

**SOUTHEND-ON-SEA
ISSUES AND OPTIONS
LOCAL PLAN
CONSULTATION
REPRESENTATIONS IN
RESPECT OF LAND AT
BOURNES GREEN**

Quality Assurance

Site name: Land at Bournes Green, Southend-on-Sea

Client name: Thorpe Estate Limited

Type of report: Written Representations

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Signed



Date 02/04/2019

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Signed



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1.0 Introduction

- 1.1 These representations have been prepared on behalf of Thorpe Estate Limited in response to Southend-on-Sea Borough Council's ("SOSBC") public consultation on the Issues and Options Local Plan ("the emerging Plan") in respect of Land at Bournes Green, Southend-on-Sea ("the Site"). The land the subject of these representations is shown on the accompanying Site Location Plan at **Appendix 1**.
- 1.2 We submit the Site for consideration within the emerging Plan in the context of wider strategic scale growth ambitions for South Essex, conveyed at the local authority and national Government levels.
- 1.3 The National Planning Policy Framework ("NPPF") Section 3 sets out the national policy context for the preparation of Local Plans and should be the starting point for developing the emerging Plan. The SOSBC emerging Plan sets out the aspirations of the consultation as follows:
- Identify the issues which the new local plan should cover;
 - Highlight the information SOSBC knows already and what will be collected (the evidence base) to help decide what policies are needed and what they should say; and
 - Consider some of the options for addressing identified issues.
- 1.4 Accordingly, we consider that the primary priority for the emerging Plan is to ensure that sufficient land is allocated to meet the identified local housing need. As a strategic scale Site, the land the subject of these representations would ideally be suited to the delivery of a sustainably planned, comprehensively designed garden settlement capable of consistent output of new homes throughout the Plan period to make a crucial contribution to meeting the local housing need. Thorpe Estate Limited is in sole ownership of the Site and we confirm that the land is available now for allocation through the emerging Plan.
- 1.5 Our report covers the relevant planning context for the preparation of the emerging Plan, followed by our responses to the emerging strategic policy options, followed by our summary of the sustainability merits and deliverability of the Site.
- 1.6 In addition to the Site Location Plan at **Appendix 1**, these representations are supported by:
- A completed version of the call for sites form submitted in 2017 at **Appendix 2** of this report;
 - Strategic Housing and Employment Land Availability Assessment ("SHELAA") Site assessment at **Appendix 3**; and
 - Assessment of Parcel D in the South East Essex Strategic Growth Locations Assessment ("SEESGLA") at **Appendix 4**.

2.0 Relevant Planning Context

National Planning Policy Framework (February 2019)

2.1 The National Planning Policy Framework (NPPF) is the principal source of planning guidance in England, providing a framework within which locally-prepared plans for housing and other development can be produced.

2.2 The NPPF is concerned with the delivery of sustainable development. Paragraph 11 sets out the Government's presumption in favour of sustainable development. In relation to plan-making it states:

"a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

2.3 This clearly requires local authorities to plan for the local identified housing need as a minimum and to endeavour to allocate sites within their own administrative boundary in the first instance.

In respect of housing delivery, paragraph 72 recognises that:

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities."

2.4 NPPF Section 3 confirms the importance of cross-boundary cooperation between local authorities in addressing strategic issues which transcend administrative boundaries. Paragraph 26 states that joint working "*should help determine...whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.*" A clear presumption is made that development needs should be met within individual boroughs and districts in the first instance before looking to sites within neighbouring authorities.

South Essex Joint Strategic Plan / South Essex 2050 Vision

2.5 In Summer 2017, the Leaders and Chief Executives of South Essex – Basildon, Brentwood, Castle Point, Rochford, Southend-on-Sea, Thurrock and Essex County Council – embarked on a process to develop a long-term growth ambition that would underpin strategic spatial, infrastructure and economic priorities across the sub-region. The 'South Essex 2050 Ambition' is now being taken forward through a number of workstreams to develop:

- The spatial strategy, through a Joint Strategic Plan
 - A Local Industrial Strategy
 - A strategic Infrastructure Framework
 - A Place Narrative
- 2.6 The context for the SE2050 Ambition is to ensure that the local authorities remain in control of South Essex as a place, putting them in a strong position to shape and influence wider plans and strategies and Government and other investment priorities.
- 2.7 Within the sub-region, the preparation of the South Essex 2050 Vision and the Joint Strategic Plan (“JSP”) will play an important role in the growth in Southend. The current timetable is ambitious, with the full process through to adoption expected to conclude in approximately 2021.
- 2.8 Thorpe Estate Limited supports the strategic approach to planning for growth. Settlements in south Essex are generally well-connected to one another, they benefit from strategic transport infrastructure and face opportunities that are best grasped through cooperation and collaboration between local authorities.

Thames Estuary 2050 Growth Commission

- 2.9 The Commission was established in 2016 to develop an ambitious vision and delivery plan for north Kent, south Essex and east London up to the year 2050 and in June 2018 it published its report¹. The Commission identifies that the Thames Estuary has significant strengths; notably its proximity to London, international trade via its ports, strong universities, further education and research institutions and availability of land to deliver high-quality homes. However, over the past few decades it has consistently been unable to deliver the same levels of economic growth as other parts of the UK.
- 2.10 To capitalise on this vast potential and to catch up with other London corridors that have outpaced UK growth (including for instance London-Stansted-Cambridge or the Thames Valley), the Commission has identified that it requires a clear vision and a focus on delivery.
- 2.11 The Commission has identified a range of key areas of focus for the future, including the following:
- **Homes.** A minimum of 1 million new homes at a rate of 31,250 per annum. The scale and pace of delivery will need to increase to meet this demand. In terms of distribution, solely focusing on providing homes in London would be unsustainable – more of these homes should be provided in Kent and Essex.
 - **Jobs.** Up to 1.3 million new jobs by 2050. The Estuary is well placed to deliver and boost economic growth including employment, skills and earning potential and delivering infrastructure to support jobs and homes.
 - **Infrastructure Investment.** The delivery of infrastructure will support delivery of homes and jobs. Intra-town capacity improvements could also be achieved by making better use of existing capacity and delivering currently planned road and rail infrastructure.

¹ Thames Estuary 2050 Growth Commission Report (June 2018)
<https://www.gov.uk/government/publications/thames-estuary-2050-growth-commission-report>

- 2.12 The Commission commends the continued work on the JSP, which it states, “*should be ambitious, going above the minimum housing numbers set by Government to attract substantial infrastructure investment from Government.*” The Commission recommends that planned rail improvements, particularly around Southend-on-Sea and around London Southend Airport, should be delivered to increase capacity.



Figure 1: Extract from Commission's recommended Areas of Priorities and Change

- 2.13 The extract above identifies the Commission's recognition that Southend should be a priority area within south Essex.

Government's response to the Commission Report

- 2.14 In March 2019 the Government issued its response to the Commission Report². It wants the vision to be realised and “*see the Thames Estuary stepping up to deliver well-balanced, inclusive growth on a scale comparable to the Midlands Engine, Northern Powerhouse and Oxford-Cambridge Arc.*”
- 2.15 Government sees housing delivery as being central to supporting growth in the Thames Estuary. Several challenging considerations, including constrained land, meeting need, improving delivery rates and the provision of appropriate infrastructure, all need to be taken into account. Housing cannot be delivered in isolation of economic development and infrastructure – joining up housing and infrastructure delivery in the Thames Estuary is a challenge for Homes England, local partners and the Government.
- 2.16 Government is committed to growth in the Thames Estuary by, inter alia:

² Government response to the Thames Estuary 2050 Growth Commission (March 2019)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/789048/Thames_Estuary_Commission_Response.pdf

- **Strengthening governance** – creating a new £1 million strategic board, chaired by an independent Thames Estuary Envoy, to support the delivery of the vision and champion the Estuary with key stakeholders, including local and central Government;
- **Strengthening ministerial advocacy** – creating a new Cabinet-level ministerial champion for the Estuary who will act as an advocate and critical friend for the area within Government;
- **Delivering homes, by exploring ambitious housing and infrastructure deals.** The Government will work collaboratively with places to create thriving communities where people want to live and work, to deliver high-quality, popular and well-designed places to live;
- **Improving mobility and infrastructure** – by continuing to progress with transport infrastructure investment, including around £200m of Local Growth Fund, multi-billion-pound investments in the Lower Thames Crossing and the Elizabeth Line; and
- **Environmental** – bringing together relevant authorities to collaborate on the Thames Estuary 2100 Plan actions required to make sure that growth in the Estuary is sustainable and resilient.

2.17 Following on from the above, the key takeaway messages from the Government’s response are that:

- Land funds, the Housing Infrastructure Fund and housing deals, alongside the redefined and strengthened role of Homes England, will ensure that the Thames Estuary and wider South East remain a key priority.
- The scale and pace of housing delivery will need to increase to meet demands for housing across the Estuary. Government believes that this increase in pace should be primarily planned and is prepared to offer bespoke support through initiatives such as housing deals, to support those places willing to be ambitious in their approach to building more homes. Government would expect places across the region might want to go further in order to take account of higher demand and fully enable them to meet their economic growth ambitions.
- All local authorities are expected to plan for the number of homes required to meet need in their area. Government is committed to driving up housing supply where homes are most needed, especially in areas of high unaffordability, like the Thames Estuary.
- The Estuary is a major growth area and housing ambitions with appropriate infrastructure need to be supported.
- Further setting up of development corporations to help drive growth of housing delivery aligned with major infrastructure investment.
- The Housing White Paper makes clear that well-planned, well-designed new communities have an important part to play in meeting our long-term housing needs.
- The South East Local Enterprise Partnership has secured £41 million towards improvements to the road network.
- A full range of benefits will be delivered through delivery of the Lower Thames Crossing, including improved connectivity for communities and businesses, increased economic growth and productivity and creation of jobs.

2.18 The Commission’s findings and the Government’s response to them, are clear statements of intent that major growth should be facilitated in South Essex, including Southend-on-Sea. These considerations are instrumental in driving forward the “bigger picture” agenda for this major growth area.

3.0 Our Comments on the Policy Themes

Chapter 1. A Vision for Change

Strengths, Opportunities and Challenges

- 3.1 Having regard to the policy context we have referenced above, we pick up on the following key characteristics, trends and challenges identified within Section 1 of the emerging Plan, which are as follows:
- **99% of all development in the last 15 years in Southend has taken place on brownfield sites;**
 - **Southend has the 2nd lowest housing stock growth of all cities in the UK;** and
 - **New housing in Southend has mostly been 1 and 2-bedroom flats.**
- 3.2 We consider that there is a direct correlation between the low growth in housing stock, considerable over-reliance on brownfield development and the prevalence of small dwellings within the new housing stock in Southend. Successive planning policy choices that have not provided for greenfield development in the Borough through Green Belt review have limited the ability to deliver a suitable mix of housing including larger family homes, restricting the quantum that can be delivered due to impacts on residential amenity.
- 3.3 The emerging Plan is correct to highlight these issues and opportunities and should recognise the potential of a new garden community on greenfield land in addressing them. Releasing greenfield land from the Green Belt to deliver a holistic, comprehensively planned garden community would redress the imbalance in the existing housing stock and would provide the opportunity to provide widespread infrastructure, services and facilities gain for the Borough.

Spatial Strategy

- 3.4 This section of the emerging Plan requests comments on how Southend should develop in the future in seeking to deliver 18,000 – 24,000 new homes and 10,000 – 12,000 new jobs. It sets out 3 options for directing growth throughout the Borough:
- Option 1 – All development within existing built up areas of Southend.
 - Option 2 – Most development within existing built up area, focused in specific locations such as the Town Centre, Airport and main passenger transport corridors, with some development on the edge of the existing built up area within Southend.
 - Option 3 – Option 2 + working with neighbouring authorities to develop a comprehensive new settlement across Borough boundaries (strategic scale development).
- 3.5 We consider that of the options presented, **option 3** represents the most appropriate approach to development in the Borough.
- 3.6 Attempting to deliver housing of the scale required in Southend through the densification of existing urban areas as set out in option 1 would not deliver the quantum of housing required, as recognised in the discussion of the potential deliverability issues with this approach in the consultation document. The consultation document indicates this approach could deliver 5,200 – 9,100 new dwellings, far short of the local identified housing target of 18,000 - 24,000 dwellings. It would likely result in a sense of overdevelopment in the existing urban areas, with poor residential amenity and

drastically increased pressure on existing infrastructure. Densification, by definition, also cannot provide the range of housing types, sizes and tenures that are required in the Borough as the increased density is only suitable in residential amenity terms for smaller dwellings, typically flats.

- 3.7 Similarly, option 2 would not deliver the quantum of housing required. The consultation document indicates this approach could deliver 10,000 – 13,800 new dwellings; more than option 1 but still considerably short of target of 18,000 - 24,000 dwellings. Whilst this option recognises the contribution that the development of greenfield and/or Green Belt land could make to achieving the identified housing need, there remains an overreliance on densification of existing urban areas which would give rise to the same issues with amenity and intensification of use of infrastructure as option 1. It does not go far enough in releasing Green Belt land for development to ensure the local housing need is met in Southend Borough and that new dwellings can be delivered in a high-quality, well-designed scheme.
- 3.8 Option 3 is the optimum approach for meeting the housing need in Southend in our view. We consider that the allocation of land for the delivery of a new garden community would deliver the following summarised benefits:
- Able to meet the identified local housing need;
 - Significant enough scale of development to deliver major infrastructure, services and facilities;
 - Largely self-sustaining, reducing the need to travel;
 - Would provide SOSBC with developer contributions towards providing new infrastructure;
 - Reduces the burden on existing urban areas to deliver densification (with associated amenity, transport and design impacts);
- 3.9 All of the above benefits of pursuing a garden communities approach are in accordance with the ambitious TE2050GC growth agenda for South Essex, including Southend at its heart, as well as relating to the strengths, opportunities and challenges for Southend as set out in the emerging Plan.

Chapter 2. Housing

- 3.10 The emerging Plan identifies a need for 909-1,176 dwellings per annum, totalling 18,000 – 24,000 dwellings over the Plan period, using the Government’s standard methodology for calculating local housing need. We consider that this need is appropriate and allocations for residential development should be identified in the emerging Plan to deliver this amount. The emerging Plan is supported by the South Essex SHMA³ and the South Essex SHMA Addendum⁴, the latter setting out the latest projections of the mix of housing needed in the Borough over the Plan period at paragraphs 5.4 – 5.26. The emerging Plan should consider the spatial strategy that can best achieve the mix of housing required and allocate sites for residential development accordingly.

³ South Essex Strategic Housing Market Assessment (May 2016)
<https://localplan.southend.gov.uk/sites/localplan.southend/files/2019-02/South%20Essex%20Strategic%20Housing%20Market%20Assessment%202016.pdf>

⁴ Addendum to the South Essex Strategic Housing Market Assessment (May 2017)
<https://localplan.southend.gov.uk/sites/localplan.southend/files/2019-02/Addendum%20to%20the%20South%20Essex%20SHMA%202017.pdf>

- 3.11 This section of the emerging Plan discusses the development of greenfield land. Of the three spatial strategy options (referred to above), the only one that is capable of meeting the identified local housing need is the garden communities approach. Densification is unable to deliver both the required quantum and mix of dwellings set out above whereas allocating a new garden community on greenfield land would enable a comprehensively and positively planned scheme that could deliver against all of the emerging Plan targets and objectives. Furthermore, the South East Essex Strategic Growth Locations Assessment (published in 2019 by Castle Point, Rochford and Southend-on-Sea Borough and District Councils) already admits that “*early indications and assessment suggest that all three authorities will not be able to meet objectively assessed housing need within existing built up areas.*”

Chapter 6. Providing for a Sustainable Transport System

- 3.12 Southend is a highly sustainable settlement. As a large town and forming part of the conurbation in the south of Essex, it benefits from accessibility to London and the wider Essex area through strategic road and rail links. The A127 journeys through Southend linking to Basildon, Romford and London and the A13 joins with Grays in the south and Chelmsford in the north. Southend accommodates a substantial number of train stations, linking to London Liverpool Street and Fenchurch Street. The TE2050GC report recommends that planned improvements to the two railways in the Borough, should be delivered to increase capacity. Bus connectivity is also strong, demonstrating the range of choice in travel methods available to residents of Southend.
- 3.13 It is also recognised in the emerging Plan however that the strategic infrastructure does experience difficulties during peak travel times, particular the A127 and the A13. These roads perform both a strategic and local function, as the only major routes in and out of Southend, which causes significant congestion. The emerging Local Plan states on page 45:

“It will be critical that significant improvements are made to the transport network. Any urban extension or new settlement on the edge of the town would require new transport links such as an outer bypass for all travel modes and would need to integrate with the Borough’s existing transport routes. Further junction upgrades would also require consideration. If this option was taken forward, then further work will be required to determine where such a route could be accommodated.”

- 3.14 The Commission Report highlights planned rail infrastructure works around Southend-on-Sea and London Southend Airport⁵. The Government’s response to the Commission Report explains at that £71 million of funding has been secured for improvements to the A13⁶ and over £41 million is secured for the A127⁷. Strategic scale, garden community development offers the best opportunity to enhance these planned infrastructure improvements and best deliver gain to the present and future population in the Borough. Alongside these planned works to increase capacity, the allocation of a new garden community would facilitate discussions around new strategic infrastructure, which would enhance the planned works and deliver significant infrastructure improvements.

⁵ Thames Estuary 2050 Growth Commission Report: Technical Report (June 2018) section 4.5.3

⁶ Government response to the Thames Estuary 2050 Growth Commission (March 2019) paragraph 35

⁷ Government response to the Thames Estuary 2050 Growth Commission (March 2019) paragraph 37

Chapter 12. Ensuring that the New Local Plan is Delivered

- 3.15 The funding secured for improvements to the strategic road and rail network is a significant step to ensuring that the level of growth required over the emerging Plan period is deliverable. However, the scale of the local housing need would require further investment in new infrastructure. Strategic scale development attracts greater Community Infrastructure Levy (“CIL”) and Section 106 (“S106”) developer contributions than that of smaller, piecemeal densification projects. Given the backing of national planning policy⁸, new garden communities are also more likely to draw funding from the Government and/or the South East Local Enterprise Partnership (“SELEP”). Attracting major investment in conjunction with the identified funding in the Commission Report and the Government’s response to it is a substantial benefit of the garden community approach, where the additional funding streams could widen the scope of new infrastructure options to be considered through the emerging Plan.
- 3.16 Early and consistent stakeholder engagement is crucial to ensuring the deliverability of the emerging Plan. If SOSBC wishes to allocate the Site in the emerging Plan, Thorpe Estate Limited would be delighted to work closely with SOSBC to ensure that the delivery of a new garden community would meet the objectives and vision of all parties involved.

Evidence Base

South East Essex Strategic Growth Locations Assessment (January 2019)

- 3.17 The Spatial Strategy makes reference to the South East Essex Strategic Growth Locations Assessment (“SEESGLA”)⁹ which forms part of the technical evidence base informing the development of the emerging Plan proposals. The purpose of this assessment is to provide a broad overview of land around the urban area of Southend in so far as being able to accommodate development on a strategic scale.
- 3.18 The SEESGLA defines 6 strategic locations for assessment considering their potential to support a new garden community. The assessment methodology was formed of a range of criteria against which the land parcels were scored using a red/amber/green system, where red signified that constraints are significant enough that they cannot be overcome by mitigation thereby preventing further consideration of strategic scale development at this location. The assessment criteria were:
- Environmental;
 - Transport and accessibility;
 - Geo-environmental;
 - Infrastructure capacity and potential;
 - Health and wellbeing;
 - Landscape and topography;
 - Heritage;

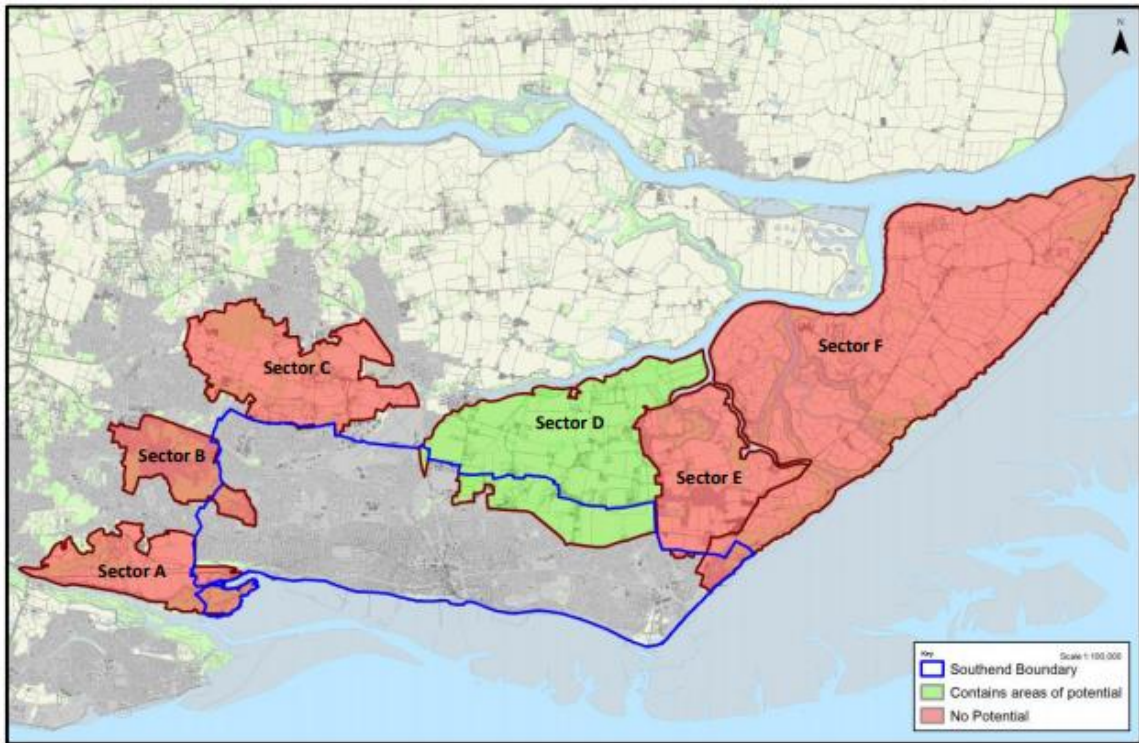
⁸ National Planning Policy Framework paragraph 72

⁹ South East Essex Strategic Growth Locations Assessment January 2019

<https://localplan.southend.gov.uk/sites/localplan.southend/files/2019-02/South%20East%20Essex%20Strategic%20Growth%20Locations%20Assessment%202019.pdf>

- Housing demand;
- Regeneration potential;
- Economic development potential; and
- Spatial constraints and opportunities.

3.19 The assessment concluded that Sector D was the only parcel to not register a red score against any of the assessment criteria and therefore is suitable for accommodating a new garden community, subject to detailed assessment. The below extract shows the outcome of the assessment.



Green Area	- The area has the potential to accommodate strategic scale growth (at least 6,000 – 8,000 new homes and supporting infrastructure). - Not all of this area would be suitable for development.
Red Areas	- The area does not have potential to accommodate strategic scale growth. - The area may be able to support smaller scale development.

Figure 2: Extract of Figure 1 from the South East Essex Strategic Growth Locations Assessment

3.20 Sector D is Land north of Fossetts Farm, Garon Park and Bournes Green Chase and, of all six sectors assessed, has by far the largest proportion of greenfield land that falls within SOSBC’s jurisdiction. The Site falls within this strategic land parcel and has the potential to deliver a new garden community within SOSBC’s administrative boundaries. The map for Sector D is shown in the extract below.

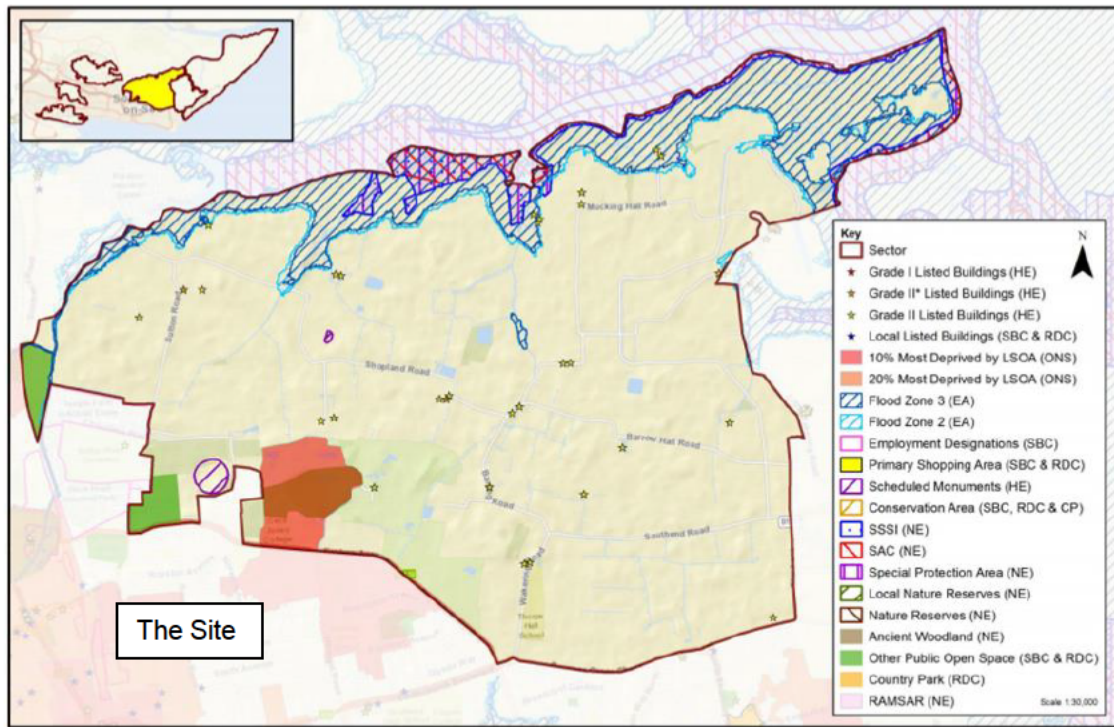


Figure 3: Extract of Map 4 Sector D from the South East Essex Strategic Growth Locations Assessment

3.21 Figure 3 shows the Site is unconstrained by the identified designations.

3.22 This assessment does not provide a definitive view on the potential of individual sites for allocation in the emerging Plan. Further investigation of development potential of land within Sector D will be required, including assessment of transport impacts and mitigation and assessment of Green Belt. To assist SOSBC Council in its investigations, we highlight the following key points from a Site-specific perspective below.

4.0 The Suitability of Land at Bournes Green

- 4.1 The Site is approximately 91 hectares in size and is located north of Bournes Green Chase. A Site Location Plan is shown at Appendix 1 of these representations. The Site falls within the southern area of Sector D adjacent to the boundary and is almost entirely within Southend-on-Sea Borough Council's administrative boundary, with a small portion of the site south of Southend Road falling within Rochford District.
- 4.2 The land parcel is contained within Southend Road to the north and the A13 to the south, beyond which is the urban area of Shoeburyness. The western boundary of the Site is shared with the boundaries of Thorpe Hall School and Alleyn Court Preparatory School. A fitness centre is located adjacent to the south-west corner and the north-west corner borders Wakering Road, where a public house and a small number of properties are located on the opposite side of the road. The eastern boundary of the Site runs along the edge of the residential plot at the south-east corner of the Site and continues along the field boundary north. It dissects one field boundary and runs along a northern field boundary before re-joining Southend Road. The Site therefore is very well related to the urban area and benefits from a significant degree of containment from infrastructure and existing development.
- 4.3 Currently in agricultural use and occupied by a tenant farmer, the Site is in single ownership and unencumbered. It is available in the short-medium term. The Site is flat, absent of existing structures and would therefore not require any clearance. Some hedgerows are present across the Site delineating the existing agricultural field boundaries with drainage ditches parallel to them.

Sustainability and Deliverability

Southend-on-Sea Housing and Employment Land Availability Assessment Part 1: Housing

- 4.4 The Site is assessed under reference number HEA143 as part of SOSBC's Borough-wide Southend-on-Sea SHELAA, examining available sites to determine their suitability, achievability and deliverability for consideration in the emerging Plan. No significant concerns were raised regarding physical or environmental constraints on the Site, but it was considered "currently unsuitable" due to its location within the Green Belt. Within the context of the drastically increased local housing need, three times higher under the standard methodology than the adopted Local Plan target, and the lack of alternative spatial strategies that are able to meet this need, SOSBC can be confident that the planning policy circumstances are now different and that, consequently, the release of Green Belt land for the purposes described in the emerging Plan would no longer be unsuitable.

Green Belt Value

- 4.5 In determining Green Belt value, a land parcel should be judged for its performance against the five purposes of the Green Belt as set out in NPPF paragraph 134:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

4.6 SOSBC has not yet prepared a Green Belt Review to assess the contribution of land parcels throughout the Borough. We consider that SOSBC should prepare a Green Belt Review as a priority to inform site allocations in the next iteration of the emerging Plan. Given the presence of the SEESGLA and its firm conclusion that Sector D is the only feasible location for a new garden community, assessment of the Site is made within the context that any alternatives to a new garden community at Bournes Green must also involve Green Belt release and must also be within Sector D. We provide the following commentary on the Site's performance against the Green Belt purposes:

4.7 To check the unrestricted sprawl of large built-up areas

The SEESGLA confirms that Sector D, which contains the Site, scores green against the spatial opportunities and constraints criteria. The commentary against this score states that *"any major development must avoid further coalescence with Rochford to the west and an appropriate buffer would be required to provide separation between the villages of Barling, Little Wakering and Great Wakering to the east."* The Site is located some distance south-east of Rochford and its development would make a much smaller contribution to coalescence with Rochford than the parcels of the land to the west of Sector D. A significant amount of green land would also remain between the Site and Barling, Little Wakering and Great Wakering, formed of the agricultural land east and north-east of the Site. Southend Road to the north and Wakering Road to the west would also perform an important barrier function preventing the sprawl of the new garden community. For these reasons, it is considered that the Site does not perform a strong function against this purpose and should be considered appropriate for release from the Green Belt and allocation in the emerging Plan.

4.8 To prevent neighbouring towns merging into one another

As above, the Site would make a lesser contribution to the merging of neighbouring towns as land on the west of Sector D, where the existing degree of separation between Southend-on-Sea and Rochford is much smaller. The amount of open land between the Site and the villages to the east means that these neighbouring settlements would not merge. For these reasons, it is considered that the Site does not perform a strong function against this purpose and should be considered appropriate for release from the Green Belt and allocation in the emerging Plan.

4.9 To assist in safeguarding the countryside from encroachment

The Site is well-contained by existing urban form and infrastructure to reduce encroachment into the countryside in the event it is developed. Southend Road to the north transects this portion of land away from the countryside and performs a strong barrier function for future development to prevent sprawl in accordance with NPPF paragraph 139. Wakering Road performs a similar function to the west. For this reason, it is considered that the Site does not perform a strong function against this purpose and should be considered appropriate for release from the Green Belt and allocation in the emerging Plan.

4.10 To preserve the setting and special character of historic towns

Southend-on-Sea and Shoeburyness in themselves are not historic towns, but they do contain heritage assets. Nevertheless, development of the site would not detract from the setting and special character of any historic towns. For this reason, it is considered that the Site does not

perform a strong function against this purpose and should be considered appropriate for release from the Green Belt and allocation in the emerging Plan.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

All Green Belt land is considered to perform this function by definition, so it cannot be used to differentiate between parcels and their contribution to the purposes of Green Belt land. Furthermore, the SEESGLA already admits that SOSBC will not be able to meet its objectively assessed housing needs within its existing built up area.

- 4.11 The Site is not considered to make a strong contribution towards the purposes of including land within the Green Belt and is therefore suitable for release and allocation in the emerging Plan for the development of a new garden community. NPPF paragraph 139 sets out the requirements for the redefining of Green Belt boundaries, and the release of the Site would enable the boundary to be re-drawn in accordance with all of the criteria.

Accessibility and Transport

- 4.12 Located on north side of Thorpe Bay, the Site is close to the existing urban settlement and benefits from good accessibility to services and facilities. The Site is adjacent to the A13 and is approximately only a 10-minute walk from Thorpe Bay train station. Bus stops are accessible on the A13 and Waking Road to the west, with routes to Foulness, Shoeburyness and Southend-on-Sea. The Site is therefore well connected to transport infrastructure and town centre uses.
- 4.13 The Site benefits from multiple access options, two of which could make use of existing infrastructure with some adapting:
- The existing northern access from Southend Road has a gated vehicular entrance with a two-way width; and
 - There is a potential southern access from roundabout at the junction of A13 and Maplin Way North.
- 4.14 Access to the Site is therefore considered entirely achievable, subject to detailed technical work.

Environment

- 4.15 The Site does not fall within any statutorily or non-statutorily designated sites for biodiversity. As flat, open agricultural land it appears to have limited potential to support protected species although this would be confirmed through survey work and reporting by a qualified ecologist as the proposals develop. Development of a garden community at this location would deliver an opportunity to enhance the biodiversity offering in this part of the Borough significantly. Habitat areas could be incorporated into the scheme to ensure that a net gain for biodiversity is achieved.
- 4.16 There is evidence that the Site is currently used for fly tipping on the north. Anti-social behaviour such as this not only creates an eye-sore but could result in a degradation of the quality of the land and negatively impact on biodiversity. Release of the Site from the Green Belt and its allocation for development in the emerging Plan offers an opportunity to combat this issue.

Flood Risk and Drainage

- 4.17 According to the Environment Agency Flood Risk Map for Planning, the Site falls within Flood Zone 1 which signifies a low probability of flooding. Along the hedgerows on the Site are a number of drainage channels that could be investigated to deliver a drainage strategy across the Site. Further technical work would be undertaken at the appropriate stage of the development proposals to determine the appropriate strategy, but the Site appears to be entirely deliverable from a flood risk and drainage perspective.

Heritage

- 4.18 A review of the Historic England List identified 5no. grade II listed buildings close to the Site, but none on the Site itself. These are listed and identified on the map extracts below:

- Lawn Cottage;
- Southchurch Lawn (Eton House School);
- White House;
- Brick Wall to White House; and
- Cottage adjoining North Shoebury Post Office, North Shoebury Post Office.





Figure 4: Extracts from Historic England mapping

4.19

The strategic scale of the Site enables a new garden community to respect the setting of these heritage assets through good design in collaboration with a qualified heritage consultant. Design elements such as the provision of open space near to the assets, material palettes and façade treatments can be explored to ensure that the development would not significantly adversely affect the listed buildings. It is therefore considered that the Site is deliverable from a heritage perspective.

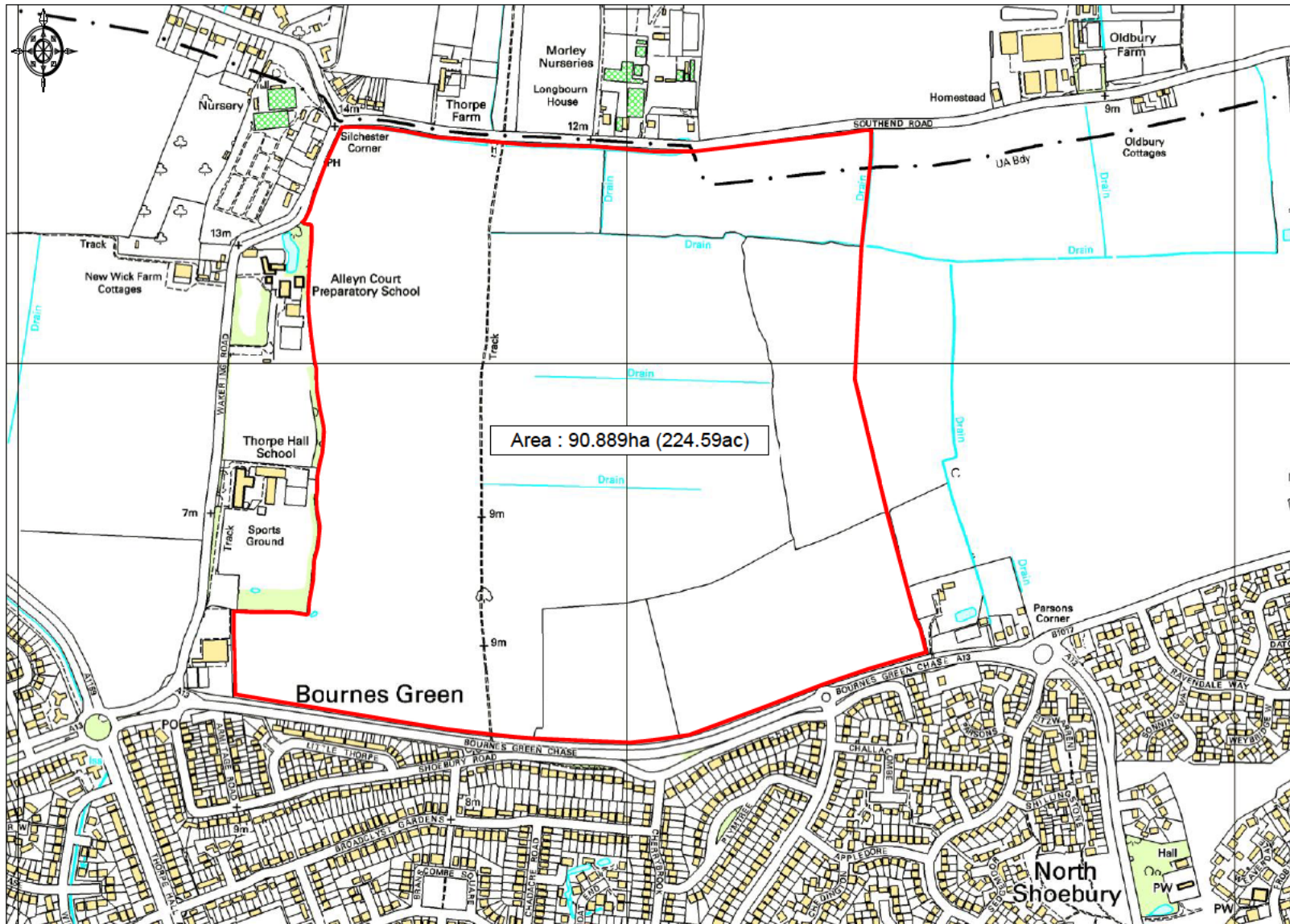
5.0 Conclusion

- 5.1 These representations have been prepared on behalf of Thorpe Estate Limited in response to Southend-on-Sea Borough Council public consultation on the Issues and Options Local Plan in respect of Land at Bournes Green, Southend-on-Sea.
- 5.2 NPPF paragraph 72 states that *“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements”*. Southend Borough Council has experienced substantial growth in its identified local housing need from that of their existing Local Plan and the Thames Estuary 2050 Growth Commission Report, and the Government’s response to it, both set a clear vision for growth in south Essex comparable to that of the high-profile Midlands Engine, Northern Powerhouse and Oxford-Cambridge Arc growth areas elsewhere in the country. Significant funding has been procured for strategic infrastructure improvements and the delivery of a garden community on the Site would make best use of this investment.
- 5.3 The emerging Plan identifies a housing need of between 18,000 – 24,000 dwellings over the Plan period. Spatial Strategy Option 3 includes the delivery of a new garden community which we consider is the only suitable approach for the Borough, enabling local housing needs to be met and incorporating additional infrastructure and facilities to alleviate the burden on existing settlements. The release of the Site from the Green Belt would also provide a suitable new boundary in accordance with NPPF paragraph 139. Options 1 and 2 would both fail to deliver the full identified housing need – three times more than planned for under the adopted Local Plan. Failure to release greenfield land for development would likely give rise to negative impacts relating to a poor housing mix, poor residential amenity and over intensification of the use of services, facilities and infrastructure. Development of a brownfield-only approach would exacerbate the existing suppressed housing stock growth and unbalanced housing mix, thereby failing to deliver on other strategic policy objectives.
- 5.4 Southend Borough Council, along with Rochford District and Castle Point Borough, has prepared the South East Essex Strategic Growth Locations Assessment to inform the emerging Plan. It identifies 6 strategic parcels for assessment for their suitability to accommodate a new garden community. Sector D is the only parcel not to be discounted meaning it should be considered further in the preparation of the emerging Plan. The Site falls within sector D and is entirely sustainable and deliverable. We are not aware of any factor that would preclude its development in principle and the strategic scale of the Site enables a comprehensive scheme to positively address constraints.
- 5.5 We consider that the emerging Plan should release the Land at Bournes Green from the Green Belt and allocate it for the delivery of a strategic scale new garden community allocation. If SOSBC is minded to allocate the site for development in the emerging Plan, Thorpe Estate Limited would welcome early and continued engagement with SOSBC throughout the process.

APPENDIX 1

SITE LOCATION PLAN

Land at Bournes Green, Southend-on-Sea



Enabled by Ordnance Survey

© Crown Copyright 2009 All rights reserved Licence number 100020449 Plotted Scale - 1:10000

Drawing Number: A.25.592/f
O.S. Ref: TQ 98 NW
Date: 26/2/2009

BIDWELLS
t: 01223 841841
bidwells.co.uk

APPENDIX 2

2017 CALL FOR SITES SUBMISSION

Southend-on-Sea Local Planning Framework

Call for Sites - Site Identification Form 2017

The Council is gathering information about land that might be considered suitable for some form of development in the Borough in the future, through this 'Call for Sites'. The Call for Sites will be open until 5pm on 26th May 2017.

The assessment of land availability, for both housing and economic development, is an important component in the preparation of Local Plans. Sites submitted as part of the Call for Sites will be assessed as part of the preparation of a new Southend Local Plan, which may ultimately lead to the site being allocated, providing more certainty for development in this location.

Information gathered during the Call for Sites will therefore be assessed within the Strategic Housing and Economic Land Availability Assessment (SHELAA) and other evidence base documents. Submitted sites are assessed to establish the capacity, suitability, availability, and achievability for development, taking into account planning policy, environmental and local constraints and the extent to which these can be mitigated or addressed.

The Call for Sites will not however determine whether a site should be allocated for development, it is a technical exercise aimed at identifying potential sites for development, and all proposals will be considered. It is unlikely that all sites put forward will be included in the new Southend Local Plan but submitting a site(s) through the Call for Sites ensures it is considered, and may lead to an allocation.

Guidelines

- Sites that are capable of achieving 5 or more residential units, or economic development on sites of or 0.25 hectares (or 500m² of floor space) or more should be put forward for consideration.
- Please use this form to submit sites for consideration, using a separate form for each site.
- Please complete the form fully, including your contact details, and to the best of your knowledge.
- Sites with unimplemented planning permission will be considered as part of the SHELAA.
- Forms must be accompanied by an Ordnance Survey map of the site, which must show at least two named roads, to ensure the site is correctly identified.
- If there is more than one landowner, please ensure the land ownership boundaries are clearly defined on the map, and please provide confirmation that each landowner is in agreement of the consideration of the land for possible development.
- If the site is to be considered in conjunction with other sites, to form a larger development area, please ensure details are clearly provided within the form.

The deadline for submitting sites is **5pm on 26th May 2017**. Sites submitted after this date may not be included in the Study but will be considered in future reviews of the Strategic Housing and Economic Land Availability Assessment (SHELAA).

This form and accompanying information should be submitted by the deadline by email to: ldf@southend.gov.uk

Or by post to:

Southend-on-Sea Borough Council
Business Intelligence Officer
Performance Team
13th Floor, Civic Centre
Victoria Avenue
Southend-on-Sea, Essex
SS2 6ER

If you have any enquiries regarding the Call for Sites, please email ldf@southend.gov.uk or call 01702 215004 ext. 5408

Call for Sites - Site Identification Form

1. Contact Details of the person submitting the Site for Consideration

1.1 Full Name

1.2 Organisation/
Company

1.3 Job Title

1.4 Address

1.5 Telephone No

1.6 Email

1.7 What is your interest in the land?

1.8 Is this the person you would like to be kept informed about the site's progress in the SHELAA?
(If not, please provide alternative contact details)

Landowner Details

1.9 If details are the same as provided in the box above, please tick here

1.10 Is the site in multiple-ownership? Yes No single ownership
(if yes please provide all details below)

1.11 Full Name

1.12 Organisation/
Company

1.13 Address

1.14 Tele No

1.15 Email

1.16 If you are not the landowner, do you or the company you represent have the landowner's consent to promote development of the site? (If yes, please provide details)

1.17 If you are not the landowner, do you or the company you represent have a legal option to purchase the land in question? (If yes, please provide details)

1.18 Do all landowners consent to their land being considered?

1.19 Are there any leaseholders on the site? (If yes, please provide details).

Yes, C. Rayner Limited

If the site is being promoted by a developer, please provide their contact details below:

Details of Person/ Organisation Promoting the Site

1.20 Full Name

1.21 Organisation/
Company

1.22 Address

1.23 Tele No

1.24 Email

1.25 Is there an option on this site? (If yes, please provide details)

2. Site Details

Details of the site will allow the Council to clearly identify the site and carry out an assessment of it. Sites that can accommodate 5 or more residential units, or economic development on sites of 0.25 hectares (or 500m² of floorspace) or more should be put forward.

2.1 Does the site form part of a wider area/several sites that are proposed to be conjoined to form a larger site? If yes, please include detail here and provide detail of each site below

No

2.2 SiteName

Bournes Green Chase

2.3 Address
(incl. postcode)

Land to north of Bournes Green Chase (A13)
SS1 3SB

2.4 Site Area
(in hectares)

91

2.5 What is the Current Use of the Site?

(if the site is vacant, please state this and include details of the last use of the site)

Agricultural

2.6 Does the site have a current planning permission? If so, please provide detail of the site's planning history here.

D2 Leisure (Golf club & course)

2.7 If there are any other details you would like to provide about the site, please provide more detail here.

3. Site Suitability - Potential Constraints to Development

Are there any environmental, physical or historic features that may constrain the site? If the site concerned is to be considered as part of a wider development area consisting a number of sites, please complete for each site.

Constraints

3.1 What are the land uses bordering / near to the site?

Residential - South
Education/leisure - West
Part residential, garden nursery & farm - North
Agricultural - East

3.2 Are there any known physical constraints to the site that could limit development? If yes, please provide further detail (e.g. topography, access to utilities, pylons or overhead lines).

No

3.3 Is the site within the Metropolitan Green Belt?

Yes

3.4 Is the land contaminated? If yes, please provide further detail.

No

3.5 Are there any environmental designations on the site? If yes, please provide further detail (e.g. flood risk, trees, woodland, hedgerows)

Limited hedgerows & ditches

3.6 Are there any historic features/ designations on the site? If yes, please provide further detail (e.g. listed and locally listed buildings, conservation area, scheduled ancient monument)

No

3.7 If constraints are identified, please provide more detail on how you propose the constraints could be overcome.?

Retention of hedgerows & ditches where possible, enhancement of biodiversity & public enjoyment thereof. Landscape screening.

3.8 Would the site need to be cleared before development can take place? Yes

No

4. Future Use

Please inform us of the future intentions for the site and the availability of the site for future development. If the site concerned is to be considered as part of a wider development area consisting a number of sites, please complete for each site.

4.1 Future Use of the Site

Please select the proposed use(s) for the site by checking the relevant box

Residential	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Employment - Offices	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Employment - Industrial/ Storage/ Warehousing	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Retail	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Leisure / Recreation / Tourism	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Cultural	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Health	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Education	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Community	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Mixed uses	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Gypsy and Traveller Pitches	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other uses (please provide more detail here)

Scale and Nature of Future Development

4.2 If the site is proposed for residential, how many dwellings are considered appropriate?

Up to 2,000

4.3 What type or tenure of residential development would you provide on the site?

Low rise (2,3 & 4 storey) mainly housing with some small apartment blocks. Majority for outright sale (private), shared equity& rented(social) & private rented (institution).

4.4 If the site is proposed for other uses, what level of floorspace is proposed / number of units?

T.B.A.

4.5 If the site is proposed for mixed uses, what uses would this consist of?

N/A

4.6 Is there potential to provide any infrastructure as part of the site? (e.g. transport, community, education, green infrastructure etc.)

Yes. Cycle routes & landscaped public footways & access roads (green links). New primary school & eco learning centre. Local convenience retail, GP surgery & community hall.

4.7 If there is any other relevant information, please provide this here?

The site is under single ownership & virtually flat with no flood, ecology or landscape issues & could be provided quickly to ensure a single, comprehensive solution to the town's long term family housing needs rather than piecemeal development in multiple locations. We are happy to formulate a design brief in conjunction with Southend Council that will be mutually acceptable to all stakeholders.

5. Site Achievability

We would like to understand more about the timeframe in which the site will come forward and be achievable for development. This may, for example, be dependent on the existing use or lease. If the site concerned is to be considered as part of a wider development area consisting a number of sites, please complete for each site.

5.1 Site Achievability

When will the site come forward for development? Please check the relevant box.

Site is developable now	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
0 - 5 years	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
6 - 10 years	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
11 - 15 years	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
16 - 20 years	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
20+ years	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

5.2

If you have selected that the site is developable now, or in 0-5 years, please provide further detail of what is actively being done to achieve this timeframe.

The occupational tenant (farmer) is able to vacate with 12 months notice.

5.3

Has the site received any interest from developers? If yes, please provide detail.

Yes. Details are commercially sensitive.

6. Site Access

6.1 What road would provide access to the site? (including where a new road would be required to link to an existing road)

- 1) A fourth arm to the roundabout in Bournes Green Chase (A13) at the junction with Maplin Way North.(South-east)
- 2) From the existing site access in Southend Road (North)
- 3) A new left in/left out access arrangement off Bournes Green Chase (A13) (South-west)

6.2 Do you own, or have unrestricted rights over, the existing or proposed access to the site?
If no, please provide further detail.

Yes

6.3 Would the occupiers of the new development have full access rights to the site?

Yes

7. Checklist

Please ensure you have included the following with your submission:

OS map of the site, showing at least two named roads



If there's more than one landowner, land ownership boundaries are clearly shown on the map



8. Agreement

I confirm that I have completed this form to the best of my knowledge.

Signed*

Perry Gamon

Date

31-Mar-17

*By entering your name in the box above marked signed, you are signing this Agreement electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Agreement.

Thank you

Data Protection Notice:

The Information collected will be processed in accordance with the Data Protection Act 1998. Information from the forms will be stored on a computer database used solely in connection with the Local Plan Review.

If you have any queries please contact 01702 215408.

APPENDIX 3

SHELAA SITE ASSESSMENT

Site Information					
Site Ref	HEA143	Address	Bournes Green Chase		
Site Area (hectares)	91.50	Source	Call for sites Proposed Dwellings		
Type of Site	Greenfield	Current Use	Agricultural		
Potential Gross Dwellings	2000	Potential Net Dwellings	2000	Potential Density of site (dwellings per hectare)	21.9dph
Description of Site and Surrounding Uses					
<p>This large site includes a number of agricultural fields. The land is flat with a few trees lining the boundary. The site is bordered to the north by Southend Road, further north of which includes further farmland, an Industrial estate and some residential properties. A double width access point is available from Southend Road. The site is bordered to the east by Wakering Road, Alleyn Court Preparatory School and Thorpe Hall School. The south of the site is bordered by Bourne Green Chase which is then forms onto a largely residential area. The east is bordered by further farmland.</p>					
Planning History/Ownership					
<p>06/00520/FUL - Land North of Bournes Green Chase and South of Southend Road - Lay out 18-hole golf course with practice area, erect clubhouse, shop, bar, function rooms and flat, erect maintenance building, construct driving range, lay out car park with access to Southend Road; divert public footpath (Renewal of planning permission SOS/00/00235/FUL dated 03/05/2001). Decision – Not Proceeded With 27/08/09.</p>					
Availability					
<p>This site has been put forward by the owner through the Call for Sites and is therefore considered available for residential development.</p> <p>Given this site includes land currently designated as Green Belt the release of this site for housing development would be dependent on a separate Green Belt review, as a result the site is deemed 'currently unavailable'.</p>					
Suitability					
Policy Constraints	<p>The site is located within the Greenbelt. The majority of the site has been designated as the Best and Most Versatile Land (CP4, CP5). A section of land along the eastern boundary fall within Shoeburyness (location suitable for appropriate levels of regeneration and growth).</p>				
Physical Constraints	<p>No known physical constraints.</p>				
Environmental quality and known constraints	<p>No known Environmental Constraints.</p>				
Strategic Access and Accessibility	<p>The site abuts Bournes Green Chase (A13), Southend Road and a small portion of Wakering Road. Existing double width access available off the A13. A development of this scale will need to assess the impact on both the local and wider highway network and mitigate any detrimental effects. The main route to the site and into the Borough would be via the A127 and A13, these are main distributor roads into Southend, any impact a development has on roads such as these needs to be assessed and any impacts mitigated. The site does not currently provide good public transport accessibility, this must be considered as part of the any development. More detailed local transport access and reconfiguration resulting from the scheme will be determined during the planning application stage. The cumulative impact of development sites on the strategic road network will be assessed, which may necessitate the need for new roads, new junctions, capacity upgrades and junction improvements.</p>				
Suitability Summary	<p>Outside but adjoining the built-up area. Currently development on this site would</p>				

contravene policy and therefore the site would not be considered to be suitable. However, from the information available, the site is considered suitable in principle for future housing potential, because of its accessibility to facilities, job opportunities and public transport, and because there are no insurmountable constraints. The site could contribute to the creation of a sustainable, mixed community.

Achievability

Net Yield	2017-2022	2022-2027	2027-2032	2032-2037
	0	0	1000	1000

Market Assessment This site is in a location that developers find attractive to bring forward housing sites for development. The market for housing in this area is buoyant, and sales values relatively good. Land values as high enough to ensure that any community gain package, including affordable housing, CIL and other S.106 obligations, as well as abnormal development costs, could be delivered without either threatening the viability of the scheme, or falling below any alternative use value.

Delivery Summary This site is adjacent to the urban area and in a location that developers find attractive to bring forward housing sites for development. There is no economic reason why the site should not be financially viable given that the alternative land use is agricultural, taking account of any community gain package, including affordable housing, CIL and other S.106 obligations, as well as abnormal development costs.

Conclusion

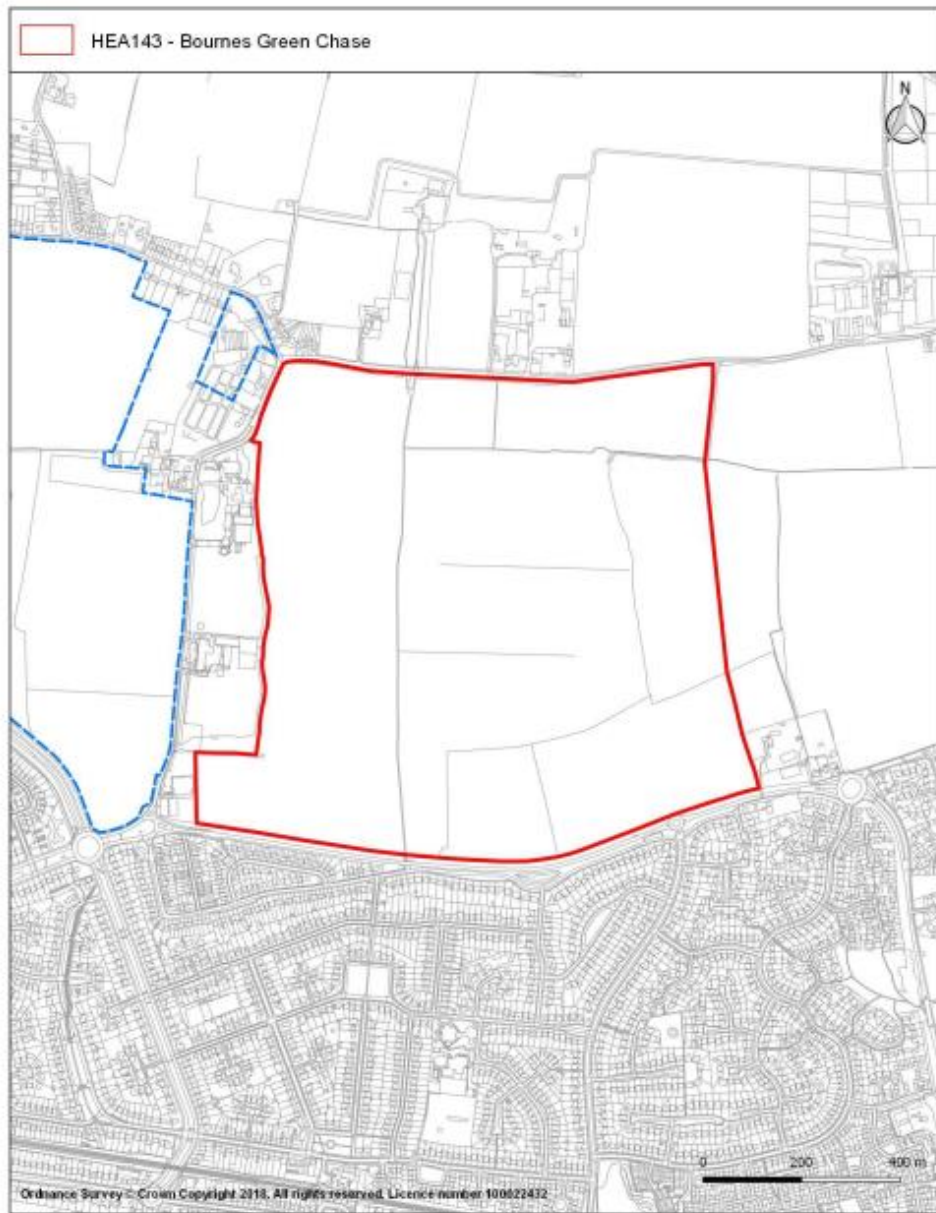
Recommendation: This site was put forward for housing development (up to 2,000 dwellings) through the Call for Sites. The site has been proposed as mainly low rise (2, 3 & 4 storey) housing with some small apartment blocks. Subject to further detailed consideration the delivery of 2,000 dwellings in this location (approx. 22 dph) would allow for a suitable level of open space and green linkages and road infrastructure through the site and buffer between the site and open countryside. However, this site will only be available for housing development subject to the Council considering the site necessary as an exceptional circumstances Green Belt release, as a result the site is deemed 'currently unsuitable'. The site is also designated Best and Most Versatile (Agricultural) Land and will therefore be subject to an agricultural land review.

Site Photos:





Site Plan:



CLIENT Southend-on-sea Borough Council	DATE	12.07.2018	DRW	DRW	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4UJ	
	SCALE	1:10,000 @ A4	DRW	HEA143		
PROJECT Southend HELAA	APP NO	E0664	REV	HR	T: 01179 058 800 F: info@dplanning.co.uk	
	DRWG TITLE	Assessment Site HEA143			Ordnance Survey, Crown Copyright, aerial imagery, aerial photography, Ordnance Survey	

APPENDIX 4

SOUTH EAST ESSEX STRATEGIC GROWTH LOCATIONS ASSESSMENT PARCEL D

Sector D - North of Fossetts Farm, Garon Park and Bournes Green Chase

This is a sparsely populated area comprising the parishes of Sutton and Shopland and the part of Barling Magna Parish around the Hamlet of Stonebridge. The only other populated area is the hamlet of Clay Street within Great Wakering Parish.

This area comprises low lying estuary arable land, mostly good quality agricultural land, south of the River Roach Estuary, with scattered farmsteads and former farm cottages, a number of which are listed. The only conservation area is the former churchyard of Shopland church, which was destroyed by a World War Two bomb. Part of the estuary is protected by the River Roach and Crouch Estuaries Special Protection Area, and a large proportion of the sector is designated as Coastal Protection Belt in the Rochford Core Strategy and Allocations Plan. This is currently under review.

Barling Landfill operated by Enovert is situated to the North of Barling Magna. The landfill is located off Mucking Hall Road although is accessed by associated vehicles via a private haul road from Southend Road. The site historically suffered differential settlement which in turn prompted an application to extend the life of the site, amend the pre-settlement contours and allow the importation of additional non-hazardous waste until 2016. In 2016 an application was submitted to the Essex Waste Planning Authority (Essex WPA) to further extend the life of the site until 2022 and to retain the haul road until 2023 as operations had not progressed at the rate originally envisaged/predicted. This application is currently pending determination but, to confirm, the site is still active with open landfill cells. Once operations are complete the site is to be restored to agricultural and arable cropping. For reference, on-site there is also a landfill gas generation plant.

In addition to the above, planning permission has been granted for the importation of 40,000m³ of inert material (soil) to re-profile land to the North of Mucking Hall Lane (Church Field) and bring it into beneficial and productive agricultural use. The Essex WPA were notified of commencement of this development in October 2018 and conditions require that operations shall have ceased and the site restored within 2 years of this date.

High Voltage power lines cross the site serving local settlements and hamlets.

The area adjoins the A13 and the A1159 to the south. To the west lies Southend Airport Railway Station and Sutton Road, which despite only being a minor road provides an important link between Rochford and Southend, serving industrial and employment areas at Temple Farm and Purdeys Way and the rapidly growing London Southend Airport. It is heavily congested at peak times.

The area is crossed by a number of country lanes, bridleways and public footpaths affording views of the listed churches at Barling and Little Wakering.

An analysis of the sector against the identified assessment criteria (Table 2 above) is set out in Table 6 whilst the boundary of the sector and its current planning policy constraints are illustrated in Map 4.

Map 4 Sector D North of Fossetts Farm, Garon Park and Bournes Green Chase

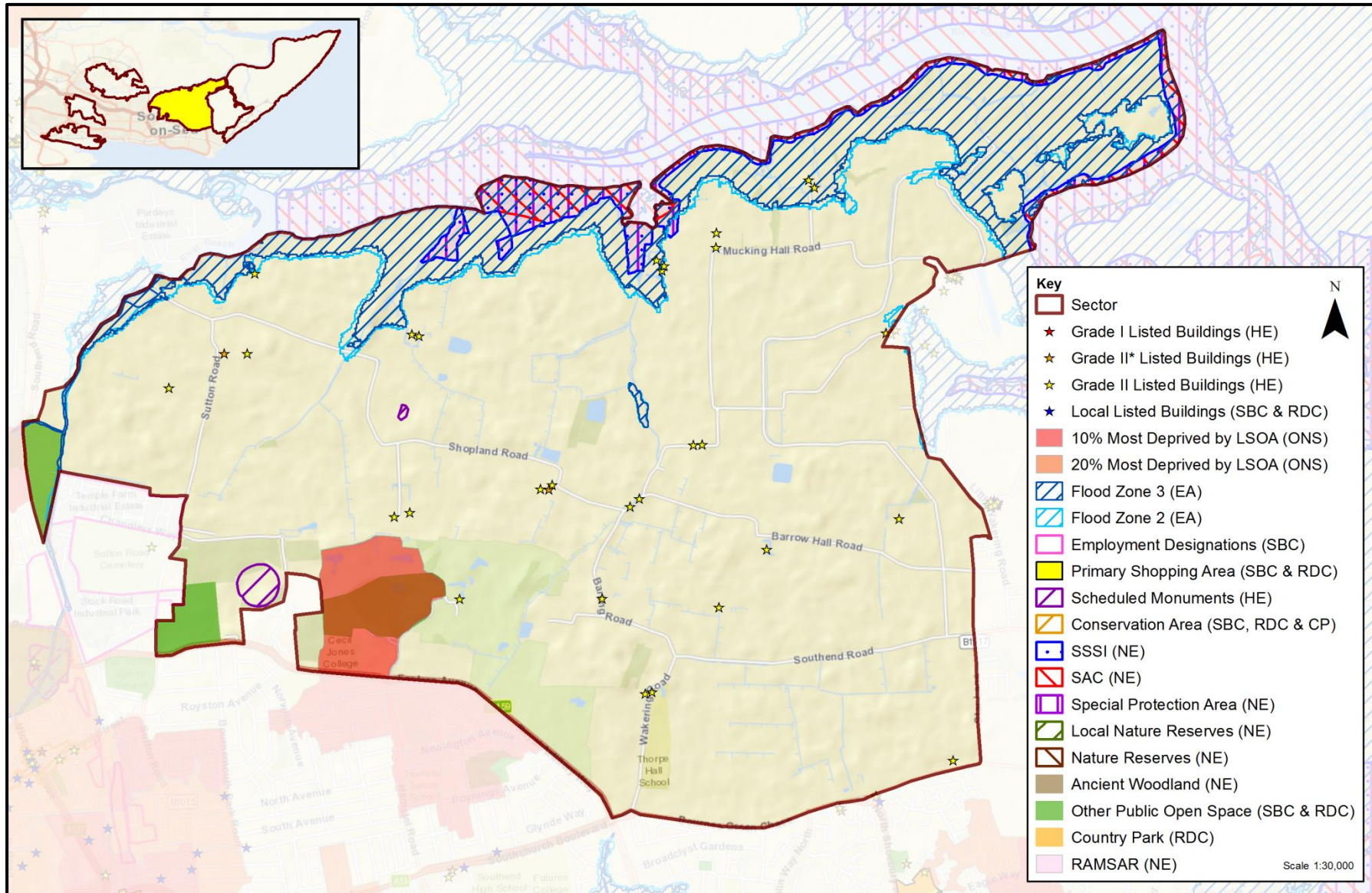


Table 6: Sector D – North of Fossetts Farm, Garon Park and Bournes Green Chase

Criterion	Considerations	Overall Assessment
Environment	<ul style="list-style-type: none"> • The River Roach east of Purdeys Industrial Estate is a Site of Special Scientific Interest, a Special Area of Conservation (SAC) and a Special Protection Area • Agricultural land quality: Within Southend a survey has found there is a mixture of Grade 1 and 2, and lower quality agricultural land • Within Rochford, a large area of land has been identified as agricultural land but this has not been subject to a detailed survey • Barling Landfill is situated within the north east corner of the sector. It is still active with open landfill cells. Once operations are complete in 2022 the site is to be restored to agricultural and arable cropping. • Land to the North of Mucking Hall Lane (Church Field) is subject to planning permission for importation of inert material (soil) to re-profile land and bring it into beneficial and productive agricultural use, to be completed and the site restored by October 2020. • The northern part of sector falls within Flood Zones 2 and 3 • The sector includes Critical Drainage Areas and further detailed assessments will be required to comply with the requirements of these CDA's to manage surface water drainage. • Whilst an area around the southern bank of the Roach is constrained by national designations and within the highest risk of flooding, the greater part of the site has fewer environmental constraints. 	

Table 6: Sector D – North of Fossetts Farm, Garon Park and Bournes Green Chase

Criterion	Considerations	Overall Assessment
Transport and Accessibility	<ul style="list-style-type: none"> • Main access is via Royal Artillery Way/Bournes Green Chase but this is subject to congestion and constraint to single carriage way in vicinity of Priory Crescent. • There are also significant congestion concerns along the A127. Rochford Road and Manners Way will also be impacted by airport growth, and Warners Bridge is also a constraint due to its relatively narrow width • Access through the sector via minor roads from Rochford There are no rail stations located within this area, but London Southend Airport railway station is adjacent to the west of Rochford Road and Southend East and Thorpe Bay railway stations are approximately 1.5 miles to the south • Low levels of current or planned accessibility by public transport • Significant investment in public transport and road network, including cycle infrastructure would be necessary to support strategic housing development • Major investment required in sustainable and public transport, promotion of mode shift and the road network to support housing of strategic scale 	
Geo-environmental considerations	<ul style="list-style-type: none"> • Barling Landfill lies at the northern edge of the sector – remediation may be required. • Presence of some constraints but potential for some/all to be resolved/mitigated • Area needs to be assessed in compliance with the Essex MLP (mineral safeguarding area) and the Waste Local Plan (WLP) 	

Table 6: Sector D – North of Fossetts Farm, Garon Park and Bournes Green Chase

Criterion	Considerations	Overall Assessment
Landscape and Topography	<ul style="list-style-type: none"> The area is formed of lower lying land dominated by prairie fields, with some areas of older regular and irregular fields surviving. Shopland is dominated by modern recreational uses including a golf course. The historic settlement pattern is dispersed, with church/hall complexes, scattered farms and moats. To some extent this pattern survives, with some 20th century linear roadside development. Medium sensitivity landscape where impact on landscape character and visual amenity will not necessarily be an obstacle to strategic development 	
Historic Environment	<ul style="list-style-type: none"> Approximately a dozen listed buildings scattered throughout the sector between the fringe of Southend and the River Roach All Saints Church and Beauchamps Farm are Grade II* Listed Buildings. All Saints Churchyard is a Conservation Area Land west of Fossetts Way and in Shopland designated as Scheduled Monuments. Designated heritage assets present but potential to mitigate impacts through the location, design and/or layout of development 	
Infrastructure Capacity and Potential	<ul style="list-style-type: none"> Garon Park Sports and Leisure Centre, including the Cricket Ground and Athletics track located at the southern end of the sector Garon Park 27 Hole Golf Course in three loops of 9 with a 30 bay driving range Football pitches at Bournes Green Chase/Garon Park Waitrose Superstore at the southern edge of the sector together with Fossetts Way retail park. Further major development proposed in this locality as part of the relocation of Southend United Football Club Cecil Jones Academy secondary school located at the south of the site. High pressure gas pipeline in vicinity of Star Lane – easement of approximately 90 metres on either side required for sensitive development (including residential) 	
Housing Demand	<ul style="list-style-type: none"> High level of housing demand across the Housing Market Area Affordability issues across HMA 	

Table 6: Sector D – North of Fossetts Farm, Garon Park and Bournes Green Chase

Criterion	Considerations	Overall Assessment
Regeneration potential	<ul style="list-style-type: none"> • Within the sector itself there are no wards within bottom 20% of IMD • 20% most deprived wards within St Lukes Ward/around Cluny Square just to the south of the area so there is some potential for regeneration based on IMD 	
Economic development potential	<ul style="list-style-type: none"> • Temple Farm and Purdeys Industrial Estates potential for additional employment growth. Potential for synergies with these areas /new employment clusters subject to relevant assessments including addressing access constraints around Purdeys. • Location is suitable to some extent in terms of accessibility for future employment opportunities 	
Spatial opportunities and constraints	<ul style="list-style-type: none"> • Significant area of land within the sector is not subject to European and National environmental designations • Synergies with nearby employment and housing and with existing recreational uses by the Garons Leisure centre, Golf Course and potential football club relocation • Opportunities in the south western corner of the sector in particular • Transport constraints at the Saxon King/Priory Crescent and the Airport roundabout • Some risk of impact on existing character of nearby settlements and valued landscapes; any major development must avoid further coalescence with Rochford to the west and an appropriate green buffer would be required to provide separation between the villages of Barling, Little Wakering and Great Wakering, to the east. 	

Conclusion on Sector D:

Sector D has potential for strategic scale development subject to overcoming the constraints referred to above, but this could not be achieved without significant investment in transport infrastructure. Further study is required to refine the potential deliverability of homes, jobs and supporting infrastructure in this location, and to understand how the development could be integrated with the existing urban area and wider Southend economy.

