



South East Essex Strategic Growth Locations Assessment

January 2019

NOTE: THIS ASSESSMENT IS NOT A STATEMENT OF COUNCIL POLICY; RATHER IT IS A TECHNICAL DOCUMENT FOR CONSIDERATION TO INFORM PLANNING POLICY PREPARATION (INCLUDING STRATEGIC AND LOCAL PLANS).

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South East Essex Strategic Growth Locations Assessment

Executive Summary

This assessment identifies one area around Southend (north of Fossetts Farm, Garon Park and Bournes Green Chase, incorporating land within both Southend Borough and Rochford District) that has the potential to accommodate strategic scale development (at least 6,000 – 8,000 new homes) and therefore warrants further investigation. This initial exploratory growth locations assessment work will form an stepping stone in examining the potential of the area as part of the preparation of the South Essex Joint Strategic Plan being progressed by the Association of South Essex Local Authorities and through the preparation of respective local plans. This work will include an assessment of infrastructure and transport impacts and an assessment of Green Belt.

Purpose of the report

This report provides a broad assessment of land around the urban area of Southend in so far as being able to accommodate development of a strategic scale.

The Government has recently introduced a new standard methodology¹ for calculating housing need, which results in a significantly greater number of homes being needed in Castle Point, Rochford and Southend over the next 20 years compared with the previous 20. Current projections estimate that this would represent a step change in housing delivery rates for all three authorities.

Early indications and assessment² suggest that all three authorities will not be able to meet objectively assessed housing need within existing built up areas. As for the case of Southend it is likely that a significant proportion of this development need will not be able to be accommodated within the Borough boundary given the lack of available land³.

¹ National Planning Policy Framework 2018

² Rochford Strategic Housing and Employment Land Availability Assessment (SHELAA) 2017: www.rochford.gov.uk

Castle Point Strategic Housing and Economic Land Availability Assessment Update 2018: www.castlepoint.gov.uk

Southend Housing and Employment Land Availability Assessment 2018: www.Southend.gov.uk

³ Southend Housing and Employment Land Availability Assessment 2018: www.Southend.gov.uk

The Government is placing great emphasis on the Garden Communities approach to meeting housing needs through delivering strategic scale sustainable communities providing for new homes, jobs and infrastructure. A potential advantage of looking to accommodate strategic scale development in a comprehensively planned way, such as by a new Garden Settlement, is that there is a better chance of securing the necessary infrastructure as well as ensuring the critical mass of employment and services to ensure communities thrive.

Given that the majority of housing need within the South East Essex Market Area is being driven by population growth within the urban extent of Southend, being the single largest centre within the area, this report explores opportunities of land at the edge of Southend, including land within the administrative areas of Rochford District and Castle Point Borough, to contribute towards meeting development needs.

Castle Point Borough Council, Rochford District Council and Southend Borough Council have therefore made a joint assessment of the suitability of land within the Councils' administrative areas within the environs of Southend to meet future needs for housing, jobs and infrastructure and to understand whether there are areas that could accommodate development of a strategic scale.

What is strategic scale development?

There is no formal definition of strategic scale development. However, in its broadest sense it would be large enough to sustain supporting infrastructure such as transport, local schools, shops and other services, as well as some employment generating development. In this way a new settlement or urban extension of strategic scale would be more sustainable than smaller piecemeal development within or at the edge of urban areas where the necessary infrastructure may not be able to be accommodated.

In Southend most primary schools are three forms of entry and secondary schools 8 forms of entry. Whilst primary schools within villages in Essex are often smaller, secondary school age children in such settlements often have to travel long distances to access education. A settlement of a size to support a secondary school would reduce the distances that pupils are required to travel. It should also support day to day shopping, health and other services and support walking, cycling and public transport. On that basis a strategic development would have approximately 6,000 to 8,000 dwellings.

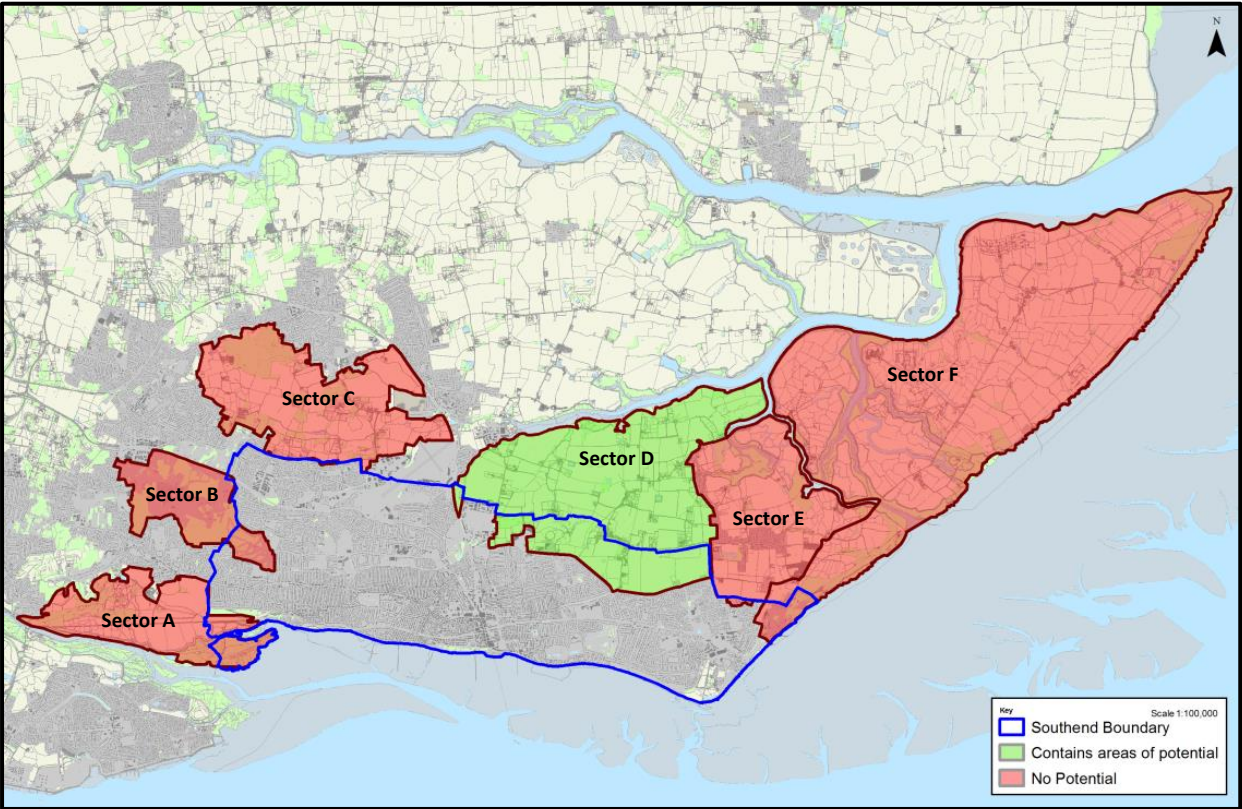
Report Findings

Six sectors of mainly undeveloped land around Southend were identified as warranting assessment. Each area was assessed on an equal basis having regard to the same assessment criteria.

The assessment concludes that only Sector D – North of Fossetts Farm, Garon Park and Bournes Green Chase could be suitable for strategic scale development

and warrants further exploratory work (Figure 1). This is located to the south east of Rochford, and north of the built up area of Southend from Warners Bridge to Star Lane.

Figure 1: Areas of search for strategic scale development



| | |
|------------|---|
| Green Area | <ul style="list-style-type: none"> - The area has the potential to accommodate strategic scale growth (at least 6,000 – 8,000 new homes and supporting infrastructure). - Not all of this area would be suitable for development. |
| Red Areas | <ul style="list-style-type: none"> - The area does not have potential to accommodate strategic scale growth. - The area may be able to support smaller scale development. |

This means that Sector D has been identified as an area of search only at this stage that could, subject to further more detailed analysis and study, possibly have the potential to accommodate strategic scale development in principle.

It should be noted that not all of the land identified in Sector D will be required to meet future identified objectively assessed housing needs. Further assessment and consideration will be carried out to consider which parts of Sector D are the most suitable, accessible and sustainable locations for potential growth.

The majority of this land is currently designated as forming part of the Metropolitan Green Belt in adopted Development Plans, stretching from East London across South Essex to the edge of Southend. A separate study has been commissioned to

assess all Green Belt land within Southend and Rochford. Castle Point Council has undertaken its own Green Belt study.

It should also be noted that where this assessment may have found there to be no potential for strategic scale development in a particular sector, this does not mean that no development will be permitted in these locations. There may be suitable sites that can accommodate smaller scale (non-strategic) development. Indeed, there are some allocated sites and those with planning permission within the assessment area and some are currently under construction (as of December 2018). However, the allocations and permissions within Rochford are non-strategic, being less than 1,000 dwellings, and in most cases around 100 dwellings.

Next Steps

The Strategic Growth Locations Assessment, along with other studies, such as the Green Belt assessment, will be part of the evidence base for informing the preparation of Local Plans in the three local planning authority areas. It will also be used to inform the South Essex Joint Strategic Plan (JSP) being prepared by the six South Essex authorities⁴ and Essex County Council.

Further investigation of development potential within Sector D will be required, including an assessment of potential transport impacts and mitigation and an assessment of Green Belt.

⁴ Basildon Borough Council, Brentwood Borough Council, Castle Point Borough Council, Rochford District Council, Southend Borough Council and Thurrock Borough Council

Introduction

Housing development over the current Southend Core Strategy plan period from 2001 to 2021 has predominantly taken place on previously developed land within the existing built up area. This reflects the specific nature of the Borough, being constrained to the south and east by the River Thames and North Sea, and to the north and west by Green Belt and other planning safeguarding designations including ancient woodland, designated heritage assets and areas of flood risk.

However, using the new standard methodology for calculating housing need introduced by the government,⁵ and the Strategic Housing Market Assessment (SHMA) for South Essex⁶ suggests that significantly more homes will be needed in Castle Point, Rochford and Southend over the next local plan period to 2037. Current projections estimate this would equate to approximately a tripling of Southend's annual delivery rates for housing, and a significant increase in the delivery rates for Castle Point and Rochford. In order to constitute sustainable development, these homes will also require supporting infrastructure, including new employment opportunities, schools and other public services.

Development within the existing built up area should and must continue to play a key role in delivering new homes and jobs and thereby ensure the vitality and vibrancy of communities, bring back into use empty homes and underused land and to assist regeneration. However, early indications and assessment⁷ suggest that all three authorities will not be able to meet objectively assessed housing need within the existing built up area of their respective administrative boundaries. In the case of Southend it is likely that a significant proportion of this development need will not be able to be accommodated within the Borough boundary⁸ given the lack of available land.

The purpose of this assessment is to consider the potential spatial options for future strategic scale residential development, jobs and supporting infrastructure, focusing on undeveloped land within the environs of Southend. Given Southend's tightly drawn administrative boundary any strategic scale development will likely have cross border implications with the neighbouring authorities of Castle Point and Rochford, and with Essex County Council as an upper tier authority with responsibility for services and functions such as education and transport.

The study will:

- assess the technical suitability of land for development within Southend and its environs;

⁵ National Planning Policy Framework (2018)

⁶ South Essex Strategic Housing Market Assessment and Addendum (2017)

⁷ Housing Land Availability Assessments for Castle Point, Rochford and Southend local planning authorities

⁸ Southend Housing Land Availability Assessment –

- set out how any constraints may be mitigated; and
- how opportunities for strategic growth may be maximised including linkages to existing settlements.

The assessment of suitability has been made irrespective of ward, parliamentary constituency or other political boundaries within the study area, and with the support of all three authorities.

This study identifies six broad locations, or sectors, of undeveloped land beyond the built up area of Southend (both within the administrative boundary of Southend and within the adjoining local authority areas) for assessment. It should be noted that this assessment seeks to identify which sectors of land may be able to accommodate strategic scale development only at this stage. The study is not proposing that the whole extent of the sector would be required for development, rather each sector would represent an area of search where further study and consideration will be carried out to determine the most suitable, accessible and sustainable locations for development.

It is important to note that the study is a 'policy off' technical report and does not take into account the current Green Belt designation of land. A separate study has been commissioned to assess all Green Belt land within Southend and Rochford administrative areas. A separate study of the Green Belt in Castle Point was undertaken in 2018.

National government policy requires local authorities to demonstrate that where development cannot be accommodated on land in the existing built up area or on land not designated as green belt only then should green belt release be considered. As such, each authority has carried out a land availability assessment to examine how much land is available within the existing urban areas and non-green belt sites to contribute to meeting development needs.

Planning Policy Context in South Essex

The challenging nature of meeting national targets for housing delivery in highly urbanised South Essex, where many areas have strong environmental and policy constraints, is significant. It is for each local planning authority as part of the process of preparing its future development plan to determine whether this need for homes, jobs and supporting infrastructure can be met in full within its area, and if not whether it is possible for some of the need to be provided in adjoining local authority areas.

Castle Point Borough, Rochford District and Southend-on-Sea Borough Council is therefore working together with neighbouring authorities in South Essex and with Essex County Council as part of the Association of South Essex Local Authorities

(ASELA)⁹ to respond to opportunities and address challenges in the sub-region, through cross-boundary working. This includes the preparation of a Joint Strategic Plan (JSP) for South Essex. The Essex Minerals Local Plan (2014) (Essex MLOP) and the Essex and Southend on Sea Waste Local Plan (2017) (WLP) will continue to apply within their respective areas.

The South Essex Authorities have also commissioned a series of evidence base studies, including a Strategic Growth Locations Study for the South Essex area.

A Spatial Portrait of Southend and its Environs

The South East Essex peninsula of Southend Borough, Castle Point Borough and the Rochford District lies at the eastern-most extremity of the Thames Gateway with the Thames Estuary to the south, North Sea to the east and River Crouch to the north. Due to its geography the area is heavily reliant on an east-west transport corridors of the A127 and A13, as well as two rail lines of the London Liverpool Street to Southend Victoria line and London Fenchurch Street to Southend Central. The area is accessible from London but challenges remain in terms of road and rail capacity providing adequate east to west, as well as the need for better north to south connectivity within the area and connecting to the rest of Essex. The implications of strategic growth along the A127 corridor also need to be taken into account.

The recent South Essex Economic Development Needs Assessment (EDNA 2017) sets the context for future economic growth and notes that the economic opportunities for South Essex are considerable. However, the provision of strong infrastructure connections and continued adequate investment into road conditions and the public transport network in addition to promoting sustainable modes of transport is regarded as essential for supporting economic development and employment activities across South Essex. Without this investment it will not be possible to achieve the economic growth potential.

Southend Borough

Southend Borough has a linear form lying along the coast, and is bordered to the north by the Rochford district and to the west by Castle Point borough.

With a population of 181,800 in an area of approximately 4,100 hectares, Southend is a densely populated urban Borough with nine mainline railway stations and the international London Southend Airport. The predominant land use in Southend is residential, interspersed with mature parks and seven miles of foreshore fronting the Thames estuary to the south and east. There are extensive environmental designations covering the foreshore, which is recognised as having international

⁹ Castle Point, Basildon, Brentwood, Rochford, Southend, Thurrock and Essex

importance for species and habitats. Southend has four areas of metropolitan green belt within its administrative boundary, all of which form a small part of the extensive Green Belt separating settlements within South Essex.

It has a service-driven economy and is heavily reliant on public sector employment, following declining employment in manufacturing and production industries, and a slow increase in service sectors. Tourism has been a central pillar of the Southend economy for many years, and while Southend is not reliant on the visitor economy, tourism plays an important role, drawing in visitors and associated spend, with over seven million visitors a year. There is a recognised strong entrepreneurial culture in the town most businesses being small, with 85.5% of companies employing 10 people or fewer.

The growth of London Southend Airport has also provided local businesses with the opportunity to grow and access European markets. However, the town centre has experienced decline in recent years in line with national trends, and is in need of renewal and reorganisation. Southend also has pockets of high levels of deprivation.

In terms of past development trends, Southend's adopted Core Strategy (2007) requires not less than 80% of development to take place on previously developed land. This has been broadly achieved with on average 340 dwellings built each year between 2001 and 2018. Growth has been focussed within the town centre, including conversion of vacant office blocks, as well as large scale redevelopment and conversion of the old Shoebury Garrison and incremental infill development throughout the Borough.

Rochford District

Rochford district adjoins Southend to the south and is, situated between the River Crouch to the north and the North Sea to the east. Rochford is a district rich in heritage and natural beauty covering an area of 16,800 hectares. The majority of the district's 85,000 residents are located in the more accessible western extent within the towns of Rayleigh, Hockley and Rochford. Smaller villages and hamlets are dispersed across the eastern, less accessible parts of the district. Development opportunities within the existing urban areas to provide local jobs and homes are limited by a lack of suitable brownfield sites. Outside the urban areas, over 12,400 hectares is designated Metropolitan Green Belt; considerable parts of the district are also subject to other environmental constraints given its coastal nature.

The district's economic strengths lie primarily in its entrepreneurial character, with an abundance of successful small and medium sized businesses, coupled with the presence of London Southend Airport, a regionally important asset, which has led to the development of a new high-quality business park in the district.

Castle Point Borough

Castle Point is a relatively small local authority area just 4,500 hectares in size, with a population of 88,000 people. It sits at the heart of the South Essex sub-region on the northern bank of the Thames Estuary between the larger settlements of Basildon and Southend. It is these larger settlements, along with London, on which Castle Point relies for its employment, services and leisure opportunities.

Canvey Island is the largest town in Castle Point with a population of around 40,000. The Borough's largest town centre and largest employment estate (Charfleets Industrial Estate) are both located on Canvey Island. However, there are significant levels of commuting off the Island to access jobs and services.

Benfleet Hadleigh and Thundersley are located on the mainland and have a combined population of 48,000. The land in this area is more varied in terms of topography and landscape, and these features act to create an attractive green environment, and also form the separation between the three towns. Each of these towns is served by its own shopping areas which are relatively successful in providing local shopping facilities.

The key planning issues comprise the challenge of meeting housing need in a borough of significant Green Belt and other environmental constraints and where land availability is confined to small scale infill sites in the built-up area; and the need to improve infrastructure to address congestion, historic underinvestment and provide capacity for strategic growth.

Essex County Council

Essex County Council (ECC) is the strategic upper tier authority covering the county of Essex. To that end, ECC works closely with the districts and boroughs of, Castle Point and Rochford to provide several key public services. It also works in close partnership with Southend-on-Sea as a neighbouring authority to deliver against common aims and objectives. ECC is focussed on delivering inclusive economic growth, helping people get the best start in life and to age well, and to help create great places to grow up, work and live. Key to the achievement of these organisational priorities is ensuring that the key places and communities in South Essex feel the benefit of economic growth and sustainable development. As well as working closely with South Essex local authorities, ECC also works to support and influence regional and national partners, to deliver services and represent the best interests of the people of South Essex by:

- promoting economic growth, regeneration, infrastructure delivery, and sustainable new development;
- being a provider and commissioner of a wide range of local government services covering Castle Point and Rochford including responsibility as the highways authority for the delivery of the Essex Local Transport Plan; Local Education

Authority including early years and childcare; Minerals and Waste Planning Authority; Lead Local Flood Authority; lead advisors on Public Health and delivery of adult and children's social care services and;

- being an infrastructure funding partner, supporting the delivery of strategic and local infrastructure to ensure the delivery of community outcomes.

Sector Assessment

The overarching objective of national planning policy is to achieve sustainable development. This essentially means that it is preferable to concentrate development in accessible locations, supported by infrastructure and services rather than more dispersed forms of development in less accessible locations and at densities which do not support local services.

This study divides the land beyond the built up area of Southend (both within the administrative boundary of Southend and within the adjoining local authority areas) into six broad locations, or sectors, as set out in Table 1 below. An assessment was then undertaken to understand which of these may be capable of accommodating strategic scale residential, employment and supporting infrastructure, and are therefore candidates for more detailed study. The selection of these areas is based broadly on physical boundaries such as roads, railway lines and water bodies.

For the purposes of the study, 'Strategic Scale' is defined as development comprising of approximately 6,000 to 8,000 dwellings.

Essex County Council's guidelines for new schools¹⁰ anticipate that the minimum size for any new mainstream provision of primary schools will be two forms of entry (420 places), unless there are specific factors that make this approach unviable. In terms of secondary schools, Essex County Council will look to establish a new school only where demand for six forms of entry has been established (from approximately 4,500 new or existing houses).

Southend Council are planning primary schools on the basis of 3 forms of entry and secondary schools on 8 forms of entry. This would support a settlement of approximately 6,000 to 8,000 dwellings (houses and flats). Regard will need to be had to the differences in approach between the two local education authority areas in terms of the type of secondary school, noting that Southend Borough Council has a selective school system, with implications for admission patterns and travel distances. Consideration will also need to be given to the wider range of education

¹⁰ <https://www.essex.gov.uk/Environment%20Planning/Development-in-Essex/Documents/Developers-guide.pdf>. This document is currently under review. See also [Essex County Council Local and Neighbourhood Planners' Guide to School Organisation](#)

requirements and provision, required with new developments including Early Years and Childcare, Special Education Needs and Post 16 Education.

Development would also need to be of sufficient density to sustain a regular bus service. Strategic settlements or urban extensions should follow Community Garden principles in terms of self-containment and sustainable travel, and will need to integrate will and benefit existing settlements and their residents.

Assessment Methodology

For each of the six sectors an assessment was made of its strategic suitability for growth, against a number of criteria covering a range of social, economic and environmental factors. An overall conclusion for each sector reaches a judgement on the potential suitability of the sector for further study for large scale development, taking each of the criterion into account. It does not allocate land or set planning policy.

| Table 1 – Sectors | |
|---|--|
| Sub Area | Description |
| Sector A – Hadleigh Castle Country Park and Marshes | Extends from western extent of built up area in the Borough and to the south of frontage development along the A13, including Two Tree Island and the foreshore south of the C2C railway line. |
| Sector B – Belfairs Woods and Daws Heath | To the north of existing residential areas in Hadleigh, and south of Eastwood and Rayleigh. Includes Belfairs Wood and Hadleigh Great Wood. |
| Sector C – Upper Roach Valley north of Eastwood and South of Hockley | Includes land north of the built up area of Eastwood, north east of Rayleigh, south of Hockley and south of the Greater Anglia railway line. |
| Sector D – North of Fossetts Farm, Garon Park and Bournes Green Chase | Land to the south east of Rochford, and north of the built up area of Southend from Warners Bridge to Star Lane. Predominantly open fields with some sporadic housing. |
| Sector E – Great Wakering, Little Wakering and Barling | North of the built up area of Shoeburyness east of Star Lane and west of Shoebury Road, contains villages of Barling, Little Wakering and Great Wakering |
| Sector F – New Ranges and Foulness Island | Land north of Shoeburyness and east of Shoebury Road – MOD owned land |

| Table 2 – Assessment Criteria | |
|---------------------------------------|--|
| Criteria | Description |
| Environmental | European Designated Sites (Special Protection Areas and Special Areas of Conservation), sites of national importance (Sites of Special Scientific Interest, RAMSAR sites, Ancient Woodland and Local Nature Reserves), and sites of local importance (Local Wildlife Sites, Country Parks and other Public Open Space). Highlights areas most at risk from flooding (Flood Risk Zones 2 and 3) and the need to carry out assessments for surface water flooding, particularly within Critical Drainage Areas. Includes air quality issues. |
| Transport and accessibility | Main road corridors, rail and bus networks have been identified. |
| Geo-environmental | Minerals and Waste related developments and the requirements of the Essex Minerals Local Plan 2014 and the Essex and Southend on Sea Waste Local Plan 2017, as appropriate. Contaminated land, and Best and Most Versatile agricultural land (BMV). |
| Infrastructure capacity and potential | Existing community facilities within and adjacent to the sectors are mapped. |
| Health and Wellbeing | Potential to improve health and wellbeing of existing and future residents through new green infrastructure, enhanced links or impacts on existing public open space. |
| Landscape and topography | A broad assessment of each sector has been undertaken based on local plan designations and landscape character areas defined in existing studies. A Landscape Character, Sensitivity & Capacity Study is also being carried out in Rochford district and Southend Borough and this will inform the assessment of spatial options in the new Local Plans for Southend and Rochford as they are further developed. |
| Heritage | Identifies heritage assets (grade I, grade II* and grade II listed buildings, Conservation Areas, Scheduled Monuments) and non-designated heritage assets (locally listed buildings). |
| Housing demand | Strategic Housing Market Assessment (SHMA) identifies high housing demand and affordability issues across the HMA. |

| Table 2 – Assessment Criteria | |
|---------------------------------------|--|
| Criteria | Description |
| Regeneration potential | 20% most deprived areas in Southend and environs are identified based on the Indices of Multiple Deprivation 2015 Lower Super Output Areas (LSOA) ¹¹ across a range of factors. ¹² The scores against each individual index of deprivation are merged to produce an LSOA score on an index of multiple deprivation. |
| Economic development potential | Existing and potential future employment opportunities. |
| Spatial Constraints and Opportunities | Maximise use of existing defensible boundaries to development and potential to create new defensible boundaries; to avoid less sustainable development patterns, such as ribbon development along roads; also taking account of existing development, planning proposals and/or policy support for development. Highlight potential for coalescence between settlements. |

An assessment has been made against each criterion on the following basis:

| | |
|--|---|
| | The sector has constraints that are significant enough on their own to prevent further consideration of strategic scale development entirely. |
| | The sector has moderate to significant constraints but there is potential for avoidance or mitigation. There is likely to be a neutral or limited contribution to regeneration or economic development. |
| | The sector has constraints where there is some limited harm but this could be mitigated or opportunities outweigh the constraints in terms of that specific criterion. There is likely to be a strong contribution to regeneration and economic development objectives. |

¹¹ LSOAs - a statistical division with a mean population of 1,500 people

¹² Income deprivation; Employment deprivation; Health deprivation and disability; Education, skills and training deprivation; Barriers to housing and services; Living environment deprivation; and Crime

Sector A – Hadleigh Castle Country Park and Marshes

The area between Hadleigh and Leigh south of the A13 London Road is a significant landscape feature which provides the last open gap between the built up areas of Hadleigh and Southend and affords views of the Thames Estuary and Kent.

Hadleigh Castle is also a grade I listed building with a wide setting as it is visible from a large area due to its elevated location atop a hill on the receded coastline.

The marshes area is at flood risk and protected by flood defence walls, and contains salt marshes and areas of nature conservation importance. The southern part of the area has no road links.

An analysis of the sector against the identified assessment criteria (Table 2 above) is set out in Table 3 whilst the boundary of the sector and its current planning policy constraints are illustrated in Map 1.

Map 1 Sector A Hadleigh Castle Country Park and Marshes

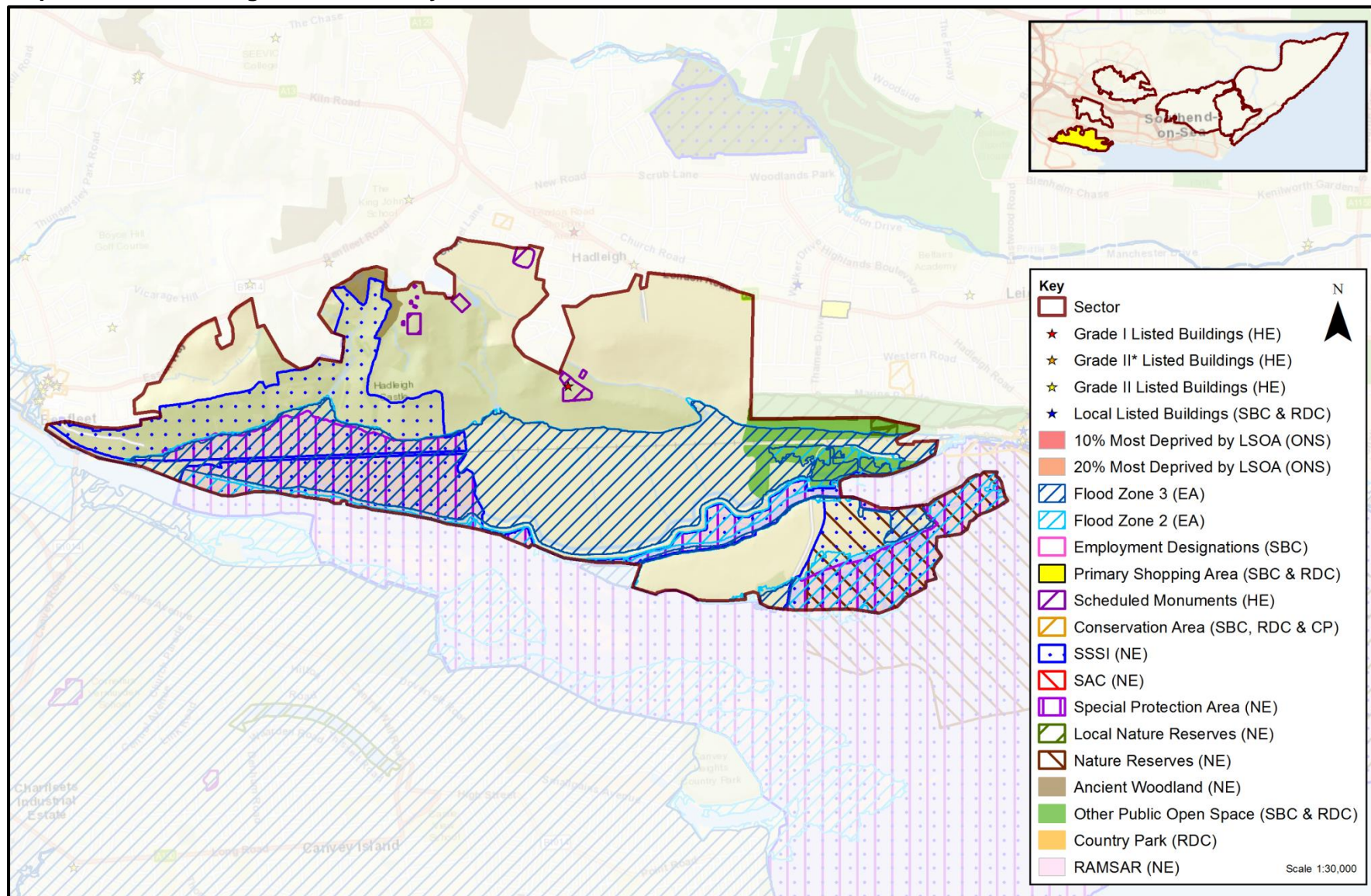


Table 3: Sector A – Hadleigh Castle Country Park and Marshes

| Criterion | Considerations | Overall Assessment |
|-----------------------------|--|---------------------------|
| Environment | <ul style="list-style-type: none">• Site of Special Scientific Interest and Special Protection Area at Two Tree Island and along the Foreshore• SAC covers approximately half of Two Tree Island• Sector includes Hadleigh Castle Country Park National Nature Reserve and Local Wildlife Site• Local Nature Reserve at Belton Way to the east of the sector• Flood Risk Zones 2 and 3 cover the southern half of the sector• Some pockets without environmental designations | |
| Transport and Accessibility | <ul style="list-style-type: none">• A13 principal distributor road runs through the sector but suffers from congestion particularly at peak timesA13 is a public transport corridor with frequent services on weekdays and Saturdays. Reduced service on Sundays• There are no rail stations located within this area but Leigh on Sea rail station is located just east of the sector and Benfleet to the west• Low levels of current or planned accessibility by public transport throughout the remainder of the sector• Sustrans National Cycle Route 16 from Leigh to Shoebury (with a gap along Cinder Path). There are also a number of informal cycle paths within the Country Park.• Two Tree Island is only accessible via one single lane carriageway and bridge has weight restrictions• No strategic/major roads within the sector other than the A13• Recreational walking routes throughout Hadleigh Castle Country Park from Leigh to Benfleet• Significant investment in public transport and road network, including cycle infrastructure would be necessary to support strategic housing development | |

Table 3: Sector A – Hadleigh Castle Country Park and Marshes

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|---|---------------------------|
| Geo-environmental considerations | <ul style="list-style-type: none">• Two Tree Island is a former landfill site so there is potential for land contamination• Minerals safeguarding area to the east and south east of Hadleigh (Essex MLP) | |
| Infrastructure Capacity and Potential | <ul style="list-style-type: none">• Limited existing provision for utilities as almost all land within the sector is undeveloped• The sector is relatively close to Hadleigh town centre although there is a steep gradient up to London Road. High value for recreational activities, including the 2012 Olympic Legacy Mountain Bike course, fishing lakes and popular walking and running routes• Potential for inclusion in Great Thames Park – (Thames Estuary Commission) | |
| Landscape and Topography | <ul style="list-style-type: none">• Lower lying arable farmland on either side of the railway line which rises steeply up towards the A13. The steep slope is not suitable for strategic development• Hadleigh Castle situated in a prominent location on elevated ground highly visible from the foreshore and country park• High sensitivity considered to be unsuitable for strategic level development in terms of likely impact on landscape character and visual amenity | |

Table 3: Sector A – Hadleigh Castle Country Park and Marshes

| Criterion | Considerations | Overall Assessment |
|------------------------|---|---------------------------|
| Historic Environment | <ul style="list-style-type: none">• Social history interest of Salvation Army land• Hadleigh Castle is a grade I listed building and Scheduled Monument, with a setting virtually untouched by development when viewed from the south, where its importance is most prevalent• Several other scheduled monuments within Hadleigh Castle Country Park• Clusters of Grade I and II listed buildings in Old Leigh, and Grade I, Grade II* and Grade II listed buildings by Benfleet railway station.• Conservation Areas to the west and east of the site at Benfleet and Old Leigh• There are also a number of non-designated Buildings of Local Historic or Architectural Importance throughout Hadleigh, Thundersley, Benfleet and Leigh on Sea, including around Chapel Lane and Daws Heath Road within the sector.• Impacts on designated and non-designated heritage assets have the potential to be mitigated through location, design, and or layout of development, dependent on the scale of development | |
| Housing | <ul style="list-style-type: none">• High level of housing demand and affordability issues across the Strategic Housing Market Area | |
| Regeneration Potential | <ul style="list-style-type: none">• 20% most deprived wards in sector lie within Canvey Island but this is physically remote from the sector• Only a small number of households within the sector itself and not within bottom 20% of IMD• Based on IMD and house price data development of the sector would have limited impact on regeneration objectives | |

Table 3: Sector A – Hadleigh Castle Country Park and Marshes

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|---|---------------------------|
| Economic development potential | <ul style="list-style-type: none">• No Designated Employment Areas• Limited existing employment at Hadleigh Castle Country Park and business park, and Driving Range at Two Tree Island within Sector A• Hadleigh Town Centre and ribbon commercial development along A13 lie to the north of the sector• Access to A13 could provide some future employment opportunities although this would be affected by existing levels of traffic congestion• Due to steep topography and poorly accessed marshes no economic growth potential | |
| Spatial opportunities and constraints | <ul style="list-style-type: none">• Likely to result in coalescence between settlements of Hadleigh and Leigh on Sea | |

Conclusion on Sector A:

Any significant development will cause harm that impinges on strategic views of Hadleigh Castle. Given the extent of environmental, geo-environmental and heritage constraints that apply to land within the sector, coupled with poor accessibility and the significant risk of coalescence between Leigh on Sea and Hadleigh, there is no scope for this area to support strategic scale residential development.

Sector B – Belfairs and Daws Heath

Most of the sector B is either already developed or covered by national environmental designations or local protected open space, and surrounded by urban areas. It comprises a number of ancient woodlands and areas designated for their nature conservation importance and also provides narrow gaps of countryside in the Green Belt between Hadleigh, Eastwood, West Leigh and Daws Heath.

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

Map 2 Sector B Belfairs and Daws Heath

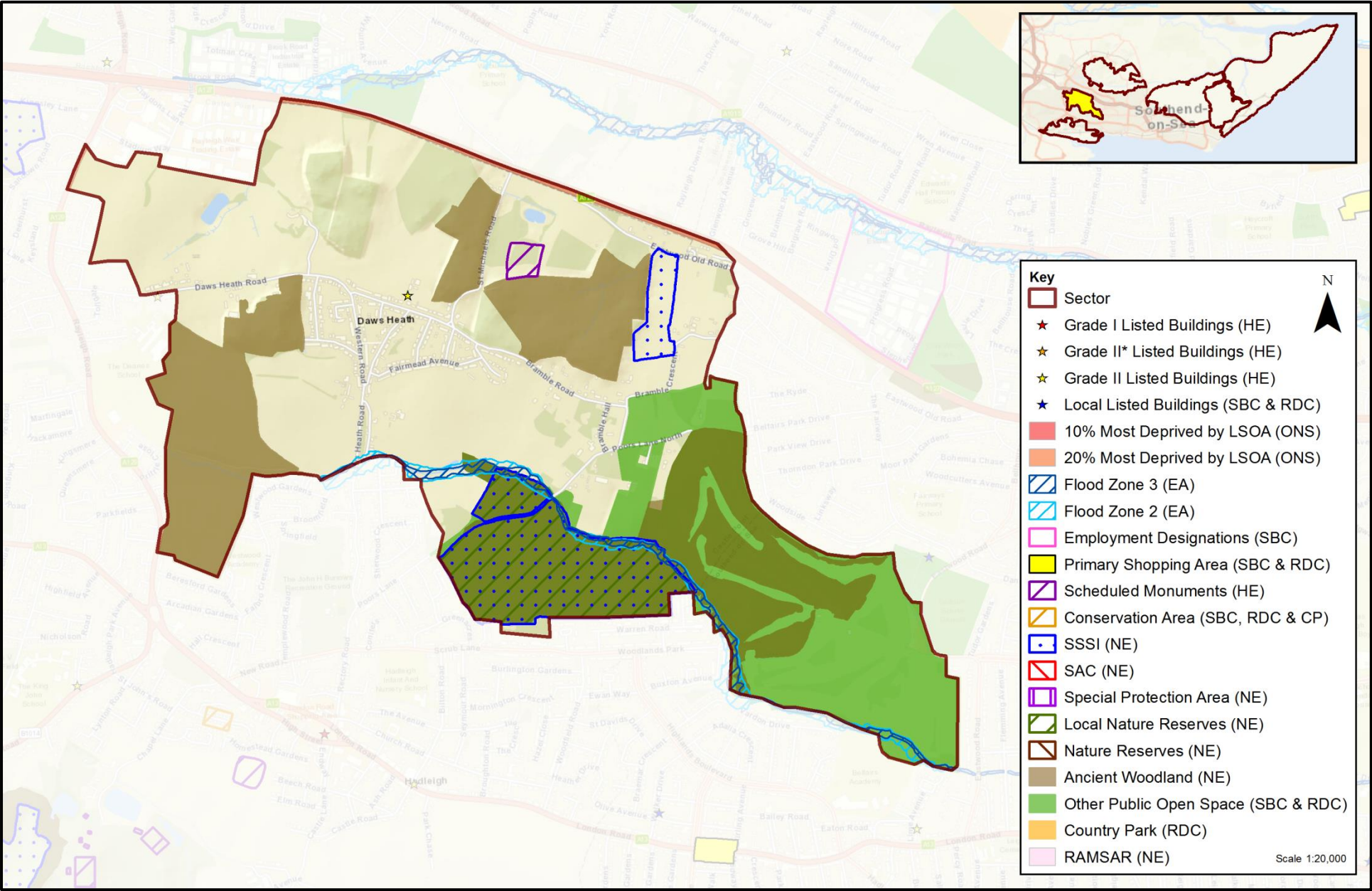


Table 4: Sector B - Belfairs Woods and Dawes Heath

| Criterion | Considerations | Overall Assessment |
|-----------------------------|---|---------------------------|
| Environment | <ul style="list-style-type: none">• Area of Ancient Woodland at Hadleigh Great Wood and Belfairs Woods• Site of Special Scientific Interest and Local Wildlife Site at Hadleigh Great Wood• Local Wildlife Site at Belfairs Wood• More woodland and fields with hedgerow boundaries than in designated sites - Development would be prohibited/severely constrained within above areas• Any development within proximity of designated site has potential to create net gains for biodiversity and green corridors• Grade 3 agricultural land quality within Castle Point• Limited areas that lie outside designations are dispersed throughout the sector• Areas within Flood Zone 2 and 3 on either side of Prittlewell Brook within Hadleigh Great Wood and Nature Reserve• Critical Drainage Areas cover most of the existing built up area in the sector and new development will need careful management in terms of surface water drainage | |
| Transport and Accessibility | <ul style="list-style-type: none">• The sector enclosed on three sides by the major roads of the A127 to the north, A13 to the south and A129 to the west• Existing congestion concerns along these main routes, particularly the A127• Bus routes to Rayleigh and Hadleigh centres and via the Fairway/Blenheim Chase in Leigh on Sea• Access by bike relatively good via Prittle Brook Greenway, near to Rayleigh and Hadleigh and close to employment areas at Rayleigh Weir and Progress Road but roads are hilly• Western Road/Rectory Road forms spine into sector - Hadleigh town centre and USP College (SeeVic Campus) and Castle Point Borough Council Civic Offices is walkable• Rest of network are predominantly minor roads and includes narrow lanes• There are no rail stations located within this area but Rayleigh and Leigh on Sea stations are approximately 2 miles away | |

Table 4: Sector B - Belfairs Woods and Daws Heath

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|--|---------------------------|
| Geo-environmental considerations | <ul style="list-style-type: none"> No evidence of contamination or other constraints e.g. groundwater sensitivity Minerals safeguarding area to the north and east of Daws Heath (MLP). | |
| Infrastructure capacity and potential | <ul style="list-style-type: none"> Limited utilities provision given that almost all land within the sector is undeveloped Parts of Daws Heath that do have utilities are close to existing service centres and secondary schools Infrastructure needs arising from development would require additional infrastructure investment | |
| Landscape and Topography | <ul style="list-style-type: none"> An area to the south of Rayleigh contains early to mid-20th century plot land development that was not subject to intensive development post-WWII. Landscape comprises farmland including historic field boundaries and woodland | |
| Historic Environment | <ul style="list-style-type: none"> Grade I listed building in vicinity of Belfairs Wood and Grade II listed buildings in Daws Heath but fewer designated heritage assets in this sector than others Scheduled Monument within Thundersley Designated heritage assets present but impact has potential to be mitigated through location, design, and or layout of development, dependent on the scale of development | |
| Housing | <ul style="list-style-type: none"> High level of housing demand across the Housing Market Area and affordability issues Proposed allocations in Castle Point submission Local Plan include a large site to the east of Rayleigh Road/north of Daws Heath Road and several smaller sites clustered around Western Road/Rectory Road | |
| Regeneration potential | <ul style="list-style-type: none"> 20% most deprived wards are located south of the A127 around Bridgewater Drive and by London Southend Airport Small number of households within the sector itself and not within bottom 20% of IMD Based on IMD and house price data development of the sector would have little impact on regeneration objectives | |

Table 4: Sector B - Belfairs Woods and Dawes Heath

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|--|---------------------------|
| Economic development potential | <ul style="list-style-type: none"> • Employment uses in the vicinity of A127/Rayleigh Weir • No significant employment clusters within the sector but there are some local businesses including Belfairs Golf Club and Belfairs Woodland Centre. • However there is limited potential within this sector for new business growth • Location is suitable to some extent in terms of accessibility for future employment opportunities • No further direct access onto the A127 is likely | |
| Spatial opportunities and constraints | <ul style="list-style-type: none"> • Strategic scale development would cause coalescence between the nearby settlements of Eastwood/Leigh on Sea and Hadleigh/Daws Heath/Thundersley | |

Conclusion on Sector B:

There may be potential for smaller scale development on specific plots but strategic scale growth is not likely to be practicable here due to the limited land available for development that is not constrained by environmental designations, including extensive areas of ancient woodland. Strategic scale development would cause coalescence between nearby settlements.

As such there is limited scope within Sector B for strategic scale housing development.

Sector C - Upper Roach Valley north of Eastwood and South of Hockley

The Upper Roach Valley is a large area of open land bounded by the towns of Rayleigh, Hockley, Rochford and Southend. This area has rolling topography, and contains sweeping views of the Roach Valley from farmland and woodland and the surrounding areas. Large swathes of the land are also identified as either Ancient Woodland or SSSI, and there are a number of Local Wildlife Sites. This area was designated in Rochford District Council's 2011 Core Strategy and 2014 Allocations Plan as a Special Landscape Area. Much of the land is of high landscape value and high sensitivity to change. A large part of the area forms the well-established Cherry Orchard Jubilee Country Park, which has been recommended for designation as a Local Wildlife Site in Rochford's 2018 review of designations

Rochford's Core Strategy has supported the expansion of Cherry Orchard Jubilee Country Park and the creation of links with other parts of the Upper Roach Valley.

An analysis of the sector against the identified assessment criteria (Table 2 above) is set out in Table 5 whilst the boundary of the sector and its current planning policy constraints are illustrated in Map 3.

Map 3 Sector C Upper Roach Valley north of Eastwood and South of Hockley

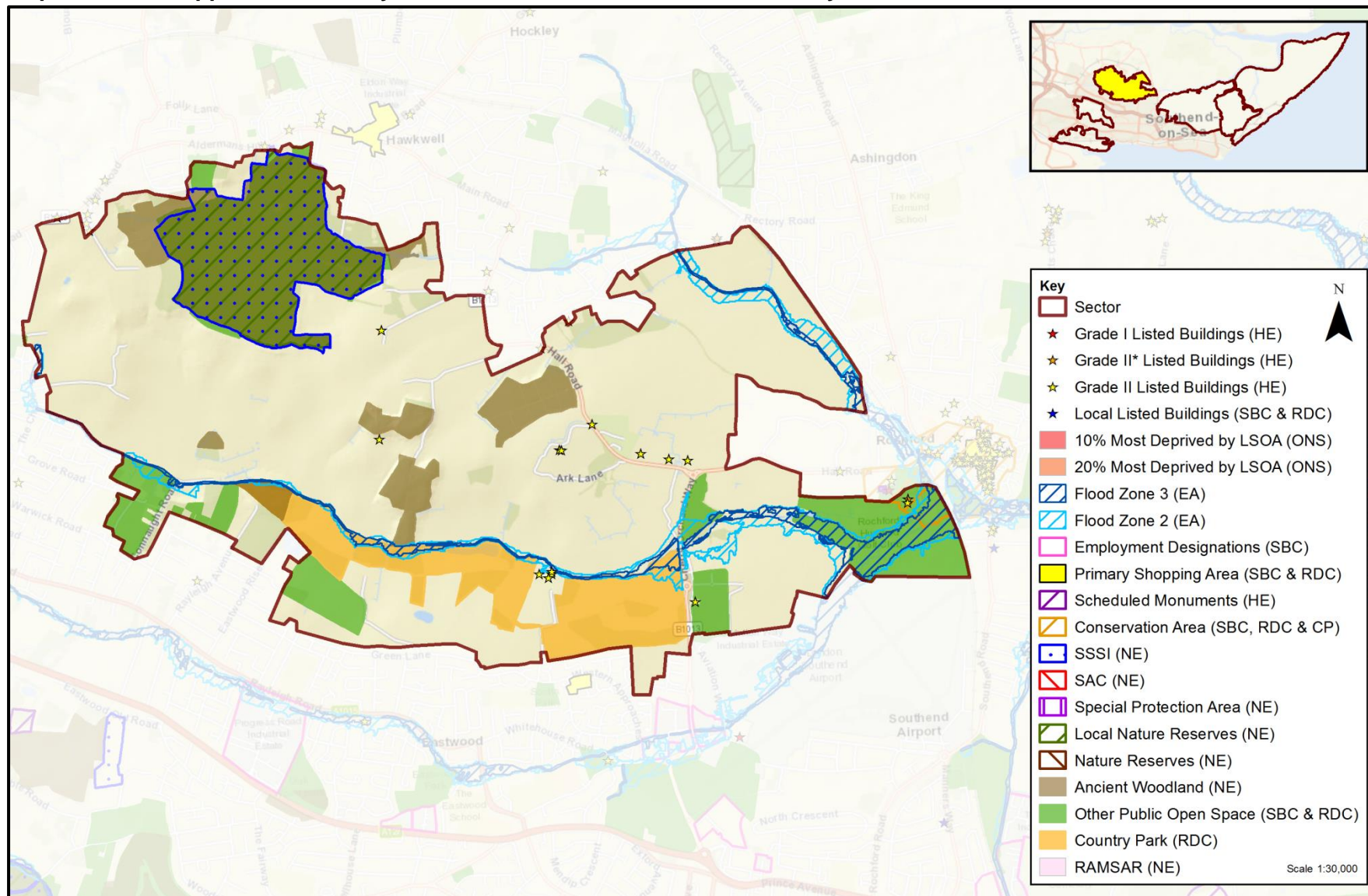


Table 5: Sector C - Upper Roach Valley north of Eastwood and South of Hockley

| Criterion | Considerations | Overall Assessment |
|---------------------------|---|---------------------------|
| Environmental constraints | <ul style="list-style-type: none">• Cherry Orchard Jubilee Country Park and other connected areas of public open space are located around the Roach river valley• Parts of the Sector, such as Hockley Woods and Gusted Hall, are subject to European and National environmental designations (Special Area of Conservation (SAC), Ancient Woodland and Site of Special Scientific Interest (SSSI))• Other areas of ancient woodlands• Hockley Woods is a Local Wildlife Site and the Country Park is recommended for designation as a Local Wildlife Site• Small area of Flood Zone 2 and 3 within the catchment of the River Roach between Rayleigh and Rochford• Critical Drainage Areas cover the built up areas of Eastwood, Hockley and Hockley Wood and new development will need careful management in terms of surface water drainage• Significant constraints across the area but there are some areas that are unconstrained• Within Rochford, a large area of land has been identified as agricultural land but this has not been subject to a detailed survey | |

Table 5: Sector C - Upper Roach Valley north of Eastwood and South of Hockley

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|---|---------------------------|
| Transport and accessibility | <ul style="list-style-type: none">• Cherry Orchard Way provides a modern carriageway link from the A127 in north Southend, through to the B1013 which is a narrow single carriageway linking the settlements of Rochford, Hawkwell, Hockley and Rayleigh• Single carriageway links to Ashingdon and Rochford under height restricted railway bridges• Bus services operate on the B1013• There are no rail stations located within this area but Rochford and Hockley stations lie adjacent. London Southend Airport rail station also relatively close• Existing road network within the sector and coming in and out of the sector are poor• Medium levels of current or planned accessibility by public transport and other means and/or some congestion concerns• Cycling route through the Hall Road development with planned upgrades to improve access to the business park• Low levels of current or planned accessibility by public transport, although south east of sector has relatively good connectivity• Significant investment in public transport and road network, including cycle infrastructure would be necessary to support strategic housing development | |
| Geo-environmental considerations | <ul style="list-style-type: none">• No land on Statutory Register of contaminated land but there may be potential contamination from previously developed land or former mineral workings• Mineral workings/brickearth on allocated employment land east of Cherry Orchard Way (former Cherry Orchard Brickworks and the land west of Cherry Orchard Way)• Area needs to be addressed in compliance with Policy S8 of the MLP (mineral safeguarding area). | |
| Infrastructure capacity and potential | <ul style="list-style-type: none">• Limited social and community infrastructure within the sector but relatively close to centres of Rochford and Hockley, so quite accessible for services, schools etc.• Infrastructure needs arising from development would require additional investment | |

Table 5: Sector C - Upper Roach Valley north of Eastwood and South of Hockley

| Criterion | Considerations | Overall Assessment |
|--------------------------|--|---------------------------|
| Landscape and Topography | <ul style="list-style-type: none"> The Upper Roach Valley has an open fieldscape pattern of modern fields interspersed with large tracts of ancient woodland and occasional older fields. This area of rolling hills and valleys contains little settlement and few roads. Within the south east of the sector are Rochford Hall golf course, and London Southend Airport Cherry Orchard Jubilee Country Park and public footpath network provide extensive open views and walking and bridleway routes linking Eastwood, Rayleigh and Hockley Visually attractive area of high landscape sensitivity considered to be least suitable for strategic level development in terms of likely impact on landscape character and visual amenity | |
| Heritage considerations | <ul style="list-style-type: none"> Grade I listed Church at Eastwoodbury Lane Grade I listed Rochford Manor House (Rochford Hall) The uninhabited sector of Rochford Hall is a Scheduled Ancient Monument (SAM). Grade II listed buildings are clustered along the B1013 (Hall Road) Individual listed buildings are also located at Gusted Hall, Blatches Farm and Mount Bovers Farmhouse Designated heritage assets present but impact has potential to be mitigated through location, design, and or layout of development, dependent on the scale of development | |
| Housing Demand | <ul style="list-style-type: none"> High level of housing demand across the Housing Market Area (HMA) Affordability issues across HMA Hall Road allocated major housing site in close proximity to the sector | |
| Regeneration potential | <ul style="list-style-type: none"> 20% most deprived wards on northern fringe of Rochford Town Centre Small number of households within the sector itself and not within bottom 20% of IMD - development of the sector would have limited impact on regeneration objectives Some potential for regeneration of Rochford Town centre which has seen recent economic decline | |

Table 5: Sector C - Upper Roach Valley north of Eastwood and South of Hockley

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|--|---------------------------|
| Economic development potential | <ul style="list-style-type: none">• New business park under construction in former brickworks at Cherry Orchard Way at the eastern edge of the sector, adjacent to existing employment opportunities at Aviation Way and Rochford Business Park.• Sector predominantly agriculture with some leisure uses (e.g. Belchamps, The Lawn, Rochford Hundred Golf Club)• Location is suitable to some extent in terms of accessibility for future employment opportunities | |
| Spatial opportunities and constraints | <ul style="list-style-type: none">• Great Eastern railway line forms a physical boundary along the western edge of Rochford. Hall Road and Main Road, the two access points to east of the sector at Hockley and Hawkwell are narrow and constrained by low and restricted railway bridges. They also have poor drainage/flooding issues• Some sites with planning permission and sites promoted for development through call-for sites around Cherry Orchard Way in probably best connected part of the sector• Bullwood Hall redevelopment – further expansion around this site risks coalescence between Rayleigh and Hockley• Potential for further coalescence between Rochford/Hawkwell/Hockley/Rayleigh, as well as Eastwood/Southend/Rochford which is likely to have a negative impact on the character of existing settlements and valued landscapes. | |

Conclusion on Sector C:

The settlements of Rayleigh, Hockley and Southend (Eastwood), together with Rochford on the eastern side of the Southend Victoria to Liverpool Street railway line, enclose the sector, with only small parts of Sector C adjoining open land, which in turn performs a role in separating the existing settlements of Rayleigh, Hockley/Hawkwell and Rochford/Ashingdon. Ashingdon and Rochford are also constrained at the western edge by the railway line.

The area generally has poor road links with only narrow country lanes crossing east - west. The only major road link is the Cherry Orchard Way/B1013 from Southend to Hawkwell/Hockley, which provides good access to the south and east of the sector and a direct link to the A127 and the proposed business park adjacent to London Southend Airport. There were no large call for sites submissions made in this area along the Southend Boundary.

The area is a visually attractive area of high landscape sensitivity, and plays an important role in preventing the coalescence of the surrounding settlements of Rayleigh, Hockley, Hawkwell, Rochford and Southend. It also has sensitive areas of ancient woodland and provides an important area for informal recreation with a large part of the sector being designated as a Country Park.

This sector is considered to be unsuitable for strategic level development in terms of its impact on landscape character and visual amenity.

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

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

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

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

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

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

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

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

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

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

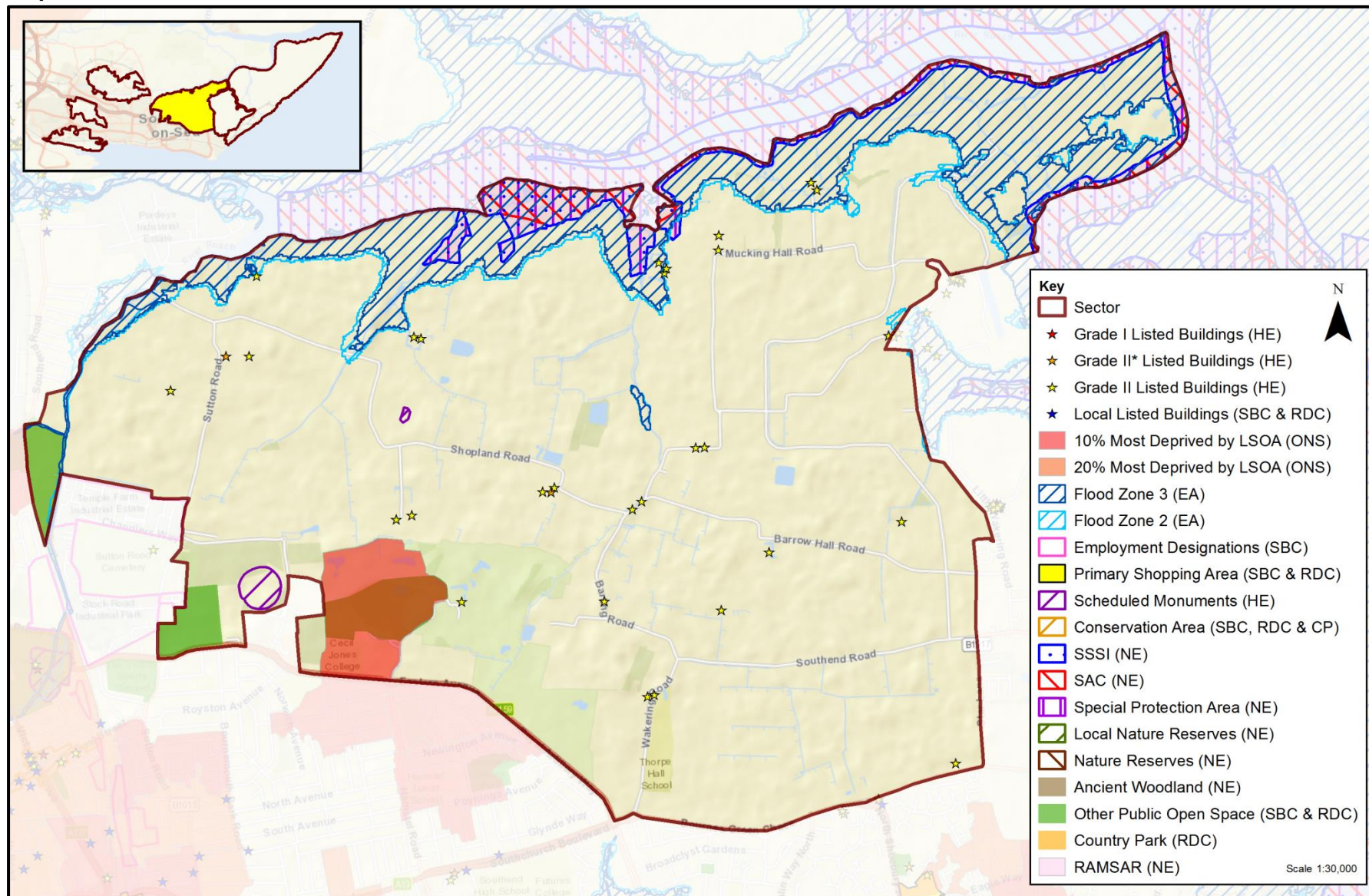


Table 6: Sector D – North of Fossetts Farm, Garon Park and Bournes Green Chase

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

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

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

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

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

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

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

Conclusion on Sector D:

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

Sector E - Shoebury and Great Wakering, Little Wakering and Barling

The sector is predominantly low lying agricultural land containing the three main settlements of Great Wakering, Little Wakering and Barling. These have now merged through 20th century ribbon development, with their historic cores remaining essentially rural in character. Great Wakering has a conservation area in its historic core and there are a number of listed churches and other listed buildings. The area is fairly isolated and remote from the main settlements of Southend and Rochford and served by single carriageway rural roads.

All three villages have some services with the most at Great Wakering including a GP surgery. The area used to have a secondary school but this is now a primary, and pupils have to travel to Rochford (King Edmund secondary school) or Southend for secondary education. Some growth could therefore benefit the villages in securing their services. A further primary school is located at Barling.

Great Wakering is separated by open agricultural land from the settlement of Shoeburyness to the south within the Southend Borough. To the north and east the area has a sensitive coastal landscape, including the islands of Potton. Part of the sector is designated as Coastal Protection Belt in the Rochford Core Strategy and Site Allocations Plan. This is currently under review.

The least sensitive sites to the west of Great Wakering are already allocated for housing (see Appendix 1), and a former brickworks site previously allocated for employment has now been developed for housing. Strategic scale development, particularly in the form of an urban extension is likely to adversely affect the setting of these historic villages.

An analysis of the sector against the identified assessment criteria (Table 2 above) is set out in Table 7 whilst the boundary of the sector and its current planning policy constraints are illustrated in Map 5.

Map 5 Sector E Shoebury and Great Waking, Little Waking and Barling

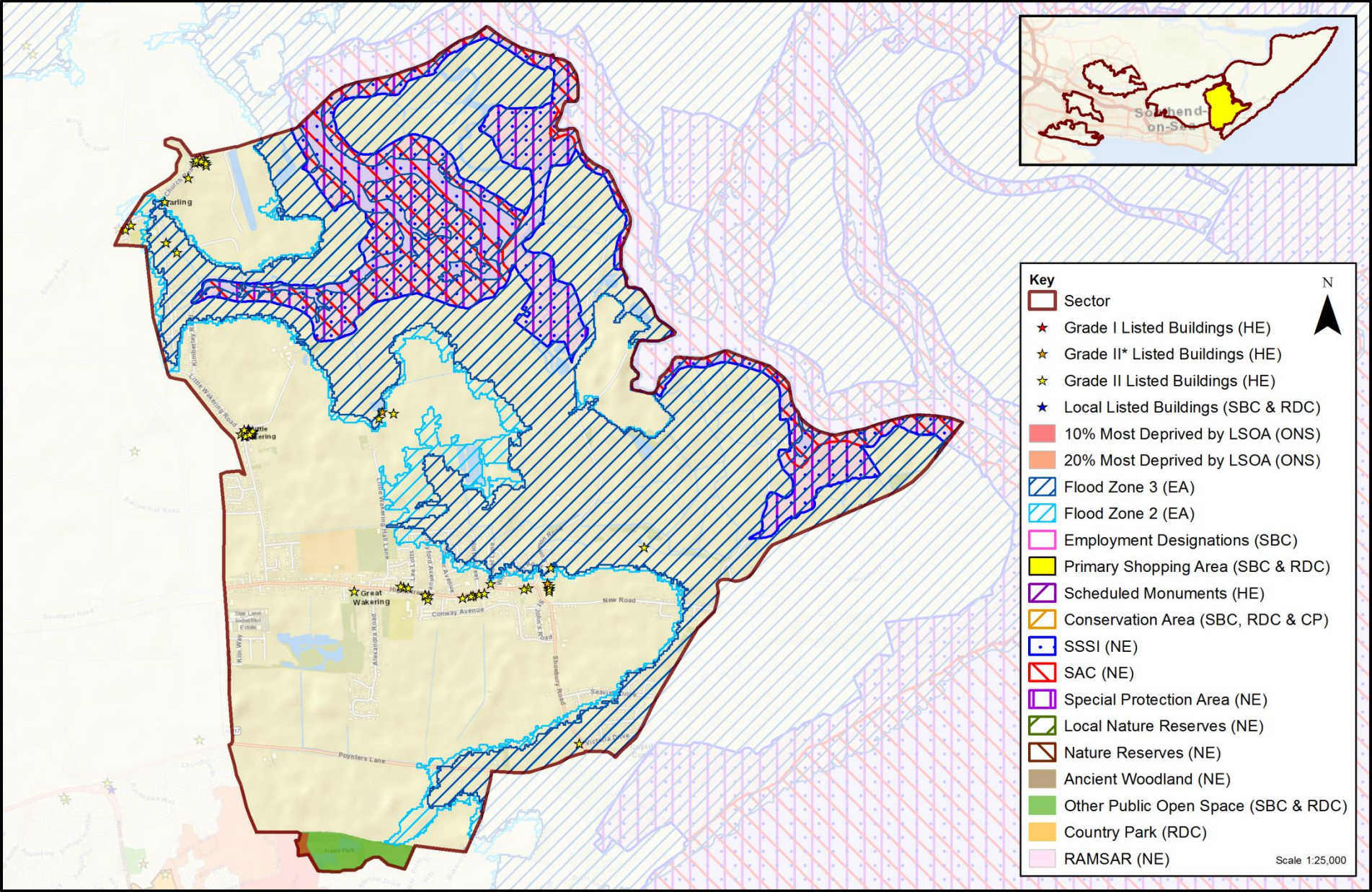


Table 7: Sector E - Shoebury and Great Waking Little Waking and Barling

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|--|---------------------------|
| Environmental | <ul style="list-style-type: none">• The northern part of sector falls within Flood Zones 2 and 3• Critical Drainage Areas west of Little Waking and Great Waking• The River Roach along the northern boundary of the sector is a Site of Special Scientific Interest, a Special Area of Conservation (SAC) and a Special Protection Area <p>Only a small part of the sector lies within Southend, and contains a mixture of Grade 1 and 2, and lower quality agricultural land. Within Rochford, a large area of land has been identified as agricultural land but this has not been subject to a detailed survey.</p> <ul style="list-style-type: none">• Whilst a large area to the north of sector E south of the River Roach is constrained by national designations and within the highest risk of flooding, the land to the south has fewer environmental constraints. | |
| Transport and accessibility | <ul style="list-style-type: none">• Main access to area at present via Royal Artillery Way/Bournes Green Chase – subject to significant congestion concerns along the A127• Access through the sector via minor roads from Rochford to the west• Low levels of current or planned accessibility by public transport• Significant investment in public transport and road network, including cycle infrastructure would be necessary to support strategic housing development | |
| Geo-environmental considerations | <ul style="list-style-type: none">• Former Star Lane brickworks has been developed• Great Waking former landfill site is now Great Waking Common Local Wildlife Site• Presence of some constraints but potential for some/all to be resolved/mitigated• Area needs to be assessed in compliance with the Essex MLP mineral safeguarding area. | |
| Infrastructure capacity and potential | <ul style="list-style-type: none">• Primary Schools at Great Waking and Barling• Accessibility constraints for secondary school pupils to access King Edmund School in Rochford and other nearby secondary schools | |

Table 7: Sector E - Shoebury and Great Wakering Little Wakering and Barling

| Criterion | Considerations | Overall Assessment |
|--------------------------|---|---------------------------|
| Landscape and Topography | <ul style="list-style-type: none">• Eastern extent of Rochford District is formed of lower lying land either side of the River Roach. The area is dominated by prairie fields, some areas of older regular and irregular fields surviving.• The historic settlement pattern is dispersed, with church/hall complexes, scattered farms and moats• Medium sensitivity landscape where impact on landscape character and visual amenity will not necessarily be an obstacle to strategic development | |
| Heritage considerations | <ul style="list-style-type: none">• Great Wakering, Little Wakering and Barling contain significant clusters of Grade II listed buildings as well as locally listed properties• Grade II* property at The Lodge, Great Wakering• Parts of Great Wakering are designated as a Conservation Area• Despite the large number of designated heritage assets there is potential for impacts to be mitigated through location, design and/or layout of new development | |
| Housing Demand | <ul style="list-style-type: none">• High level of housing demand across the Housing Market Area• Affordability issues across HMA• Two allocated sites in Great Wakering area coming forward for housing development | |
| Regeneration potential | <ul style="list-style-type: none">• Within the sector itself there are no wards within bottom 20% of IMD• However south of the sector there are wards that fall within the 20% most deprived wards in the Southend Borough so there is some potential for regeneration based on IMD. Any employment creation within the sector could benefit these residents | |

Table 7: Sector E - Shoebury and Great Wakering Little Wakering and Barling

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|--|---------------------------|
| Economic development potential | <ul style="list-style-type: none">• There are existing employment areas in Shoebury outside the sector (e.g. Vanguard Way) which could benefit from investment in neighbouring areas, making it less isolated• Star Lane industrial estate remains in use but is allocated for residential use in the Rochford Allocations Plan. Land has been allocated for employment further south along Star Lane• In terms of future employment opportunities road infrastructure and public transport connectivity would need to be improved | |
| Spatial opportunities and constraints | <ul style="list-style-type: none">• Villages of Barling and Little Wakering have historically formed along Little Wakering Road and the focus of Great Wakering is the High Street• Significant potential for coalescence between the settlements of Southend and Wakering or Great Wakering and Little Wakering and impact on the village character of these settlements• Some smaller scale development could be appropriate in some locations particularly in synergy with the southern fringe of sector F | |

Conclusion on Sector E:

Land to the south of the sector has fewer constraints, and there may be scope for limited development in this location. However, due to the extent of environmental constraints in the north and east of the sector, combined with the potential for individual villages to be subsumed into a larger development and coalescence with the built up area of Shoeburyness and Thorpe Bay, there is no scope for development at a strategic scale.

Sector F – New Ranges and Foulness Island

This sector is a Ministry of Defence area controlled by QinetiQ, the remaining part of their Shoeburyness estate. The church, school and pub at Churchend on Foulness Island have closed and access to this area is restricted. Only parts closest to Southend could be considered urban fringe and most of Foulness Island is remote and accessed from a single, controlled access. Much of the area is or has been used for explosives storage and testing and is covered by safeguarding areas and there is no indication that the land will be de-commissioned.

A large proportion of the sector is at or below sea level and falls within areas of flood risk, notwithstanding the protection of sea defences. A substantial proportion of Sector F is also designated as European and/or National importance for nature conservation. Foulness Island is designated as Coastal Protection Belt in the Rochford Allocations Plan. This is currently under review.

An analysis of the sector against the identified assessment criteria (Table 2 above) is set out in Table 8 whilst the boundary of the sector and its current planning policy constraints are illustrated in Map 6.

Map 6 Sector F New Ranges and Foulness Island

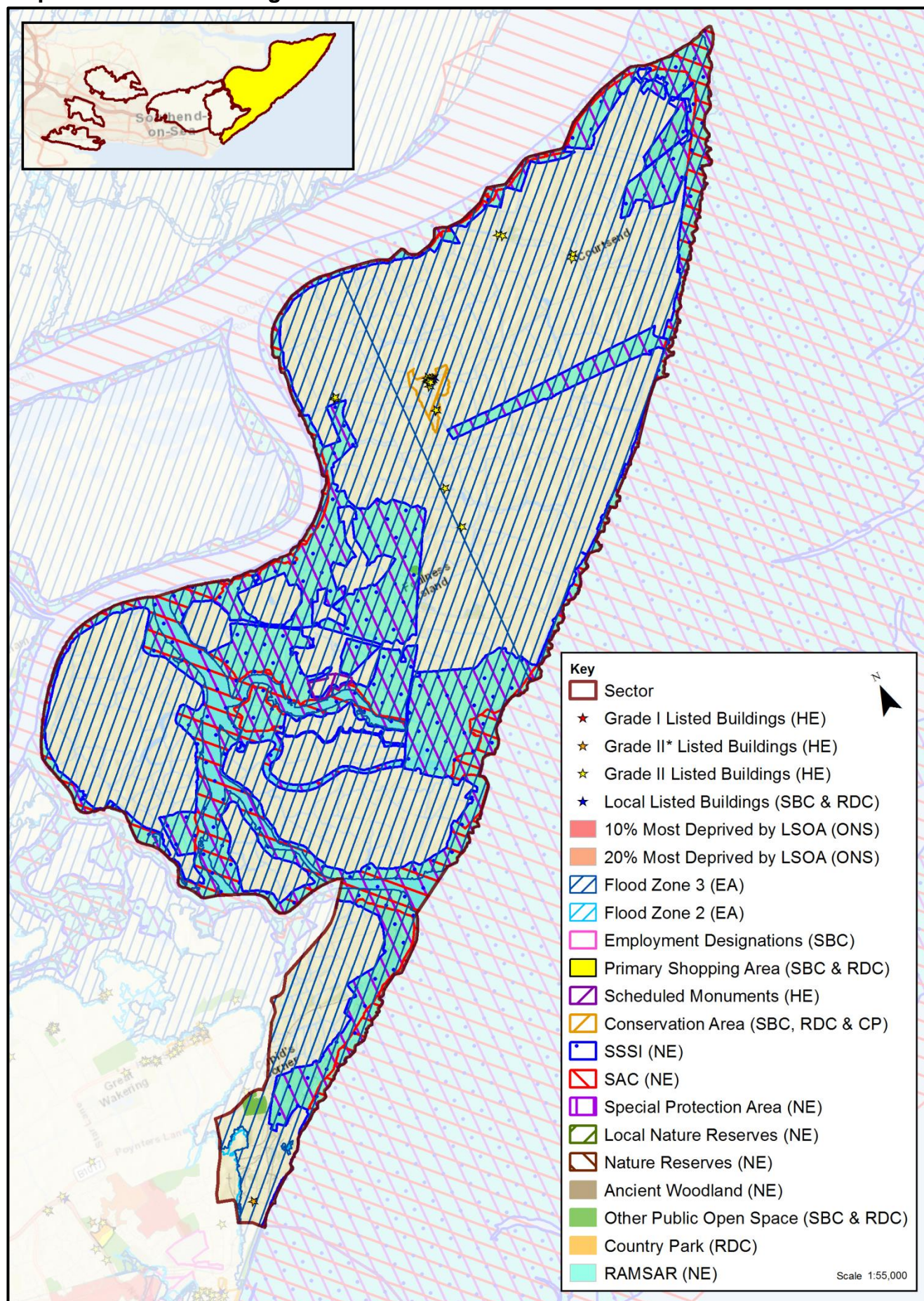


Table 8: Sector F – New Ranges and Foulness Island

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|---|---------------------------|
| Environmental constraints | <ul style="list-style-type: none">• Part of sector is a Special Site of Scientific Interest (SSSI)• Area with Flood Risk Zones 2 and 3• SPA and SAC covering a significant proportion of the sector | |
| Transport and accessibility | <ul style="list-style-type: none">• Main access to area at present via Royal Artillery Way/Bournes Green Chase – subject to significant congestion concerns along the A127• Access through the sector via minor roads• Restricted access to Foulness Island Ministry of Defence land• Potential for extension of C2C line from Fenchurch Street to extend beyond Shoeburyness to New Ranges on existing rail line but single track and would require electrification and re-signalling plus construction of a new station• Low levels of current or planned accessibility by public transport and other means and/or significant congestion concerns• Significant investment in public transport and road network, including cycle infrastructure would be necessary to support strategic housing development• Poynters Lane single carriageway with no footway | |
| Geo-environmental considerations | <ul style="list-style-type: none">• 21 operational firing areas and centre of excellence for testing ordnance and explosives• There is an elevated risk of expended yet unexploded ordnance and contamination | |
| Infrastructure capacity and potential | <ul style="list-style-type: none">• The sector has very limited existing social infrastructure, and any infrastructure needs arising from development would require additional infrastructure investment | |

Table 8: Sector F – New Ranges and Foulness Island

| Criterion | Considerations | Overall Assessment |
|--------------------------------|---|---------------------------|
| Landscape and Topography | <ul style="list-style-type: none">• Foulness Island has a generally dispersed settlement form dating from the medieval period with isolated farmsteads and moated sites.• Potton, Rushley Islands and adjacent marshlands is a rural area of present and former grazing marshes, with irregular field patterns. It has a strong sense of openness and space with wide expansive views, particularly to the east.• In general terms wild and isolated coastal landscape with expansive views• Medium sensitivity landscape where impact on landscape character and visual amenity will not necessarily be an obstacle to strategic development. | |
| Heritage considerations | <ul style="list-style-type: none">• A number of Listed Buildings, Conservation Areas and Scheduled Monuments on Foulness Island• Potential for archaeological deposits reflecting occupation within all periods of settlement and activities relating to its coastal location | |
| Housing Demand | <ul style="list-style-type: none">• High level of housing demand across the Housing Market Area• Affordability issues across HMA | |
| Regeneration potential | <ul style="list-style-type: none">• Within the sector itself there are no wards within bottom 20% of IMD• 20% most deprived wards within Shoebury adjoining the south of the sector. Area has some potential for regeneration based on IMD• Remediation of contaminated land would be of benefit | |
| Economic development potential | <ul style="list-style-type: none">• Isolated nature of location weighs against its attractiveness as a commercial location – reliant on significant improvements to road, rail and bus networks | |

Table 8: Sector F – New Ranges and Foulness Island

| Criterion | Considerations | Overall Assessment |
|---------------------------------------|---|---------------------------|
| Spatial opportunities and constraints | <ul style="list-style-type: none">• Foulness Island is at the extreme eastern edge of the peninsular and is very isolated, with limited public access. Low risk of impact on character of existing settlements due to extent of separation of Foulness Island from the neighbouring settlements• New Ranges is relatively close to North Shoebury, some scope for integration or expansion of existing settlement.• Area adjacent to North Shoebury has previously been promoted for development. There is potential to form a larger development together with fringes of sector E but this would represent a very small proportion of the sector as a whole | |

Conclusion on Sector F:

Due to the extensive areas of flood risk and nature conservation importance, and the risk of unexploded ordnance within large parts of the sector, there is no scope for strategic scale development in Sector F.

Overall Conclusions

Sector D is the only one of the six sector areas that could, subject to further more detailed analysis and study, possibly have the potential to accommodate strategic scale development in principle.

It should be noted that not all of the land identified in Sector D will be required to meet future identified objectively assessed housing needs. Further assessment and consideration will be carried out to consider which parts of Sector D are the most suitable, accessible and sustainable locations for potential growth.

The majority of this land is currently designated as forming part of the Metropolitan Green Belt in adopted Development Plans, stretching from East London across South Essex to the edge of Southend. A separate study has been commissioned to assess all Green Belt land within Southend and Rochford.

Next Steps

The Strategic Growth Locations Assessment, along with other studies, such as the Green Belt assessment, will be part of the evidence base for informing the preparation of Local Plans in the three local planning authority areas. It will also be used to inform the South Essex Joint Strategic Plan (JSP) being prepared by the six South Essex authorities and Essex County Council.

This assessment does not seek to allocate land or set policy. A further assessment will be required to determine whether some or all of the land within Sector D may be suitable for development of a strategic scale. This will include consideration of site-specific opportunities and constraints, key infrastructure requirements, land uses and development scale, as well as the need for integration with existing transport networks, green infrastructure and local services. An assessment of potential transport impacts and mitigation and an assessment of Green Belt will also be required.

As the Sector D straddles local authority boundaries any further assessment would be carried out jointly by Southend and Rochford Councils in co-operation with Essex County Council, and take into account the implications of other evidence base studies including green belt.

Appendix 1

Rochford District Allocations DPD (2014)

Allocations for residential development within the study area

| Site Address | Allocation Ref | Sector | Description |
|---|----------------|--------|---|
| West Great Waking | SER9a | D | Agricultural land to the west of Little Waking Road Outline planning permission for 120 dwellings |
| West Great Waking | SER9b | E | Agricultural land to the south of High Street Planning permission for 200 dwellings, currently under construction |
| Star Lane Industrial Estate, Great Waking | BFR1 | E | Southern section of Industrial Estate is a disused brickworks – residential development scheme is partially built out |

