are common and widespread and have limited ecological value, with much of it comprising buildings and hardstanding. Other areas of semi-natural habitat are of reduced value due to existing disturbance and fragmentation /isolation.
- 3.4.11 In conclusion it is considered that residential development may be delivered at this Site without significant adverse ecological impacts, and delivering an enhancement ecologically, 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.
 - Incorporation of green infrastructure within the development, and ensuring habitats are managed to benefit wildlife in the long-term.

3.5 LANDSCAPE AND TOPOGRAPHY

Topography

- 3.5.1 The site is an irregular parcel of land, approximately 35 ha. The site dimensions are approximately 1,000m east to west, with a variable depth of between 185m and 480m east to west.
- 3.5.2 The ground elevations are 10m AOD on the western boundary, rising to approximately 20m AOD on the south eastern boundary.
- 3.5.3 A number of residential properties exist across the site area, either as individual properties, or as small linear groups such as the plotlands development to the north east.
- 3.5.4 Review of OS mapping indicates a small number of small pools or ponds across the site. A recreation ground exists to the north of the site area. The site is transected east to west by two sets of power pylons.
- 3.5.5 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.

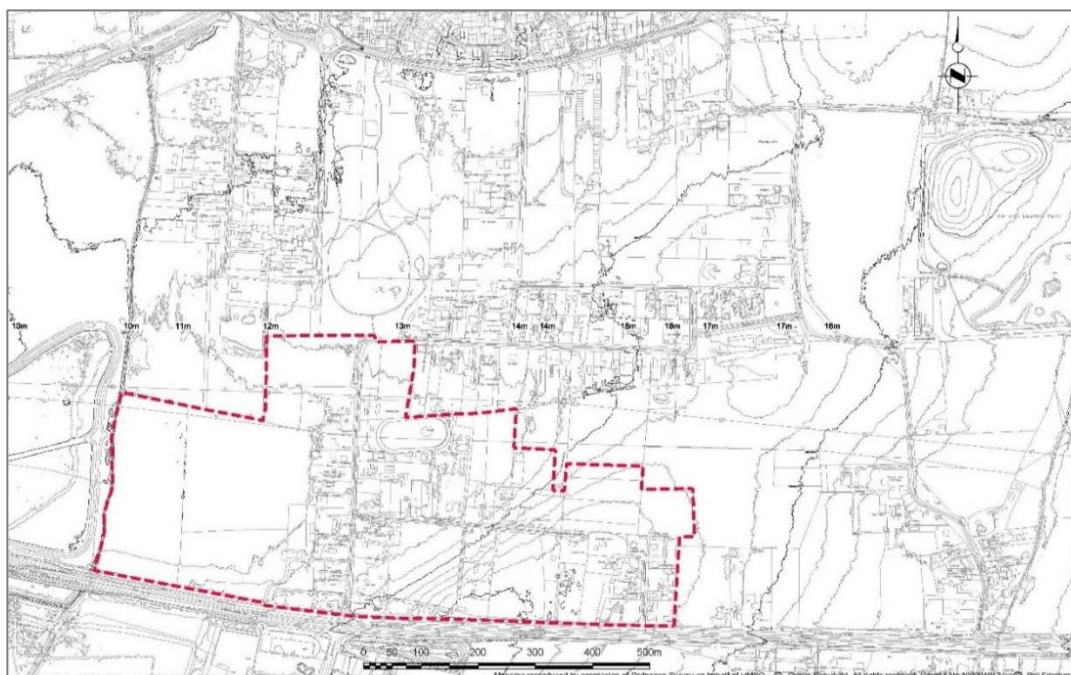


Figure 3-3: HHNA site topography

- 3.5.6 The geology of the site can be described as Bedrock London Clay formatting of clay, silt and sand.

Landscape

- 3.5.7 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.

- 3.5.8 Hovefields and Honiley Neighbourhood Area is a collection of former and extant plotlands, now accommodating a variety of uses, to the south of Wickford and to the north of the A127 Southend Arterial Road and Basildon.
- 3.5.9 The site extends northwards from the A127 Southend Arterial Road, to meet residential properties at Meadow Way. The western boundary is formed by a public footpath that links the A127 with the A132. The eastern boundary is less well defined and follows a crenulated path around the edges of small plots of land.
- 3.5.10 Land uses include: various residential properties set within small plots fronting Hovefields Avenue, Hovefields Drive and Honiley Avenue, a garden centre, and a travellers' site. The built elements of the site are interspersed by various small grazing paddocks.
- 3.5.11 There is limited vegetation cover within the site, but many of the paddocks have scrubby hedge boundaries. Further belts of vegetation are present along the boundary with the A127. To the north and northeast are plotland-style developments within Nevendon fronting Meadow Way and the Chase (generally single storey properties set within well vegetated plots), with the residential areas of Wickford some 390m beyond. To east and west is grazing land divided into medium-sized fields with some open and some hedge boundaries.
- 3.5.12 Beyond the A127, to the south-east, is the Burnt Mills Industrial Estate with associated large sheds; to the southwest is further agricultural land.
- 3.5.13 There are various commercial outlets fronting the A127, including a petrol filling station and former roadside café, a further roadside café and hardstanding, retail outlets and the Dick Turpin public house at the junction with Cranfield Park Road.



Figure 3-4: Landscape Sensitivity for Hovefields and Honiley NA site

- 3.5.14 The study considers the northern most extent of the site to be less sensitive to potential development due to the area having a better relationship to the established development at Nevendon. The report concludes there may be potential for small scale, low density infill (approx. 20-25 dw/ha) development here without compromising the overall sense of separation between the settlements.

- 3.5.15 It is worth noting that the Outline Landscape Appraisal suggests that such development would need to be accessed from Meadow Way and relate to the existing buildings. It also acknowledges that restrictions and way leaves relating to the pylon run will constrain the scope and extent of development within this area, but there may be potential for public open space provision and opportunities for the creation of a new footpath link from the public footpath on the western boundary to Meadow Way.
- 3.5.16 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.

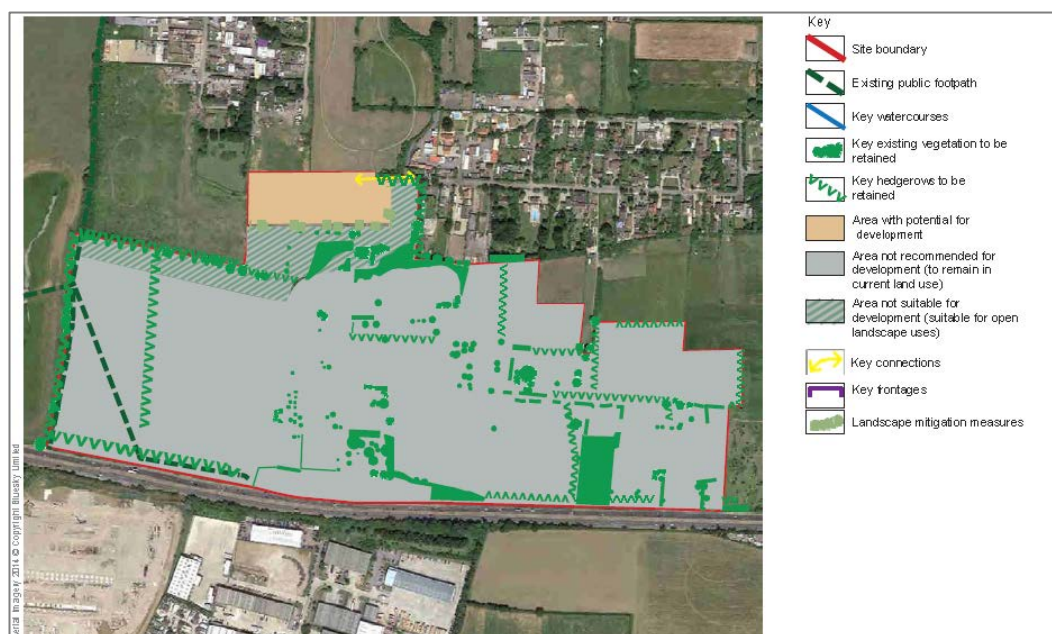


Figure 3-5: Landscape Appraisals Development Potential Hovefields and Honiley NA

- 3.5.17 The assessment identifies the site’s visual influence on the wider landscape is restricted by the limited number of publicly-accessible viewpoints available. From the A127 frontage, occasional glimpses into the more open western portion of the site are available through roadside planting adjacent to the commercial plots fronting the road. From points to the east, the roadside planting provides less screening and there are oblique views across open land back to the site. The report determines that despite the enclosure present, fairly level topography and the limited height of existing development within the site means it contributes to a sense of openness between Basildon and Wickford.
- 3.5.18 The area is also a subject of new infrastructure proposals, as indicated in the Draft Local Plan. Further detail of this is discussed in the Transport Evaluation.
- 3.5.19 The Landscape Character and Green Belt Landscape Assessment Capacity Study (2013) noted the area contributes to preventing neighbouring towns from merging into one another.

3.6 FLOOD RISK AND DRAINAGE

3.6.1 The following documents have been reviewed;

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

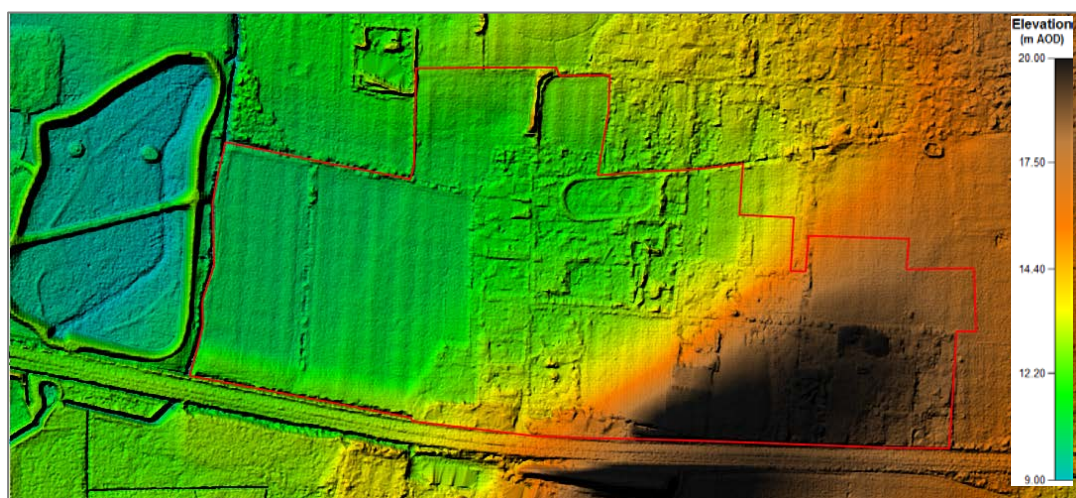


Figure 3-6: Ground elevations taken from 1m resolution DTM LIDAR data

- 3.6.2 The ground elevations generally fall towards the west and north west through the site. The low spot is within the fields to the east of the watercourse at about 10.1 m AOD. The highest elevations are in the south east of the site near to the A127 with elevations around 20.5 m AOD.
- 3.6.3 Note the attenuation feature to the west of the watercourse and the alignment of the watercourse to the south of the A127, which differs from the recorded Main River route (see Figure 3-5).
- 3.6.4 The watercourse which flows northwards along the western boundary of the site is classified as a Main River and is a tributary of the River Crouch.
- 3.6.5 The majority of the site is situated within Flood Zone 1. Approximately just under 20% of the site, situated within the agricultural fields on the western part of the site is shown to be situated within Flood Zone 2. No part of the site is shown to be situated within Flood Zone 3. The impact of climate change is likely to increase the flood risk to the site. Within 100-year it is likely that a 100-year storm will result in flood extents similar to that of the current Flood Zone 2.

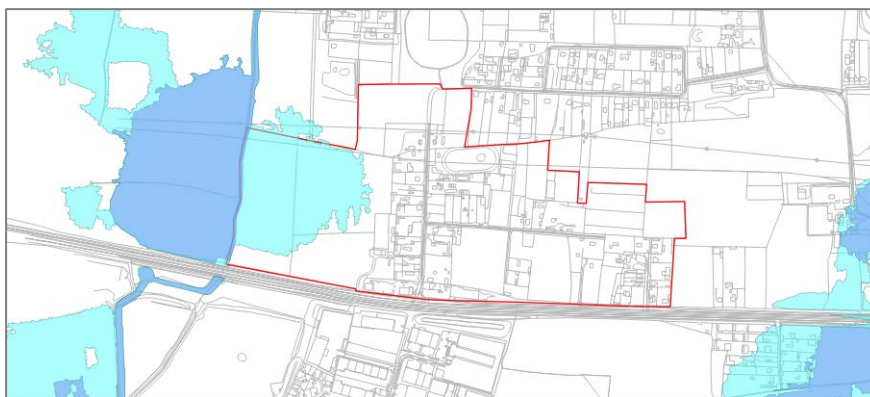


Figure 3-7: Fluvial Flood Risk Zones

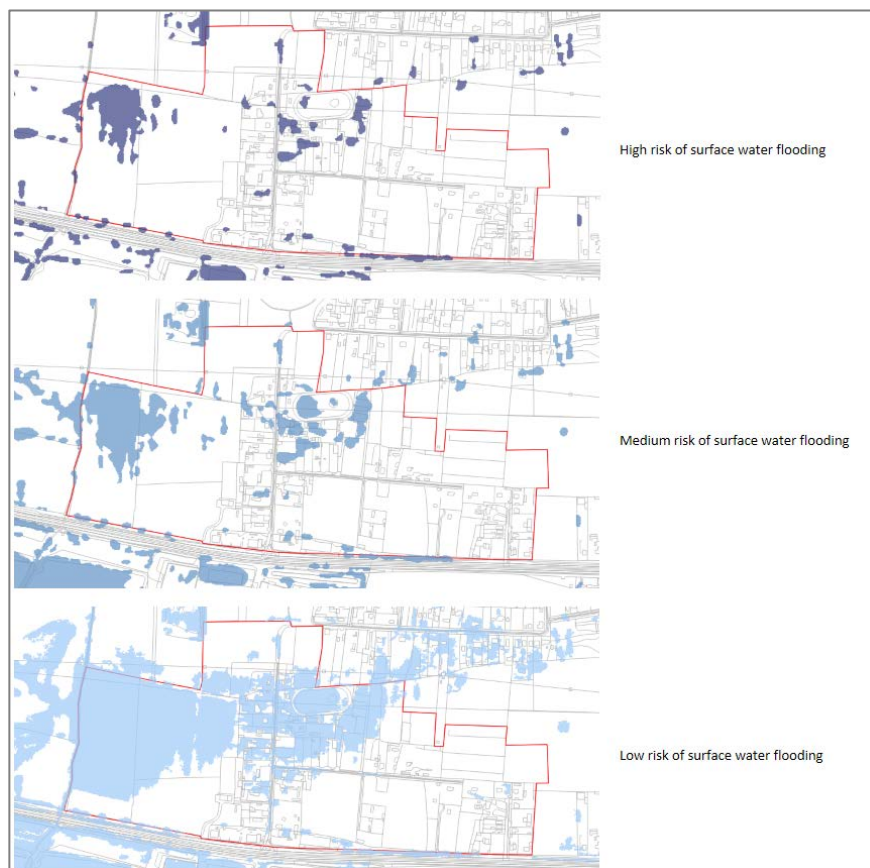


Figure 3-8: Surface Water Flood Risk

- 3.6.6 The risk of flooding from surface water is shown in Figure 3-8. The majority of the site has a 'very low' or 'low' risk of flooding from surface water. Surface water flooding is however shown to affect the lower (western) area of the site the most and the mapping suggests a conveyance path could open up in higher magnitude events from the north east of the site flowing towards the west.
- 3.6.7 The site is also located within a wider Critical Drainage Area (CDA), BAS16. The design of a drainage strategy for the wider area should therefore be considered early in any 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.
- 3.6.8 Drainage systems should be designed with adequate capacity to store the 1% AEP storm event including climate change with sustainable drainage systems used 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 on-site testing will be necessary. The design will need to take into account exceedance flow routes.
- 3.6.9 Any proposed development must be designed considering the flood risk with any proposed development strategically located using the land available within Flood Zone 1. The land indicated as being within Flood Zone 2 should be avoided based upon the fluvial and surface water flood risk though there is potential that this area could form an amenity / ecological area which could provide surface water attenuation.

3.7 HIGHWAYS AND ACCESS

Policy

Essex Transport Strategy

- 3.7.1 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

- 3.7.2 ECC in its role as Highways Authority is working in partnership with Basildon Borough Council, and is undertaking transport modelling to further inform the preparation of the new Basildon Local Plan with these reflected within the recent

- Draft New Local Plan consultation, January 2016, Transportation policies and in particular Policy TS2 (Improvements to Carriageway Infrastructure) and Policy TS5 (Safeguarded Areas for Transport Improvements), which specifically include safeguarding the A127 route for future improvements. These policies are supported by the Essex Transport Strategy, the Local Transport Plan for Essex (June 2011) and the A127 Corridor for Growth - An Economic Plan 2014. We understand that the above transport model reasonably assessed the development potential of Hovefields and Honiley Neighbourhood Area for 500 dwellings.
- 3.7.3 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.
- 3.7.4 In general, the report outlines that either development option will not cause significant impact on the Basildon local highway network, however anticipated development traffic coupled with traffic growth predictions up to 2031 will exacerbate issues at junctions and on links that already experience capacity constraints taking them far beyond capacity.
- 3.7.5 In particular the A127/ A132 Nevendon Interchange would be affected by the development and the A132 Nevendon Road approach would see a noticeable increase in Volume-to-Capacity percentage above an already saturated state in both the AM and PM peak of either Option A and B, inevitably leading to lengthy queuing tailing back towards Wickford.

A127 Strategy

- 3.7.6 The A127 forms part of the Strategic Highway Network and is supported by the highway authority's 2014 dedicated route management strategy, the "A127 A Corridor for Growth – An economic Plan" (the A127 strategy) developed in partnership with Southend on Sea Borough Council. The A127 strategy seeks to improve and maintain the flow of the A127 and its functional capacity as a strategic route to further support the economic competitiveness of south Essex.
- 3.7.7 One of the key aims of this is through a reduction in the number of direct accesses (like Hovefields Avenue and Honiley Avenue) on to the A127 so as to improve safety and capacity through reduction of acceleration, deceleration and weaving conflicts caused by such. Focus is therefore reasonably placed on improving major interchanges at design standard distances as well as a range of service improvements and widening, including options for a new route. An accepted view is that ECC needs to protect and safeguard this strategic corridor to enable future improvements to be developed as appropriate.
- 3.7.8 Within this context, ECC as the highway authority is not able to support any new sites which propose direct access on to the A127, a view which we would endorse. The highway authority has also sensibly raised concerns on all the sites

within close proximity / adjoining the safeguarded corridor of the A127 in order not to compromise the future improvements to the A127 and the wider ECC strategic road network.

A New Grade Separated Junction on the A127 at Pound Lane

- 3.7.9 This junction is required to serve the development proposed at East Basildon (policies E8 and H14) and South Wickford (policy H15). These sites combined will provide over 3,100 homes and at least 21ha of employment land. It will also improve access to the A127 enterprise corridor by providing a new easterly access point, reducing pressure at the A132 Nevendon Interchange. It is proposed that this new junction also provides a link road to the A130. This will reduce some movements at the nearby Fairglen Interchange, which currently experiences severe peak time congestion. It will also reduce flows north-south along the A132 through Wickford, reducing congestion at junctions through the town and freeing up capacity for local traffic.
- 3.7.10 This junction will provide significant benefits, above and beyond those which can be offered by alternative proposals such as widening of the Nevendon Road (A132) northbound, and the provision of a northbound spur between the A127 and the A130 closer to the Fairglen Interchange. However, this proposal is substantially more expensive at around £130m, and will require political support from neighbouring authorities and likely funding from developer contributions to supplement any grant from the DfT.

3.8 EXISTING HIGHWAY ACCESS

- 3.8.1 Hovefields Avenue to the south of the site acts at the main public highway access at present and links directly to/from the A127. Honiley Avenue is accessed in much the same way as Hovefields Avenue, also linking directly to /from the A127.
- 3.8.2 It should be noted that both junctions are below current Design Manual for Roads and Bridges (DMRB) geometric standards for junction design and spacing. We are therefore in agreement with the above highway policies and the A127 Strategy, in that the highways authority should not support any new access or increased usage access to/from the A127; and in the long term will be encouraging providing alternative access and reducing the number of existing direct accesses.
- 3.8.3 Limited access can be obtained to the neighbouring area but not to the site from the north via Upper Park Road or Lower Park Road, and there are a number of unadopted roads providing vehicle access to the plotlands to the north and northeast of the site area, these include Newlands Road, Meadow Way, The Chase and Fairway.



Figure 3-9: Existing highways access off A127 – Hovefields Avenue



Figure 3-10: Existing highways access off A127 to Honiley Avenue



Figure 3-11: Potential highways access to the area – Upper Park Road

3.9 PEDESTRIAN ACCESSIBILITY

- 3.9.1 The site area has no formal pedestrian infrastructure. There is no footway provision along the existing unadopted roads.
- 3.9.2 Access from the Recreation Ground to the north is possible via a small pedestrian gate. A footpath runs along the south western edge of the site and connects further north towards Wickford. A127 to the south acts as a physical barrier to pedestrian movement as there is no footways for pedestrian facilities along its length.



Figure 3-12: Potential connections – Hovefields Avenue to Meadow Way

3.10 A127 PEDESTRIAN CROSSING CASUALTIES ANALYSIS

3.10.1 A127 Road Traffic Collision Analysis report (2016) produced by Safer Essex includes the site as located in an area with derestricted speed limit and no pedestrian crossing deterrent fencing. Of the 15 recorded pedestrian crossing collisions in the report study area, 9 of these occurred within two specific cluster locations of Hovefields Avenue/A127 and Pound Lane/A127/Cranfield Park Road.



Figure 3-13: A127 Eastbound carriageway junction with Hovefields Avenue



Figure 3-14: A127 Eastbound carriageway junction with Cranfield Park Road

3.10.2 Stage 2 of the report recommends these Feasibility studies:

- 1) Feasibility study into the extension of the existing 50mph speed limit further west to the junction with A132 Nevendon Interchange;
- 2) Feasibility study(*) into the provision of high sided pedestrian fencing provision at A127 / Hovefields Avenue and A127 Cranfield Park Road / Pound Lane;
- 3) Feasibility study(*) into the provision of a pedestrian over-bridge between A127 Hovefields and A127 Cranfield Park Road / Pound Lane.

(*) Two feasibility studies will need to take into account that the Basildon Local Plan 2014 – 2034 has indicative proposals outlined for a new junction along the A127 between the A132 and A130/A1245 interchange.

3.11 PUBLIC TRANSPORT

3.11.1 A map showing the local bus routes has been provided in Figure 3-14.

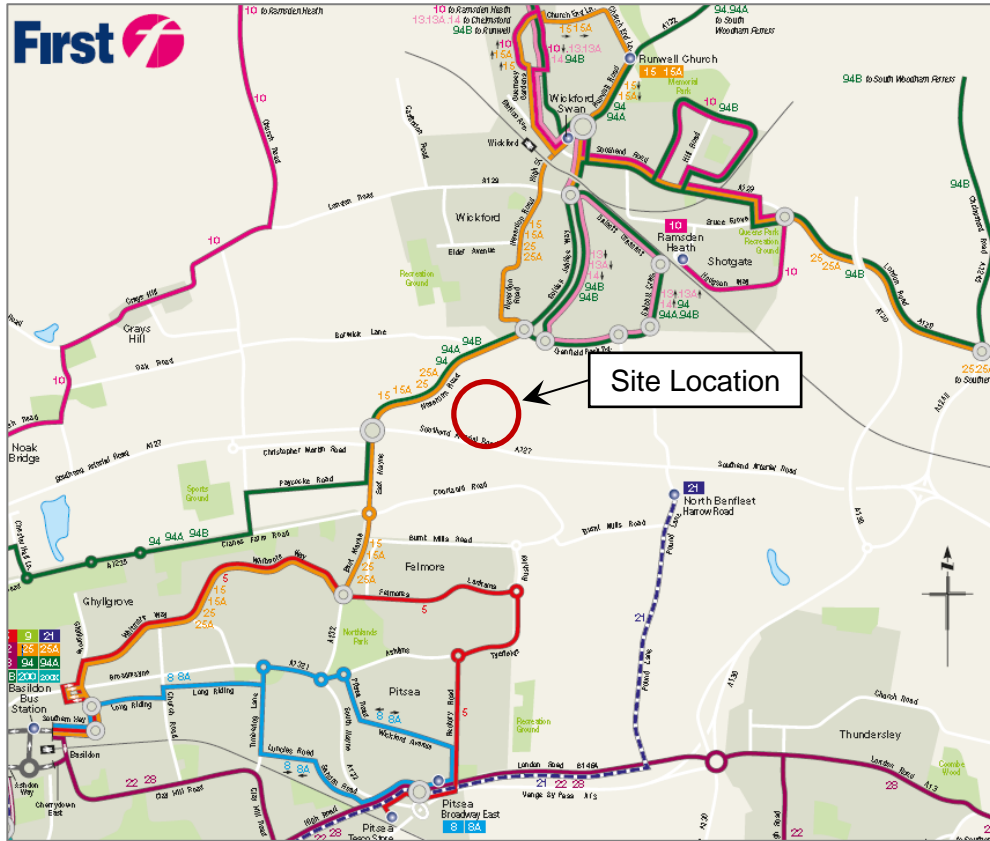


Figure 3-15: Local bus services

3.11.2 No bus routes serve the site. The bus stops closest to the site are along Cranfield Park Road, and the routes are the First Group Basildon services 13, 13A, 14 and 94. The frequency and destinations of these services are shown in Figure 3.15.

Route	Route Description	Frequency (minutes)				Last Bus
		Weekday			Saturday	
		AM	Daytime	PM		
13/13A/14	Chelmsford - Wickford	30	60	60	60	19:05
94/94A/94B	Basildon – South Woodham via Wickford	60	60	-	60	18:10

Figure 3-16: Bus information

- 3.11.3 The nearest railway station is Wickford Railway Station which is located approximately 2.6 miles north east of the site. Wickford Railway station is managed by Abellio Greater Anglia, and is on the Shenfield to Southend Line and is also the western terminus of the Crouch Valley Line in the east of England. There are three trains per hour to London Liverpool Street, three trains per hour to Southend Victoria, and one train every 40 minutes to Southminster.
- 3.11.4 In respect of public transport – there may be the opportunity for service improvements and bus routes to link Hovefields and Honiley through to Wickford, via the proposed junction upgrade A127 /Pound Lane and Cranfield Park Road as set out in the draft New Local Plan. This may have the potential to improve both sustainable and non-sustainable accessibility, via direct links in public transport to both the Greater Anglia and C2C rail lines (at Wickford, Pitsea and Basildon).



Figure 3-17: Local public transport

3.12 INFRASTRUCTURE, SERVICES AND UTILITIES

- 3.12.1 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

- 3.12.2 Gas – The area gas supply is provided by Cadent Gas (formerly National Grid Gas). The drawings obtained from the Service Provider indicate medium pressure mains running along the A127 with a 400mm Polyethylene (PE) main in the central reservation and a 250mm PE main running east on the north side which reduces to 180mm PE after Hovefields Avenue. At the entry to Hovefields Avenue there is a pressure reducing control and a 63mm low pressure PE main runs north along the road up as far as Silver Lodge where it is capped. A 20 dia Medium Pressure (MP) PE connection is shown to the Carlton café and a 6e dia MP PE main runs north along Honiley Avenue as far as Whitecroft where it is capped.
- 3.12.3 Electricity - Electrical power is provided by UK Power Network (UKPN). There are two sets of pylon mounted cables crossing the north part of the site area which appear to be carrying 33kV cables. The more southern cables are on timber pole pylons and the northern cables are carried on steel pylons.



Figure 3-18: Electricity pylons corridor

- 3.12.4 The area supply High Voltage (HV) 11kV appears to emanate from cables running along the north side of the A127. From Hovefields Avenue to Honiley There is also an HV cable (11kV) indicated running north from the A127 which appears to end on a pole to the north of 'Redlands' along Hovefields Drive. In the main these connect to pole mounted transformers to provide Low Voltage (LV) supplies to the buildings.

- 3.12.5 The LV supply cables to properties along Hovefields Avenue and Honiley Avenue are generally pole mounted with some local below ground connections to the buildings although most are catenary style from the poles.
- 3.12.6 Essex County Council information shows street lighting along the A127 but not along either Hovefields Avenue or Honiley Avenue. There is a lighting pillar at the south end of Hovefields Avenue on the UKPN drawings which may feed this.
- 3.12.7 Telecoms – The telecoms data shows services provided by BT Openreach in the area. The main services run along the north and south sides of the A127 below ground. The connections along Hovefields Avenue as far as ‘Redcombe’ and then Hovefields Drive as far as ‘Lyndale’ are on poles. The connection along Honiley Avenue is short, indicated only as far as the first property.
- 3.12.8 Virgin Media have services to the south of the A127 but not to the north side.
- 3.12.9 Water - Water is provided by Essex & Suffolk Water. There appears to be a pumping station a short distance up Hovefields to the west side of the road although the water mains do not appear to enter and on mapping it looks like a private dwellings now. From this point in the road a 12” main connects to a 9” running south to cross the A127. It also connects to an 18” to the east side of Hovefields which runs south to connect to the distribution main on the north side of the A127. This main runs east as a 15” Cast Iron (CI) and west as a 6” along the main road. From the 12” connection an 18” runs north along Hovefields to the Nevendon boundary of the development area where it turns west along the development site side of the boundary with 4” branch running east (indicated as ‘Closed’). A 3” CI connection is shown running north along Honiley Avenue from the distribution main. This has a closed connection to an 18” treated water trunk main which runs along the north side of the A127. Individual domestic connections are not shown. It is noted that the Hovefields Avenue mains have a history of leaks.
- 3.12.10 Drainage – Foul and surface water drainage is provided by Anglian Water (AW). However, the Anglian water drawing does not indicate any piped drainage in the development area. There is a 375 dia foul sewer indicated along the north side of the A127 with a head manhole at the Hovefields Avenue junction and running east. There is also a manhole at the south end of Honiley Avenue. The cover and invert levels are not given.
- 3.12.11 Foul drainage is also shown in Meadow Way to the north, 150 dia Vitrified Clay (VC), again without levels. It is noted that the drainage from this estate flows to a pump station adjacent to ‘Woodville’ and is then pumped east.
- 3.12.12 It is assumed that the majority of existing properties will have cesspit or septic tank foul drainage.
- 3.12.13 No piped surface water drainage is indicated within or around the area.

3.13 DRAINAGE SURVEY REPORT SUMMARY

- 3.13.1 Basildon Borough Council were made aware that on occasions of heavy persistent rain, the area about the junction of Hovefields Avenue and Hovefields Drive, was prone to flooding; the Council had commissioned a drainage survey of the area in February 2016, in order to assess surface water drainage provision.
- 3.13.2 The aim of the survey was to establish what surface water drainage was in place in the area, its condition, and whether there were any improvements that could be suggested.
- 3.13.3 It should be noted that, in the HHNA, the upkeep and maintenance of underground drainage systems is the responsibility of residents whose surface water flow through such pipes. In respect of ditches, land owners have a 'riparian' responsibility which means maintaining the section of ditch that crosses or borders their land.
- 3.13.4 The survey focused on the area of land that was formerly occupied by Travellers to the north of Hovefields Drive and surface water drainage serving land downstream of that.
- 3.13.5 The report identified that the current surface water drainage system requires substantial works to alleviate flooding issues and detailed two wide ranging and costly schemes. The report advised that implementation of less comprehensive works would not be cost effective in alleviating flood conditions.



Figure 3-19: Surface water and foul drainage issues – Hovefields Avenue

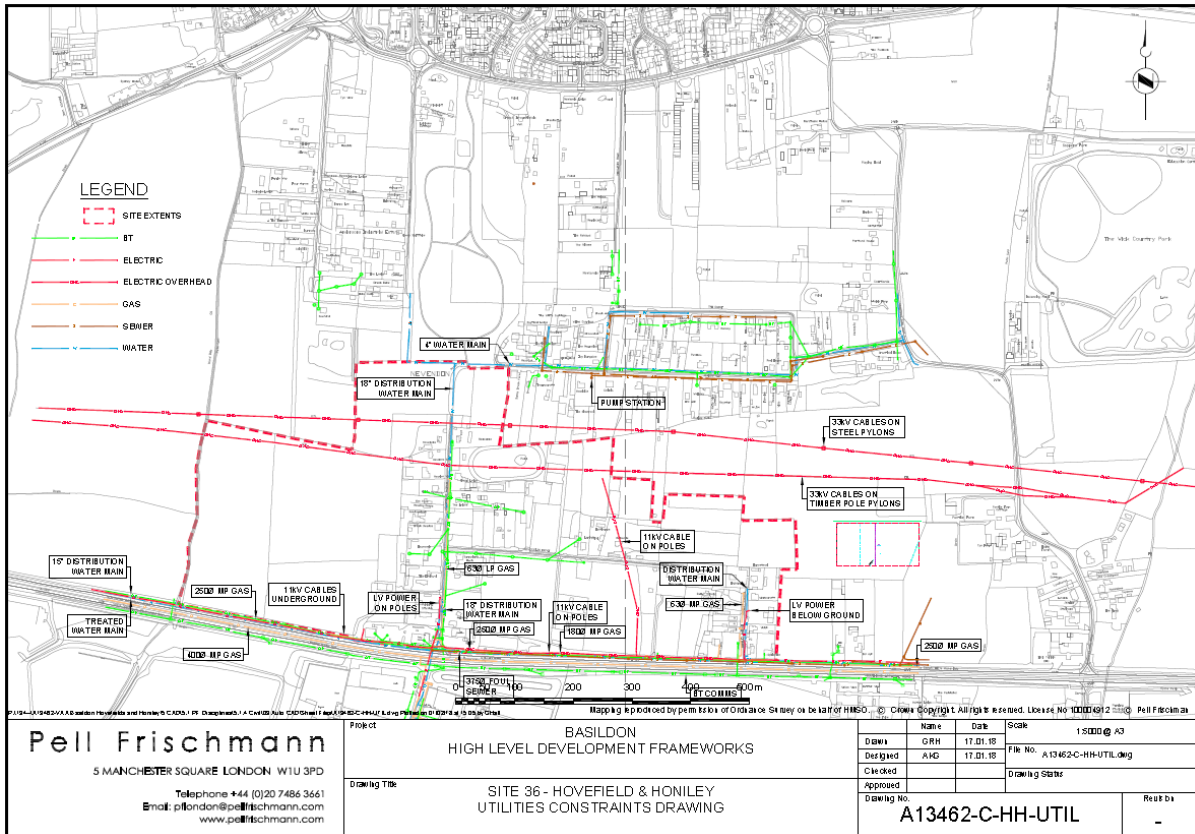


Figure 3-20: Utilities high level constraints summary

3.14 WASTE

3.14.1 In respect of waste planning issues, extant policy is set out within the joint Essex & Southend on Sea Waste Local Plan (adopted in 2001). The Authorities are currently preparing a Joint Replacement Waste Local Plan; work is at an advanced stage with a Pre-submission Plan published in March 2016 (www.essex.gov.uk/WLP). The Plan includes site allocations and policies to guide future waste development in Essex up to 2032.

Replacement Waste Local Plan (2017)

3.14.2 The Essex and Southend-on-Sea Waste Local Plan was adopted in late 2017. The adopted Plan includes a waste site allocation just outside of the Neighbourhood Area, developed into the Tovi Eco Park. This site is an important location for the management of local authority collected waste in the county and as such has been placed within a Waste Consultation Area to ensure that future proximal development doesn't compromise the operation of the facility. The concept of Waste Consultation Areas is set out below.

- 3.14.3 The Adopted Waste Local Plan includes 2 site allocations within or in close proximity to the Hovefields and Honiley Neighbourhood Area (as set out in Appendix 1):
- Basildon Waste Water Treatment Works - allocated as a suitable site for the treatment of 25,000tpa of biological waste;
 - Courtauld Road, Basildon – allocated as suitable for the treatment of 34,000tpa of biological waste.
- 3.14.4 A Waste Consultation Area (WCA) will be designated within and up to 250m from the boundaries of these facilities and Basildon Borough Council will consult the County Council on proposed development within this distance. It is considered that these WCAs fall within the south west portion of the Neighbourhood Planning Area. The policy approach with regard to WCAs is set out in Policy 2 of the Replacement Waste Local Plan: Pre-Submission Draft 2016. Whilst WCAs are not intended to be a barrier to all potential future development, they seek to ensure that the Waste Planning Authority are consulted on non-waste development that could adversely impact on the operation of a safeguarded waste site or infrastructure. This also ensures that potential future development is not adversely affected by existing or future waste developments.
- 3.14.5 The Adopted Waste Plan also identifies a former mineral borrow pit as a site allocation for an inert waste site at Dollymans Farm, further north east of Hovefields and Honiley NA.

Existing Waste Development

- 3.14.6 Burnt Mills Industrial Estate, to the south west of the Neighbourhood Area, is an established and important industrial location in the County, is home to a number of existing waste operations including skip hire and scrap metal recyclers. Burnt Mills has been designated as an Area of Search for future waste development, recognising the suitability of the area for future waste development to meet mainly local and/or small scale needs.
- 3.14.7 Areas of Search are described in Section 8 of the Replacement Waste Local Plan 2014. By way of introduction, the role of Areas of Search is primarily to direct waste facilities serving a more local need towards existing industrial estates across the county that are most suitable for waste development. This plan-led approach therefore seeks to direct waste facilities away from more greenfield locations which may potentially have a less suitable transport network, into those areas more industrialised in nature.
- 3.14.8 The Neighbourhood Forum needs to note the presence of allocated and proposed waste development in proximity to the Neighbourhood Area, and the extent of all Waste Consultation Areas. Any Neighbourhood Plan may need to consider the inclusion of mitigation measures associated with new development to ensure the continued operation of waste sites as indicated.

3.15 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

- 3.15.1 ECC has provided information on existing capacity and requirements for the site, based on its respective Ward. 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.
- 3.15.2 The HHNA site would require either specific additional EYCC provision on its 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).
- 3.15.3 There are currently 17 settings for early years provision in Wickford Park ward, which consist of 13 Childminders, 2 Day Nurseries and 2 Pre-school. There are currently 3 (2 year old funded) places available and 19 (3-4 year old funded) places available. A development of approximately 500 dwellings would create demand for 45 places which would cause a shortfall of 25 places. Based on current data there would be a need for an additional Early Years provision to be considered.
- 3.15.4 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

- 3.15.5 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 2 (Wickford) planning group, with the nearest primary school to the site being number 8 – Abacus Primary School, followed by number 12, Oakfield Primary School, and other schools further north in Wickford.
- 3.15.6 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.
- 3.15.7 *Appendix 1 Status of Theoretical Capacity for expansion within existing school sites (November 2016)* concludes that additional primary school provision will be required if development within this area exceed 1050 dwellings.
- 3.15.8 School provision is often described in terms of 'Forms of entry'. 1 Form of Entry (FE) equals 30 places per year group. Primary schools typically have 7 year groups from reception through to year 6; therefore a 1FE school has 30 x 7 = 210 pupils. Many primary schools also have a nursery class, typically with 30 places which operates morning and afternoon sessions.

- 3.15.9 ECC view is to provide 2FE primary schools where possible, with 420 pupils (plus nursery), for operational reasons; as a 1FE primary school is not considered sustainable. Demand however needs to be sufficient for a 2FE school for on site provision.
- 3.15.10 A 2FE school is identified for the adjacent site proposed for allocation, and included in the Draft Local Plan as H14. It may be the case that need arising from any potential allocation at HHNA would be able to be captured by that school.

Basildon Group 2 Primary Schools, September 2016

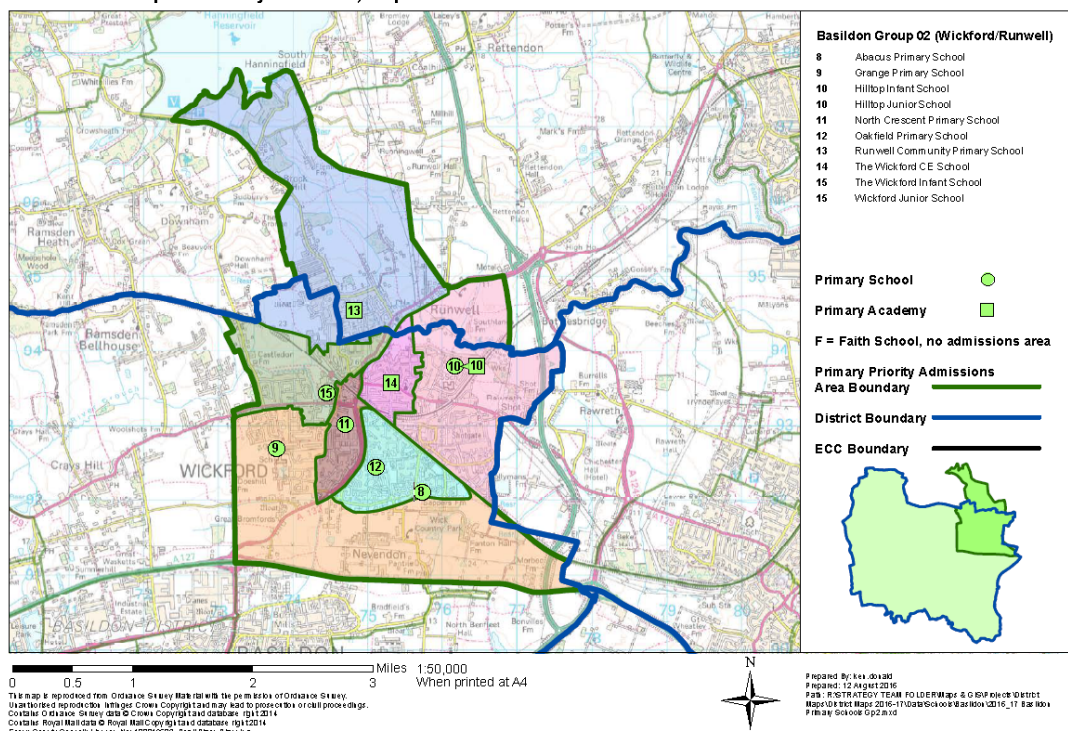


Figure 3-21: Basildon Group 2 Primary Schools

Secondary School Provision

- 3.15.11 Basildon Upper Academy is some 3,000m to the south and has some public transport connectivity with the nearby area, with bus stops along Nevendon Road.
- 3.15.12 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 East Basildon High Level Development Framework recommended safeguarding a future community use site of 8 hectares. Should there be a new secondary school planned for East Basildon future development, this would reduce this distance from the HHNA site to a secondary school to a more sustainable 1,500m.

4. DEVELOPMENT STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS

4.1 CONTEXT

4.1.1 We herewith discuss the potential of the Hovefields and Honiley Neighbourhood Area to contribute to strategic housing growth of new homes as part of a sustainable proposal to support the emerging Local Plan objectives.

4.1.2 As discussed previously, in addition to the policy context, we have reviewed the site characteristics that will need to be taken into account when considering future development. They are grouped in key Strengths (S), Weaknesses (W), Opportunities (O) and Threats (T) and summarised in the SWOT analysis below.

4.2 KEY STRENGTHS

- Existing established residential;
- Existing vehicular access off A127;
- Mainly flat topography, gently sloping down east to west;
- A127 adjacent to the area, and A130 nearby;
- Urban character of regular plotlands layout north of the site area;
- Rural 'open fields' landscape character of the site, despite proximity to major highways;
- Low rise development – mainly bungalows;
- Recreation Ground to the north as an amenity space;
- Green Belt - key role in separation between Wickford and Basildon;
- Possible access routes via Lower /Upper Park Rd, Meadow Way, etc.;
- A127 Junction improvements in the new Local Plan period;
- Neighbourhood Forum in process of preparing a Neighbourhood Plan;
- A will from local residents and HHNF to work with the council to find solutions to the issues the area faces.

4.3 KEY WEAKNESSES

- Unserviced settlement /lack of social infrastructure;
- Unlawful residential development and predicaments associated with related planning and legal disputes;
- Multiple land ownership - comprehensive development that secures benefits will not be easy given number of landowners involved;
- Area not recommended for development by Council Officers for development due to its Green Belt role;

- Landscape Higher Sensitivity areas in the southern part of the site;
- Presence of Great Crested Newts' habitats;
- Pedestrian 'desire lines' related to the historic north /south linkages prior to A127 (early 20th century) make for a dangerous crossing;
- Mixture of land uses – e.g. roadside café and small scale industrial / warehousing next to residential;
- Direct vehicular access from A127 would be contrary to Highways policy;
- Lack of adequate site access from the north /from Wickford;
- Plotlands roads mainly unadopted and some unsurfaced;
- Lack of access to public transport;
- Poor pedestrian /cycle permeability;
- Poor drainage systems, often overwhelmed during prolonged periods of rain resulting in surface water issues;
- Flood Zone 2 – western part of the site;
- Geology of the area, London Clay, determines that soakage drain systems are unsuitable for use in the area;
- Power pylons cross the site;
- Unmodernised utilities;
- Land contamination at certain plots.

4.4 KEY OPPORTUNITIES

- Attempt to resolve issues between settled residents and G&T residents;
- Could be included in the new Local Plan;
- Could improve the level of services /more sustainable development;
- Opportunities for small low density infill residential;
- Opportunity for a new G&T site;
- Opportunities for sewage and drainage improvements;
- Opportunities for landscape mitigation and to enhance landscape buffer between A127 and the site;
- Consolidate different land uses;
- Retain /enhance existing landscape inc. hedges and TPO tree(s);
- Opportunities for passive recreation and SUDS for the area between the two power line corridors;
- Improve vehicular access by reconnecting historic links in the short term, and incorporating a link to the new A127 /Wickford road in the long term;
- Improve area's permeability by connecting the footpath at the west to new paths towards Wickford, and in the long term look into a feasibility of pedestrian overpass to East Basildon (H13 allocation) to the south.

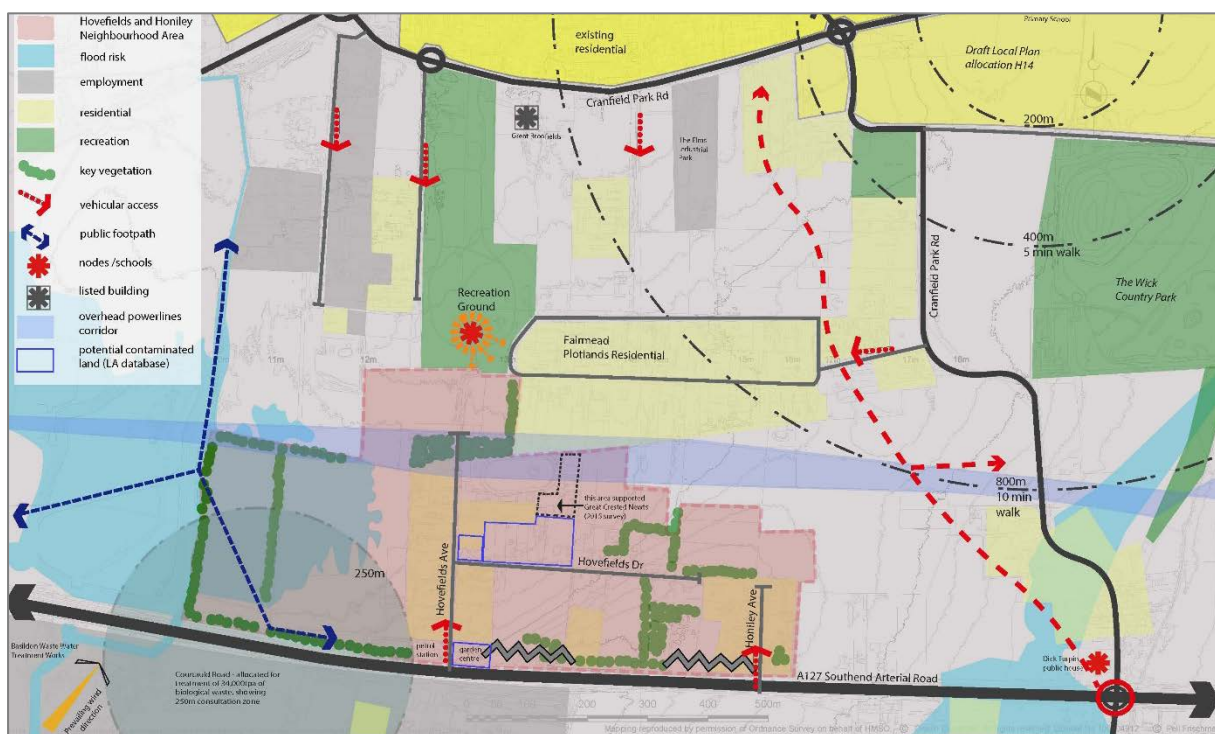


Figure 4-1: Hovefields and Honiley Neighbourhood Area SWOT Analysis

4.5 KEY THREATS

- Opportunity missed to resolve community tensions regarding issues between settled residents and unlawful development occupiers;
- Further unlawful development;
- Basildon and Wickford settlements merging / separation disappearing;
- Development too close to A127;
- Unsafe direct access off A127 continues to service the area;
- Development on open fields /within flood zone;
- Visual impact of potential development to views from A127;
- Urbanised perception of Green Belt;
- Widening /improvements to A127 threat to landscape buffers and any development in the southern part;
- Uncertainty of remediation of contaminated sites;
- Great Crested Newts potential habitat site further disturbed;
- Increased use of septic tanks and possibility of illegal discharges made from septic tanks and increased pollution to the area caused by their overflow during periods of heavy rain;
- Costly works required to bring the utilities up to required standard;
- Local Waste Plan allocated sites south of A127 consultation zone and Tovi Eco Park air quality issues.

5. HIGH LEVEL DEVELOPMENT POTENTIAL PRINCIPLES

5.1 NEIGHBOURHOOD FORUM VISION

5.1.1 The Neighbourhood Forum has identified a list of priorities for the area and shared their aspirations with Pell Frischmann:

- *To live in a community that is balanced, cohesive and served by adequate infrastructure;*
- *To end the ongoing conflicts, 20 years to date, where settled residents, gypsy /traveller residents and Basildon Council are constantly in dispute;*
- *To adopt a strategic approach for the development of the area;*
- *A housing build on a scale that makes provision of infrastructure cost effective;*
- *A gypsy /traveller provision in balance with the settled and gypsy /traveller sections of the community;*
- *HHNA community to be linked by road to Wickford;*
- *The necessity to use the A127 motorway to travel anywhere eliminated;*
- *Improved accessibility to community services;*
- *Roads built to highways standards;*
- *Pedestrian and cycle links to enable access to community services;*
- *Flooding and poor living environment issues addressed;*
- *The current imbalance between the settled and gypsy /traveller residents addressed;*
- *A bus service;*
- *HHNF would like for the BBC to regard the area as an opportunity.*

5.1.2 Our development potential studies address the issues raised above, and have drawn on the constraints and opportunities identified to seek best ways to reinforce this neighbourhood with its own identity but link into the wider urban fabric of the adjacent settlements of Nevendon and Wickford to the north, and to Basildon in the south in the wider strategic context.

5.1.3 Any future potential development should also integrate with the existing landscape and ecological features, enhancing strategic green infrastructure with new open spaces including a landscape buffer between the settlements, and using these features as key structuring elements in the future planning.

5.1.4 We strongly agree that any future development needs to have access to good infrastructure, including highways and utilities, but also public transport, pedestrian and cycle facilities to provide a realistic alternative to the car.

5.2 DEVELOPMENT PRINCIPLES

5.2.1 A series of development principles to guide the development potential studies 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 potential options.

Environment	Planning	Design	Infrastructure
Topography, climate and wind direction	Policy compliant development without compromising the open space gap between Wickford and Basildon /pro-actively manage the use of land in the Green Belt	Prevent coalescence between settlements by maintaining visual buffer between Wickford and Basildon	Plan for an appropriate and feasible network solution to serve both the new development and the existing community
Flooding and drainage	Ensure the Borough's Green Belt continues to serve its purposes, whilst accommodating Objectively Assessed Needs	Multifunctional open space network providing Activity for All	Flexibility and changeability, including safeguard the A127 strategic corridor to enable future improvements and widening, including options for a new route
Environmental constraints including Great Crested Newts potential site; and land contamination	A gypsy /traveller provision in balance with the settled and gypsy /traveller sections of the community	Compatibility between uses, community cohesion, colocation of community facilities	Consider potential development's sustainability including travelling to facilities
Landscape capacity able to accommodate the level of growth	Settlement hierarchy in regard to the development potential / continue to enforce against unauthorised development	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

Environment

- 5.2.2 *Topography, climate and wind direction* - the development's visibility from A127 should be mitigated by careful siting of buildings and prominent roof forms away from the A127 to parts of the site that are more discreet, such as those further set back. The level of street lighting should 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 or within the consultation zone of Local Plan proposed Waste sites.
- 5.2.3 *Flooding and drainage* – any future development on the site (including the surrounding area) should be steered towards Flood Zone 1. 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.
- 5.2.4 *Environmental Constraints* – any future development proposals would need to consider environmental constraints including Great Crested Newts potential habitat identified in the 2015 survey; and consider remediation measures for the sites' on the Council's land contamination register.
- 5.2.5 *Landscape capacity able to accommodate the level of growth* - A clear landscape (and green infrastructure) strategy should be an important element of any proposals for this site and should be set out at early stages. The Local Plan landscape assessments are used to guide the site development potential studies.
- 5.2.6 *Other physical constraints - e.g. powerlines, land ownership* – Two sets of pylon mounted cables traverse the north part of the site, and any development will need to be appropriate in its design - our initial thoughts are to safeguard in a corridor and minimise sterilisation. Land ownership is rather complex and will need to be considered fully in regard to the phasing of the infrastructure and any subsequent development.

Planning

- 5.2.7 *Consider potential for a policy compliant residential development in the new Local Plan without compromising the open space gap between Wickford and Basildon /pro-actively manage the use of land in the Green Belt so that it benefits local communities.*
- 5.2.8 *Ensure the Borough's Green Belt continues to serve its purposes, whilst accommodating Objectively Assessed Needs.*
- 5.2.9 *A gypsy /traveller provision in balance with the settled and gypsy /traveller sections of the community* – In addition to the existing authorised and existing unauthorised GT sites, a new GT site should be designed to accommodate 15 pitches. It should have easy access from a Distributor Road, and be designed to have mature screening for the privacy and amenity of residents.
- 5.2.10 *Consider settlement hierarchy in regard to the development potential of the HHNA and the surrounding area /continue to enforce against unauthorised development.*
- 5.2.11 *Plan for access to appropriate social infrastructure* including local centres, primary school etc. to serve any new and the existing development.

Design

- 5.2.12 *Prevent coalescence between settlements* by maintaining visual buffer between Wickford / Basildon. The buffer to act as a strategic green gap incorporating a range of active and passive recreation including sports and play facilities.
- 5.2.13 *Multifunctional open space network* providing Activity for All should be considered as part of any future development and make full use of the existing open spaces including the Recreation Ground to the north of the site, and of the land in the powerlines corridor. Land beneath and adjacent to overhead power lines can be efficiently used in many practical ways that benefits development. 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 and contribute towards the overall character of the public realm.
- 5.2.14 *Compatibility between uses, community cohesion, colocation of community facilities* - there must be good pedestrian and cycle links from the development into Wickford 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.
- 5.2.15 *Set parameters to improve the quality of the built environment and make the area a secure and welcoming place* – for any future housing development a close relationship to adjacent areas is an important aspect of the proposals.
- 5.2.16 *Connected walking and cycling routes* should be encouraged by linking existing with the new open spaces. The rights of way through and around the site should be retained and integrated into the any future development.

Infrastructure

- 5.2.17 *Deliver an appropriate and feasible network solution* to serve any future and existing community, by improvements to the highways infrastructure; improve sustainable transport infrastructure through enhanced access to and from the site to existing bus routes and stops, and cycle and pedestrian facilities. Issues identified with pedestrian casualties in crossing the A127 will need to be appraised in more detail perhaps in conjunction with wider A127 improvements.
- 5.2.18 *Flexibility and changeability* to cope with the increasing housing growth and demand for highways capacity over the Plan period.
- 5.2.19 *Development sustainability including travelling to facilities* – New facilities should be available at easy reach of residential development, e.g. 10 to 15-minute walk. Any future development proposals 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 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 Wickford.

- 5.2.20 *Traffic safety; high quality of streets and spaces* - There should be good pedestrian and cycle ways into Wickford, including along the new roads.
- 5.2.21 *Distribution of services and utilities* - The overall approach to any future proposals and utility infrastructure is to provide the capacity for future development in conjunction with BBC sustainability goals identified within BBC Draft Local Plan. Any new development quantum will require additional discussions and co-ordination with utility providers to ensure appropriate reinforcement is provided and assessed within any viability appraisal. It is noted that wider development potential in this area of BBC shall require significant infrastructure investment with costs to be apportioned reasonably.
- 5.2.22 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.

6. HHNA DEVELOPMENT POTENTIAL OPTIONS

6.1.1 This chapter describes the development potential options for HHNA and the surrounding area considered. The concept options are illustrated on the accompanying diagrams, and a summary of the number of dwellings (dw.) and individual elements provided below in Table 6-1. Totals include existing established residential properties in the area.

Do Nothing	Do Minimum	Do Minimum Plus	New Local Centre	New Local Centre Plus
HHNA – 0 dw.	HHNA – 112 dw.	HHNA – 246 dw.	HHNA – 246 dw.	HHNA – 268 dw.
Total – 168 dw.	Total – 235 dw.	Total – 369 dw.	Total – 503 dw.	Total – 1,217 dw.
Existing established residential; plotlands policy applies	Existing established residential; plotlands policy applies	Existing established residential; plotlands policy applies	Existing established residential; plotlands policy applies	Redevelopment of Existing established residential
No new homes proposed	new homes (HHNA north A1)	new homes (HHNA north A1) new homes (HHNA south B1, B2, B3)	new homes (HHNA north A1) new homes (HHNA south B1, B2, B3) new homes (C1, C2)	new homes (HHNA north A1) new homes (HHNA south B1, B2, B3) new homes (C1, C2, C3, C4, C5, C6) plotlands redevelopment
-	-	G&T site	G&T site	G&T site
No new vehicular access proposed	Vehicular access from The Chase /Cranfield Park Road East	Vehicular access from The Chase /Cranfield Park Road East and Cranfield Park North	a new A127 grade separated junction, new vehicular access to HHNA from the new link road to Wickford to service HHNA development.	a new A127 grade separated junction, new vehicular access to HHNA from the new link road to Wickford to service HHNA development.
-	-	-	Local centre inc. 2FE primary school	Local centre inc. 2FE primary school
Recreation Ground	Recreation Ground	Recreation Ground New open space (powerline) corridor	Recreation Ground New open space (powerline) corridor Landscape buffer from A127	Recreation Ground New open space (powerline) corridor Landscape buffer from A127
Green Belt boundary unchanged	Green Belt boundary uncertain	Green Belt boundary amended with a settlement 'inset'	Green Belt boundary amended to exclude new community, whilst still providing a green buffer separation	Green Belt boundary amended to exclude new community, whilst still providing a green buffer separation

Table 6-1: Development Options Summary

6.1.2 The Development Potential studies consider what quantum of residential development may be acceptable for the area and its relationship with the context. The studies do not include detailed guidance on the design of the new homes or provide layouts of the housing areas.

6.1.3 The studies have also sought to identify the most appropriate locations for new homes within the area, and the provision of specific infrastructure including community services and facilities. As a result, the quantum of homes and infrastructure varies for the options presented herewith.

6.2 HHNA DEVELOPMENT POTENTIAL: DO NOTHING

6.2.1 **Do Nothing** assumes no further development is proposed for the area, and no changes are implemented to the highways infrastructure.

6.2.2 Wickford urban area is further to the north of the wider site area and Burnt Mills Industrial Estate on the outskirts of east Basildon is on the southern side of the A127, which acts as a physical barrier to the site and Basildon.

6.2.3 Small fields and narrow plots create a dense pattern and enclosed landscape with few long distance views. The neighbouring Plotlands settlement is characterised with a distinct geometric road pattern, with individual dwellings on large plots and mature vegetation. The condition of the area is mixed and the area has a moderate strength of character.



Figure 6-1: Development Potential - Do Nothing

- 6.2.4 The new Local Plan Plotlands policy still applies, and this would result in potentially some densification of the established residential.
- 6.2.5 From the highways policy view, this is an unsatisfactory option, as Hovefields Avenue and Honiley Avenue including some 34 dwelling or so remain to be accessed directly off the A127 highway.
- 6.2.6 The **Do Nothing** choice is therefore not a feasible option in the long term.

6.3 HHNA DEVELOPMENT POTENTIAL: DO MINIMUM

- 6.3.1 **Do Minimum** takes as the starting point the area at the north of the HHNA identified as suitable for potential development in the Outline Landscape Appraisals.
- 6.3.2 The Outline Landscape Appraisals report concludes there may be potential for small scale, low density infill (approx. 20-25 dw/ha) development here without compromising the overall sense of separation between the settlements.
- 6.3.3 The report also suggests for the Meadow Way to be considered for potential vehicular access to this part of the site. Consideration should be given to constructing an adoptable standard of road along the alignment of the northern road of this established residential area, as The Chase has established residential properties on southern side only. The new road could connect to the Cranfield Park Road to the north of the existing access via the Fairway, and the Fairway could be used for local access only, with all the residents benefiting from the new adopted highway.
- 6.3.4 This option would deliver approximately 67 new dwellings at 30 dw/ha, within the HHNA boundary.
- 6.3.5 Whilst this option would deliver some new homes for the Neighbourhood Area, it would not solve any of the infrastructure issues of the established residential along the Hovefields Avenue and Honiley Avenue, including the unsuitable direct vehicular access off A127.
- 6.3.6 Whilst **Do Minimum** can be seen as a starting phase for the infrastructure improvements and unlocking development sites prior to the delivery of the new A127 grade separated junction and road link to Wickford, this choice would require enhanced vehicle access to Cranfield Park Road and be subject to further assessment in transport terms and may require utilities reinforcement which would equate to it being an unfeasible option in the long term.

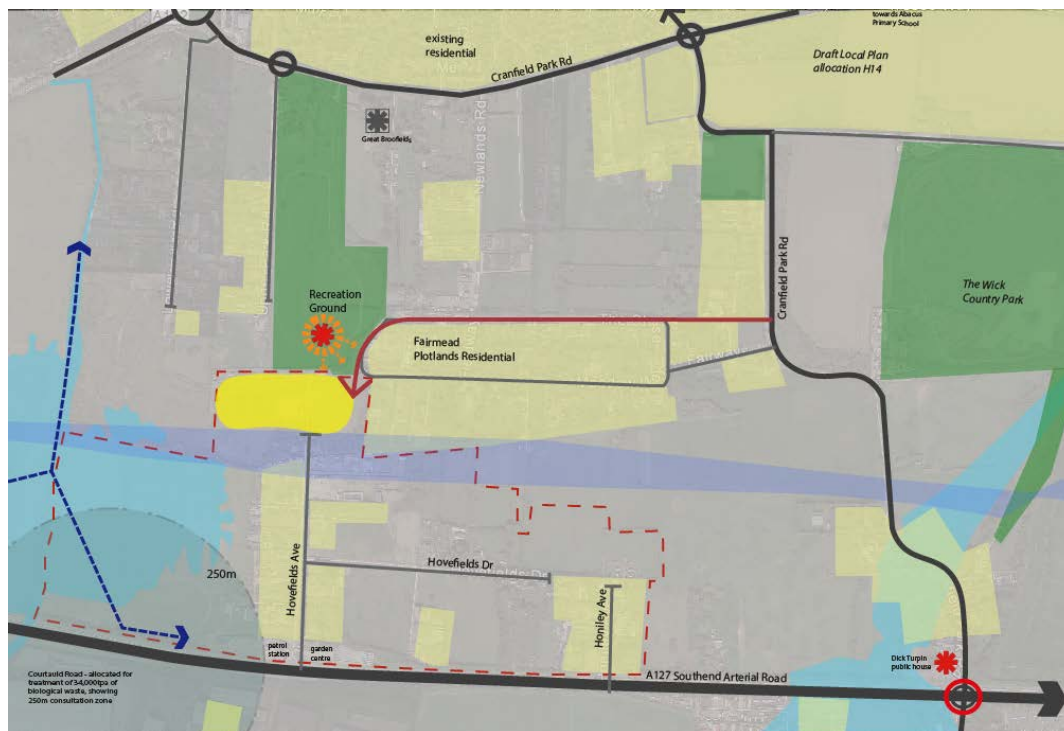


Figure 6-2: Development Potential - Do Minimum

6.4 HHNA DEVELOPMENT POTENTIAL: DO MINIMUM PLUS

- 6.4.1 **Do Minimum Plus** builds on the highways proposals in the previous option by extending the access road southwards to meet the existing alignment of Hovefields Drive, and then back north to meet with the alignment to connect with the Cranfield Park Road.
- 6.4.2 In addition to the approximately 67 dwellings in the north west corner of HHNA, this option would deliver approximately further 120 residential units on the land to the north of Hovefields Drive, subject to overcoming any environmental constraints identified earlier, e.g. Great Crested Newt surveys, mitigation plans, and decontamination mitigation measures.
- 6.4.3 A G&T plot for 15 dwellings is provided to the west of the site adjacent to the south of the powerline corridor, and out of the area that falls within a Flood Risk 2 at the most western part of the site.
- 6.4.4 Further secondary access can be considered from Upper Park Road from the north; unlocking development potential of any future phases to the north of Fairmead Plotlands.
- 6.4.5 The powerline corridor has a potential to be used for informal open space (dog walking, cycling etc.) or as nature conservation areas. The land beneath

- overhead power lines can also fulfil a valuable role in accommodating a sustainable urban drainage system.
- 6.4.6 Existing established residential on southern part of Hovefields Ave and on Honiley Ave vehicular access and drainage would be upgraded (and direct access from A127 closed off) as part of the infrastructure improvements.
- 6.4.7 The proposals would be deemed a self-contained settlement, and as such could be 'inset' if the surrounding area was to remain as Green Belt.
- 6.4.8 This development option is capable of delivering approximately 187 new dwellings within the HHNA but would require significant new infrastructure including new highways to adoptable standard. The site is still not considered a sustainable location due to the lack of community facilities within 10 to 15-minute walk of the proposed residential development, as well as considerable distance from local bus services along Cranfield Park Road and Nevendon Road.



Figure 6-3: Development Potential – Do Minimum Plus

- 6.4.9 Whilst **Do Minimum Plus** can be seen as a stepping stone for the infrastructure improvements and unlocking development sites prior to the delivery of the new A127 grade separated junction and road link to Wickford, this choice on its own is not a feasible option in the long term due to poor access to existing services and therefore a limited ability to provide a sustainable and stand-alone community.

6.5 HHNA DEVELOPMENT POTENTIAL: NEW LOCAL CENTRE

6.5.1 **New Local Centre** explores the development potential of the area between Cranfield Park Road to the north and A127 to the south, together with the potential opportunities that the new A127 grade separated junction and associated link road to Wickford would create. The alignment of the link road to Wickford on Figure 6-4 (dashed red) is indicative and schematic only; and is a high-level interpretation of the new Local Plan proposals for the purpose of this development potential study (e.g. it is not a preferred Essex County Council proposed alignment).



Figure 6-4: Development Potential – New Local Centre

- 6.5.2 This development potential is wholly reliant on strategic roads and junction improvements at A127/Pound Lane being in place whilst, there is a potential to deliver further infrastructure improvements, including a primary school and local centre to serve the area’s increasing population.
- 6.5.3 The proposals make further use of the new link road frontage by extending the development area northwards and further residential development is proposed to the west, ‘framing’ and overlooking the Recreation Ground.
- 6.5.4 Enhanced utility infrastructure will be required for such a development quantum including drainage, power, gas and telecoms reinforcement as a minimum. Such provision would need to be examined within any viability appraisal.

- 6.5.5 The **New Local Centre** option has a potential to deliver a self-contained new community, centred around the existing Recreation Ground and a new primary school forming a new local centre.
- 6.5.6 Whilst this stand-alone community option delivers the same number of dwellings to the HHNA (246), it has the ability to share the infrastructure costs with the wider area, and bring the benefits of better services including potentially a new school to the community of approximately 500 units.
- 6.5.7 ECC have however indicated that in principle they do not support 1FE schools (500 units = 151 primary school children) as they are not sustainable.
- 6.5.8 This option is not feasible in terms of education provision - education provision would need to be off-site; indicating no local centre would be feasible within the site area.

*(1FE = 210 places; 2FE = 420 places; 2 1/2 FE = 525 places; 3FE = 630 places)

6.6 HHNA DEVELOPMENT POTENTIAL: NEW LOCAL CENTRE PLUS

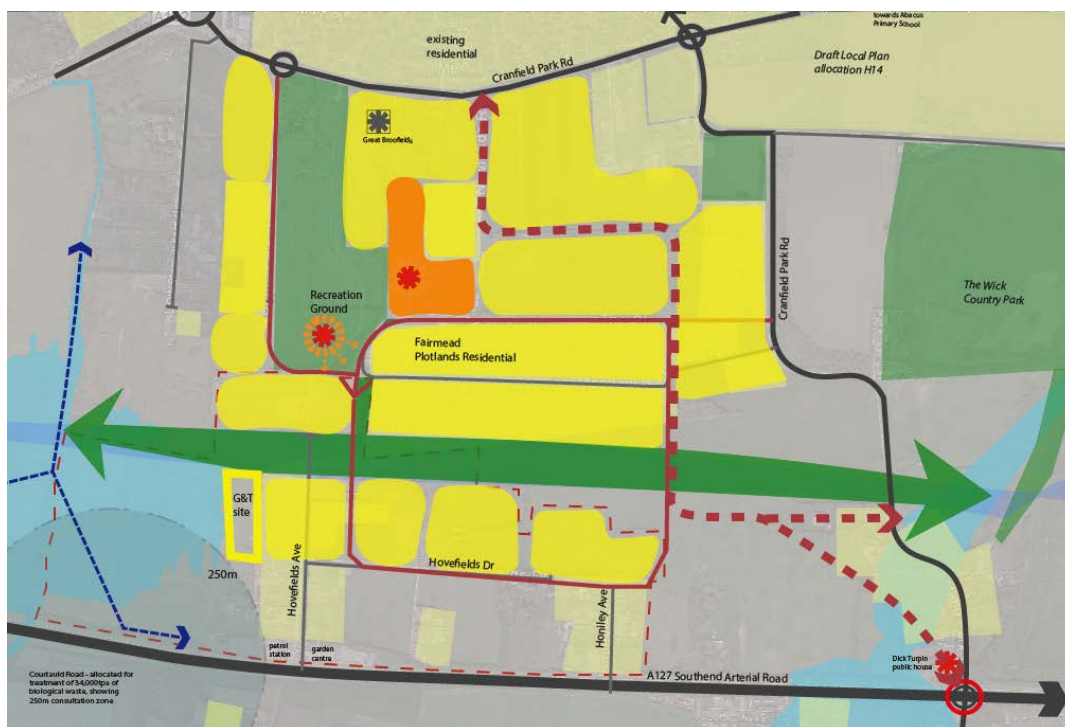


Figure 6-5: Development Potential – New Local Centre Plus

- 6.6.1 The **New Local Centre Plus** proposals consider maximising the new Local Plan highways proposals by unlocking development potential of the areas both east and west of the northern part of the new road frontage.

- 6.6.2 The area to the north of the plotlands development has no apparent development constraints; except for the listed building of Great Broomfields, which should be considered in siting any potential development proposals.
- 6.6.3 Again, with such an uplift in demand, enhanced utility infrastructure will be required for such a development quantum including drainage, power, gas and telecoms reinforcement as a minimum. Such provision would need to be examined within any viability appraisal. It is thought that it may be possible to facilitate a redevelopment of the existing established residential area, at higher densities that presently developed, say at 30 and 20 dw/ha respectively.
- 6.6.4 With the new development plots and redeveloped established residential plots, the area has a potential to accommodate some 1,217 dwellings and a new local centre with a 2FE primary school, with improved access to local services and facilities in Wickford.

6.7 STAKEHOLDER WORKSHOP

- 6.7.1 Following a site visit, a workshop on the development potential of the HHNA was held on the 24th January 2018 with representatives of the Neighbourhood Forum (NF), the Forum's planning consultant and the ward councillor for the Neighbourhood Area. At the workshops PF outlined the study scope, Policy objectives, and physical constraints and opportunities for the area.



Figure 6-6: Development Potential – Stakeholder workshop site visit

- 6.7.2 Neighbourhood Forum Chair gave an update on the progress on the Neighbourhood Plan (NP), explaining that the plan is a live document which will be reviewed in line with the Council's exercises leading up to the final version of the Local Plan.

- 6.7.3 Neighbourhood Forum Chair also outlined that the NF are not in favour of the Draft Local Plan proposals for the area, with plotlands infill policy suggesting some 25 new dwellings for the Fairmead Plotland, and that such intensification would put further strain on the current state of inadequate infrastructure.
- 6.7.4 After examining development potential constraints and opportunities (handout included in Appendix B), PF representatives outlined their views on the development potential of the area, including their view that the proposed grade separated junction at Pound Lane /A127 /Cranfield Park Road would be key to unlocking the development potential of the area, however this would be costly.
- 6.7.5 The NF representatives raised concerns at the extent of the new infrastructure required to deliver the development, in particular of the new roads and the A127 grade separated junction and how the funding will be provided.
- 6.7.6 Clarifications were sought why certain areas were not considered for development potential, e.g. the land between Hovefields Drive and A127. PF view was that a degree of Green Belt separation is still required between any new development and Basildon /Burnt Mills on the south, and the A127 Corridor Study had sought to safeguard land for future improvements and potentially even for a new route.
- 6.7.7 It was agreed by all that better vehicular connections to Wickford are desperately needed by the area, and there is potential to use some of the historic access routes leading to Cranfield Park Road.
- 6.7.8 Likewise it was considered by all that the powerline corridor could perform a role of a passive recreation space, and act as a link to joining open spaces in the area.
- 6.7.9 It was suggested by the NF's planning consultant that BBC could consider locating low density self-build plots in the areas PF had viewed as suitable for green buffers.
- 6.7.10 Feedback from the workshop was used to finalise development potential studies and prepare this report.



Figure 6-7: Development Potential – Stakeholder workshop sketch

6.8 POST WORKSHOP CONSIDERATIONS

6.8.1 HHNF provided Pell Frischmann with their post workshop comments. We herewith reflect on the issues raised in the HHNF letter of the 28th January 2018.

	Issue	HHNF view	PF response
1	High Level Scoping Study focus	HHNF representatives felt that the main issue the workshop focussed on was the routing for a proposed new road between a proposed new junction at Pound Lane on the A127 and Wickford and that the whole premise of the workshop appeared to be based upon this junction being built. Whereas the Forum fully accept that it would be beneficial for the Neighbourhood Area to be linked to this new road, there were concerns it would not be built for some years, or may never be built at all.	PF have taken this comment on board, and as part of the final development potential options examined ways of providing alternative vehicular access to the area, not reliant on the non-compliant direct access off A127, or on the new A127 grade separated junction and the related new link road to Wickford.
2	Development and road linkage of the HHNA	HHNF representatives wanted to point out that development of HHNA area is not, and should not, be reliant on connection to the new road proposed, and that it should be feasible to develop the area with its own road network built to highways standards with connections to Wickford from the northern side of our area.	Please see response to 1) above.
3	Proposed buffer zone	HHNF commented that the suggested buffer zone (as sketched at the workshop) between Hovefields Drive and A127 appears to be	The study considered the draft Local Plan Evidence Base (including Green Belt Review) and physical site observations in relation to the extent to which any development could be

		<p>arbitrary line drawn on a map without proper consideration being made. Examples of residential development adjacent to A127 were provided by HHNF.</p>	<p>appropriately located on site. A127 acts as a strong barrier between the site and the industrial Basildon /Burnt Mills area to the south, and the overall study area relates better to residential areas of Wickford than to residential areas of Basildon to the south.</p> <p>Furthermore, potential development in the most southern portion of HHNA would threaten to create a perception of merging the two settlements.</p>
4	Roads	<p>HHNF letter argues that as the roads within the Neighbourhood Area are unadopted and not part of the public highway, without any infrastructure and would be discarded as not fit for purpose in the event of development taking place; and that this offers the opportunity of a flexible approach by either re-locating them or creating new roads to accommodate a housing build.</p>	<p>PF high level development potential options do consider a number of different ways that the site could be accessed to the satisfaction of the Highways Authority, including both along the alignment of some of the existing unadopted roads, as well as new alignments.</p> <p>We agree with HHNA that these issues should be studied further, as part of any master planning work, if the principle of development is pursued.</p>
5	Land to the north west of HHNA (Upper Park Road and Lower Park Road)	<p>HHNA letter argues that PF had dismissed considering the potential of areas to the north west of HHNA without any meaningful debate. HHNA representatives felt that development of this area and HHNF proposed road linkage to it was not given proper consideration.</p>	<p>PF high level development potential options consider a number of different ways that HHNA could be accessed to the satisfaction of the Highways Authority, including along the alignment of existing unadopted roads like Upper Park Road (see workshop sketch Figure 6-6). The study area for the development potential study is shown in red line in Figure 1-1. We have however considered implications on the wider area, and included the wider area proposals in our final development potential options.</p>
6	Electricity Pylons	<p>HHNF letter reaffirms that the electricity pylons route over part of HHNA should</p>	<p>PF agree with HHNF on this approach, and see the benefit of using the electricity pylons corridor as a passive</p>

		<p>not constitute a reason against development, and whereas there are sound reasons for not building directly beneath overhead lines there are opportunities to use these open spaces for other uses e.g. public open spaces, community amenities, nature conservation, structural landscaping, parking, water bodies, drainage, flood attenuation etc.</p>	<p>open space, serving purposes of recreation as well as sustainable urban drainage systems.</p>
	<p>Land West of Hovefields Avenue</p>	<p>HHNF recognise this part of the site is constrained by issues such as flood risk. However, HHNF considered that there would still be some scope for development of this part of the site, and point out that the site had initially been identified as having potential, and as the location of a proposed Gypsy and Traveller site.</p>	<p>The policy guidance suggests any future development on the site (including the surrounding area) should be steered towards Flood Zone 1. 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. PF development potential options consider accommodating a G&T site in this part of the site, subject to the constraints discussed in Chapter 4 of this report.</p>

7. DEVELOPMENT POTENTIAL: COMPARING THE OPTIONS

- 7.1.1 The Development Potential of the area is demonstrated in a set of 'building block' diagrams that aim to align the proposals with the Objectives set in Section 1.2 and Development Principles in Section 5.2.; and consider the proposals as a potential future allocation for residential development within the emerging Basildon Local Plan.
- 7.1.2 The Development Potential options were compared in how well they meet the Objectives set in Section 1.2 and Development Principles in Section 5.2. A summary is shown in the table on the following page, with the numbers at the bottom of the table showing how many guiding principles each particular option meets.

	Guiding Principles*	Do Nothing (DN)	Do Minimum (DM)	Do Minimum Plus (DMP)	New Local Centre (NLC)	New Local Centre Plus (NLCP)	Comments
Environment	Topography, climate and wind direction	✓	✓	✓	✓	✓	No residential properties are proposed within waste sites' consultation zone. The development's visibility from A127 should be mitigated by careful siting of buildings and prominent roof forms away from the A127.
	Flooding and drainage	⊗	⊗	⊕	⊕	⊕	No development proposed in Flood Zone 2. Existing drainage ditches unsatisfactory and little scope to improve it in DN or DM options. Opportunities for varied levels of SUDS and surface water management ponds in DMP, NLC and NLCP.
	Environmental constraints including Great Crested Newts potential site; and land contamination	⊗	⊗	⊕	⊕	⊕	In DN and DM it is most likely no action will be taken in regard to the GCN potential site or the contaminated sites, due to the costs involved. Options DMP, NLC and NLCP would require studies to be undertaken and environmental mitigation measures proposed.
	Landscape capacity able to accommodate the level of growth	✓	✓	⊕	⊕	⊕	Option DM proposes residential development within lower landscape sensitivity area. The nature of the landscape character however changes with the introduction of a new highways in the area in DMP, NLC and NLCP. Opportunities to incorporate further biodiversity features.
	Other physical constraints - e.g. powerlines, land ownership	⊗	⊗	⊕	⊕	⊕	Major powerline corridors cross the site. Opportunities for SUDS and surface water management ponds in DMP, NLC and NLCP. Multiple site ownership might affect deliverability of any proposals.
Planning	Policy compliant development without compromising the open space gap between Wickford and Basildon	⊗	⊕	⊕	⊕	⊕	The proposals will not be highways policy compliant if there is still direct vehicular access off A127 in operation.
	Ensure the Borough's Green Belt continues to serve its purposes, whilst accommodating Objectively Assessed Needs	✓	⊕	⊕	⊕	⊕	Any potential residential development allocations will require considerations to the Green Belt mitigation.
	A gypsy /traveller provision in balance with the settled and gypsy /traveller sections of the community	⊗	⊗	✓	✓	✓	It is unlikely that DN or DM will address any of the current unlawful development issues. It is assumed that DMP, NLC and NLCP options will plan for a site for 15 x new travellers' pitches (in addition to the existing authorised and existing unauthorised GT sites).
	Settlement hierarchy in regard to the development potential /continue to enforce against unauthorised development	⊗	⊕	⊕	⊕	✓	Existing established residential in conflict with unlawful development. This is unlikely to change unless there is a significant investment in infrastructure proving an improved setting for the existing or any new residential or GT sites.
	Plan for appropriate social infrastructure including local centres, primary school etc.	⊗	⊗	⊗	✓	✓	Unsustainable location, with limited access to social infrastructure (in Wickford). NLC and NLCP consider a critical mass to provide such facilities, considering the site area's housing capacity potential. LCP is not feasible (to include a school), however it might be able to use the services of the H14 allocation.
Design	Prevent coalescence between settlements by maintaining visual buffer between Wickford and Basildon	✓	✓	⊕	⊕	⊕	Whilst DN and DM maintain the status quo of the Green Belt; DMP, NLP and NLPP consider development and mitigation potential required to maintain the visual buffer between Basildon and Wickford. NLPP show a buffer of approx. 160-400m incorporating the rural 'open fields' landscape character of the area.
	Multifunctional open space network providing Activity for all	⊗	⊗	✓	✓	✓	There are opportunities to incorporate multifunctional open space network facilitating a range of uses, connecting the area to the existing parks and footpaths, with the critical mass of development in DMP, NLC and NLCP.
	Compatibility between uses, community cohesion, colocation of community facilities	⊗	⊗	⊕	⊕	⊕	Urban character of plotlands layout northeast of the HHNA and the residential off Cranfield Park Road provide a potential setting for further residential development, however still a fair distance from any existing local centres. DMP, NLC, NLCP look at a cohesive ways to bring a benefit for the area's residents.
	Set parameters to improve the quality of the built environment and make the area a secure and welcoming place	⊗	⊕	⊕	✓	✓	Whilst there is scope to improve the quality of the area even in DM, it gets less costly as the development potential increases, and as better connections can be provided by transport corridors and networks of multifunctional open space, with development density compatible with surroundings.
	Connected walking and cycling routes and walkable communities	⊗	⊕	⊕	✓	✓	The development potential options aim for the walking and cycling routes to connect to the existing footpaths and open space networks, as well as enhance the existing services provision to provide access to schools, shops and community facilities.
Infrastructure	Plan for an appropriate and feasible highways network solution to serve both new development and existing community	⊗	⊕	⊕	✓	✓	DN option would still have dangerous direct vehicular access off A127. DM and DMP consider improved vehicular access not reliant on the proposed A127 junction upgrade. NLP and NLPP consider opportunities offered by the A127 junction upgrade and the north-south link road to connect to Cranfield Park Rd.
	Flexibility and changeability, including safeguard the A127 corridor improvements and widening, including options for a new route	⊗	⊕	⊕	⊕	⊕	Upgrading of unadopted roads and connecting to the new north-south Local Distributor road and to Cranfield Park Rd will provide flexibility to the area including increased development potential. Land ownership might be an issue.
	Consider potential development's sustainability including travelling to facilities	⊗	⊗	⊗	⊕	✓	Improved access to local centres proposed in NLC and NLCP. There may be the opportunity for service improvements and bus routes to link Hovefields and Honiley through to Wickford, via the proposed junction upgrade A127 /Pound Lane and Cranfield Park Road as set out in the draft New Local Plan.
	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. Opportunities for renewable heat and power generation, photovoltaics and sustainable construction methods.
⊗	does not meet the guiding principle /policy objective	4	3	3	8	11	
✓	meets the guiding principle /policy objective						
⊕	further consideration /studies required						

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

- 7.1.3 The evaluation confirms that Do Nothing is not an option that can be sustained, as safe vehicular access will be required to the existing established residential in the long term. Do Minimum and Do Minimum Plus simply do not seem to have the critical mass to enable comprehensive environmental improvements to the area.
- 7.1.4 The New Local Centre option scores relatively high, however fails short of housing numbers to deliver key social infrastructure, and if delivered would have to be reliant on facilities provided by other local centres, e.g. in the H14 allocation.
- 7.1.5 The New Local Centre Plus meets 11 out of 20 guiding principles set. Whereas it does not fail any, there are still a number of issues, as indicated in Figure 6-6, that would require further consideration and effective outcome in order for this development potential option to be endorsed for a potential residential allocation.
- 7.1.6 The diagram below (Figure 6-7), shows the New Local Centre option, indicating maximum potential that could be achieved within the vicinity of the HHNA.



Figure 7-1: Development Potential – New Local Centre Plus Concept

- 7.1.7 The ability to specify a set of conditions under which planned development would occur, including in relation to substantial compensatory enhancement of affected areas of the Green Belt; and making this location more sustainable by the delivery of the new infrastructure, including pedestrian and vehicular access from HHNA and the surroundings to Wickford would be critical to designating any new residential allocations in the area studied.

7.2 GREEN BELT CONSIDERATIONS

- 7.2.1 Whilst the A127 acts as a strong physical edge in this location, it is still important that any proposals put forward maintain a generous Green Belt buffer to prevent Basildon and Wickford from coalescing.
- 7.2.2 Development across the HHNA site would reduce the actual distance between the settlements of Basildon and Wickford. The presence of the existing built form within the gap increases importance of any open areas and the gap's sensitivity to further development.
- 7.2.3 Notwithstanding this, given the size of the wider study area and the sporadic development of the northern section and its relationship to Wickford, our studies concluded that some development in this area may be possible without the risk of the settlements merging provided the overall strength of the gap is maintained.
- 7.2.4 Nevertheless, in all the options considered, including the maximum development potential scenario, it is viewed that the area between Hovefields Drive and the A127 should remain in the Green Belt as the absolute minimum distance between the settlements. The policy guidance in regard to the construction of new buildings as inappropriate in the Green Belt applies. Exceptions to this are:
- buildings for agriculture and forestry
 - provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it
 - the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building
 - the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces
 - limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan
 - limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- 7.2.5 The limited infill currently covers notable existing Green Belt incursions at Hovefields Avenue and Honiley Avenue which further highlights the risk of continuous development between the A127 and Wickford when viewed with the earlier outlined maximum development potential proposals.
- 7.2.6 However, should the Green Belt gap between the settlements be considered to be narrowed from 960m to some 160m in line with the maximum development potential scenario, limited infilling would not be acceptable in the area between Hovefields Drive and the A127, in order to protect the openness of the remaining Green Belt.

- 7.2.7 There is a partial argument that the gap would not be compromised by being reduced, since the A127 dual carriageway forms a permanent barrier between the HHNA and Basildon. It is also noted that the employment corridor south of the A127 and the East Basildon draft employment allocation on land south of the A127 to the north of Burnt Mills Road are materially different in character and appearance and therefore distinct from the open character residential development of the southern part of HHNA. In addition, Burnt Mills area of Basildon appears to be located on higher ground, providing a further sense of separation, as the sloping land and green buffer in parts of the site currently prevent intervisibility between the two localities.
- 7.2.8 If development were to encroach upon the southern part of HHNA, this boundary would be less effective and there is still a risk of the settlements appearing to merge, should this land be extensively developed.
- 7.2.9 Certain other forms of development are also not inappropriate in Green Belt *'provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt'*. These include local transport infrastructure which can demonstrate a requirement for a Green Belt location.
- 7.2.10 Whilst the Green Belt Review 2017 find the parcel contributes to the purpose of preventing the neighbouring towns from merging, and the Outline Landscape Assessments do not recommend the southern portion of the HHNA for development, these recommendation are likely to be challenged by the introduction of a new infrastructure, in this case a link road to Wickford from the proposed grade separated A127 junction, as per the alignment shown on the Draft Local Plan Policies Map.
- 7.2.11 The development potential identified in the earlier studies, paired with the potential infrastructure improvements for the A127 junction and the associated link road to Wickford; provide strategic opportunities to redefine the Green Belt boundary, by creating a clear development edge and an improved landscape buffer for the southern section of the site area between Hovefields Drive and the A127, creating a defensible Green Belt boundary.
- 7.2.12 As a matter of national planning policy (NPPF paragraph 87) inappropriate development is by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.
- 7.2.13 The site area presently provides a notable contribution towards the openness of the Green Belt in the immediate locality south Wickford /north Basildon. The site area is visible from the adjoining A127, although views are restricted in part by boundary trees and shrubs.
- 7.2.14 It is accepted that there would be a greater impact on openness in respect of the development potential proposals because the development by its very nature harms the openness of the site and the Green Belt, and as such "exceptional

- circumstances” need to demonstrate that the proposals could secure significant long term benefits to the attractiveness of the remaining Green Belt and the area to outweigh the implicit harm from inappropriate development in the Green Belt.
- 7.2.15 The Government’s February 2017 Housing White Paper, at paragraph 1.39, aims to elaborate further on the “exceptional circumstances” test:
“Therefore we propose to amend and add to national policy to make clear that:
- **authorities should amend Green Belt boundaries only when they can demonstrate that they have examined fully all other reasonable options** for meeting their identified development requirements, including:
 - *making effective use of suitable brownfield sites and the opportunities offered by estate regeneration;*
 - *the potential offered by land which is currently underused, including surplus public sector land where appropriate;*
 - *optimising the proposed density of development; and*
 - *exploring whether other authorities can help to meet some of the identified development requirement;*
 - **and where land is removed from the Green Belt, local policies should require the impact to be offset** by compensatory improvements to the environmental quality or accessibility of remaining Green Belt land. *We will also explore whether higher contributions can be collected from development as a consequence of land being released from the Green Belt. ”*
- 7.2.16 BBC would need to have examined all other reasonable options for meeting the identified new Local Plan development requirements before considering sites such as HHNA. Should HHNA and the surrounds be pursued as an allocation and parts of it potentially removed from the Green Belt, we herewith reflect on the key consideration of any potential compensatory improvements.
- 7.2.17 Suggested improvements are likely to constitute the restoration of a suitable landscape character, with increased tree cover, and greater availability of access links and rights of way into the surrounding open space, and improved natural open space to allow wildlife corridors and movement. Suitable and appropriate mitigation for the restoration of damaged landscape areas should consist of strong planning policy protection for the remaining open gap.
- 7.2.18 It would be required for the proposals to pass the “exceptional circumstances” test, in order be considered for a residential allocation in the new Local Plan.
- 7.2.19 Whilst this report assesses the development potential of the area, it is outside the scope of the current study to set out the planning case for “exceptional circumstances” that would recommend to justify any amendments to the Green Belt boundary. We however list further below some of the potential benefits that the proposals would bring to the area.



Figure 7-2: Green Belt potential amendments (shown with potential new highways)

7.2.20 It is considered that there are positive aspects to the development in support of the development potential proposals, the key economic, social and environmental benefits being:

- The development will contribute to the housing land supply within the Borough;
- The development will create construction jobs, which have acknowledged economic benefits along the supply chain;
- The proposals will generate an associated population increase which will increase the potential to improve the local spending profile;
- A contribution to local Council Tax;
- A contribution to improving local infrastructure /resolving current issues;
- Helping to encourage urban regeneration through the recycling of derelict or damaged land;
- Reduction in the amount of surface water run-off affecting the watercourses;
- Provision of affordable housing;
- Provision of further GT sites, in return potentially addressing unlawful development on site;
- Potential to increase the frequency or introduce new bus service;

- A contribution to enhancing local cycle routes;
- Existing footpaths improvements;
- Existing recreation ground improvements;
- Creation of /improvement of Public Open Space;
- Potential to restore landscape character of areas damaged by unlawful development;
- Provide an attractive and secure environment for the existing residents on this site;
- Opportunity for biodiversity /ecological enhancements, including GCN habitat;
- Opportunity for Green Belt mitigation including landscape habitat restoration and visual impact from the A127 motorway /public vantage points enhancement.

7.2.21 Notable disbenefits of the development potential proposals are:

- Impact of openness of the Green Belt /coalescence between the settlements;
- Inappropriate development in the Green Belt.

7.3 EDUCATION CONSIDERATIONS

7.3.1 Should the Local Centre Plus alternative be taken forward as an allocation, the proposals would need to meet the needs of the future residents and include a new 2FE primary school in the locality.

7.3.2 Whilst the education provision proposals in the conceptual sketch shown meet the fundamental principles of being central to the population it is intended to serve and connected to the future walking and cycling routes; it should be noted the locations shown is 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.

7.4 TRANSPORT IMPACT

7.4.1 The potential development would represent a significant additional demand on the existing highway and traffic networks.

7.4.2 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

- should any of the development potential options be carried forward to the Local Plan.
- 7.4.3 As previously identified the location of the Hovefields and Honiley Neighbourhood Area, being as it is in close proximity to 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.
- 7.4.4 This 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 and south to East Basildon
 - New Road between the site and the new A127 to Wickford link road
 - Improvements to Upper Park Road and new connections to the highways network to the south east, including introduction of cycleways and public realm improvements
 - Public transport improvements.

7.5 UTILITIES CONSIDERATIONS

- 7.5.1 The consideration of an allocation for a large number of new homes on the site would give a significant increase in demand on utilities which are currently lacking and serving a sparsely populated area. The arrangement of any potential development will also need to take into account the existing overhead EHV cables which cross the area on pylons.
- 7.5.2 It is envisaged that water and gas services should not present a problem for connections as there are large mains for both services in the A127 corridor. These would need to be extended into the new development areas to meet the demand. Similarly, the connection of telecoms to the new properties should not be a problem although broadband availability would need to be considered.
- 7.5.3 The power availability is limited to a HV (11Kv) supply which is partially below ground and partially pole mounted with pole mounted transformers along the north side of the A127 and extending into the site area. The capacity of the existing network is not known but it is likely that some reinforcement would be necessary dependent on the final development proposals put forward, if any.
- 7.5.4 A foul drainage system has been installed along the north side of the A127 which does not appear to be utilised at present. Subject to levels, it may be possible to investigate to connect any new development to this. The existing drainage system to the north east of the area utilises a pumping station and is unlikely to be suitable for HHNA development without reinforcement.

- 7.5.5 These conclusions will need to be confirmed with the utility service providers when further decisions on the development scale and hence demands have been made.

8. DELIVERY OF POTENTIAL DEVELOPMENT

8.1 DEVELOPMENT DELIVERY

8.1.1 This Development Potential study makes a recommendation as to what extent of development can be considered as an allocation within the Local Plan and what mitigation measures will be necessary to help guide future development on this site, if allocation is to be pursued. It elaborates on the requirements set out in the Emerging Local Plan for Basildon Borough.

8.1.2 The delivery of infrastructure and phasing of any allocation in this location will need to 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.

8.1.3 Through continuing discussions with ECC Education any new school, if required by the quantum of proposals, will need to be sited to integrate fully with local facilities and to link effectively into the local network of public open spaces, public transport network and to maximise connectivity with the potential proposed local centre. The location of any school should also be influenced by the location of existing and other proposed schools in the area and in consultation with the local education authority.

8.2 PHASING

8.2.1 Given the potential scale of development in this location, 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 and to maintain Green Belt buffers; especially as delivery would potentially 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 the HHNA and the surrounds 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 the Wickford 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 Wickford link road or a new distributor road is deemed crucial in facilitating access to the potential residential land parcels in HHNA and the surrounds.

8.2.2 The logical sequence of development phasing would need to be determined by the vehicular access in place when development commences.

8.3 PLANNING OBLIGATIONS

8.3.1 There are no known or identified abnormal development costs which could 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 East Basildon area, 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 would 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 and the associated new link road to Wickford* – this is expected to be in the form of a grade separated junction. Precise configuration of the junction and the link road alignment 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 a primary school in any new local centre; 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.

9. NEXT STEPS AND RECOMMENDATIONS

- 9.1.1 The focus of this study is to examine development potential of Hovefields and Honiley Neighbourhood Area that brings the key findings of the evidence together, meets the policy requirements specified in the Draft Local Plan and explores how, if development potential identified, what forms of mitigation measures would be needed to deal with the impacts of the development on the remainder of the Green Belt, as well as environment and infrastructure constraints.
- 9.1.2 The above requirements underpin all the presented development potential stages, detailed in 6.2 to 6.6.
- 9.1.3 In the short to medium term, the Council will need to consider:
- Undertaking Viability Appraisal of the development potential strategy stages;
 - The development potential proposals to pass the “exceptional circumstances” test, in order be considered for a residential allocation in the new Local Plan;
 - Making relevant Local Plan submission to the Government;
 - Participating in the Examination of the Local Plan.
- 9.1.4 Stakeholder engagement with the Neighbourhood Forum members has provided a starting point, however further work will be required to consider how the site and the surrounding area is brought forward and, if appropriate, developed; including engagement with land owners of individual land parcels further north and north east of HHNA.
- 9.1.5 In summary, it is considered that the Hovefields and Honiley Neighbourhood Area on its own provides a limited opportunity for further residential development due to the need for notable infrastructure upgrading and other Local Plan Evidence Base identified constraints.
- 9.1.6 However, once the area is considered in the wider context, we are presented with many opportunities of how the Council and the local land owners could potentially overcome these constraints, to create a new community that provides a great place to live and that helps to meet the needs of the wider area, fulfilling the aspirations of the Local Plan in respect of housing delivery.
- 9.1.7 Whilst this report has assessed the development potential of the area, should an allocation in the new Local Plan be pursued a case for “exceptional circumstances” would be required to justify any amendments to the Green Belt boundary and demonstrate that the benefits outweigh the harm to the current openness of the Green Belt and the new boundary still prevents Basildon and Wickford from merging.

10. SUPPORTING DOCUMENTS

10.1.1 The following background documents have helped with the preparation of the High Level Development Potential Report:

- National Planning Policy Framework, Mar 2012
- Housing White Paper, Feb 2017
- 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
- BBC Outline Landscape Appraisals Additional Sites, Dec 2016
- BBC Council Ecology Surveys, Additional Sites, Dec 2016
- Basildon Council – Landscape Study and Landscape Character Assessment, Dec 2014
- Basildon Council – Green Belt Review, 2015 and 2017
- 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
- BBC 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

- HH Neighbourhood Forum representations, including:
 - H&H Rationale for Green Belt Release 4 Oct 2017 2
 - Hovefields Wickford Environmental Constraints
 - Hovefields Drainage Survey Report Summary
 - H&H Site Assessments Report draft 1
 - HHNF Drawings A3 1
 - Planning Appraisal for the land at Lower Park Road by Bidwells Planning
 - R and R Architects concept design SK003 and SK004
 - Photos of sample traffic calming measures
 - HHNF_Drawings_A3
 - HHNF_Drawings_A3_additional
 - Socio-economic GT population graphs yr 2000–2017-2037
 - Photos of Dunton Elms development adjacent to A127
 - Post workshop letter to Pell Frischmann (28 January 2018).

Appendix A

HELAA HHNA site assessments

Site ref: SS0247 Site address: Land adjacent to Honiley, Honiley Avenue, Wickford		
Site description	Site Area (h): 0.44	
Irregular shaped site located on the west side of Honiley Avenue, north side of the A127 Arterial Road, in a semi-rural plotlands setting. The site has a complex history including industrial units but is currently vacant and is being returned to a grassed, unused field following an enforcement appeal. The land is flat. Surrounding the site are a few residential properties to the north and east, haulage yard and café to the east, countryside and fields to the south and west. Development Plan: Allocated as Green Belt in the Basildon Local Plan 1998.		
Housing Development Potential		
Suitable: No	Available: Yes	Achievable: No
Suitability Summary		
The site is not adjacent to any established settlement boundary and is separated from the Basildon settlement further by the A127; thus it is in an unsustainable location and is considered unsuitable for development.		
Availability Summary		
The site was submitted by the landowner through the call for sites process.		
Employment Development Potential		
Suitable: No	Available: Yes	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
The site was submitted by the landowner through the call for sites process.		
Site ref: SS0248 Site address: Land at Faircroft, Hovefields Drive, Wickford		
Site description	Site Area (h): 0.60	
Irregular shaped site located on the south side of Hovefields Drive, in a semi-rural plotlands setting. The site comprises a detached chalet bungalow, several outbuildings, trees and hedgerows. The land backs onto the A127 Arterial Road, to the south. Development Plan: Allocated as Green Belt in the Basildon Local Plan 1998.		
Housing Development Potential		
Suitable: No	Available: No	Achievable: No
Suitability Summary		
The site is not adjacent to any established settlement boundary and is separated from the Basildon settlement further by the A127; thus it is in an unsustainable location and is considered unsuitable for development.		
Availability Summary		
Although the site was submitted by the landowner through the call for sites process the only access is via an unmade track.		
Employment Development Potential		
Suitable: No	Available: No	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
Although the site was submitted by the landowner through the call for sites process the only access is via an unmade track.		

Site ref: SS0250 Site address: Grangehurst, Honiley Avenue	
Site description	Site Area (h): 0.29
Rectangular shaped site to the west of Honiley Avenue (just north of the A127), accessed by a track. The site contains an extended dwelling, outbuildings, gardens and a swimming pool. Hovefields Avenue meets the plot on the northwest boundary, where both Grangehurst and Inglenook appear to have severed the link between Hovefields Drive and Honiley Avenue. The area has a semi-rural plotland setting with a small number of residential properties, a haulage yard and café in the immediate area. To the north are fields. Development Plan: Allocated as Green Belt in the Basildon Local Plan 1998.	
Housing Development Potential	
Suitable: No	Available: No Achievable: No
Suitability Summary	
The site is not adjacent to any established settlement boundary and is separated from the Basildon settlement further by the A127; thus it is in an unsustainable location and is considered unsuitable for development.	
Availability Summary	
Although the site was submitted by or on behalf of the landowner, access to the site is by an unmade track and is insufficient.	
Employment Development Potential	
Suitable: No	Available: No
Suitability Summary	
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.	
Availability Summary	
Although the site was submitted by or on behalf of the landowner, access to the site is by an unmade track and is insufficient.	
Site ref: SS0276 Site address: Thonycroft, MeadowWay, Wickford	
Site description	Site Area (h): 0.45
Mainly rectangular shaped site located on the south side of MeadowWay, comprising a residential structure and several outbuildings, including an old mobile home. The site adjoins residential plots to the north, east and west. A green field and a pond exist to the south of the site.	
Housing Development Potential	
Suitable: No	Available: No Achievable: No
Suitability Summary	
The site is not adjacent to an established settlement boundary and therefore is considered to be in an unsustainable location; thus it is considered unsuitable for development.	
Availability Summary	
Whilst the site submitted through the Call For Sites process, this was done so by the previous landowner. The new landowner details have not been provided and thus the site is unavailable.	
Employment Development Potential	
Suitable: No	Available: No
Suitability Summary	
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.	
Availability Summary	
Landowner details unknown	

Site ref: SS0277 Site address: Lyndale, Hovefields Drive, Wickford		
Site description	Site Area (h): 0.76	
Large site in two rectangular parcels, one containing the dwelling and garden, the other being a large open field. The field has a row of power lines running through it, which may be removed in the near future. A dense hedgerow lies to the north of the plots. Surrounding uses are residential and open fields.		
Housing Development Potential		
Suitable: No	Available: Yes	Achievable: No
Suitability Summary		
The site is not adjacent to any established settlement boundary and therefore is considered to be in an unsustainable location; thus it is considered unsuitable for development.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner.		
Employment Development Potential		
Suitable: No	Available: Yes	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner.		

Site ref: SS0278 Site address: Redlands, Hovefields Drive, Wickford		
Site description	Site Area (h): 2.29	
Western part comprises a house and garden. Eastern part is open grass land. Site has high fencing and gates which prevent access to the property and prevent access to Hovefields Drive. Hedgerows separate the sites from surroundings, and also split the site into 2. Trees are present on the western part. The site is surrounded by housing and open fields.		
Housing Development Potential		
Suitable: No	Available: Yes	Achievable: No
Suitability Summary		
The site is not adjacent to any established settlement boundary and therefore is considered to be in an unsustainable location; thus it is considered unsuitable for development.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner.		
Employment Development Potential		
Suitable: No	Available: No	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
Landowner preference for the land does not include employment uses.		

Site ref: SS0279 Site address: Auckland, Hovefields Avenue, Wickford		
Site description	Site Area (h): 0.39	
Square shape site containing one house, outbuildings and garden. Contains a few substantial trees and hedgerows separate the sites from surroundings. The site is surrounded by houses at North and South, gypsy site opposite, and open land at east.		
Housing Development Potential		
Suitable: No	Available: Yes	Achievable: No
Suitability Summary		
The site is not adjacent to any established settlement boundary and is separated from the Basildon settlement further by the A127; thus it is in an unsustainable location and is considered unsuitable for development.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner		
Employment Development Potential		
Suitable: No	Available: Yes	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner		

Site ref: SS0280 Site address: Sunnysdene Farm, Hovefields Avenue, Wickford		
Site description	Site Area (h): 1.92	
Site combines a narrow site containing a dwelling (Sunnysdene Farm), garden and outbuildings (including stables), with a large open field to the east. Hedgerows separate the site from surroundings. Opposite the site are former gypsy sites to the north and east, with dwellings to the west and a garden centre to the south (beyond which is the A127). The area is generally rural in character.		
Housing Development Potential		
Suitable: No	Available: Yes	Achievable: No
Suitability Summary		
The site is not adjacent to any established settlement boundary and is separated from the Basildon settlement further by the A127; thus it is in an unsustainable location and is considered unsuitable for development.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner		
Employment Development Potential		
Suitable: No	Available: Yes	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner		

Site ref: SS0344 Site address: Lynview and Land West of Lyndale, Hovefields Drive, Wickford		
Site description	Site Area (h): 0.55	
Narrow rectangular shaped site located on the north side of Hovefields Drive, Wickford, mainly grassland in the northern half, with buildings in the southern half. The buildings appear to be mobile homes. The northern part of the site extends to a dense hedgerow in the north and has power lines crossing the site. The lines may be removed in the near future. The site lies in a plotland location, with former gypsy sites to the west and south, generally surrounded by residential properties and fields. Development Plan – Allocated as Green Belt in the Basildon Local Plan 1998		
Housing Development Potential		
Suitable: No	Available: Yes	Achievable: No
Suitability Summary		
The site is not adjacent to any established settlement boundary and therefore is considered to be in an unsustainable location; thus it is considered unsuitable for development.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner.		
Employment Development Potential		
Suitable: No	Available: Yes	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner.		

Site ref: SS0345 Site address: Hawthorns, Hovefields Drive, Wickford		
Site description	Site Area (h): 0.68	
Irregular shaped site located on the north side of Hovefields Drive, Wickford. The land is in two distinct parcels, one in front and to the west of the other, joined at one corner. The parcel nearest Hovefields Drive contains a dwelling, outbuildings, stables and a pond, the parcel behind contains a ménage and surrounding field for horses. The site lies in a plotlands location between other dwellings, with fields to the north, west and east. Development Plan – Allocated as Green Belt in the Basildon Local Plan 1998		
Housing Development Potential		
Suitable: No	Available: Yes	Achievable: No
Suitability Summary		
The site is not within or adjacent to the settlement boundary or adjacent to a site, which if combined, would be adjacent to the settlement boundary. As such this site is not considered to be suitable for development at this time.		
Availability Summary		
Site submitted by landowner.		
Employment Development Potential		
Suitable: No	Available: Yes	
Suitability Summary		
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.		
Availability Summary		
This site was submitted through the Call For Sites process by the landowner for employment use.		

Site ref: SS0437 Site address: Land at Junction of MeadowWay and Hovefield Avenue, Basildon	
Site description	Site Area (h): 0.93
Grazing land situated within the Nevendon plotlands, south of Wickford and north of Basildon, located at the western end of MeadowWay at the northern end of Hovefield Avenue. A bungalow exists on a deep plot to the east, a further bungalow on a deep plot exists to the south, whilst open open countryside lies to the north and west, in the form of public open space and grassland fields respectively. Development Plan: Allocated as Green Belt and plotland in the BDLP 1998	
Housing Development Potential	
Suitable: No	Available: Yes Achievable: No
Suitability Summary	
The site is not adjacent to an established settlement boundary and therefore is considered to be in an unsustainable location; thus it is considered unsuitable for development. Furthermore the Transport Assessment classified the site as contrary to the accessibility and sustainability policies. For these reasons the site is considered not suitable.	
Availability Summary	
This site was submitted through the Call For Sites process by the landowner.	
Employment Development Potential	
Suitable: No	Available: Yes
Suitability Summary	
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.	
Availability Summary	
This site was submitted through the Call For Sites process by the landowner.	
Site ref: SS0438 Site address: Land at Novedene, Hovefield Hovefield Avenue, Basildon	
Site description	Site Area (h): 0.63
Plotland site in Nevendon containing a dwelling and associated grounds, including a number of outbuildings. The site contains a number of substantial trees. The property is at the northern end of Hovefields Avenue, with other residential properties to the south and east, and fields/countryside to the north and west. Development Plan: Allocated as Green Belt and plotland in the BDLP 1998.	
Housing Development Potential	
Suitable: No	Available: Yes Achievable: No
Suitability Summary	
The site is not adjacent to any established settlement boundary and therefore considered to be in an unsustainable location; thus unsuitable for development.	
Availability Summary	
This site was submitted through the Call For Sites process by the landowner.	
Employment Development Potential	
Suitable: No	Available: Yes
Suitability Summary	
The site is not adjacent to or within an existing employment area or town centre and it is outside the settlement boundary. The site is not considered to be suitable for employment use at this time.	
Availability Summary	
This site was submitted through the Call For Sites process by the landowner.	

Appendix B

Stakeholder Workshop handout (24/01)

Hovefields and Honiley Neighbourhood Area Pell Frischmann Scope

The High Level Site Evaluation comprises of:

- a desk-top review of the existing evidence base,
- a review of any information available from the Neighbourhood Forum,
- a site visit/s,
- discussions with the Neighbourhood Forum (or their planning agent), the Council and the County Council as the Highway Authority, Education Authority and Lead Local Flood Authority.

The outputs of the work will be included in a written report setting out

- An analysis of the area, and
- Its potential for accommodating residential development.

If it is the conclusion of the report that residential development can be accommodated, recommendations will be provided as to:

- a) What quantum of residential development may be acceptable;
- b) The extent to which it could be appropriately located within the site;
- c) How the site could be accessed to the satisfaction of the Highway Authority; and
- d) What forms of mitigation measures would be needed to deal with the impacts of the development on the remainder of the Green Belt, as well as environment and infrastructure constraints.

Hovefields and Honiley Neighbourhood Area Desktop Review

- **Planning Policy**
 - Basildon Borough Draft Local Plan policies
 - Basildon Borough Settlement Hierarchy Review
 - Plotlands Study
- **Location and Surrounding Area**
 - Typical density <25dph, one storey high
- **Site Ownership**
 - Private ownership
 - Council ownership
- **Archaeology and Heritage Assets**
- **Ecology**
 - TPO trees
 - Great Crested Newts
- **Landscape and Topography**
 - Outline Landscape Appraisals, site 36
 - Green Belt Landscape Capacity, area 45
- **Flood Risk and Drainage**
 - Flood Risk Zone 2
 - Surface water and drainage issues
 - Foul drainage issues
- **Highways and Access**
 - Future highways improvements
 - Unadopted roads
 - Local bus services
- **Infrastructure, Services and Utilities**
 - Utilities search
 - Overhead powerlines
- **Social Infrastructure**
 - Nearest schools
 - Nearest services
 - Parks
- **Neighbourhood Forum**
 - Hovefields and Honiley Neighbourhood Area Redevelopment Proposals
 - Presentation to BBC Infrastructure, Growth and Development Committee
 - Hovefields and Honiley Rationale for Green Belt Release, Urban Vision.

Hovefields and Honiley Neighbourhood Area Development Potential Principles

Environment	Planning	Design	Infrastructure
Topography, climate and wind direction	Consider policy compliant residential development without compromising the open space gap between Wickford and Basildon /pro-actively manage the use of land in the Green Belt so that it benefits local communities	Prevent coalescence between settlements by maintaining visual buffer between Wickford and Basildon	Plan for an appropriate and feasible network solution to serve both the new development and the existing community
Flooding and drainage	Ensure the Borough's Green Belt continues to serve its purposes, whilst accommodating Objectively Assessed Needs	Multifunctional open space network providing Activity for All	Flexibility and changeability
Consider potential development's sustainability including travelling to facilities	Consider allocating land to provide for a range of homes, including gypsy and travellers' pitches	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	Consider settlement hierarchy in regard to the development potential / continue to enforce against unauthorised development	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

Appendix C

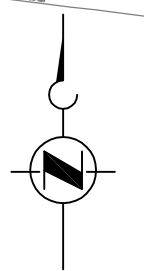
HL Site Evaluation Land Budgets

Hovefields and Honiley NA and the surrounds	sqm	res. units	dwelngs per hectare	
	New Local Centre		Density	
Existing 1 (HHNA Hovefields Ave west north pa	10,027	8	8 dw/ha	
Existing 2 (HHNA)	8,793	8	9 dw/ha	
Existing 3 (HHNA)	6,898	4	6 dw/ha	
Existing 4 (HHNA)	7,976	8	10 dw/ha	
Existing 5 (HHNA)	10,482	11	10 dw/ha	
Existing 6 (HHNA)	7,913	6	8 dw/ha	
Existing 7 (south of Meadow Way)	44,922	24	5 dw/ha	
Existing 8 (north west of Meadow Way)	15,487	15	10 dw/ha	
Existing 9 (south of The Chase)	14,375	16	11 dw/ha	
Existing 10 (north east of Meadow Way)	15,286	12	8 dw/ha	
Existing 11 (north of Fairway)	28,821	12	4 dw/ha	
Existing 12 (east of Cranfield Park Rd)	7,863	4	5 dw/ha	
Existing 13 (south of Cranfield Park Rd)	14,184	4	3 dw/ha	
Existing 14 (west of Newlands Rd)	12,071	6	5 dw/ha	
Existing 15 (west of Upper Park Rd)	14,797	10	7 dw/ha	
Existing 16 (north of Fairway 2)	14,797	10	7 dw/ha	
Existing 17 (south of Fairway)	14,797	10	7 dw/ha	
A1 (HHNA north)	22,221	67	30 dw/ha	
B1 (HHNA south)	13,300	27	20 dw/ha	
B2 (HHNA south)	22,318	45	20 dw/ha	
B3 (HHNA south)	24,119	48	20 dw/ha	HHNA
G&T site	11,844	15	13 dw/ha	246
C1	7,668	23	30 dw/ha	dwelings
C2	36,994	111	30 dw/ha	
Residential subtotal (Ha)	38.80			
Residential units		503	13 average	
EY Child Yield**		45		
Primary School Child Yield**		151		
Sec. School Child Yield**		101		
Primary School		2		
New Roads - see diagrams	tbc			
POS1 (HHNA powerlines corridor)	23,995			
POS2 (HHNA west /flood risk area)	85,864			
POS3 (south of Hovefields Drive)	53,977			
Recreation Ground	68,777			
Playing Field (east of Cranfield Park Rd)	11,730			
Public Open Space subt (Ha)	24.43			
POS (acres)	60			
Total land (Ha)	63			
* 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)	12.97			
Open space				
Urban parks and gardens	2.29			
Natural and semi natural open space	3.30			
Amenity green space	1.67			
Outdoor sparts facilities	1.99			
Allotments and comm gardens	n/a			
Cemeteries and churchyards	n/a			
Total required for the above residential	9.24 ha			
Open space		per 1,000 population		
Urban parks and gardens		1.82		
Natural and semi natural open space		2.62		
Amenity green space		1.33		
Outdoor sparts facilities		1.58		
Allotments and comm gardens		n/a		
Cemeteries and churchyards		n/a		

Hovefields and Honiley NA and the surrounds	sqm	res. units	dwelings per hectare	
	New Local	Centre Plus	Density	
Existing 1 redeveloped (HHNA Hovefields Ave)	10,027	20	20 dw/ha	
Existing 2 (HHNA)	8,793	8	9 dw/ha	
Existing 3 redeveloped (HHNA)	6,898	14	20 dw/ha	
Existing 4 (HHNA)	7,976	8	10 dw/ha	
Existing 5 (HHNA)	10,482	11	10 dw/ha	
Existing 6 (HHNA)	7,913	6	8 dw/ha	
Existing 7 (south of Meadow Way)	44,922	90	20 dw/ha	
Existing 8 (north west of Meadow Way)	15,487	47	30 dw/ha	
Existing 9 (south of The Chase)	14,375	43	30 dw/ha	
Existing 10 (north east of Meadow Way)	15,286	46	30 dw/ha	
Existing 11 (north of Fairway)	28,821	58	20 dw/ha	
Existing 12 (east of Cranfield Park Rd)	7,863	16	20 dw/ha	
Existing 13 (south of Cranfield Park Rd)	14,184	28	20 dw/ha	
Existing 14 (west of Newlands Rd)	12,071	36	30 dw/ha	
Existing 15 (west of Upper Park Rd)	14,797	44	30 dw/ha	
Existing 16 (north of Fairway 2)	14,797	30	20 dw/ha	
Existing 17 (south of Fairway)	14,797	30	20 dw/ha	
A1 (HHNA north)	22,221	67	30 dw/ha	
B1 (HHNA south)	13,300	27	20 dw/ha	
B2 (HHNA south)	22,318	45	20 dw/ha	
B3 (HHNA south)	24,119	48	20 dw/ha	HHNA
G&T site	11,844	15	13 dw/ha	268
C1	7,668	23	30 dw/ha	dwelings
C2	36,994	111	30 dw/ha	
C3	35,155	105	30 dw/ha	
C4	24,416	73	30 dw/ha	
C5	42,320	127	30 dw/ha	
C6	13,683	41	30 dw/ha	
Residential subtotal (Ha)	50.35			
Residential units		1,217	24 average	
EY Child Yield**		110		
Primary School Child Yield**		365		
Sec. School Child Yield**		243		
Primary School		2.10		
New Roads - see diagrams	tbc			
POS1 (HHNA powerlines corridor)	23,995			
POS2 (HHNA west /flood risk area)	85,864			
POS3 (south of Hovefields Drive)	53,977			
Recreation Ground	68,777			
Playing Field (east of Cranfield Park Rd)	11,730			
Public Open Space subt (Ha)	24.43			
POS (acres)	60			
Total land (Ha)	75			
* 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)	24.17			
Open space				
Urban parks and gardens	5.54			
Natural and semi natural open space	7.97			
Amenity green space	4.05			
Outdoor sparts facilities	4.81			
Allotments and comm gardens	n/a			
Cemeteries and churchyards	n/a			
Total required for the above residential	22.36 ha			
Open space		per 1,000 population		
Urban parks and gardens		1.82		
Natural and semi natural open space		2.62		
Amenity green space		1.33		
Outdoor sparts facilities		1.58		
Allotments and comm gardens		n/a		
Cemeteries and churchyards		n/a		

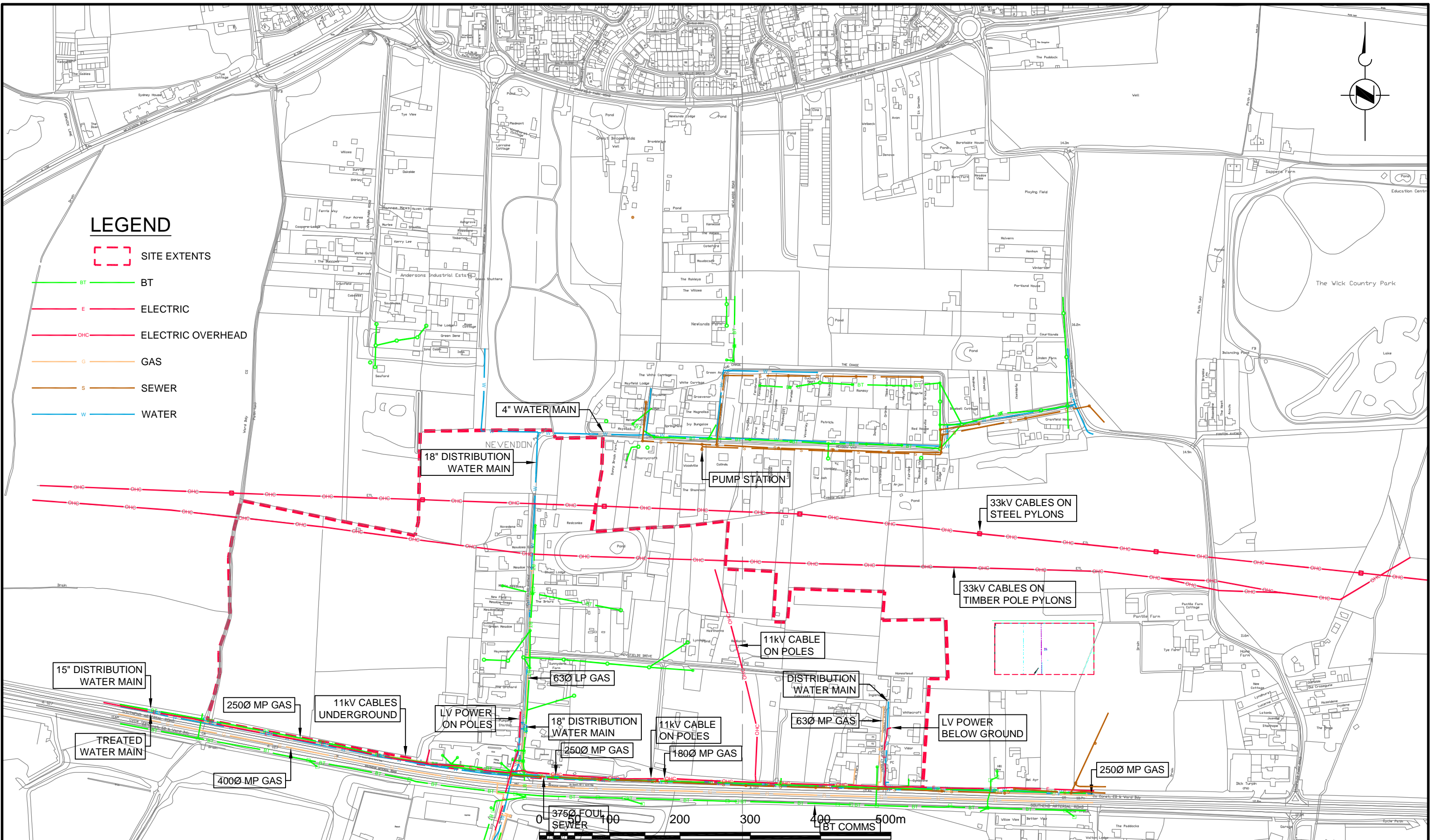
Appendix

HHNA Utilities Constraints Summary



LEGEND

- SITE EXTENTS
- BT
- ELECTRIC
- ELECTRIC OVERHEAD
- GAS
- SEWER
- WATER



P:\134-VA13462-VAA Basildon Hovefields and Honiley\5 CAD\5.1 PF Disciplines\5.1.4 Civil\03 Auto CAD\Sheet Files\A13462-C-HH-UTIL.dwg Plotted on 01/02/18 at 15:05 by GHall Mapping reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. License No 10004912 © Pell Frischman

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Project	BASILDON HIGH LEVEL DEVELOPMENT FRAMEWORKS
Drawing Title	SITE 36 - HOVEFIELD & HONILEY UTILITIES CONSTRAINTS DRAWING

Name	Date	Scale	1:5000 @ A3
Drawn	GRH	17.01.18	File No. A13462-C-HH-UTIL.dwg
Designed	AKG	17.01.18	
Checked			Drawing Status
Approved			
Drawing No.			A13462-C-HH-UTIL
			Revision
			-

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