



Planning Statement

Craylands and Fryerns Regeneration Project

Planning Application
July 2006



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1.0 Introduction

- 1.1.1 An outline planning application has been submitted to Basildon District Council on behalf of English Partnerships for the comprehensive redevelopment of approximately 40 hectares of land comprising the remodelling of the Craylands estate and the redevelopment of the former Fryerns School site. The purpose of the outline planning application is to establish the principle of the use and of the development, to ensure that the site is brought forward on a comprehensive basis, and to approve the proposed means of access. The application provides an excellent opportunity to deliver the regeneration of the Craylands estate and bring the former Fryerns School land back into effective use, to provide a new sustainable community.
- 1.1.2 This Planning Statement is submitted as a supporting document accompanying the outline planning application. It outlines the planning strategy pursued by English Partnerships (Section 2), describes the proposed development (Section 3), considers this in the context of relevant national, regional and local planning policies and any other material considerations (Section 4), and considers the key issues in the context of relevant planning policies (Section 5).
- 1.1.3 The details contained within this document need to be considered in the context of all the other formal and supporting submission documents.

2.0 Format of the Planning Application

The planning strategy is primarily driven by the need to provide flexibility given that the site will be delivered in phases across the period to 2017, and to enable Phase 1 to come forward as expediently as possible. The strategy is summarised below.

2.1 > Outline Planning Application

2.1.1 Content

Submission by English Partnerships of an outline planning application with all matters reserved save for means of access. The content (formal and supporting documents) of the outline planning application is summarised in Schedule 1. The supporting documents will include an illustrative masterplan and alignment of the spine road. Assuming permission is forthcoming, it will be necessary to ensure that the 'life' of the permission is tailored such as to facilitate the comprehensive regeneration of the site to be delivered on a phased basis across the period to 2017.

2.1.2 Means of Access

The outline planning application seeks determination of the means of access to the site, including:

- The realignment of the existing Broadmayne/ Timberlog Lane roundabout to the south-east of the site;
- A new bus-only signalised junction onto East Mayne, including replacement of the footbridge across East Mayne with an at-grade crossing facility to provide direct pedestrian access to Northlands Park (a small parcel of land at the proposed new entrance to the park is included within the red line boundary to facilitate earthworks associated with relocating the entrance. English Partnerships anticipates that this would be dealt with by condition);
- Modifications to the alignment and priority of the existing left in/left out access on Broadmayne, and a pedestrian route from the existing bus stop and footbridge; and
- Modifications to the existing planting and street furniture on the access to the site from Whitmore Way.

2.1.3 Documentation

Formal Submission for Approval	Supporting Documents for Information
Planning application forms	Planning Statement
Notices	Design Statement
Certificate C	Statement of Community Participation
Planning application fee (maximum fee of £25,000 for outline planning applications)	A4486M/2.0/08 – Illustrative Masterplan (including Landscape Scheme)
A4486M/2.0/01 – Location Plan	Environmental Impact Assessment/Environmental Statement
A4486M/2.0/02 – Red Line Plan	Transport Assessment
A4486M/2.0/03 – Existing Site Plan	Surface Water Flood Risk Assessment
A4486M/2.0/04 – Site Access Plan	Development Specification (Appendix 3 ES)
Site Access Statement	
Development Specification	
Parameter Plan – A4486M/2.0/05 – Limit of Deviation of Spine Road	
A4486M/2.0/06 – Parameter Plan – Landscape Strategy	
A4486M/2.0/07 – Parameter Plan – Maximum Heights Plan	
A4486M/2.0/09 – Parameter Plan – Indicative Phasing Plan	
Draft S106 (to follow)	

Schedule 1: Content of Outline Planning Application

2.1.4 Referral to GoEast

In light of the potential referral under the Greenfield Direction, English Partnerships has had initial discussions with GoEast to ensure that they are aware of the application.

2.2 > Full Planning Application

- 2.2.1 It is anticipated that Swan Lovell will submit a full planning application for Phase 1, which will include all details for the first phase including the spine road and the section of temporary road required to avoid the PCT land. The full planning application is expected to be submitted shortly after the submission of the outline planning application. This strategy enables consideration of the details for Phase 1 and the spine road (including temporary road) in advance of the grant of outline planning permission. It is anticipated that this application will be determined once the outline permission has been secured (including completion of the S106 Agreement and referral to GoEast). This approach is supported in principle by Officers and Members of Basildon District Council.
- 2.2.2 English Partnerships anticipates that both the outline permission and full permission for Phase 1 will be tied together by way of condition, to ensure that the later stages of development (Reserved Matters pursuant to the outline permission) are brought forward for development and the site is developed comprehensively. English Partnerships anticipates that the S106 Agreement relating to the outline permission will relate to all phases of development. The full permission for Phase 1 will be tied to this.

2.3 > Reserved Matters

It is anticipated that Swan Lovell will submit Reserved Matters pursuant to the outline planning permission for the later phases of development. This will include the replacement of the temporary road and the completion of the permanent alignment of the spine road.

3.0 Description Of Development

3.1 > Description of Development

The outline planning application is for:
'Partial demolition and redevelopment to provide up to 1,400 new dwellings (of which, up to 750 net new dwellings), together with a local centre comprising up to six Class A retail units, community uses, education use, health use, associated roads and car parking, and landscaping, with all matters reserved apart from means of access'.

3.2 > Background

- 3.2.1** The Craylands estate was developed in the late 1960s as a medium density estate of 54 dwellings per hectare, in four-storey maisonette and terraced blocks. Adjacent to the Craylands estate is the former Fryerns School site, which Essex County Council has declared redundant and surplus to their requirements. It is the aspiration of both Basildon District Council and Essex County Council that the site is comprehensively remodelled/redeveloped to provide quantitative and qualitative improvements to the existing housing stock.
- 3.2.2** English Partnerships is working in partnership with Basildon District Council and Essex County Council for the delivery of this project. The appointment of English Partnerships has been supported by the principal funder, the ODPM (now DCLG), based on English Partnerships' knowledge and experience of delivering similar regeneration projects. English Partnerships chairs the Project Steering Group, which provides the forum whereby English Partnerships consults with key stakeholders. English Partnerships has also established a Community Steering Group to ensure active consultation with the community. English Partnerships has appointed Swan Lovell as their Preferred RSL/Developer partner. English Partnerships continues to liaise with Planning Officers at Basildon District Council regarding planning-related issues, and with Essex County Council on highways-related issues.
- 3.2.3** Through consultation with key stakeholders, English Partnerships has prepared a Development Framework which provides a detailed development brief for the site, from which the illustrative masterplan has been developed.

3.3 Site Description

- 3.3.1** The site is located some 2 miles north east of Basildon town centre. The site is bordered by the A1321 Broadmayne to the south and the A1321 East Mayne along the eastern boundary. The site comprises the Fryerns School, declared redundant by Essex County School, together with the adjacent Craylands estate. Basildon is located within the Thames Gateway, and is one of four housing growth areas set out in the Government's Sustainable Communities Plan.

- 3.3.2** In terms of any relevant planning history relating to the site, an application for outline planning permission was refused in July 1993 (LPA Ref: BAS277/93), for two reasons relating to impact on amenity and loss of open space. The planning application was submitted by Essex County Council, and was for 'residential development of 6.7 acres (2.7 ha) of land forming part of the Fryerns School, Basildon'. The application was made in respect of part of the north-western playing field at Fryerns School. Subsequently, outline planning permission was granted by way of LPA Ref: 97/00289/OUT on 16th July 1997. The planning application was submitted by Essex County Council, and was for 'residential development of 5.54 hectares, access roads and provision of 0.8 hectares of open space'. The 1997 permission establishes the principle of development on part of the former Fryerns School site.

- 3.3.3** The site does not contain any trees protected by way of Tree Preservation Order(s). The site is not identified as an area at risk from flooding on the Environment Agency's website.

4.0 Planning Policy Context

4.1 Introduction

- 4.1.1 This section of the report sets out the relevant planning policy framework against which the outline planning application should be assessed. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 4.1.2 The development plan comprises:
- Regional Planning Guidance 9: Regional Planning Guidance for the South-East (2001);
 - The Essex and Southend-on-Sea Structure Plan (2001); and
 - The Basildon District Local Plan (1998) (as amended in 1999).
- 4.1.3 Other documents relevant to the planning policy context comprise:
- National Planning Policy Guidance Notes and Planning Policy Statements;
 - Draft East of England Plan – RSS14 (December 2004);
 - Replacement Deposit and Redeposit Basildon Local Plan (2004 and 2005); and
 - Supplementary Planning Guidance.
- 4.1.4 The purpose of this section (together with Section 5) of the Planning Statement is to demonstrate that the proposed development is in accordance with the development plan, and how it responds to the relevant material considerations.

4.2 National Planning Policies

- 4.2.1 National planning policy is set out in a series of Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs), which represent material considerations for determining all planning applications. The outline planning application has been considered in the context of those which English Partnerships considers appropriate to the site and the proposed development. English Partnerships considers that the application is in accordance with relevant national, regional and local planning policies, and material considerations. A summary of the relevant guidance is provided below.
- 4.2.2 PPS1 Delivering Sustainable Development (February 2005) – sets out the Government’s commitment to creating sustainable communities and delivering sustainable development. PPS1 sets out a number of aims, including to ‘ensure that outputs are maximised whilst resources used are minimised (for example, by building housing at higher densities on previously developed land, rather than at lower densities on greenfield sites)’. In preparing development plans, PPS1 states that planning authorities should seek to, inter alia, promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land

and buildings. In promoting sustainable economic development, PPS1 states that local planning authorities should ‘ensure the provision of sufficient, good quality, new homes (including an appropriate mix of housing and adequate levels of affordable housing) in suitable locations, whether through new development or the conversion of existing buildings. The aim should be to ensure that everyone has the opportunity of a decent home...’. PPS1 states that community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. A key message of PPS1 is the protection and enhancement of the environment.

- 4.2.3 PPG3 Housing (March 2000, updated in January 2005) – sets out the Government’s planning policy on housing. It emphasises the need to provide sustainable patterns of development by making the most efficient use of land through the re-use of previously developed land. The guidance sets a national target by 2008 of 60% of additional housing to be provided on previously developed land and through conversions of existing buildings. PPG3 identifies the minimum density of 30 dwellings per hectare. It sets out the objective of high quality design and creating mixed-use, balanced communities, which offer a choice of housing and lifestyle. It advises local planning authorities to avoid the inefficient use of land, and to ‘examine critically the standards they apply to new development, particularly with regard to roads, layouts and car parking, to avoid the profligate use of land’. PPG3 sets out the broad approach for the provision of affordable housing. In terms of parking, PPG3 states that ‘developers should not be required to provide more car parking than they or potential occupiers might want, nor to provide off-street parking when there is no need, particularly in urban areas where public transport is available or where there is a demand for car-free housing’. It states that car parking standards that result, on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government’s emphasis on securing sustainable residential environments.
- 4.2.4 Draft PPS3 Housing (December 2005) – sets out a key objective to deliver new homes at the right time in the right place. The key objectives set out in PPG3 are carried forward into draft PPS3. It sets out the Government’s key objective for planning for housing is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live, through choice (both market and affordable), balanced development, and the creation of sustainable, inclusive, mixed communities in all areas. It reiterates the priority placed for locating development on brownfield land and buildings, and carries forward the national target that by 2008, at least 60% of additional housing should be provided on brownfield land. It advises local planning authorities to develop density policies

for their plan area, with the presumption that the minimum density should be no less than 30 dwellings per hectare. The indicative density ranges are set out in the table below. Draft PPS3 advises local planning authorities to develop parking policies for their plan area with local stakeholders and local communities having regard to expected car ownership for planned housing in different locations, the efficient use of land and the importance of promoting good design. Draft PPS3 sets out the broad approach to the provision of affordable housing, and states that local planning authorities should 'balance the need for affordable housing against the viability of sites in their area', and set out the circumstances in which provision would not be required on an application site or in which a financial contribution would be acceptable in lieu. Draft PPS3 identifies the aim of ensuring the delivery of decent homes that are well designed, are energy efficient, and make the most of new building technologies and help to deliver sustainable development.

	City Centre	Urban (Areas which are generally denser than more suburban areas and comprise a mix of residential and employment areas)	Suburban (Areas of medium housing density which are predominantly residential in character)	Rural
Dwellings per hectare	70+	40-75	35-55	30-40

4.2.5 PPS6 Planning for Town Centres (March 2005) – sets out the Government’s policy on planning for the future of town centres. PPS6 promotes sustainable patterns of development to ensure that locations are fully exploited through high-density mixed-use development with less reliance on the private car. PPS6 states that local centres are essential to providing easily accessible shopping to meet people’s day-to-day needs. PPS6 advises local authorities to work with the local community and retailers to identify opportunities to remedy any deficiencies in local provision, by strengthening existing centres or, where appropriate, proposing new local centres.

4.2.6 PPS9 Biodiversity and Geological Conservation (August 2005) – sets out planning policies on the protection of biodiversity and geological conservation through the planning system. It sets out the key principles of ensuring that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered. These include the need for up-to-date assessments, the aim of maintaining and enhancing, restoring or adding to biodiversity and geological conservation interests, the need to take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and the principle of planning decisions should be to prevent harm to biodiversity and geological conservation interests and this may include consideration of mitigation/compensation measures.

4.2.7 PPG10 Planning and Waste Management (September 1999) – sets out the need to ensure the design and layout of new development supports sustainable waste management.

4.2.8 PPG13 Transport (March 2001) – seeks to integrate planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices for people and for moving freight, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car. It re-emphasises the guidance in PPG3 (Housing) in seeking to focus new housing development on previously developed land within existing towns and cities, and to reduce car dependence by facilitating more walking and cycling by providing linkages by public transport between housing, jobs, local services, and local amenities, by planning for its use. PPG13 requires development plans to set maximum levels of parking for all classes of development. Maximum standards should be designed to be used as part of a package of measures to promote sustainable transport choices, reduce the land take of development, enable schemes to fit into central urban sites, promote linked trips and access to development for those without use of a car, and to tackle congestion. The guidance states that there should be no minimum standards for development, other than parking for disabled persons. PPG13 states that local planning authorities should 'not require developers to provide more spaces than they themselves wish...', and should encourage the shared use of parking where peak levels of use do not coincide. PPG13 sets out the following maximum car parking standards.

Land Use	Maximum Parking Standard	Threshold above which standard applies
Food retail	1 space per 14 sq m	1,000 sq m
Non-food retail	1 space per 20 sq m	1,000 sq m
D2 including cinemas and conference facilities	1 space per 5 seats	1,000 sq m
Higher and further education	1 space per 2 staff and 1 space per 15 students	2,500 sq m

4.2.9 PPG17 Planning for Open Space, Sport and Recreation (July 2002) – states that in order to ensure effective planning for open space, sport and recreation it is essential that the needs of local communities are known. It states that local planning authorities should undertake robust assessments of the existing and future needs of their communities for open space, sports and recreational facilities. PPG17 states that existing open space, sports and recreational buildings and land should not be built on unless an assessment has been undertaken

which has clearly shown the open space or the buildings and land to be surplus to requirements. For open space, 'surplus to requirements' should include consideration of all the functions that open space can perform. PPG17 contains guidance relating to planning applications involving playing fields, in the absence of an up-to-date assessment of need. It states that planning permission for such developments should not be allowed unless:

- (i) The proposed development is ancillary to the use of the site as a playing field and does not adversely affect the quantity or quality of pitches and their use;
- (ii) The proposed development only affects land which is incapable of forming a playing pitch (or part of one);
- (iii) The playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity and quality and in a suitable location; or
- (iv) The proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field.

With regard to development within open spaces, PPG17 states that in considering planning applications local authorities should weigh any benefits being offered to the community against the loss of open space that will occur. In terms of planning obligations, PPG17 states that these should be used as a means to remedy local deficiencies in the quantity or quality of open space, sports and recreational provision. It states that it is essential that local authorities have undertaken detailed assessments of needs and audits of existing facilities, and set appropriate local standards in order to justify planning obligations

- 4.2.10 PPS22 Renewable Energy (August 2004) – sets out the Government's policies for renewable energy, which planning authorities should have regard to when preparing local development documents and when making planning decisions. PPS22 is intended to encourage the appropriate development of further renewable energy schemes throughout England. It states that success will require action at the regional and local levels, with regard to both strategic/forward planning and development control.
- 4.2.11 PPG25 Development and Flood Risk (July 2001) – sets out the Government's guidance on land which may be at risk from flooding. PPG25 requires developers to carry out a flood risk assessment and run-off implications of their proposals that is appropriate to the scale and nature of the development and the risks involved and submit this with an application.
- 4.2.12 Draft PPS25 Development and Flood Risk (December 2005) – the aim of the revision is to focus on national planning policy and to provide clarity on what is required at regional and local levels to ensure that

decisions are made at the most appropriate level and in a timely fashion to deliver sustainable planning for development and flood risk. It carries forward the sequential approach set out in PPG25.

4.3 > Regional Planning Policies

- 4.3.1 **RPG9**
RPG9 Regional Planning Guidance for the South East (March 2001) covers the south east of England, including the county of Essex, within which Basildon is located. Since the extension of the Thames Gateway, Basildon now falls within the Thames Gateway sub-region of which RPG9a (Thames Gateway Planning Framework), together with RPG9b/3b (Strategic Planning Guidance for the River Thames), contain strategic planning guidance for the sustainable development of the area and for the River Thames. This policy aims to ensure that regeneration is achieved in line with sustainable development principles to address the existing socio-economic and physical problems identified within the area.
- 4.3.2 *Thames Gateway*
The vision for the extended Thames Gateway is that of a strong and diverse sub-region. The opportunities presented by the area should be maximised to enable the Thames Gateway to compete effectively, offering a comprehensive transport system and a quality environment for new businesses and homes. Local communities should derive maximum benefit from regeneration opportunities. RPG9 states that implementation of RPG9a remains a priority, and the Thames Gateway should continue to be the focus of public and private investment in regeneration and growth.
- 4.3.3 Socio-economic and physical problems within the Thames Gateway include high levels of deprivation, skills shortages, large areas of derelict land, weak transport infrastructure and environmental degradation. However, a major advantage of this area is its proximity to Central London, continental Europe and major transport hubs. Its location and the availability of large sites, extensive areas of land with potential for redevelopment and access to a surplus labour supply, means that this sub-region is capable of accommodating substantial sustainable growth. General environmental improvements and major development and transport projects such as the Channel Tunnel Rail Link, the Ebbsfleet Valley and Stratford International Railway Stations, Bluewater and the Millennium Dome, are already acting as catalysts for improving the area's image thereby attracting further inward investment.
- 4.3.4 The scale of the further development potential in the Thames Gateway area makes it unique in the Region. It also presents a vital opportunity for creating more sustainable forms of development in the future. In order to maximise this opportunity development should occur in a planned way within the framework of RPG9a.

- 4.3.5** Long-term commitment to the Thames Gateway has already been demonstrated by central and local Government, and the private and public sector partnerships. The Regional Development Agencies in particular will have an important co-ordinating role in future initiatives for the assembly and redevelopment of land. The strategies drawn up by the Regional Development Agencies and the Greater London Authority will be vital in identifying and bringing forward an adequate supply of land to meet regeneration needs.
- 4.3.6** RPG9 identifies the importance of establishing balanced communities with appropriate and accessible community infrastructure such as schools, colleges, hospitals and enhanced cultural facilities.
- 4.3.7** It states that joint working is required to, inter alia, ensure that regeneration is achieved in line with sustainable development principles:
- (i) development should focus on schemes which:
 - recycle previously used land close to potential sustainable transport networks;
 - provide high quality environments with good design and a mix of land uses;
 - enable balanced communities with appropriate and accessible communities; and
 - infrastructure such as schools, colleges, hospitals and enhanced cultural facilities.
 - (ii) local planning authorities need to produce clear development strategies for their areas which promote sustainable patterns of development by allocating areas and locations for major growth in accordance with national policies.
- 4.3.8** Policy Q1 of RPG9 states that urban areas should be the prime focus for new development and for redevelopment. It states that development plans should, inter alia, seek to achieve at least 60% (in ROSE) of all new development on previously developed land, and 'use growth opportunities to restructure existing urban areas by encouraging development in and around existing centres and promoting local neighbourhood centres as places where people can go for day-to-day shopping and other services'.
- 4.3.9** *Design*
In terms of the form and design of urban development, RPG9 encourages creative solutions which maximise the opportunities for renewal. Amongst other things, Policy Q3 states that new development (in particular housing) should make more efficient use of land throughout the Region.
- 4.3.10** *Housing*
Policy H1 sets out the housing requirement for the Region across the Plan period. It requires an annual average of 39,000 additional dwellings in ROSE between 2001-2006. Policy H2 indicates that of these, 5,240 dwellings per year across the period will be provided for in Essex. Policy H4 seeks provision of affordable housing to meet locally assessed need.
- 4.3.11** Policy T3 states that local planning authorities should adopt maximum parking standards for all new development, which should be in line with the (then) draft PPG13 (which has subsequently been published).
- 4.3.12** **RSS14**
Essex now falls within the boundary of the draft East of England Plan (RSS14), which is currently being prepared. It will provide a framework within which LDDs and Local Transport Plans can be prepared for the period to 2021. The Panel Report has now been submitted to the Secretary of State, with final publication expected in early 2007. As with RPG9, Basildon falls within the Thames Gateway/ South Essex sub-region. On the Key Diagram, Basildon is located in (or close to) a Priority Area for Regeneration, Strategic Employment Site and an area subject to Green Belt Review.
- 4.3.13** The spatial planning vision for the East of England is to 'sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets'. The objectives include to:
- Improve social inclusion and access to employment, services, leisure and tourist facilities among those who are disadvantaged;
 - Increase the regeneration and renewal of disadvantaged areas;
 - Deliver more integrated patterns of land use, movement, activity and development, including employment and housing;
 - Make more use of previously developed land and existing buildings, and use land more efficiently, in meeting future development needs;
 - Meet the region's identified housing needs, and in particular provide sufficient affordable housing;
 - Protect and enhance the built and historic environment and encourage good quality design and use of sustainable construction methods for all new development;
 - Protect and enhance the natural environment, including its biodiversity and landscape character; and
 - Minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choice of modes.
- 4.3.14** The Core Strategy sets out, inter alia, Spatial Strategy policies. Policy SS1 relates to the need to achieve sustainable development. It states that the approach will be complemented by measures to deliver an 'urban renaissance' to provide a 'high quality urban experience'.
- 4.3.15** Policy SS2 relates to the overall approach to the spatial strategy. It states that in order to achieve a close correlation between homes, jobs and community facilities, urban areas will be the main focus for development and redevelopment in the

region. Basildon is identified as one of the key centres on which development and change will be focussed. It states that the nature of development and change in these areas will vary according to their capacity and policy situation, and differing balances will be struck between urban concentration and urban expansion according to sub-regional circumstances. A sequential approach to the location of new development will be adopted to deliver the quality of life improvements set out in the vision. Certain locations have been identified for major development and/or regeneration. Where required, these sub-regions set out a local interpretation of the sequential approach, taking into account the characteristics of the sub-region. Policy SS2 states that 'local development documents will ensure a balanced and deliverable supply of land for employment, housing, and supporting services, by encouraging the change of use of land where alternative development would represent a more sustainable land-use and allow for proposals that would make more efficient use of vacant and underused land and property'.

4.3.16 Policy SS4 states that at least 60% of all new development will take place in or using previously used land or buildings. Policy SS11 relates to PAERs. Basildon falls within the Thames Gateway/South Essex sub-region, which is identified as an area with weak economic performance and high deprivation.

4.3.17 *Housing*
In terms of housing, Policy SS13 identifies an annual average requirement across the Region of 23,900 additional dwellings between 2001-2021 (a total of 478,000 dwellings). The Regional Assembly has concluded that at this stage, it would not be appropriate to plan for a higher rate of development. This is in response to the Government's view that the level of overall provision should be increased to 496,000 dwellings up to 2021, referred to at paragraph 7.5 of draft RSS14. Policy H1 distributes the requirement set out in Policy SS13 across the region, and identifies a requirement for Basildon of 10,700 dwellings up to 2021 (or an annual average of 535 dwellings).

4.3.18 *Affordable Housing*
Policy SS13 also states that affordable housing must constitute at least 30% of housing supply. Policy H2 provides further guidance on the local planning authorities' approach to securing the provision of affordable housing, including the need for up-to-date assessments of need. It also sets out the need for local development documents to 'specify the circumstances in which thresholds for the inclusion of affordable housing in new developments will be applied below those indicated in Government guidance...'.
4.3.19 *Design*
Policy SS16 relates to the built environment, and seeks high quality development which, inter alia:

- Makes efficient use of land;

- For housing development
 - Is built at the highest possible net density commensurate with an assessment of the character of the locality, and no less than 30 dwellings per hectare;
 - Delivers greater intensity and density of development in places with good public transport accessibility; while
 - Respecting local building styles, character and identity;
- Has regard to all sectors of the community;
- Addresses crime prevention, community safety and public health;
- Promotes resource efficiency, and more sustainable construction, including maximum use of re-used or recycled materials and of local and traditional materials.

4.3.20 *Retail*
The approach to retail development reflects guidance set out in PPS6. Policy E10 relates to retail strategy and states, inter alia, that 'New retail development will be located in existing centres and will be consistent in scale with the size and character of the centre and its role in the regional structure', and 'Local development documents will consider the role of retail within priority areas for regeneration and propose development and enhancement to implement regeneration strategies'.

4.3.21 *Leisure*
With regard to sporting facilities, Policy C4 sets out the need for local planning authorities to liaise with Sport England and local community groups to determine the best locations for appropriate facilities. It states that local development documents should contain policies designed to meet identified needs, and protect and enhance existing sporting facilities of regional and local significance.

4.3.22 *Movement*
In terms of transport, Policy T1 sets out the strategic objectives which reflect PPG13, particularly in terms of reducing the need to travel and providing a range of choice of modes to reduce reliance on the car. Policy T14 relates to traffic management and reducing the rate of growth of car traffic. Policy T16 states that 'demand-constraining maximum parking standards will be applied for commercial development'. It states that within Regional Interchange Centres (which Basildon is), 'once the public transport accessibility levels... have been met, parking standards will be no higher than 70% of PPG13 standards... Elsewhere PPG13 standards will be achieved'. For the purposes of determining the PTAL levels, draft RSS14 sets out the minimum accessibility levels by public transport relating to a bus route or rail station within 400 metres. For Regional Interchange Centres this is a quarter-hourly service during the day for 90% of households/jobs plus half-hourly evening services.

4.3.23 The supporting text states that 'The base position is the application of maximum standards as set out in PPG13. These apply to all new developments above

the threshold size defined in PPG13. However, it is recommended that more rigorous rates are set in those parts of the region where, and as, the levels of public transport accessibility are achieved. Where these accessibility levels are achieved in urban centres, 70% or less of PPG13 standards should be applied. However, where lower accessibility levels still exist some relaxation of PPG13 standards may be necessary'. With regard to residential development, it refers to Government guidance in PPG3 which discourages the provision of more than 1.5 off-street car parking spaces per dwelling in areas of high public transport accessibility and suggests that developers should not be required to provide more car parking than they want. Draft RSS14 confirms that the PPG3 approach is applicable to the Region.

4.3.24 Policy T7 promotes improvements to strategic public transport services. The supporting text recognises that there are 'major difficulties with securing bus services related to funding, commercial viability and consistency'. The Plan promotes measures which seek to improve commercial viability of services. The supporting text also states that strategic rail and bus services need to be well integrated with local public transport services and facilities for walking and cycling.

4.3.25 *Thames Gateway/South Essex*
The Thames Gateway/South Essex sub-region comprises the five authorities of Basildon, Castle Point, Rochford, Southend-on-Sea and Thurrock. The southern part of the sub-region is designated as Thames Gateway South Essex (TGSE) a regional and national priority for regeneration and growth with the potential to make a major contribution to improvement of the region's economy. TGSE broadly encompasses the areas south of the A13 in Thurrock and south of the A127 in Basildon, together with the whole of the Boroughs of Castle Point and Southend-on-Sea and London-Southend Airport in Rochford District.

4.3.26 To deliver the vision, the local authorities, supported by regional and local partners, will develop planning frameworks and related strategies that provide for, inter alia, delivery of urban renaissance and community infrastructure to raise the standard of living in the sub-region. The Thames Gateway South Essex Partnership (TGSEP) has been established to develop co-operative working between partners and to ensure effectively co-ordinated and consistent actions to deliver economic and social regeneration to local communities.

4.3.27 Policy TG/SE1 states that local development documents will make provision to secure the development of three complementary regeneration hubs and associated zones of change and influence. These include Basildon as a business hub. The supporting text states that the TGSEP has designated Basildon as a Zone of Change.

4.3.28 Policies for the sub-region include:

- Policy TG/SE4, which relates to the environment and urban renaissance. The policy states that local authorities, in partnership with other agencies, will identify and implement proposals which, inter alia, create a 'Green Grid' of high quality, linked and publicly accessible open spaces across the sub-region, and which improve the quality of the urban and natural environment within the 'regeneration hubs' and promote design excellence in new development;
- Policy TG/SE5, which relates to community infrastructure. The policy states that in order to achieve the regeneration objectives of TGSE the local authorities will work with health and education agencies to ensure an improvement in the level of health and educational attainment of the existing and future community, and to make provision for sites and facilities for sport and culture, which support the 'Regeneration through Sport' initiative and the London Olympics bid;
- Policy TG/SE6, which relates to dwelling provision. The policy states that LDDs will provide for 19,350 net additional dwellings up to 2011, and for 24,450 net additional dwellings 2011 to 2021. It distributes this requirement throughout the region; for Basildon the policy identifies a requirement for 10,700 dwellings between 2001-2021 (5,000 between 2001-2011 and 5,700 between 2011-2021; 8,500 within TGSE and 2,200 beyond TGSE). It states that local planning authorities, housing authorities and RSLs will develop partnerships to deliver new and improved dwellings, which meet the needs of the population by: (i) ensuring sustainable balance in the delivery of employment, infrastructure and dwellings; (ii) meeting priority needs and key worker needs for affordable dwellings as identified through regular studies; and (iii) securing the investment required to maintain the quality and suitability of existing housing stock to meet current and future needs.

4.3.29 Appendix E of draft RSS14 sets out those policies from Structure Plans which will be saved until at least 28th September 2007.

4.3.30 In June 2006, the Panel Report on the draft East of England Plan was submitted to the Secretary of State. The key recommendations as far as they relate to this application and the draft policies referred to above are summarised below:

- The Panel Report supports the broad principles underpinning, and objectives relating to, the spatial planning vision, but recommends alternative wording to reflect a concise statement for the vision, and to provide a clear list of outcomes sought;
- The recommended objectives include to increase housing opportunities, and to improve the quality of life for the region's people (for example, by ensuring new development fulfils the principles of sustainable communities, promoting social cohesion, regeneration and renewal of

- disadvantaged areas, and increasing community involvement);
- The Panel Report recommends that Draft Policy SS2 is amended. The amended policy directs strategically significant growth to the region's major urban areas. It also states that LDDs will develop policies which: (i) ensure new development contributes towards the creation of more sustainable communities, contributes to improving the quality of life, community cohesion and social inclusion (including provision for health and education facilities, particularly in new development and in the priority areas for regeneration); and (ii) prioritise the re-use of previously developed land in and around urban areas to the fullest extent possible;
 - The Panel Report recommends a new draft Policy SS3 to identify the key regional centres for development and change, where new development to 2021 will be concentrated. This includes Basildon;
 - The Panel Report recommends renumbering of draft Policy SS11 relating to PAERs (although the broad thrust of the policy remains the same);
 - With regard to the TG/SE sub-region, the Panel recommends amendments to its physical extent, which would involve the northern parts of Basildon being treated as part of the generic policy areas (the Panel Report does not contain a map of the recommended extent. It is therefore not known whether the site would be within the TG/SE. However, given the fairly central location of the site English Partnerships considers it likely that the site would be included within the TG/SE sub-region);
 - The Panel recommends the deletion of draft Policies TG/SE1, TG/SE4, TG/SE5 and TG/SE6 and their replacement with revised policies. Draft Policy ETG3 relates specifically to Basildon, which will be a Key Centre for Development and Change, and states that LDDs for the District will aim to make provision for housing and employment growth in accordance with draft Policy ETG5 (which requires 11,000 net additional jobs between 2001-2021) and draft Policy H1 (which requires 10,700 dwellings up to 2021, see below), link new development with the public transport system, and facilitate physical, economic and social regeneration of the original new town together with expansion to create a sustainable and balanced community;
 - With regard to retail development, the Panel recommends that draft Policy E10 is deleted and replaced with an alternative policy, although the broad thrust remains the same and reflects advice set out in PPS6. Additional text is included which states that LDDs will identify a network of centres including neighbourhood centres;
 - In terms of housing, in contrast to the Regional Assembly's views on housing numbers, the Panel recommends an overall increase in housing requirement to 505,500 dwellings between 2001-2021 – this is set out within new draft Policy H1. However, the distribution for Basildon remains unchanged, at 10,700 dwellings up to 2021 (which includes an indicative allowance for about 2,200 dwellings outside the Essex Thames Gateway sub-region). New draft Policy H2 sets out the phasing of housing development;
 - With regard to affordable housing, new draft Policy H3 states that the level of requirement should be set at the local level having regard to the objectives of the RSS, local assessments of need and housing market considerations. It sets out the overall regional expectation that some 35% of new housing coming forward should be affordable;
 - The Panel report recommends amendments to the structure and wording of the transport-related policies, however, the broad thrust and key objectives remain the same in principle. Draft Policy T14 relates to car parking and in terms of provision, states that '...with more stringent standards no higher than 70% of PPG13 standards being applied in RTNs and in Key Centres for Development and Change in line with progress towards greater public transport provision'; and
 - The Panel recommends that a number of strategic policies (including draft Policy SS13 relating to housing and draft Policy SS16 relating to design) are deleted and their content reflected within the detailed policies. The Panel has recommended additional design criteria to be included within draft Policy SS16, relating to the character of the area, urban renaissance and regeneration, landmark buildings, mix of uses, pollution, built heritage and access/choice of modes of transport.

4.4 > Local Planning Policies

4.4.1 Structure Plan

The Adopted Essex and Southend-on-Sea Replacement Structure Plan (April 2001) will remain the operative development plan for Essex until 2007 (under the new Planning Act) or until draft RSS14 is adopted, probably in early 2007, at which time the Structure Plan will be repealed and will have no effect, except for saved policies as identified within Appendix E of draft RSS14.

4.4.2 On the Key Diagram, Basildon is identified as a Main Urban Area – Priority Area for Economic Regeneration (PAER). Basildon is identified as a Sub-Regional Town Centre, and is within a Priority Area for Transport Investment.

4.4.3 Policy CS3 relates to PAERs and seeks to facilitate widely based economic regeneration and renewal and reduce disparities in economic success across the plan area. It states that, inter alia, 'provision will be made for a sustainable balance of economic, commercial and housing development and transport investment, which gives priority to investments, infrastructure and allocations, which facilitate widely based economic regeneration and renewal within

the extended Thames Gateway (Southend-on-Sea, London Southend Airport, Castle Point and Basildon New Town)... identified as Priority Areas for Economic Regeneration... in order to reduce disparities in economic success across the plan area...’.

4.4.4 Policy CS1 relates to achieving sustainable urban regeneration through, inter alia, emphasising improvements to the quality of life in urban areas, and promoting mixed-use neighbourhood development. Policy CS2 relates to protecting the natural and built environment. Policy CS4 relates to sustainable new development, and sets out the following criteria against which local planning authorities should consider planning applications:

- 1 The development can be accommodated within the existing and committed infrastructure capacity of the area;
- 2 The development is accessible by existing and committed sustainable means of transport;
- 3 The sequential approach should be used to encourage development and redevelopment of sites in appropriate locations in urban areas, and encourage intensification of use of existing sites where appropriate;
- 4 The achievement of a sustainable balance between local jobs and workers;
- 5 The scale of development is consistent with the principles of sustainability and respects the character and environment of the locality.

4.4.5 *Movement*

Policies CS5 and T1 relate to sustainable transport, and reflect the key objectives set out in PPG13. Policy T3 promotes accessibility, and requires new development to be designed so as to make appropriate provision for access, and to promote high standards of road safety and not result in a deterioration of traffic conditions within the surrounding areas. For all major developments, applicants are required to provide a comprehensive Transport Assessment and a Travel Plan. Policy T9 relates to new, and improvements to, roads in urban areas, which will not be permitted except where they are essential to facilitate major new development, comprehensive redevelopment or major urban regeneration, implement a package of measures to support passenger transport, cycling and pedestrians and to improve road safety, and support local environmental improvement schemes. Policy T10 states that the adverse environmental impact of new roads will be minimised as far as possible by, inter alia, selecting routes which avoid severing an existing community.

4.4.6 Policy T12 relates to parking and states that provision will be considered in the context of the local plans and Local Transport Plans, and in the context of adopted parking standards to be developed within the context of Regional Planning Guidance and Local Transport Plans, with parking standards expressed as a range of maximum and operational amounts of parking for broad classes of development and location.

4.4.7 *Built Environment*

Policy BE1 relates to urban intensification. Amongst other things, it states that existing built-up areas will be used in the most efficient way to accommodate new development by (inter alia) recycling vacant land, re-use of existing buildings, re-use of urban sites which are no longer appropriate for their existing use, and the use of higher densities where compatible with the character of the area concerned and urban design controls. Policy BE2 promotes mixed-use developments.

4.4.8 *Housing*

With regard to housing, Policy H1 sets out the distribution of housing provision across the County. It states that the overall requirement is 72,250 dwellings between April 1996 to March 2011; Basildon is required to provide 7,650 additional dwellings.

Policy H2 sets out a sequential approach to housing development, with the first priority being to maximise the amount of housing provision in existing large urban areas. Policy H3 states, inter alia, that the location of new housing should have no material adverse impact on the identity, character and setting of the established settlement, and should be capable of providing a choice of means of transport within the development itself and to nearby urban centres. Policy H4 relates to the form of new residential development, which should make provision for:

- Mixed development to serve the needs of the new or existing community and neighbourhood;
- The retention and incorporation of existing buildings or areas (such as areas of nature conservation importance);
- Early provision of segregated routes for pedestrians and cyclists, and of facilities to assist the operation of passenger transport, both within the proposed development and in its links to other centres;
- A wide range of dwellings;
- High standards of design and landscaping;
- Maximising densities having regard to the quality of urban living, and design, social, and environmental criteria;
- The phasing of residential development with provision of such public highways, public utility works, passenger transport facilities and services, education, healthcare and other community facilities, as made necessary by the proposed development.

4.4.9 *Affordable Housing*

Policy H5 states that the level of affordable housing will be determined at the local level, based on local planning authority housing needs surveys and housing strategies.

4.4.10 *Open Space*

With regard to open space, Policy BE3 states that ‘within the built-up areas, open land uses will be retained where they have been identified by adopted local plans as being of special importance for amenity, recreation, leisure, archaeology and the

quality of the urban environment'. It also states that 'the displacement of the open land uses from within built-up areas into the adjacent countryside, so as to provide further land for urban development, will not be permitted'.

4.4.11 *Playing Fields*

Policy BE4 relates to sports grounds and playing fields, and states that 'existing sports grounds and playing fields which contribute significantly to recreational provision and public open space will be protected. Development will not be permitted where there is a continuing or potential community need for the facility, unless alternative provision of at least equivalent size, accessibility and suitability is provided...'

4.4.12 *Retail*

The approach to retail development reflects guidance set out in PPS6 (then PPG6).

4.4.13 *Planning Obligations*

Policy BE5 relates to planning obligations, which will be required where made necessary by proposed development, and will be related in scale and kind to the development. It states that the requirements will be set out in the local plans, and negotiated on when determining planning applications.

4.4.14 *Environment*

Policy BE6 relates to proposals for new development involving potentially polluting, hazardous or noisy activities, which will be assessed in relation to their impact upon existing land uses. Policy BE7 relates to the requirement for an EIA where the impacts of a proposed development are likely to be significant. Policy EG4 relates to energy conservation, and requires all new developments to incorporate principles of energy conservation and where appropriate, renewable sources of energy.

4.4.15 For the purposes of clarification, of the Structure Plan policies identified as relevant to the application set out above, save for those listed below, none will be saved when draft RSS14 is published:

- Policy T3 saved in respect of the need for LDDs to require a Transport Assessment and a Travel Plan;
- Policy T12 saved only in respect of LDD level of guidance on lorry parks;
- Policy BE3 saved in respect of the approach to the displacement of open land uses;
- Policy BE6 saved in respect of LDD level of guidance on hazardous substances; and
- Policy BE7 saved in respect of LDD level of guidance on the need to prepare an EIA.

4.4.16 *Adopted Local Plan*

The Basildon District Local Plan was adopted in March 1998. The Council adopted Alterations to the Local Plan in September 1999. The policies referred to below are as contained within the adopted Local Plan as amended by the 1999 Alterations.

4.4.17 On the Proposals Map, save for some small parcels of land identified as Existing Open Space (less than 0.4 ha), Craylands Estate is unallocated 'white' land. The open space forming part of Fryerns School is identified as School Playing Fields and Other Open Space, and Existing Open Space (some less and some greater than 0.4 ha). Fryerns School itself is unallocated 'white' land.

4.4.18 The Local Plan sets out a number of key objectives. Objective Two relates to housing supply. The Plan makes provision for housing based on the requirement set out in the Essex Structure Plan (then Second Alteration of 10,750 additional dwellings. Based on completions, outstanding permissions, small site estimates and allocations, the Local Plan indicates sufficient supply for 12,373 dwellings. Objective Five relates to the provision of sufficient open space to meet the needs of the District, Objective Six seeks to concentrate new development within existing settlements so that the best use is made of existing infrastructure and the need for car journeys is reduced.

4.4.19 *Housing Provision*

Policy BAS S1 sets out a requirement for about 10,750 dwellings to be provided between 1986-2001. The policy states that 'residential development will in principle be permitted in urban areas, as defined on the Proposals Map, subject to other policies within the Plan...'. The supporting text recognises that there might be other land within or after the Plan period (2001) that will come forward for residential development, including surplus education authority land.

4.4.20 Policy BAS BE12 states that permission will be refused for new residential development and for alterations/extensions to existing dwellings, if it causes material harm to the character of the surrounding area (including the street scene), in terms of overlooking, noise or disturbance to the occupants of neighbouring dwellings, overshadowing or overdevelopment, or traffic danger or congestion.

4.4.21 *Affordable Housing*

Policy BAS S4 requires the provision of affordable housing in developments of 40 dwellings or more or on residential sites of 1.5 hectares or more. The scale of provision will be the subject of negotiation and 'may consist of between 15-30% of the total number of units'. The policy makes provision for other ways to provide affordable housing having regard to site-specific considerations including the viability of the development. The 1999 Alterations amend the threshold for requiring provision of affordable housing to 25 units.

4.4.22 *Healthcare Development*

Policy BAS BE21 presumes in favour of proposals for new primary and community health facilities in appropriate locations, subject to other policies within the Plan and criteria relating to adequate car parking,

impact on the environment and amenities, and traffic generation/impact considerations.

4.4.23 *Retail*

Policy BAS H1 relates to new retail development, and sets out the tests of the sequential approach, retail need, scale, impact and accessibility from PPS6 (then PPG6). Policy BAS SH2 requires a Retail Impact Assessment for proposed schemes in excess of 2,500 sq m, and it may be required for smaller developments depending upon the relative size and nature in relation to the nearest centre.

4.4.24 Policy BAS SH7 presumes in favour of new local shopping centres (Units 1-3 Norwich Walk, Craylands, are identified as a local shopping centre), and expansion to existing and individual shops within the built-up area, providing there is no serious loss of residential amenity, and subject to satisfactorily fulfilling the criteria set out in Policy BAS SH10 (this is a general retail policy and sets out criteria relating to traffic generation, provision of car parking in accordance with adopted standards, provision of servicing in accordance with the adopted standards, landscaping/screening, design, and accessibility). Policy BAS SH8 presumes in favour of non-Class A1 uses in local shopping centres subject to criteria relating to the new use not detracting from the ability of the local shopping centre meeting the everyday needs of local residents, and not permitting Class A3 uses if they would materially harm the amenities of nearby residents.

4.4.25 *Open Space*

Policy BAS R1 presumes against proposals involving the development of open space which would cause significant harm to the recreational or amenity value of the open space, or to the contribution which the open space makes to the character of the area.

4.4.26 Policy BAS R2 states that the Council will, inter alia, secure the provision, by agreement, of public open space as part of development proposals, and within all new residential developments of 12 units or more the Council will require the on-site provision of an appropriate level of open space. In addition, housing schemes incorporating more than 100 child bed spaces should provide play areas at a minimum standard of 3 sq m per child bed space. The supporting text states that 'In the interests of safety all playspaces should be highly visible from other public areas, and where possible, overlooked by residential properties... Playspaces should also be carefully landscaped and sheltered from extreme weather conditions, and from wind effects likely to be caused by high buildings'. The adopted requirement is set out below:

Area of Playspace	Number of Pieces of Equipment
Up to 299 sq m	2
300-349 sq m	3
350 sq m and above	4

For playspaces above 500 sq m, at least one item of equipment should be dual purpose

4.4.27 *Landscaping*

Policy BAS BE16 states that where appropriate, the Council will expect the provision and retention of landscaped and planted areas as part of a development proposal, controlled through a condition or a legal agreement.

4.4.28 *Nature Conservation*

Policy BAS C3 relates to protected habitats and species, and states that the Council will not permit development that would have a material adverse effect upon any species protected by law or upon the habitat of any such species. Policy BAS C4 states that existing trees, woodlands, hedges and other natural features should be retained where reasonably possible, and new planting of appropriate species to replace any loss should be provided.

4.4.29 *Movement*

Policy BAS T3 states that in new developments the provision of car parking will normally be on the basis of the Council's car parking standards. A table summarising the adopted standards (1998) relevant to the outline planning application is provided in the following table.

Use	Standard	Car Parking Standard
	CP7	States that in appropriate circumstances, the provision of shared and/or communal car parking can be particularly effective, and the amount of land taken up by car parking spaces can be minimised, and will be encouraged by the Council in appropriate circumstances.
A1 and A2	CP13 (b)	Within local shopping centres communal car parking for users of the units is usually provided. In new developments, a maximum of 1 car parking space for every 20 sq m of gross floor space is required, although a minimum provision may be required at the discretion of the Council.
A3	CP14	No specific standard. The requirement will be based on the level the developer considers is appropriate, assessed in the context of a number of considerations such as accessibility, scale of development and location.
C3 – 1 bed	CP20	Minimum of 1.5 spaces per unit
C3 – 2-3 beds	CP20	Minimum of 2 spaces per unit
C3 – 4+ beds	CP20	Minimum of 3 spaces per unit
C3 – sheltered	CP20	Minimum of 1 space per 3 units plus 1 reserved space for every unit of resident staff accommodation
D1 and D2	CP21	No specific standard. The requirement will be based on the level the developer considers is appropriate, assessed in the context of a number of considerations such as accessibility, scale of development and location.
Other		No specific standard. The requirement will be based on the level the developer considers is appropriate, assessed in the context of a number of considerations such as accessibility, scale of development and location.

4.4.30 Policy BAS T4 seeks, inter alia, the provision of secure cycle parking facilities in developments where appropriate, and it will be encouraged at educational institutions.

4.4.31 *Accessibility*
 Policy BAS BE23 requires all new development open to the public to have regard to the criteria set out in the Council's environmental design standards for people with disabilities.

4.4.32 *Supplementary Planning Guidance*
 In March 1997, the Council approved amendments to the Development Control Guidelines SPG adopted in April 1993. The SPG sets out the Council's Development Control Guidelines for new residential development, extensions to existing dwellings, shopfronts and advertisements, as well as the Council's policies on residential development in the Green Belt and Children's Playspaces.

4.5 > Other Relevant Policy Documents

4.5.1. *Emerging Local Plan 2004*
 The Council has commenced its review of the Local Plan. The Replacement Local Plan First Deposit was published for consultation in May 2004. On the Proposals Map, the site (Craylands and Fryerns) is allocated for residential development, Site H3-6. The Plan identifies an area of 34.7 ha, and potential capacity for 657 additional dwellings.

4.5.2 The supporting text relating to Site H3-6 states:
'This site comprises, essentially, that part of Fryerns School declared redundant by Essex County Council, together with the adjacent Craylands housing estates. The school on this large site is closed whilst some of the former school buildings are occupied as offices belonging to Essex County Council's Social Services Department, the northern complex of buildings and the bulk of the grounds are surplus to the Education Services needs. The area of the former school land proposed for development amounts to some 11.2 hectares.

The Craylands estate, which extends to approximately 22 ha in area and was developed in the 1960s, suffers from a number of problems and difficulties arising from its built form...

It is proposed that development of the land at the former Fryerns School takes into account the problems identified above, not simply by providing housing accommodation for those residents of Craylands displaced by any redevelopment schemes, but also by ensuring that the road and footpath layout and range of facilities are designed and provided in such a way as to ensure a development optimal for both Craylands and the Fryerns School site. For example, the existing neighbourhood centre in Craylands which suffers from the complete absence of passing trade, should, as part of any development scheme for the Fryerns School site, be relocated to the Craylands Road frontage, where it could be enlarged to serve a wider area...

...

an area of landscaped open space should be provided along the main road frontage. In addition, a 5 metre wide landscaped strip should be provided along the western edge of Craylands as far north as the east-west footbridge bisecting the site...

The area to be developed for housing includes a play area fronting Craylands owned by the District Council, and a clinic, to be re-provided within the scheme... It should be developed for housing purposes including the provision of a shopping parade along with any other necessary community facilities provided adjacent to the Craylands frontage. It is proposed that development takes place at a density that, whilst making best use of the available land, reflects the need for family housing arising from the redevelopment and remodelling proposals relating to the adjacent Craylands estate...

... vehicular access to the Fryerns site would be taken from the roundabout on Broadmayne, with a new access road connecting with Craylands... additional crossings may be needed... and ongoing maintenance of open space.

Development of the site would proceed on the basis of a masterplan...'

4.5.3 Emerging Local Plan 2005

The proposed allocation of Site H3-6 for residential development has been carried through to the Redeposit Local Plan issued in July 2005, as has the supporting text (an extract of which is set out above). However, the potential capacity of the site has reduced to 457 additional dwellings (within the same site area).

4.5.4 In June 2006, Members of the Full Council Committee of Basildon District Council agreed to discontinue work related to the preparation of the Replacement Local Plan, and instead move towards the preparation of the LDF. However, Members agreed to identify a number of the draft development control policies contained within the Replacement Redeposit Basildon Local Plan to be treated, in principle, as a material consideration in determining planning applications. The policies which are to be a material consideration relevant to the application proposal are summarised below.

- Policy BAS H2;
- Policy BAS H4;
- Policy BAS TC2;
- Policy BAS SH2;
- Policy BAS SH3;
- Policy BAS NE2;
- Policy BAS NE3;
- Policy BAS NE6;
- Policy BAS NE10;
- Policy BAS R2;
- Policy BAS R3;
- Policy BAS CF1;
- Policy BAS CF3;
- Policy BAS BE1

- Policy BAS T1;
- Policy BAS T2;
- Policy BAS T8;
- Policy BAS T12.

4.5.5 In light of this, the adopted Local Plan remains the relevant Local Plan, against which planning applications will be assessed. However, the Replacement Redeposit Local Plan has been referred to within this Planning Statement insofar as it contains more up-to-date information on issues such as housing supply, and assessments of need such as open space, and a number of policies will be a material consideration in the determination of the application. Relevant parts of the emerging Local Plan are therefore referred to below.

4.5.6 Housing Provision

Draft Policy BAS H1 states that provision will be made for at least 8,025 residential units over the period 2001-2016. The supporting text acknowledges the emerging RSS14 requirement for 10,700 dwellings between 2001-2021, and has calculated the District housing requirement for the Plan period (i.e. to 2016) on a pro-rata basis (resulting in 8,025 dwellings). Taking into account completions, unimplemented planning permissions, allocated sites, the findings of the Urban Capacity Study, small sites, the North Benfleet area dwelling estimate and windfalls, the Plan identifies a supply of 8,352 dwellings. The Plan states that in respect of major sites deficient in infrastructure or public services, S106 Agreements will be sought from developers.

4.5.7 Draft Policy BAS H2 presumes in favour of residential development that makes efficient use of available sites throughout the urban area subject to considerations. Draft Policy BAS H3 proposes the application site as a residential allocation (Site Reference H3-6).

4.5.8 Affordable Housing

Draft Policy BAS H4 states that in developments of 25 or more dwellings or sites of 1 hectare or more, the Council will expect an appropriate provision of affordable housing on suitable sites. The scale and form of provision will be the subject of negotiation and 'may comprise up to 30% of the total number of units'. The policy makes provision for other ways to provide affordable housing having regard to site-specific considerations including the viability of the development.

4.5.9 Community Facilities

Draft Policy CF1 presumes in favour of proposals for new health, education and community related facilities in the built up areas, subject to considerations relating to the proposal being well related to the area it serves, impact on amenities, accessibility and that the proposed built form is in keeping with the scale and character of the surroundings. Policy BAS CF3 presumes against the loss of community facilities unless an acceptable alternative means of meeting

need, with a mechanism put in place to secure it, has been identified.

4.5.10 *Retail*

The draft retail policies set out the tests of the sequential approach, retail need, scale, impact and accessibility from PPS6. Draft Policy BAS SH2 presumes in favour of new neighbourhood shopping centres serving local needs only, and expansion of existing neighbourhood shopping centres subject to the development serving local needs only and that there is no serious impact on residential amenity (Units 1-3 Norwich Walk, Craylands, are identified as a neighbourhood shopping centre). Draft Policy BAS SH3 presumes in favour of non-Class A1 uses in neighbourhood shopping centres subject to criteria relating to the new use not detracting from the ability of the neighbourhood shopping centre meeting the everyday needs of local residents, and not permitting Class A3, A4 and A5 uses if they would materially harm the amenities of nearby residents.

4.5.11 *Open Space*

Policy BAS R2 presumes against proposals involving the development of open space which would cause significant harm to the recreational, biodiversity or amenity value of the open space, or to the contribution which the open space makes to the character of the area. Where the loss is justified, planning permission will not be granted without the provision of at least an equivalent area and quality of open space elsewhere to serve the community. Planning conditions or obligations will be used to secure this.

4.5.12 Draft Policy BAS R3 states within all new residential developments of 1 hectare or more, the Council will require the on-site provision of open space at the rate of 1 hectare of open space or amenity planting per 20 hectares of residential development.

4.5.13 *Nature Conservation*

Draft Policy BAS NE2 states that development that adversely affects, directly or indirectly, animal and plant species protected by law, will only be permitted in exceptional circumstances. Where development is permitted, the developer will be required to take steps to secure the protection of such animals and plants and which minimises the disturbance to all species. Where a habitat feature exists on or adjacent to the site, the wildlife value must be fully assessed. The nature conservation value will be a material consideration in determining planning applications. Developers may be required to incorporate mitigation measures and to carry out enhancements.

4.5.14 Draft Policy BAS NE3 states that existing trees, woodlands, hedges and other natural features should be retained as far as reasonably possible, and new planting of appropriate species to replace any loss should be provided. The draft policy requires an aboriginal statement where consent is granted involving loss.

4.5.15 *Sustainable Drainage*

Draft Policy BAS NE6 requires sustainable drainage to be incorporated within all proposals for major development.

4.5.16 *Renewable Energy*

Draft Policy BAS NE10 encourages the use of renewable energy measures integral to buildings.

4.5.17 *Movement*

Draft Policy BAS T1 requires the submission of a Transport Assessment for all major developments. Draft Policy BAS T2 states that new development proposals likely to generate considerable levels of travel demand will only be permitted where good public transport services exist, or there is the potential for the development to be well served by public transport. Where necessary, the Council will require developers to enter into a planning obligation to provide appropriate contributions to the cost of improvements.

4.5.18 Draft Policy BAS T8 states that the traffic and environmental implications of access arrangements in development proposals will be considered in relation to criteria relating to, inter alia, capacity, safety and amenity.

4.5.19 Draft Policy BAS T4 encourages improvements to public transport. Draft Policy T5 relates to bus improvements. The supporting text includes reference to T5-3 Craylands, involving the redesign of the existing physical barrier across Craylands to allow the passage of buses along the full length of Craylands.

4.5.20 Policy BAS T12 states that in new developments likely to generate additional vehicle movements, the Council will expect the provision of adequate car parking to be assessed in accordance with the Essex Planning Officers Association Vehicle Parking Standards 2001. The policy requires parking to be overlooked unless it is managed or monitored from commercial premises, or openly visible from the public highway. Policy BAS T7 requires the provision of secure cycle parking facilities in all major developments. A table summarising the standards relevant to the outline planning application is provided in the table below.

	Land Use	Maximum Standard
	Food	1 space per 14 sq m
	Non-food	1 space per 20 sq m
	Financial and professional services	1 space per 20 sq m
	Take-aways Pubs and clubs Restaurants	1 space per 20 sq m 1 space per 5 sq m 1 space per 5 sq m
	Business	1 space per 30 sq m
	Residential care homes	1 space per resident staff and 1 space per 3 bed spaces/dwelling units
	Main urban areas/ good access to public transport	1 space per dwelling
	Urban location with poor off-peak public transport services	2 spaces per dwelling
	Medical centres	1 space per full time staff and 2 spaces per consulting room
	Day care centres	1 space per full time staff and 1 space per 4 persons attending
	Creches/nurseries	1 space per full time staff plus waiting facilities where appropriate
	Further and higher education	1 space per 2 daytime staff plus 1 space per 15 students
	Art galleries, museums/public halls	1 space per 25 sq m
	Places of worship/libraries/reading rooms	1 space per 10 sq m
	Other uses (assembly and leisure)	1 space per 22 sq m

4.5.22 The draft policy states that the Council will resist residential development above three storeys in height throughout the District (except in town centre locations).

4.5.23 **A Playing Field Strategy for the Basildon District (2003)**
This document presents both qualitative and quantitative data and issues on the provision of playing pitches in Basildon District within the public, private and education sectors. The Sports England Playing Pitch Model indicates that based upon the current supply of football pitches available for community use, and including adjustments to temporal demand, there will be a shortfall of 2.5 adult (or senior) pitches, and a shortfall of 26.4 junior pitches in 10 years time. The study shows that based upon current assessment against the National Playing Fields 6 acre standard, the level of open space dedicated to sports pitch provision within the Basildon Area has an over-provision (7.6%).

4.5.21 *Design and Sustainable Construction*
Draft Policy BAS BE1 requires all new developments to demonstrate high standards of planning and design, and sets out a number of considerations including the character of the existing neighbourhood, materials, important features of ecological and amenity value, design, scale, urban design, landscaping, fear of crime, parking, traffic generation, pedestrian and cyclist access, recycling and energy conservation.

5.0 Key Issues

5.1 Introduction

This section considers the key issues relating to the proposed development in the context of the relevant planning policy context outlined in Section 4 of this Planning Statement. The key issues are considered to be:

- Principle, quantum, density and height of residential development
- Loss of playing fields/open space
- Affordable housing
- Mix of uses including retail development and community facilities
- Highways/access
- Public transport
- Pedestrian crossing
- Parking
- Surface water run-off
- Landscaping
- Displacement of existing residents

These key issues will be considered in turn below.

5.2 Principle, Quantum, Density and Height of Residential Development

5.2.1 Principle

PPS1, PPG3, draft PPS3, PPG13, RPG9 and draft RSS14 promote the principle of maximising re-use of previously developed land in urban locations, to reduce the need for greenfield release and to contribute towards sustainable development. National and regional planning policies refer to the target of 60% of all development to be located on previously developed, brownfield land.

5.2.2 PPS23 states that urban regeneration is essential to sustainable development. RPG9 and draft RSS14 Policy SS2 identify the urban area as the prime focus for development, and identify the TGSE sub-region as a focus for regeneration. Draft RSS14 highlights the need for regeneration and renewal. Structure Plan Policies CS1 and CS3 identify the need for regeneration; Policies CS4 and H2 set out the sequential approach, reflecting the priority placed on urban locations. Adopted Local Plan Policy BAS S1 presumes in favour of residential development in urban locations in principle; Policy BAS BE12 reflects this subject to there being no material harm.

5.2.3 PPS1 promotes the principle of delivering decent homes. RPG9 states that local communities should derive maximum benefit from regeneration opportunities; draft RSS14 refers to the delivery of a 'high quality urban experience'. RSS14 draft Policy TG/SE6 refers, amongst other things, to the principle of improving existing dwellings.

5.2.4 English Partnerships considers that the use of this site for residential development is acceptable in principle in terms of national, regional and local planning policy (subject to satisfactorily addressing the loss of playing fields – see below).

5.2.5 Quantum

Notwithstanding that the Council is not progressing the Replacement Local Plan, it is notable that the site was proposed as a residential allocation (H3-6), and draft Policy BAS H1 (which relates to housing supply), includes the potential quantum that could be delivered within the supply calculations. English Partnerships notes that the housing supply requirement on the site referred to within the Replacement Local Plan reflects the emerging requirement set out in draft RSS14. Draft Policy BAS H3 presumes in favour of residential development in urban locations in principle.

5.2.6 The broad findings of the EIA in terms of the impact of the scale of development proposed are that whilst there may be some significant adverse impacts for certain topic areas, these can largely be suitably mitigated. Overall, the outcome is likely to be neutral to slightly beneficial, with the overall impact on socio-economic and community likely to be beneficial. Further details are set out in the EIA/ES.

5.2.7 On this basis, English Partnerships considers that the application proposal accords with the adopted policy context. The proposal provides an excellent regeneration opportunity which will deliver significant benefits to the existing and new community; this is the key 'driver' to the proposed development. A secondary benefit is the contribution of the site in terms of housing supply. Whilst the Council is not pursuing the preparation of the Replacement Local Plan, it is nevertheless indicative of the Council's likely preferred approach to the LDF. In this regard, English Partnerships notes the inclusion of the site as a proposed residential allocation which would contribute to housing supply during the next Plan period. English Partnerships considers that the application proposal would make a significant contribution to meeting the District's housing requirement as set out in draft RSS14.

5.2.8 Density and Height

PPS1, PPG3 and draft PPS3 promote the principle of maximising densities in order to create sustainable development. RPG9 promotes creative solutions which maximise opportunities for renewal. PPG3 sets out the minimum density of 30 dwellings per hectare. This is reflected within draft PPS3, which sets out a range of indicative densities to be used as a guideline depending upon the location. The range for urban locations is 40-75 dph; the range for suburban locations is 35-55 dph. RSS14 draft Policy SS16 promotes the highest possible densities, at no less than 30 dph (this minimum density is contained within the Panel Report), whilst respecting the character of the local area. Structure Plan Policy BE1 promotes higher densities where compatible with the surrounding area; Policy H4 seeks to maximise densities. Replacement Local Plan draft Policy BAS BE1 states that in this location, the maximum height of development should be three storeys.

- 5.2.9** English Partnerships has arrived at a density range based on an extensive masterplanning exercise. The density range set out within the Development Specification is based on the illustrative masterplan (Drawing No. A4486M/2.0/08). The masterplan has been prepared having regard to the scale and character of the surrounding area. English Partnerships considers that the density proposed represents an appropriate balance between seeking to maximise the re-use of the site and ensuring that the scheme is viable and therefore deliverable, with the need to ensure that the proposed scale of development is appropriate to its context. English Partnerships considers that the proposed scale of development, including density, represents the 'proper planning' for the site, and will deliver significant quantitative and qualitative improvements to the community.
- 5.2.10** English Partnerships is aware that in certain locations throughout the site, the three storey height restriction is likely to be exceeded. However, this restriction is set out in the draft Replacement Local Plan, and clearly has very limited weight in the determination of the application. Notwithstanding this, English Partnerships considers that the application proposal, which proposes heights of up to 4.5 storeys in appropriate locations, is justified having regard to the masterplanning exercise, the need to maximise re-use, and to ensure the scheme is viable and therefore deliverable. The incorporation of higher buildings in certain locations throughout the site also contributes to achieving a focal point for the community.

5.3 > Loss of Playing Fields/Open Space

5.3.1 Loss of Playing Fields

PPG17 sets out the need for up-to-date assessments and understanding the needs of the local community, in order to determine proposals involving the loss of playing fields, and for land surplus to requirements to be identified. PPG17 advises that any 'loss' should be weighed against any community benefits deriving from proposals. It recognises that financial contributions and/or provision off-site can be used to mitigate against loss. PPG17 also sets out the tests for determining proposals involving the loss of playing fields, including replacement provision off-site.

- 5.3.2** Although Policy C4 of draft RSS14 relates to how LPAs should determine need and the location of provision (and therefore does not apply to planning applications), it sets out the principle of liaising with Sport England. Structure Plan Policy BE4 reflects national guidance and presumes against the loss of playing fields except where alternative provision is made.
- 5.3.3** The former Fryerns School site comprises a number of playing fields. Essex County Council has declared the site surplus to requirements for education purposes. Sport England has made representations

to the Replacement Deposit Local Plan objecting to the allocation of the site (including the playing fields) for housing, seeking the removal of the playing fields from the housing allocation, or satisfactory replacement provision either as part of the overall redevelopment of the site, or through a related site allocation.

- 5.3.4** Through negotiation and agreement with Sport England, English Partnerships has undertaken to provide new off-site facilities and a financial contribution towards off-site provision in order to overcome Sport England's blanket objection to proposals involving the loss of playing fields, comprising:
- The development of new playing pitches at the Fryerns Open Space site;
 - A financial contribution of £147,000 towards providing/improving playing fields elsewhere in Basildon; and
 - A financial contribution towards the long-term maintenance of the replacement playing fields (level to be agreed by the planning authority, Sport England and English Partnerships).
- 5.3.5** Any additional sport and recreation needs generated by the development are expected to be met through a financial contribution towards improvements to existing facilities and/or provision off-site (to be agreed between the planning authority, Sport England and English Partnerships).
- 5.3.6** In light of the agreement reached with Sport England involving the identification of suitable mechanisms for replacing the loss of playing fields, and having regard to the significant community benefits which would be delivered through the scheme, English Partnerships considers that the application proposal is in accordance with PPG17 and the relevant Structure and Local Plan policies.
- 5.3.7** **Loss of Open Space**
The requirements set out in PPG17 referred to at paragraph 5.13 also apply to loss of open space. Structure Plan Policy BE3 reflects national guidance and presumes against the loss of open spaces identified within local plans. The adopted Local Plan identifies a number of parcels of land within and around the application site as open space. Local Plan Policy BAS R1 and Replacement Draft Policy BAS R2 reflect the 'presumption against loss' approach set out in the Structure Plan, and require replacement provision in the event of loss. Local Plan Policy BAS R2 and Replacement Draft Policy BAS R3 set out the approach to calculating the level of provision of open space generated by new development (although the adopted Local Plan only includes a formula for calculating provision of playspace, not open space).
- 5.3.8** Save for the parcels of land identified as School Playing Fields (which are dealt with above), the proposal involves the retention of, and qualitative

improvements to, the open spaces identified on the adopted Proposals Map, as identified on Drawing No. A4486M/2.0/06 Parameter Plan: Landscape Strategy. Open space is provided in accordance with the emerging standard set out in Replacement Draft Policy BAS R3.

- 5.3.9 On this basis, English Partnerships considers that the application proposal is in accordance with PPG17 and the relevant Structure and Local Plan policies.

5.4 > Affordable Housing

- 5.4.1 PPG3 sets out the broad approach for the provision of affordable housing. Draft PPS3 sets out the need for a balanced approach in terms of the need for affordable housing versus viability considerations, and clarifies the need for flexibility within policies to reflect this. RPG9 Policy H4 states that the level of provision should be determined at the local level based on need. RSS14 draft Policy SS13 states that the level of provision should be at least 30%; this is reflected within Policy H2 which also sets out the need for flexibility. The Panel Report recommends 35% provision, but this is an overall regional expectation; the Panel Report recommends that the level of provision should be set at the local level. Structure Plan Policy H5 reflects RPG9 in terms of determining the level of provision based on local need. Adopted Local Plan Policy BAS S4 sets out a requirement for between 15-30% provision to be determined through negotiation and having regard to site-specific considerations including viability. This is carried forward into Replacement Local Plan draft Policy BAS H4, albeit the level of provision is referred to as 'up to 30%'.

- 5.4.2 The application proposal involves the provision of 30% affordable housing on the net new and replacement dwellings (i.e. up to 1,400 dwellings). The inclusion of the replacement dwellings for the purposes of calculating the level of provision is necessary to maximise the viability of the scheme.

- 5.4.3 English Partnerships therefore considers that the level of provision is in accordance with relevant national, regional and local planning policies.

5.5 > Mix of Uses (including retail development and community facilities)

- 5.5.1 PPS1, PPG3 and draft PPS3 promote the principle of mixed-use development to create balanced communities. This is reflected within RPG9. One of the key objectives set out in draft RSS14 is to deliver more integrated patterns of land use. Structure Plan Policy H4 promotes a mix of uses to serve new or existing communities.

- 5.5.2 English Partnerships considers that the mix of uses proposed reflects national and regional planning

policies, and supports the objective of seeking a balanced development and meeting the local needs of the new and existing community.

5.5.3 Retail Uses

PPS6 sets out a number of tests against which to assess proposals involving retail use. RPG9 Policy Q1 identifies the need for neighbourhood centres that can provide for day-to-day shopping and other services. RSS14 draft Policy E10 states that new retail development should be consistent in terms of scale. Policy BAS SH7 presumes in favour of retail development associated with local shopping centres subject to criteria. This approach is reflected within the Replacement Local Plan draft Policies SH2 and SH3, albeit referring instead to neighbourhood shopping centres.

- 5.5.4 The application proposal involves the replacement of existing retail floorspace (approximately 345 sq m), together with the provision of additional floorspace to provide a total of between 750 sq m-1,500 sq m retail floorspace. English Partnerships considers that this level of increase is not significant in terms of the tests set out in PPS6, which would not be prejudiced by virtue of the proposed development. It is significantly below the threshold for requiring a Retail Impact Assessment. The level of increase in proposed retail floorspace is considered necessary to improve the critical mass of the Local Centre and to this end, to seek to maximise the viability of the Centre to provide for local, day-to-day shopping needs. This accords with the adopted Local Plan policies which seek to promote local shopping provision, and which presume in favour of such development subject to criteria.

- 5.5.5 There are currently three retail units (one of which is a takeaway) on the Craylands estate, situated in the centre of the estate forming a small parade. One of the smaller units is vacant. The shopping environment is poor in qualitative terms. The units are run-down and do not provide sufficient local facilities to serve the population generated by an additional 750 dwellings. The improvement of the shopping facilities is therefore essential as part of the redevelopment proposals, particularly as the site is designated as a Local Shopping Centre and Neighbourhood Centre within the adopted and emerging Basildon Local Plans, respectively. This may result in the temporary displacement of the existing retailers who operate from the site, however, it is anticipated that it may be possible to accommodate the existing businesses within the new retail units in the long term.

- 5.5.6 English Partnerships therefore considers that the quantum of retail floorspace proposed, and the approach to the re-provision of retail floorspace as part of the proposals, accords with the key principles set out in relevant national, regional and local planning policies.

5.5.7 Community Uses

RPG9 promotes qualitative and quantitative improvements to community infrastructure. Adopted Local Plan Policy BAS BE21 presumes in favour of community uses in principle. This approach is carried forward into the Replacement Local Plan draft Policies CF1 and CF3 (the latter of which presumes against the loss of community uses unless acceptable alternative provision is made).

5.5.8 The key 'driver' of the application proposal is to renew and regenerate the existing Craylands estate and deliver qualitative and quantitative improvements to the community. The application proposal involves the replacement of existing, and provision of new, improved community facilities. English Partnerships has undertaken extensive consultation with the community to ensure that their needs are reflected within the proposed scheme.

5.5.9 English Partnerships therefore considers that it accords with the relevant national, regional and local planning policies.

5.6 > Highways/access

5.6.1 Structure Plan Policy T3 sets out the need to make appropriate provision for access, and the need to submit a Transport Assessment and Travel Plan. Policy T9 presumes against proposals for new roads unless they are required to facilitate major new development including major urban regeneration, and make improvements to passenger transport and the local environment. Policy T10 seeks to avoid new roads severing communities. Structure Plan Policy H3 sets out the need for developments to be capable of providing a choice of means of transport within the development itself. Policy H4 encourages the early provision of routes for pedestrians, cyclists and public transport. Adopted Local Plan Policy BAS T1 requires submission of a Transport Assessment; Policy BAS T2 only permits development where there is good access by public transport, or where the site has the potential to be well served by public transport; Policy BAS T3 requires a Travel Plan. Replacement Local Plan draft Policy BAS T8 states that access arrangements will be considered in the context of capacity, highway safety and amenity.

5.6.2 The application proposal involves a new spine road (to be determined as part of Phase 1) opening up the former Fryerns School site from the south-east at the Broadmayne/Timberlog Lane roundabout, via a realigned access from the roundabout, providing a route through the proposed Local Centre, and across Craylands estate to East Mayne. The spine road is an essential component of the proposal which will facilitate regeneration and maximise opportunities to deliver an inclusive, sustainable community. The spine road will provide a key route for vehicles, pedestrians, cyclists and public transport, and will be delivered at an early stage, during Phase 1. The

proposed alignment of the spine road crosses the Craylands estate, however, this is considered to be necessary from an urban design perspective, and is intended to have a positive effect: i.e. provide an opportunity for better connectivity and to bring the community together.

5.6.3 A Transport Assessment has been prepared in accordance with the policy requirements. This confirms that based on the diversion of bus route 8 through the site, there would be three buses per hour accessing East Mayne, and the traffic lights would operate 'on-demand' (i.e. they would only stop the flow of traffic along East Mayne when the buses are accessing onto East Mayne from the Estate or vice versa). The Transport Assessment demonstrates that the proposed access onto East Mayne would have no significant impact on peak traffic conditions on East Mayne, and would therefore have no impact on the wider highway network. English Partnerships considers that the proposed spine road accords with the relevant national, regional and local planning policies.

5.6.4 For clarification, it is considered unlikely that a Travel Plan would be necessary given the modest scale of commercial/community floorspace proposed, the majority of which is replacement provision.

5.6.5 It is recognised that roads that are currently adopted highway will need to be formally stopped up to enable the remodelling to proceed. Details of this are set out in the Transport Assessment.

5.7 > Public Transport

5.7.1 RSS14 draft Policy T7 recognises the funding/viability issues associated with securing bus services. Structure Plan Policy H3 sets out the need for developments to be capable of providing a choice of means of transport within the development itself. Policy H4 encourages the early provision of routes for pedestrians, cyclists and public transport. Adopted Local Plan Policy BAS T1 requires submission of a Transport Assessment; Policy BAS T2 only permits development where there is good access by public transport, or where the site has the potential to be well served by public transport; Policy BAS T3 requires a Travel Plan. Replacement Local Plan draft Policies T4 and T5 both promote public transport, and T5-3 in particular seeks to open Craylands up to public transport.

5.7.2 English Partnerships considers that the application proposal supports the objectives of increasing the availability of public transport on or within the locality of the site. The application proposal will facilitate the infrastructure for improvements to public transport, for future services. It is anticipated, based on discussions with Essex County Council and the relevant bus operators, that the existing bus route 8 would be diverted through the site. The

Transport Assessment provides details on how this improves public transport accessibility, and makes improvements to cycle and pedestrian access.

- 5.7.3** In terms of the proposed bus access onto East Mayne, the Transport Assessment has been prepared in accordance with the policy requirements. This confirms that based on the diversion of bus route 8 through the site, there would be three buses per hour accessing East Mayne, and the traffic lights would operate 'on-demand' (i.e. they would only stop the flow of traffic along East Mayne when the buses are accessing onto East Mayne from the Estate or vice versa). The Transport Assessment demonstrates that the proposed access onto East Mayne would have no significant impact on peak traffic conditions on East Mayne, and would therefore have no impact on the wider highway network.

5.8 > Pedestrian Crossing

- 5.8.1** The application proposes an at-grade pedestrian crossing across East Mayne, to improve pedestrian connectivity between the site and Northlands Park. As with the bus access, the traffic lights would operate with the bus phasing and 'on-demand', thereby minimising impact on the flow of traffic on East Mayne. The Transport Assessment and Design Statement provide further details on the proposed pedestrian crossing.
- 5.8.2** The application does not involve the removal of the two existing pedestrian crossings on East Mayne. The Transport Assessment states that these two crossings serve a different purpose and therefore need to be retained.
- 5.8.3** **Parking**
PPG3 advises LPAs to avoid inefficient use of land and to this end, critically examine standards such as car parking provision. It advises LPAs to not require more parking spaces than developers want, nor off-street parking where there is no need. PPG3 identifies a maximum of 1.5 car parking spaces per residential unit, and advises that any more than this would be unlikely to secure sustainable development. PPG13 seeks to reduce car dependence by providing linkages by, inter alia, public transport. It promotes maximum parking standards and the principle of dual-use of spaces for commercial/community uses where peak hours of uses do not coincide. These broad principles are reflected within RPG9 Policy T3, RSS14 draft Policy T1 and Structure Plan Policy T12.
- 5.8.4** RSS14 draft Policy T16 states that the 'base position' should be the application of standards set out in PPG13 (i.e. 1.5 spaces per residential unit), or 70% of the PPG13 standards where PTAL levels have been reached. Adopted Local Plan Policy BAS T3 requires parking to be provided in accordance with adopted standards. Replacement Local Plan draft Policy BAS T12 reflects this albeit with updated standards, and requires parking to be openly visible.

- 5.8.5** The application proposal seeks to ensure that parking spaces are visible. The level of provision accords with the 'base position' standards set out in PPG13 and endorsed within regional planning policies. English Partnerships therefore considers that the level of parking proposed accords with relevant national, regional and local planning policies.

5.9 > Surface Water Run-Off

- 5.9.1** PPG25 and draft PPS25 seek to avoid development in areas at risk from flooding, and set out a sequential approach to the location of development. Adopted Local Plan Policies BAS C10 and C11, and Replacement Local Plan draft Policy BAS NE5 reflect this approach.
- 5.9.2** Based on the Environment Agency's Flood Risk Map, the site is not identified as being within an area at risk from tidal or fluvial flooding. This is confirmed within the Flood Risk Assessment prepared as part of the EIA, which also confirms that the site sits in Zone 1 of PPG25: Low Risk, and a Low Probability Area within draft PPS25.
- 5.9.3** The Flood Risk Assessment identifies that the increase in surface water run-off is the main risk. However, the Flood Risk Assessment demonstrates that this risk could be managed by balancing surface water generated via an on-site attenuation pond (sized to a 1 in 100 year return period storm event) to at least the existing conditions, and where possible provide some betterment to flood risk.
- 5.9.4** English Partnerships therefore considers that it is a sequentially preferable location for development, and considers that the application proposal accords with the relevant national, regional and local planning policies.

5.10 > Landscaping

- 5.10.1** Draft RSS14 Policy TG/SE4 promotes the 'Green Grid' principle. Adopted Local Plan Policy BAS BE16 states that landscaping should be an integral part of development proposals. Adopted Local Plan Policies C3 and C4, and Replacement Local Plan draft Policy BAS NE3 seek to retain existing landscaping and replace any loss.
- 5.10.2** As referred to at paragraphs 5.19-5.21 above, the application proposal retains a significant amount of existing landscaping. Landscaping would be provided in accordance with the Development Specification document and Landscape Strategy Parameter Plan. English Partnerships therefore considers that the application proposal accords with the relevant national, regional and local planning policies.

5.11 > Displacement of Existing Residents

- 5.11.1 PPS1 encourages community involvement in the planning process. RSS14 draft Policy SS16 promotes design which has regard to all sectors of the community.
- 5.11.2 English Partnerships has undertaken an extensive consultation exercise with residents, as set out in the Statement of Community Participation. English Partnerships has responded to the issues raised, and has undertaken to work with their delivery partner to meet existing residents' needs as far as appropriate and reasonable. This will be done on a phase by phase basis. Details of the decant process is set out in the Information Booklet, distributed to all affected residents in May 2006.
- 5.11.3 The proposed phasing and construction of demolition has been developed to ensure that new build accommodation will be provided prior to the loss of existing residential accommodation on a phase by phase basis.

6.0 Conclusion

- 6.1.1 The relevant national, regional and local planning policies referred to within this Statement identify a clear priority for urban regeneration and improving the quality of life of communities, and Basildon is considered to be an area of significant opportunity for regeneration.
- 6.1.2 The application proposal submitted by English Partnerships seeks to ensure that the site is brought forward on a comprehensive basis to deliver a residential-led mixed-use, balanced scheme. English Partnerships has undertaken an extensive community consultation exercise to ensure an understanding of the views and needs of the community and to inform the masterplanning process.
- 6.1.3 In English Partnerships' view, the application proposal accords with the relevant national, regional and local planning policies. The application provides an excellent opportunity to deliver the regeneration of the Craylands estate and bring the former Fryerns School land back into effective use, to provide a new sustainable community.

English Partnerships consultant team for the
Craylands and Fryerns Regeneration Project includes:

Masterplanners, PRP Architects
Cost Consultants, Bucknall Austin;
Planning and Property Advisors, CB Richard Ellis
Legal Advisors, Nabarro Nathanson
Environmental and Transport Consultants, Capita Symonds
Project Managers, Capita Symonds