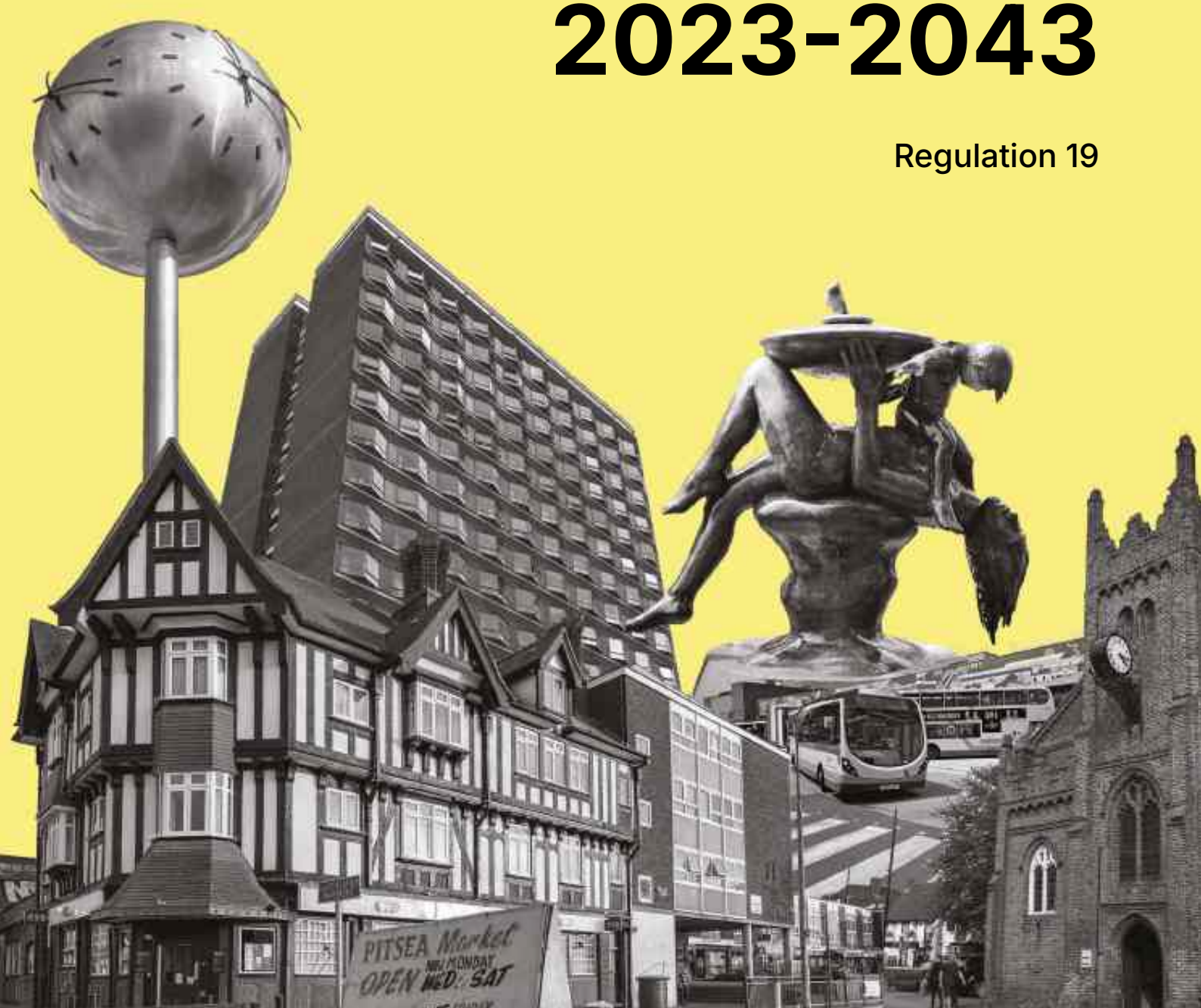
Basildon Borough Council

Basildon Borough Local Plan 2023-2043

Regulation 19



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PART 1:

Context

Foreword

Basildon Borough is a vibrant and growing community, and this Local Plan sets out how we will manage that growth and development through to 2043. It represents a significant milestone in shaping the future of our borough, ensuring that development is sustainable, infrastructure is resilient, and opportunities are maximised for all who live and work here.

Guided by the National Planning Policy Framework (NPPF), this Plan is both aspirational and realistic in its approach. It clearly outlines what is acceptable in planning terms, and just as importantly, what is not. It is built on a robust foundation of evidence, commissioned and developed by the Council, to ensure that our policies reflect the needs of our residents and the ambitions of our borough.

Basildon's population has grown by over 6% since the last Census, with a notable increase in residents aged 25–34. This is a clear signal that Basildon is a place where people want to build their lives. Our Local Plan must respond to this demand, providing affordable homes, supporting economic growth, protecting our environment, and delivering the infrastructure that underpins a thriving community.

Planning is a powerful tool in shaping the places we live, and this Plan will provide clarity and certainty about where development is appropriate. It will help us protect what matters most while enabling progress where it is needed.

As we move through each stage of consultation, it is vital that our residents, businesses, and stakeholders engage with the process. Your input will help ensure that the final Plan reflects our shared priorities and aspirations, complies with national policy, and delivers the best possible outcomes for Basildon.

Together, we can shape a future that works for everyone.

Gary Jones
Chief Executive





Chapter 1: Introduction

1.1 The Local Plan sets out the vision for future development in the Borough of Basildon. National policy requires every area in England and Wales to have an up-to-date Local Plan in place, and for it to be reviewed at least every five years.

1.2 It also establishes the policies that will guide development proposals of all scales, ensuring they contribute positively to the delivery of the Local Plan.

1.3 This Local Plan forms the Development Plan for Basildon Borough Council. Its policies will replace the 2007 Saved Policies from the Basildon District Local Plan, originally adopted in 1998.

What is a Local Plan and How to Use It

1.4 Local Plans are used to inform planning related decisions, including the determination of planning applications. In effect, they serve as the local guide to what can be built and where, shaping infrastructure investment and determining the future pattern of development in the Borough.

1.5 This document covers all planning matters except those relating to waste disposal and mineral extraction.

1.6 Essex County Council is the Minerals and Waste Planning Authority. It is responsible for preparing planning policies and assessing applications for mineral and waste management development. The *Essex Minerals Local Plan (MLP) (2014)* and *The Essex and Southend-on-Sea Waste Local Plan (WLP) (2017)*, both form part of the statutory Development Plan and should be read alongside the Basildon Borough Local Plan.

1.7 This version of the Local Plan is being published for consultation in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.8 This document comprises the full suite of Strategic Policies Allocation Policies and Development Management policies.

1.9 A **Vision** and **Objectives** for future development and inclusive growth within the Borough are supported by policies that sets out a strategic approach of how sustainable development will be achieved to ensure benefits for existing communities and new ones for.

1.10 As set out in Paragraph 21 of the *NPPF* (2024), the Local Plan must clearly distinguish between strategic policies and non-strategic planning policies. As such, this document will be structured in the following Parts:

- **Part 2 – Spatial Strategy** sets out the Spatial Portrait, the Spatial Vision and Strategic Objectives.
- **Part 3 – Themed Planning Policies:**
    - **Strategic** policies guide broader large-scale development of the Borough as a whole and in the wider context of South Essex; including how large-scale developments will be brought forward in sufficient time and quantity over the plan period.
    - **Development Management** policies guide assessment of smaller-scale developments bespoke to our Borough. It was appropriate to place these policies under the relevant policy themes to make the Local Plan easier to follow and to ensure that all development contributes effectively to the delivery of our Local Plan's Vision and Objectives.
- **Part 4- Site Allocation Policies** identifies specific locations for development. The Strategic Policies provide the

wider framework for how the Council, working in partnership with others, will respond to the vision and objectives for development and change within the Borough over the Plan Period. These policies establish the basis for joint working, managing development and supporting service provision. They also set out a borough-wide approach for guiding development to designated parts of the Borough, and include mechanisms for delivering infrastructure, as well as protecting and enhancing the built and natural environment, including the Green Belt. The Allocation Policies identify the specific locations where development and change will occur. To ensure that development supports the vision and objectives of the Local plan, a *Vision and Core Principles* for each allocation has been created, setting out the types of development which the Council will support and encourage, along with any mitigation measures including infrastructure provision, phasing for delivery.

- **Part 5 – Delivery and Monitoring:** sets out how the Local Plan will be delivered and how we will measure the impact of our policies.

1.11 The policies in the Local Plan may be supported by Supplementary Planning Documents (SPDs) which will provide further local guidance on specific elements of development. This could include the application of vehicle parking standards; design in plotland sites or the use of nature-based solutions for climate resilience. SPDs may also assist in coordinating or managing development in specific areas, such as town centres or conservation areas. An SPD can be prepared at any time to supplement the Local Plan and support its delivery.

1.12 Furthermore, the Local Plan can be supplemented by *Neighbourhood Plans* or *Neighbourhood Development Orders*, prepared by Local Councils or Neighbourhood Forums, in accordance with the Localism Act 2011. These could establish additional planning policies for managing development within smaller, distinctive localities, consistent with the Local Plan. Once "made" (adopted), Neighbourhood Plans/Orders are part of the statutory Development Plan for the Borough.

1.13 Currently, the only "made" Neighbourhood Plan for the Borough is the Noak Bridge Neighbourhood Plan which was made on 30 January 2026.

1.14 This Local Plan has been prepared in the context of ongoing joint working across South Essex to address strategic cross-boundary matters. A Joint Strategic Plan for The South Essex is being developed. As such, the proposals in this Local Plan contribute to the shared ambitions for inclusive growth supported by infrastructure set out in that Strategy.

1.15 To ensure that this Local Plan is robust and effectively addresses local issues, all policy preparation has been supported by an evidence base. This evidence includes studies and assessments undertaken to understand both the need for development and growth, their likely impacts, and the physical constraints on development and growth in the Borough.

1.16 As part of the evidence base, an *Infrastructure Delivery Plan* (IDP) has been prepared. The IDP identifies the additional infrastructure that may be required to support the growth being allocated in the Local Plan. The IDP is an evolving document, which is regularly refined and updated to provide the most current information on infrastructure requirements across the Borough, and therefore is subject to change and amendment as the emerging Plan progresses towards adoption.

Plan Period

1.17 Basildon Borough Council is currently preparing the new Local Plan for the period 2023 to 2043. This will set out how the borough should be developed over the next 20 years, in line with national policy and legislation.



PART 2:

Spatial Strategy

Chapter 2: Spatial Portrait

2.1 Basildon Borough lies at the heart of South Essex, 30 miles east of London, covering an area of approximately 42 square miles.

2.2 The Borough comprises the urban areas of Basildon (including Laindon, Noak Bridge and Pitsea), Billericay and Wickford and the three serviced villages of Bowers Gifford, Crays Hill, and Ramsden Bellhouse. Its main settlements are separated by countryside designated as Green Belt, containing several smaller rural settlements. The Green Belt contains two unserviced villages and thirteen plotland settlements. Basildon is the principal town, providing a wide range of services and facilities.

2.3 Basildon Borough is part of the wider South Essex area and works in partnership to deliver excellent digital infrastructure, improved connectivity, high-quality blue and green infrastructure, skills development and quality new homes and commercial development.

Historic Environment

2.4 The main settlement in the Borough is Basildon. It was designated a Mark 1 New Town in 1949 and developed over 50 years to provide structured housing in place of the plotlands and to accommodate London's expanding population. The New Town Designated Area largely absorbed the villages of Basildon, Laindon, Nevendon, Vange and Pitsea.

2.5 There are three nationally designated Scheduled Monuments in the Borough: Bronze Age earthworks in Norsey Woods, Billericay, and two moated sites at Botelers and West Thorpe, Basildon. The Borough contains four Conservation Areas (Billericay High Street, Little Burstead, Great Burstead, and Noak Bridge) and around 130 Listed Buildings, including two Grade I churches in Great Burstead and Laindon.

Population and Demography

2.6 The population of the Borough has increased significantly since the 1950s following the phased construction of Basildon New Town and the gradual expansion of the older settlements of Billericay and Wickford. The 2021 Census recorded 187,600 residents, an increase of 6.6% since 2011. Basildon (including Laindon and Pitsea) accommodates around two-thirds of the population.

2.7 The *South Essex Housing Needs Assessment* (SEHNA) (2022) projects a population increase of 34,784 between 2020 and 2050.

2.8 The main changes in the population since 2011 have been an increasing proportion of residents aged between 25-34 (up by 1.1%) and those aged between 50-64 (up by 0.9%).

Transport Connections

2.9 The Borough is served by strategic road networks serving South Essex, including the east-west A127 and A13 to M25 and London and the north-south A130 to the rest of Essex. Providing strategic connections to London, Southend Airport, Stansted Airport, and the ports of Felixstowe Freeport East, Thames Freeport Tilbury and London Gateway.

2.10 Rail connections include two railway lines to the north and south and five stations: Basildon, Laindon, Pitsea, Billericay, and Wickford. Rail services link Billericay and Wickford to Stratford City and London Liverpool Street. Crossrail services are now fully operational from Shenfield, one stop west of Billericay, linking with Reading and Heathrow Airport, via Central London. In the south of the Borough, rail services run between

London Fenchurch Street and Shoeburyness with services to Lakeside Shopping Centre and Dagenham, via a junction at Pitsea.

Landscape and Natural Environment

2.11 The Borough features varied landscapes, from the higher ground of Langdon Hills and Billericay to the flat Thames Estuary at Vange and Bowers marshes. There are three main urban development areas and three serviced settlements, set within arable farmland, permanent grazing with hedgerows, woodland, and a large area of the Thames Estuary's coastal grazing marshland. The plotlands are characterised by sporadic residential development and a mosaic of scrub, grassland, and woodland habitats.

2.12 The local natural environment is rich in nationally and locally important habitats with six Sites of Special Scientific Interest (SSSIs) ranging from Ancient Woodland and rich grasslands in Billericay to coastal marsh in Vange, Fobbing and Pitsea. There are 49 Local Wildlife Sites (LoWS), Local Nature Reserves (LNRs), and Country Parks with over 150km of Public Rights of Way that provide a means of accessing the open countryside.

2.13 The borough has 782 square kilometres of green infrastructure (21% of the county), 5.3% woodland, and 4,058 miles of Public Rights of Way. Basildon ranks third in the county for green and blue infrastructure, covering 38.4% of the borough. The largest types are natural and semi-natural open spaces, areas around premises, and coastal features (marshes), followed by outdoor sports facilities, parks, gardens, and ancient woodlands.

2.14 There are no internationally or European protected habitats in the Borough, however there are Ramsar Sites, Special Protection Areas (SPA), and Special Areas of Conservation (SAC) within 5km of the Borough boundary, principally downstream of the River Crouch, the Borough's main watercourse, which has its source in Little Burstead.

Housing Stock

2.15 The Borough has around 82,000 homes: 63% owner-occupied, 21% socially rented, and 14% privately rented. Housing types include 17% detached, 17% semi-detached, 37% terraced, and 19% flats and others, with 68% having 2-3 bedrooms.

Education Provision and Performance

2.16 In 2024, Essex County Council recorded 49 state primary schools and 9 state secondary schools, five of which have state sixth forms, in the Borough. Educational attainment in both primary and secondary level is slightly lower than the East of England and England averages. The 2021 Census also showed that the skills levels amongst adult residents is low. Only 25% of residents are qualified to NVQ4 and above, and 21% hold only NVQ1 or no qualifications at all. Higher education and adult education including Community Learning are provided at South Essex College, and ProCAT, as well as some secondary academies.

2.17 Five mainstream schools in Basildon district offer specialist provision for children and young people with SEND covering autism, dyslexia, hearing impairment and speech and language.

2.18 Basildon Borough and Essex County Council are committed to ensuring there are sufficient affordable, quality, and inclusive early years and childcare places to give children in Basildon Borough the best start in life.

Economy

2.19 The *Employment Land Needs Assessment 2024* (ELNA) identifies Basildon as the largest economy in South Essex. There are around 104,700 jobs based in the Borough, which is home to the A127 Enterprise Corridor, the largest concentration of employment in Essex.

2.20 The Borough's working age population broadly matches the county and regional average. However, the low resident skills base results in high levels of out commuting. Key employment sectors across Basildon in 2023 were public services (25,200 jobs), professional & other private services (24,200 jobs), and wholesale & retail (15,400 jobs).

2.21 There are over 7,500 VAT registered business enterprises trading in the Borough. Five-year business survival rates (39.5%) outperform the East of England (33.9%) and UK (38.4%) averages. Business start-ups are one of the highest in the country at 82.3/10,000 population, above regional and national averages.

2.22 Unemployment is slightly lower than the national average with a claimant rate of 3.6% for residents aged 16-64 (national 3.8%).

Retail, Leisure and Provision

2.23 Basildon Town Centre is one of Essex's regional town centres, alongside Chelmsford, Southend-on-Sea, and Colchester. There are four other town centres in the Borough: Pitsea, Laindon, Billericay and Wickford.

2.24 The Borough has four out-of-centre retail parks, each with at least one large supermarket. A number of local centres support the Borough's residential and business neighbourhoods with basic shopping and service needs.

2.25 The Borough offers a range of leisure and recreational opportunities including the Basildon Sporting Village as well as several health clubs, four golf courses, four country parks and approximately 1,300ha of open space.

2.26 Basildon Festival Leisure Park is the Borough's principal commercial leisure complex, featuring a multiplex cinema, bowling alley, wakeboarding centre, play centre, a gym, go-karting centre, and several restaurants and hotels.

2.27 Residential provision should be maximised in the most sustainable locations, particularly in town centres, as part of a balanced mix of uses. The Basildon Retail and Leisure Needs Study 2024 highlighted the need to diversify town centre uses in response to falling market demand, rising occupancy costs, and increasing competition from online and out-of-centre shopping, exacerbated by the COVID-19 pandemic. The regeneration of Basildon Town Centre will help enhance amenities available and provide economic benefits.

Health

2.28 Healthy Life Expectancy (HLE) data demonstrates a significant gap of up to 14 years in healthy life expectancy between wards in Basildon, highlighting stark inequalities within the borough. Residents in more deprived areas are living fewer years in good health, despite often having similar overall life expectancy. This represents not only avoidable ill health but also increased demand on health, social care, and housing services. Core20PLUS5 is a national NHS England approach to inform action to reduce healthcare inequalities at both national and system level. The approach defines a target population – the 'Core20PLUS' – and identifies '5' focus clinical areas requiring accelerated improvement. The Local Plan presents a critical opportunity to align with the Core20PLUS5 approach in Basildon by:

- Prioritising investment in the most deprived 20% of communities, where poor housing conditions, overcrowding and housing

insecurity are most prevalent.

- Identifying and addressing groups who experience compounded disadvantage, including people in insecure housing, those with long-term mental health conditions, and people with cardiovascular risk factors.
- Embedding prevention and early intervention within housing design, regeneration, and allocation policies. Mental health should be a priority within the Local Plan due to its high prevalence locally and its strong association with housing quality, affordability, and stability. Poor housing conditions, overcrowding, fuel poverty, and housing insecurity are all linked to increased rates of anxiety, depression, and severe mental illness. Housing that is safe, warm, secure, and well-connected to green space and services can significantly improve mental wellbeing and reduce pressure on health services. Cardiovascular disease (CVD) remains a leading cause of premature mortality and long-term ill health in Basildon. There is a strong relationship between CVD and the wider determinants of health, including deprivation, poor-quality housing, limited access to healthy food, physical inactivity, and chronic stress. Housing developments that support active travel, reduce fuel poverty, improve air quality, and enable access to green spaces can directly contribute to reducing cardiovascular risk.



Chapter 3: Vision and Objectives

Local Plan Vision

3.1 Our vision sets out the Council's aspirations for inclusive growth and desired change to achieve sustainable development up to 2043. The vision was influenced by the Regulation 18 Consultations and has been revised to place greater emphasis on protecting and enhancing the natural environment.

Strategic Objectives

3.2 Our Strategic Objectives set out how we will deliver this vision. They form the basis of the Local Plan, ensuring that growth is focussed in the most sustainable locations and supported by proportionate improvements to essential infrastructure. These Strategic Objectives have been informed by the Regulation 18 Consultations and revised throughout accordingly.

Vision 2043

Basildon Borough will:

- *Be a great place to live and work, delivering ambitious opportunities and sustainable development.*
- *Maximise development opportunities to the benefit of our population and economy whilst protecting and enhancing the natural environment.*
- *Deliver a wide range of housing to meet the needs of all our residents.*
- *Deliver an improved quality of life and wellbeing for all.*
- *Embrace our New Town heritage and our opportunity as a Borough.*



Strategic Objectives	Main Tasks
SO1: Protect and enhance the quality of the Local Environment	• Enhance the quality of the Borough's natural, historic, and built environment through spatial planning and design. • Conserve heritage assets and enhance the distinctive character and sense of place of each area of the Borough. • Provide, protect and enhance high-quality multifunctional blue and green infrastructure and its connectivity that demonstrably contributes to delivering Local Nature Recovery Strategy priorities and Biodiversity Net Gain (BNG) outcomes across the Borough. • Provide living and working environments which are attractive, enjoyable, safe, and accessible.
SO2: Improve the quality and value of the Green Belt	• Ensure that land in the Borough's Green Belt continues to contribute positively to the functions of the Green Belt. • Continue to enforce against inappropriate and unauthorised development in the Green Belt. • Maximise use of previously developed land to accommodate development. • Provide opportunities to enhance environmental quality and accessibility of the remaining Green Belt in proportion to development, ensuring attractive and improved landscapes near residential areas, fostering a connection to nature.
SO3: Minimise our impact on the Environment	• Maximise sustainable patterns of development. • Seek to deliver more than 10% biodiversity net gain where possible. • Protect our water resources and minimise flood risk. • Protect the highest quality agricultural land. • Maximise resource efficiency to support the circular economy, reducing waste and promoting reuse and recycling. • Encourage sustainable modes of travel by enhancing greener travel networks.
SO4: Create vibrant and thriving town centres	• Enable town centres in the Borough to grow and thrive. • Offer new opportunities for town centre living alongside an improved retail and leisure offer in Basildon Town Centre. • Conserve the distinctive identities of Billericay, Wickford, Pitsea and Laindon town centres. • Promote mixed use developments providing a range of retail, leisure, cultural activities, education, healthcare and community facilities alongside high-quality public realm improvements, safe active travel opportunities and good access to public transport. • Ensure sufficient housing growth is directed to appropriate locations to support the vitality of the Borough's town centres • Integrate new urban greening of our town centres with climate resilience and other co-benefits.

Strategic Objectives	Main Tasks
SO5: Strengthen the competitiveness of the Local Economy	• Maintain the Borough's position as a sub-regional economic hub by allocating sufficient land for businesses to grow and to improve the quality of business accommodation. • Improve access to education, skills, and training opportunities for the local workforce and to increase the percentage of local residents achieving level 4 qualifications and reducing Young People Not in Education, Employment or Training (NEET) across the borough. • Capitalise on local tourism opportunities. • Protect major strategic employment sites.
SO6: Deliver a range of new homes to meet local needs	• Identify sufficient land for housing needs to be met. • Prioritise urban areas and previously developed land for high quality residential development. • Ensure a range of size, types, and tenures of homes to meet local needs including key worker housing, specialised and adaptable housing for the elderly and those living with a disability. • Deliver a range of affordable housing to meet all needs, including social housing. • Ensure new homes meet high-quality design standards.
SO7: Mitigate against the impact of Climate Change	• Ensure all new buildings, including homes, are net zero carbon in operation, minimise embodied carbon, and generate sufficient renewable energy to meet or exceed their consumption. Incorporate material and resource efficiency, energy and water conservation, and a design for climate resilience. • Increase the use of renewable energy technologies and opportunities for on-site energy generation. • Prioritise development in sustainable locations and locations which provide high levels of connectivity to jobs and services. • Increase the sustainability of locations by improving accessibility through use of active travel and public transport measures. • Encourage a reduction in private car use and commuting by promoting the use of public transport and active travel to minimise the environmental impact of the Boroughs growth. • Utilise green and blue infrastructure to enhance climate resilience, reduce urban heat and manage stormwater effectively. • Promote the retention and reuse of existing buildings, and the appropriate retrofitting of historic buildings.

Strategic Objectives	Main Tasks
SO8: Help local people maintain healthier lifestyles	• Ensure access to leisure, sport, and green and blue spaces for our inter-generational population. • Provide leisure opportunities, safe walking and cycling routes to support active lifestyles with active travel. • Secure access to high quality healthcare facilities. • Design and create healthier food environments. • Promote health and wellbeing and prevent ill-health in line with the Basildon Health and Wellbeing Strategy; and reduce health inequalities. • Encourage urban planting for its co-benefits to serve its inter-generational population to support physical, mental and emotional well-being that will also benefit biodiversity and our local economy.
SO9: Enhance the quality of life for all	• Ensure equitable access to education, skills, and training. • Deliver an improved quality of life and wellbeing for all while looking to reduce health inequalities. Provide accessible community, sports, and cultural facilities to support healthier, stronger communities. • Provide well-designed public spaces that are safe, secure, and welcoming.
SO10: Secure the delivery of supporting infrastructure	• Prioritise new development in well serviced locations. • Ensure new developments are supported by the necessary infrastructure to make them sustainable and beneficial to existing communities. This includes transport; utilities, including digital connectivity; nature-based solutions for climate resilience which encompasses sustainable drainage; green and blue infrastructure; flood defences; education and skills; play space provision; health services; police, ambulance and fire and rescue; waste management and community facilities. • To secure transparent, viable and deliverable new developments with clear funding, phasing, implementation and delivery mechanisms, to secure the timely provision of new infrastructure and services from new developments.



PART 3:

Themed Planning Policies: Strategic Policies

Chapter 4: Meeting our Growth Needs

4.1 This chapter explains how Basildon Borough is expected to grow and develop over the next 20 years. It outlines the policies for providing new homes and employment space, ensuring there is enough land to meet the needs of both current and future residents. It also supports opportunities for local businesses to grow and succeed, helping our communities to thrive.

POLICY SG1: Growth Needs

HOUSING

Over the period 1/4/2023- 31/3/2043, the Local Plan will:

1. Make provision for a minimum of 27,918 dwellings in order to meet the assessed housing need calculated using the Standard Method.
2. Make provision for a minimum of 10,420 of these to be affordable homes.
3. Make provision for a minimum of 302 new Gypsy and Traveller pitches and a minimum of 14 Travelling Show people yards to meet identified needs.

This will be delivered as outlined in the table below.

EMPLOYMENT

Over the period 1/4/2023 - 31/3/2043, the Local Plan will deliver a minimum of 135 hectares of new employment land.

Supply	Up to no. of Dwellings
Net delivery in the period 1/4/2023 to 31/3/2026	1,329
Current development consents deliverable in the next five years	3,006
Development consents on stalled sites and long-term deliverable sites	693
Potential additional capacity in the Urban Area and on brownfield sites	4,665
Windfall Allowance	378
Housing Allocations H1 to H29 (excluding sites already delivered or granted planning consent)	18,305
Infill within the Green Belt	54
Total	**28,430**

Reasoned Justification

4.2 Basildon Council is committed to meeting the housing needs of everyone in our borough. The *National Planning Policy Framework (2024) (NPPF)* requires that the minimum number of homes required in each area be informed by a local housing need assessment, conducted using the standard method set out in national planning practice guidance.

4.3 For Basildon Borough this equates to a minimum annual need of 1,284 homes per annum. Planning practice guidance requires a 20% buffer be added, for at least the next five years, to reflect the fact that Basildon Borough has previously failed to deliver at least 85% of its annual housing need. This buffer is 257 homes per annum. This means that at a minimum Basildon Council must plan to deliver at least 1,541 homes per year for the next five years. Following this a buffer of at least 5% is required to allow flexibility and choice. The table below sets out the minimum need for housing across the Local Plan period.

4.4 The *South Essex Housing Need Assessment* 2022 assessed the need for affordable housing for households unable to rent or buy a home on the open market. This concluded that Basildon Borough has a need for at least 10,420 of the new homes set out above to meet the *NPPF* definition of "affordable homes".

Local Plan Period	1/4/2023 - 31/3/2025	1/4/2025 - 30/3/2026	1/4/2026 - 30/3/2031	1/4/2031 - 30/3/2036	1/4/2036 - 31/3/2043	**Total**
Need per annum	1,039	1,285	1,284	1,284	1,284	
20% Buffer	208	257	257	N/A	N/A	
5% Buffer	N/A	N/A	N/A	64	64	
Total need PA	1,247	1,542	1,541	1,348	1,348	
No. of Years	2	1	5	5	7	
Total Need	**2,494**	**1,542**	**7,704**	**6,741**	**9,437**	**27,918**

HOUSING SUPPLY

4.5 So far, 1,329 dwellings have been completed in the plan period and a further 3,010 dwellings have been granted planning permission and are expected to be built within the next five years.

4.6 Planning permission has been granted for 693 dwellings on sites which have either stalled or are expected to be built in the longer term. The Council will prioritise working with landowners and developers to get these homes built. These planning permissions are detailed below.

4.7 Windfall development sites have formed an important part of Basildon Borough's housing supply, historically delivering an average of 126 homes per annum. Therefore, an allowance has been made for homes to be delivered on windfall sites in years 18-20 of the plan period.

4.8 The *NPPF* requires Local Plans to make the best possible use of suitable brownfield sites and underutilised land. It also encourages optimising space through high-density development, particularly in town centres and other locations well served by public transport. However, not all land within the urban area is suitable for housing. Some sites provide valuable informal open space, while others, in particular brownfield sites in employment areas, would offer a poor living environment for any future residents and are better suited to supporting business growth. To assess opportunities for development, the Council has undertaken an Urban Capacity Review. This has involved holding a 'Call for Sites', an assessment of all potential sites in the urban area, and a review of Council-owned land. Basildon Council has a house building programme to deliver new homes on sites within the urban area and through intensification of current council owned housing including estate regeneration projects, roof top development and redevelopment of ageing council housing stock. Appropriate sites within the urban area, alongside brownfield land, could potentially deliver around 4,665 net additional homes.

4.9 There is limited capacity to deliver infill development within the Green Belt. This can deliver around 54 homes including self and custom build opportunities.

4.10 The Council considers that the only option to deliver the remaining homes is to amend the boundary of the Green Belt to make sufficient land available to deliver at least 27,918 new homes. Exceptional circumstances justify these amendments. Recognising the possibility that over the whole plan period, sites may deliver fewer homes than predicted or cease to be available for development, sufficient land should be provided to deliver a buffer in the available supply of homes. Housing completions will be assessed annually against targets, to monitor performance and determine whether any action is required to improve delivery rates. This will be reported in the Authority Monitoring Report (AMR).

4.11 The *Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2024* identified a need for additional pitches and yards to meet both future growth requirements and the needs of households either currently living on unauthorised sites, or over-occupying authorised sites.

4.12 Taking into account the dependency on delivering large scale sites released from the Green Belt with realistic lead in

times and build out rates and to allow for delivery of necessary infrastructure in a timely manner, it is expected that in 2026-2031, only 6,905 homes can realistically be delivered. This will necessitate a slightly reduced housing requirement in the early years of the housing trajectory, stepping up to higher requirements in the later years. The Council will take a proactive approach to monitoring delivery and seeking opportunities to accelerate delivery.

	Expected Delivery in April 2026 - March 2031	Expected Delivery in April 2031 - March 2036	Expected Delivery in April 2036 - March 2043
No. of homes	6,824	12,345	7,932
Minimum requirement	7,704	6,741	9,437

EMPLOYMENT NEED

4.13 The Council's *Employment Land Review* identifies a need to deliver a minimum of 133-135 hectares (ha) of new employment land allocations of which 13-15ha is for employment use and 120ha is for industrial and distribution uses. This could increase to up to 217ha if the Council seeks to address historic under-provision of new employment space. In delivering sustainable development, there is a need to maintain a balance between housing and employment growth.

4.14 Basildon Borough seeks to drive economic growth, facilitate the growth of local businesses and create new jobs in the area and, therefore, seeks to deliver sufficient employment land to address historic under provision.

Policy Links

- EMP - Building a Strong Competitive Economy
- HOU1 – Meeting our Housing Needs
- CC1 - Meeting the Challenge of Climate Change: resilience, flood risk and greenhouse gas reduction
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- D3 - Design in Smaller Scale Projects
- HC1 - Health and Well-Being Strategy
- NE1 - Conserving and Enhancing the Natural Environment
- HE1 - Conserving and Enhancing the Historic Environment
- AQMP1 - Mitigating Environmental Pollution
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- South Essex Housing Needs Assessment (2022)
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (2024)
- Basildon Employment Land Needs Assessment (2025)

POLICY SG2: Settlement Hierarchy

New housing and employment allocations will be located in the most sustainable locations according to the settlement hierarchy, as set out below.

Settlement Type	Locations	Ability to accommodate growth
Large Town	• Basildon Town (incorporating Laindon, Langdon Hills, Noak Bridge and Pitsea)	There is a presumption in favour of sustainable development in these locations. Development outside the existing boundaries of these settlements would only be permitted where it has been allocated in a Local Plan or has been allocated within a made Neighbourhood Development Plan.
Medium Towns	• Billericay (incorporating Great Burstead & South Green, and Break Egg Hill) • Wickford (incorporating Shotgate, plus Newhouse Road and Castledon Farm plotland)	
Serviced Villages	• Bowers Gifford and North Benfleet • Crays Hill Village • Ramsden Bellhouse Village • Little Burstead Village and Broomshill Chase	Limited infill development in the village environment will be supported where it: 1. is in keeping with local character, 2. is proportionate in scale, and 3. meets local housing or employment needs or provides services or facilities for the village. Development outside the existing boundaries of these settlements would only be permitted where it has been allocated in a Local Plan or has been allocated within a made Neighbourhood Development Plan.
Un-serviced Settlements	• Dunton Village • Crooked Brook/Fobbing Plotland • Bells Hill Road Plotland • Crays Hill Plotland • Fairmead Plotland • Green Lane Plotland • Noak Hill Road • Northlands Plotland • Ramsdens View Road Plotland • Stormont Way Plotland • Wickford Lawn Plotland	Development in these settlements will only be permitted where it has been allocated in a Local Plan or has been allocated within an adopted Neighbourhood Development Plan or is supported by national policy.

Reasoned Justification

4.15 Settlements provide a range of services for their residents and for a surrounding area. Typically, the bigger the settlement, the more services it provides, and the wider an area it will serve. Settlement hierarchies can therefore help understand the role and character of different settlements.

4.16 The *Basildon Borough Settlement Hierarchy Review 2024* concluded that the Borough contains four settlement types: large town, medium town, serviced villages, and un-serviced settlements. Settlements were characterised into these four types by evaluating the population they hold and the range of services they contain within the boundary of the settlement. This is set out in Table 1.

4.17 Development in un-serviced settlements, or outside the boundaries of the large town, medium towns and serviced villages, will be permitted where it has been allocated in a Local Plan or an adoptedmade Neighbourhood Development Plan, or where it is supported by national policy. This approach ensures that, through the plan making process, development is supported by the necessary new or improved infrastructure.

Place	Sports Venues	Education Facilities	Post Office	Places of Worship	Town Centres*	Local Centre**	Convenience Store Provision	GP Health Facilities	Employment Opportunities ***	Frequent Public Transport	Mixed Housing Provision	Arts, Culture and Tourism Facilitiesa	Public Open Space	Public Houses	Total
Basildon															14
Billericay															14
Wickford															13
G. Burstead & South Green															11
Crays Hill															8
Bowers Gifford & North Benfleet															8
Ramsden Bellhouse															5
Little Burstead															4
Broomshill Chase															3
Crooked Brook - Fobbing															3
Crays Hill Plotlands															3
Dunton															3
Noak Hill Road															2
Bells Hill															2
Northlands															2
Break Egg Hill															2
Fairmead															1
Newhouse Farm & Castledon Road															1
Ramsden View Road															1
Stormonts Way															1
Wickford Lawns															0
Green Lane															0

Table 1: Review of Services and Facilities in Settlements

**Mixture of Comparison and Convenience Shopping Services; **Where a smaller parade of convenience shops, takeaways or community hall are available; ***Not within the other services/facilities present*

Policy Links

- SG1 – Growth Needs
- EMP1 - Securing Economic Growth
- EMP2 - Protecting Employment Areas
- EMP4 - Rural Enterprise Sites
- HOU1 - Size, Type and Quality of New Housing
- R1 - Supporting Town Centres
- CC1 - Meeting the Challenge of Climate Change: resilience, flood risk and greenhouse gas reduction
- D1 - Design and Place Shaping Principles
- HC1 - Health and Well-Being Strategy
- GB1 - Protecting the Green Belt
- GB2 - New Development in the Green Belt
- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- Settlement Hierarchy Review (2024)
- Policy Map

POLICY SG3: Spatial Distribution of Growth

The Council will require all new development to generally accord with the following Spatial Principles where appropriate to the proposed development:

1. Optimise the use of suitable previously developed land.
2. Redevelop underutilised land in the urban area.
3. Locate development to avoid or manage flood risk.
4. Focus development on 1) the large town (Basildon Town) and 2) the medium towns (Billericay and Wickford) as set out in the settlement hierarchy.
5. Where suitable, deliver development in plotland areas.
6. Respect the character and appearance of landscapes, preserve the historic environment and enhance biodiversity.
7. Utilise existing and planned infrastructure effectively.

To provide for at least 27,918 new homes, growth will be distributed through densification of the existing urban area and as urban extensions to the following settlements listed on the tables on p.39-40.

To provide for at least 135ha of new employment land, growth will be distributed through the provision of new employment areas at:

Settlement	Proposed Allocation	Employment Space
Basildon Town (incorporating Laindon, Langdon Hills, Noak Bridge and Pitsea)	E1 - Burnt Mills E2 - Dunton Boot Sale E4 - Land West of Canvey Way E5 - Friern Manor Farm E8 – Bonvilles Farm Extension	114.11 Ha
Wickford (incorporating Shotgate)	E3 - Land Adjacent to Hovefields Avenue E6 - South of Nevendon Road E7 - South of Fanton Hall Farm	109.21 Ha

Settlement	Proposed Allocation	Dwellings
Basildon Town (incorporating Laindon, Langdon Hills, Noak Bridge and Pitsea)	Current planning consents	2,384
	Capacity in Basildon Town Centre (excluding current planning consents)	2,002
	Additional urban capacity, brownfield land and infill	2,333
	H7 - Land West of Bowers Gifford H8 - Land North of A13 H9 - Land West of West Mayne H10 - Land Adjacent to Dunton Road H11 - London Road, Vange H18 - Land North of Wash Road H19 - Bowers Gifford Plotland H20 - Land North of Dry Street H21 - Gardiners Lane South H22 - Land South of Wash Road H27 - Land East of Bowers Gifford H29 - Land at Bells Hill Road, Vange	7,990
	Total	14,709
Billericay (incorporating Great Burstead & South Green, and Break Egg Hill)	Current planning consents	682
	Capacity in Billericay Town Centre (excluding current planning consents)	144
	Additional urban capacity, brownfield land and infill	38
	H1 - Southeast Billericay H2A - Land at Kennel Lane H2B – Land West of Great Burstead H3 - Land South of Great Burstead H4 - Land West of Laindon Road H5 - Land Adjacent to Tye Common Road and South of London Road H6 - Land North of London Road, Billericay H26 - Land at Mountnessing Road H28 – Land East of Laindon Road	6,995
	Total	7,859

Settlement	Proposed Allocation	Dwellings
Wickford (incorporating Shotgate)	Current planning consents	619
	Capacity in Wickford Town Centre (excluding current planning consents)	36
	Additional urban capacity, brownfield land and infill	166
	H12 - Land Adjacent to Nevendon Road H13 - Land Adjacent to Wick Country Park H14 - Land North of Southend Road, Shotgate H15 – Land South of Barn Hall, Wickford H16 - Land North of London Road, Wickford H17 - Land South of London Road, Wickford	2,991
	Total	3,812
Crays Hill	Current planning consents	7
	H23A-J –Crays Hill	206
	Total	213
Ramsden Bellhouse	Current planning consents	7
	H25 – Ramsden Bellhouse	123
	Total	130

Reasoned Justification

4.18 Paragraph 147 of the *NPPF* (2024) sets out that:

"Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account the preceding paragraph and whether the strategy: a) makes as much use as possible of suitable brownfield sites and underutilised land; b) optimises the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and c) has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground."

Paragraph 148 states that:

"Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site's location is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary."

Having identified insufficient capacity within brownfield and underutilised land as set out in policy SG1, the Council has engaged with other Essex Local Authorities about potential to accommodate some of the identified need for development. No capacity was identified.

4.19 In order to identify land available for development, the Council held a 'Call for Sites' for both potential housing and employment land. These sites were evaluated to consider opportunities and constraints on their ability to accommodate sustainable growth.

4.20 The following options for distributing growth throughout the Borough were considered:

- Northern extension to Basildon Town
- Eastern extension to Basildon Town
- Smaller urban extensions dispersed around Basildon Town
- Extensions to Billericay
- Extensions to Wickford

4.21 It was recognised that all options offered both opportunities and challenges. A hybrid option has therefore been adopted, which allocates growth in the following order of priority:

1. **Previously developed land and**

underutilised land within the urban area – this includes opportunities for regeneration in town centres and, where appropriate, uplifting density. However, there is insufficient urban land available to fully meet housing needs, and the largely flatted developments on urban regeneration sites will not meet the needs of all residents.

2. **Urban extensions to Basildon Town** – Basildon Town (which includes Laindon, Langdon Hills, Noak Bridge and Pitsea) is the highest order settlement in the Basildon Borough settlement hierarchy. There is significant potential to extend the town to the east and west. However, opportunities to the north are more limited due to the risk of merging with the towns of Billericay and Wickford, while expansion to the south is constrained by environmental constraints including the Pitsea, Vange, and Fobbing Marshes.

3. **Urban extensions to Billericay and Wickford** – Billericay and Wickford are classed as medium towns in the Basildon Borough settlement hierarchy and have capacity for urban extension.

4. **Limited infill development within the Green Belt** – this will apply in plotland areas and in villages where appropriate.

4.22 The term 'plotland' refers to areas of land laid out in regular plots, where many self-built settlements were established in the south-east of England between the late 1800s and the Second World War. Plotland development began during the agricultural depression of the late 19th and early 20th centuries, when farmland was subdivided and sold as housing parcels. It reached its peak in the 1920s and 1930s but largely came to an end following the introduction of greater planning regulations after the Second World War. Over time, most plotland areas have gradually been upgraded, with many original structures replaced by more modern suburban homes such as bungalows and chalets. Those areas of plotland that were not extensively developed were often included within the Green Belt when it was established in 1947, effectively freezing further development within these locations.

4.23 The *Basildon Borough Plotlands Growth Potential Study* explored if, and how, sustainable development consistent with the *NPPF* (2024), could be accommodated within plotland areas, taking into account landscape, visual, and Green Belt considerations. As all 13 plotlands areas within the Borough are located in the Green Belt, the routes to deliver and encourage plotland development are limited to two main routes:

1. Releasing areas of plotland from the Green Belt where 'exceptional circumstances' can be demonstrated, as set out in *NPPF* paragraphs 144-148; or

2. Guiding development towards areas where plotland development within the Green Belt is more likely to be appropriate in line with *NPPF* paragraph 154.

4.24 The *NPPF* (2024) introduced the definition of Grey Belt land. This refers to land within the Green Belt that consists of previously developed land and/or other land that does not strongly contribute to any of the following Green Belt purposes: (a) to check the unrestricted sprawl of large built-up areas; (b) to prevent neighbouring towns merging into one another; or (d) preserve the setting and special character of historic towns.

'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 of the NPPF (other than Green Belt) would provide a strong reason for refusing or restricting development.

4.25 Where Grey Belt land is identified, it does not automatically follow that it should be allocated for development, released from the Green Belt, or that development proposals will be approved in all circumstances. The contribution Green Belt land makes to Green Belt purposes is one consideration in making decisions about Green Belt land.

4.26 The Policy Map sets out the extent to which the Green Belt boundaries should be amended for each potential strategic housing and employment allocation.

Policy Links

- SG1 – Growth Needs
- EMP1 - Securing Economic Growth
- EMP3 - Changes of Use of Employment Land or Premises
- R1 - Supporting Town Centres
- R2 - Development in Basildon Town Centre
- CC1 - Responding to Climate Change
- CC2 - Addressing Flood Risk
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- D3 - Design in Smaller Scale Projects
- GB1 - Protecting the Green Belt
- GB2 - New Development in the Green Belt
- HE1 - Conserving and Enhancing the Historic Environment
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery

Evidence Links

- South Essex Housing Needs Assessment (2022)
- Basildon Employment Land Needs Assessment (2025)
- Settlement Hierarchy Review (2024)
- Policy Map


east

Chapter 5: Building a Strong Competitive Economy

5.1 This chapter explains how the Local Plan will support Basildon's economy by protecting and optimising employment land and encouraging sustainable business growth. It identifies key Employment Areas, sets out acceptable uses and redevelopment guidance, and highlights measures to improve infrastructure, accessibility, and environmental performance. The policies aim to ensure new and existing businesses contribute positively to the local economy and communities.

5.2 The *NPPF* highlights the role of a Local Plan in preparing and planning for sustainable economic growth and attracting inward investment. Opportunities for economic growth in Basildon will be realised by maintaining and optimising the Borough's employment floorspace offer. This will be achieved by protecting employment land and encouraging its innovative re-use in ways that meet market needs.

5.3 Understanding how the employment land market works, there is a need to provide a contingency allowance to account for 'windfall losses' and 'churn'. Windfall losses recognise that a proportion of designated employment land will not be entirely used by B and E(g) class employment use. This allowance covers unexpected losses of employment land, such as conversion to residential or leisure uses from premises where demand is low, as well as changes in business and sector needs over time. Businesses may need to relocate to sites that better suit their operations, and in some cases, an existing business may close and a new business take over the site for redevelopment. To facilitate this, a certain level of vacant land and premises is needed, referred to as 'churn'.

5.4 The Council will support a growing and diversifying economy. Sustainable economic growth is crucial to addressing current challenges, including tackling deprivation. Planning policies will be used to realise the opportunities identified in the Council's *Economic Development Strategy* and to enable growth across the Borough. Creating thriving business locations is an important element of the Council's local planning and economic strategies and contributes to promoting sustainable patterns of development.

5.5 Taking these considerations into account, the Council's *Employment Land Review 2025* identifies a need to allocate 69 hectares of new land for employment purposes over the lifetime of the local plan.

5.6 The Council defines 'employment-generating' development as proposals within classes B2, B8 and E(g) of the Use Classes Order. Other commercial, business and service uses, including those within use classes E(a) to E(f), are predominantly 'Main Town Centre Uses' as defined by the *NPPF*.

5.7 There are thirteen main Employment Areas in the borough. These will be protected to provide for B2, B8 and E(g) Class employment floorspace, together with other associated employment-generating Uses, including Sui Generis, over the Plan period. These Employment Areas are as follows:

a. Burnt Mills, Basildon;

b. Cranes, Basildon;

c. Case New Holland Tractor Park, Basildon;

d. Festival Business Park, Basildon;

e. Pipps Hill, Basildon;

f. Laindon North, Laindon;

g. Wrexham Road, Laindon;

h. Southfields, Laindon;

i. SS&C House, St Nicholas Lane, Basildon;

j. Terminus Drive, Pitsea;

k. Radford Way Business Park, Billericay;

l. Wickford Business Park, Hurricane Way, Wickford; and

m. Ford Dunton Campus, Basildon.

5.8 In these locations, proposals for employment-generating development will be supported where they make efficient use of land or buildings and contribute positively to sustainable economic growth, both within the relevant employment area and across the Borough.

5.9 Existing employment sites, particularly smaller sites, can often face pressures for redevelopment or change to alternative uses. The Council's policy approach seeks to limit the loss of these sites to ensure that employment-generating uses are maintained wherever possible.

5.10 Protecting the main designated town centres for their retail function is a key objective of the Local Plan. While the Council aims to regenerate Basildon Town Centre and realise the associated economic benefits of such, including new employment-generating floorspace, a proliferation of Class E(a) uses in the identified Employment Areas could undermine this objective. Class E(a) uses will therefore be limited, with the exception of small-scale proposals (in terms of floorspace) where the retail provision is ancillary and complements the predominant employment offering within the Employment Area.

5.11 To provide flexibility, certain uses outside Classes E(g), B2 and B8 may be considered appropriate within designated Employment Areas, where justified. Such uses can still provide valuable employment-generating opportunities and contribute positively to the character, mix, and vitality of these areas. Any proposal for a non-Class E(g), B2, or B8 use must be supported by evidence to show that there is no reasonable prospect of the site being used for, or converted to, another employment use within these classes. The type and extent of evidence required will depend on the scale and location of the proposal and should include a comprehensive marketing campaign over a period of at least 2 years before a planning application is submitted. Proposals will be assessed on a case-by-case basis. Certain uses may be deemed unacceptable where they would, individually or collectively, undermine other policy objectives of the Local Plan. The specific form and nature of new employment allocations, and acceptable uses, are set out in the relevant site allocation policy.

5.12 Where the Council receives an application for redevelopment or change of use within designated Employment Areas, proposals should demonstrate their continued employment function and not be detrimental to the wider area, neighbours or wider Strategic Priorities and Principles set out in the Local Plan.

5.13 The impacts generated by a new use will need to be carefully assessed particularly in relation to their effects on neighbouring occupiers within the Employment Area. For example, proposed uses should not create unacceptable conflict between uses, or result in issues such as excessive traffic generation, inadequate parking, noise, or odours. Such impacts could negatively affect the day-to-day operation of the Employment Area and the businesses already established there.

5.14 The Local Plan recognises that businesses need appropriate support in today's economic climate. As such there are measures to improve the ongoing function and general sustainability of the existing Employment Areas so they can continue to meet needs of businesses over the Plan period and beyond. This could include local transport measures or other accessibility improvements that promote choice, provision for micro-energy generation where appropriate to enhance future environmental and building standards, and provision of on-site energy generation and storage to provide lower-cost, secure energy supply to resident businesses. Facilities and amenities that support the needs of businesses and the workforce will be supported where

they are proportionate and complementary to the primary employment function of the site.

5.15 Support will be given to improved provision of sustainable and active travel measures to designated Employment Areas.

5.16 Should the Use Classes Order be amended during the lifespan of this Local Plan, the most closely corresponding new Use Classes to those previously categorised as B2, B8, E(g) and E Use Classes will apply for the purpose of implementing the policies in this chapter.

5.17 If no such amendments occur, the definition of B2, B8 and E(g) Use Classes as at the date of the adoption of this Plan will apply for the purposes of implementing the policies in this chapter. Appropriate conditions or similar mechanisms will be used to secure compliance with the relevant provisions.

POLICY EMP1: Securing Economic Growth

To deliver sustainable economic growth in the Borough, the Council will:

1. Protect and enhance existing Employment Areas as set out in the policies map in order to meet the needs of existing and new businesses, including the protection of land specifically for Class E(g), B2 industrial, and B8 storage and distribution uses and other uses of similar employment nature, in line with Policy EMP2;
2. Make provision for a minimum of 135 ha of land to deliver additional employment development Class E(g) uses, B2 industrial uses and B8 storage and distribution uses;
3. Ensure all existing and new employment land provision is accessed by frequent and high-quality sustainable and active travel modes, linking existing and new residential areas with job opportunities in the borough;
4. Allocate rural enterprise sites within the Green Belt to protect local employment floorspace in rural locations;
5. Provide local employment opportunities which make the best use of brownfield sites without causing harm to the Green Belt or its purposes;
6. Facilitate the training and education of local people to gain skills required to enter or remain part of the local workforce;
7. Ensure professional and vocational training facilities are appropriately located and accessible;
8. Support and facilitate proposals and initiatives which contribute to implementing the priorities identified in the Council's Economic Development Strategy; and
9. Ensure the regeneration of Basildon Town Centre, which will be a catalyst for economic growth and will assist in the provision of new jobs and new office floorspace.

Reasoned Justification

5.18 The *NPPF* sets out the specific requirements for local planning authorities to plan for sustainable economic growth. Local planning authorities are expected to identify priority areas for economic regeneration, infrastructure provision, and environmental enhancement. Planning policies should establish a clear economic vision and strategy for the area, proactively encourage sustainable economic growth, and support existing business sectors. Policies should also define criteria, or identify strategic sites, to guide local and inward investment in line with the strategy and to meet anticipated needs over the Plan period; and to ensure compliance with the Adopted Essex Minerals Local Plan and Adopted Essex and Southend on Sea Waste Local Plan. This approach will promote the development of clusters and networks of knowledge-driven, creative, and high-technology industries, as well as storage and distribution operations and other employment-generating uses of varying scales in suitably accessible locations.

Policy Links

- SG1 – Growth Needs
- EMP2 - Protecting Employment Areas
- EMP4 - Rural Enterprise Sites
- EMP5 - Aligning Skills and Jobs
- EMP6 - Locations for Employment Development
- R1 - Supporting Town Centres
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- CC1 - Responding to Climate Change
- GB2 - New Development in the Green Belt
- STAT1 - Strategic Transport

Evidence Links

- South Essex Economic Development Needs Assessment (2017)
- Basildon Employment Land Needs Assessment (2025)
- Basildon Borough Employment Land & Premises Study (2013)
- National Planning Policy for Waste (2014)
- Essex and Southend on Sea Waste Local Plan (2017)

POLICY EMP2: Protecting Employment Areas

Within the Employment Areas and new employment site allocations, as shown on the Policies Map, the Council will seek to provide and retain Class E(g), B2 and B8 Use Classes or other 'sui generis' uses of a similar employment-generating nature.

Reasoned Justification

5.19 The *NPPF* sets out the specific requirements for local planning authorities to plan for sustainable economic growth. Local planning authorities are expected to identify priority areas for economic regeneration, infrastructure provision, and environmental enhancement. Planning policies should establish a clear economic vision and strategy for the area, proactively encourage sustainable economic growth, and support existing business sectors. Policies should also define criteria, or identify strategic sites, to guide local and inward investment in line with the strategy and to meet anticipated needs over the Plan period. This approach will promote the development of clusters and networks of knowledge-driven, creative, and high-technology industries, as well as storage and distribution operations of varying scales in suitably accessible locations.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP1 - Securing Economic Growth
- R1 - Supporting Town Centres
- R7 - Ensuring the Vitality of Town Centres

Evidence Links

- Employment Site Appraisal (2025)
- South Essex Economic Development Needs Assessment (2017)
- Basildon Employment Land Needs Assessment (2025)
- Basildon Borough Employment Land & Premises Study (2013)
- National Planning Policy for Waste (2014)
- Essex and Southend on Sea Waste Local Plan (2017)

POLICY EMP3: Changes of Use of Employment Land or Premises

Where proposals involve a change of use of premises from E(g), B2 and B8 uses or loss of Employment Land, planning permission will be granted where the following criteria are satisfied:

1. The premises or land cannot be readily used for, or converted to, another Class E(g), B2, B8 or other 'sui generis' Use Class of a similar employment nature;
2. The proposed use provides employment at the application site;
3. The proposed use will not adversely impact upon the operation and function of the Employment Area, or introduce unacceptable conflict between neighbouring uses;
4. The proposed use is appropriate to the location of the site and its relationship to the local transport network;
5. There is no adverse impact on the employment area as a result of pollution and disturbance, access, parking, and servicing arrangements;
6. There are no adverse impacts on residential amenity, or environmental quality;
7. The accommodation provided is flexible and suitable to meet future needs and requirements of larger businesses and small to medium enterprise firms, where appropriate;
8. The scale, bulk and appearance of the development is compatible with the character of its surroundings;
9. On-site servicing and space for waiting goods vehicles is provided to an adequate standard;
10. The premises or land have been vacant and pro-actively marketed for B or E(g) class use for at least 2 years.
11. The site is no longer suitable, viable or appropriate for employment purposes;
12. The loss of the land/premises results in wider social, environmental, or economic benefits which clearly outweigh the loss;
13. It is demonstrated that the location of the use within an employment area does not undermine the vitality or viability of town centres or local centres;
14. The proposed use is compatible with other existing uses within the employment area, having regard to any potential harm to local amenity; and
15. The proposed use would not result in an increase in flood risk vulnerability of the development.

Proposals will be expected to consider opportunities to promote appropriate infrastructure improvements and measures to promote sustainable and active travel opportunities to and within the designated employment area.

Reasoned Justification

5.20 The *NPPF* sets out the specific requirements for local planning authorities to plan for sustainable economic growth. Planning policies should, in turn, set out a clear economic vision and strategy for the area, pro-actively encourage sustainable economic growth, and support existing business sectors. However, there will be instances where premises are no longer required for their existing use, and brownfield sites should be given appropriate consideration for redevelopment or alternative uses. A policy is therefore required to establish clear criteria for determining when the reuse or redevelopment of such premises will be acceptable.

Policy Links

- SG1 - Growth Needs
- SG3 - Spatial Distribution of Growth
- EMP7 - Non-B or E(g) Class Uses in Employment Areas
- D1 - Design and Place Shaping Principles
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- Employment Site Appraisal (2025)
- South Essex Economic Development Needs Assessment (2017)
- Basildon Employment Land Needs Assessment (2025)
- Basildon Borough Employment Land & Premises Study (2013)

Rural Enterprise Sites

5.21 The *NPPF* expects planning policies to support the sustainable growth and expansion of all types of business in rural areas through both conversion of existing buildings and well-designed new buildings. They should also promote development and diversification of land-based rural businesses and support sustainable rural tourism and leisure developments.

5.22 In 2017 the Council commissioned an Economic Development Needs Assessment for the now withdrawn Local Plan. This identified a number of employment sites outside of the main urban areas in the Borough which have a certain amount of vacant or underutilised land and could provide opportunities for additional employment land in rural areas.

5.23 In 2013, the condition of nine existing employment sites located outside of the main urban areas was assessed by an *Employment Land and Premises Study (ELPS)*. Sites located at Pitsea Hall Lane, Sadlers Farm, and London Road (Vange) performed poorly in the assessment. Although these sites are currently occupied, if they become vacant, they may be more difficult to re-let due to their poor condition. Guildprime, White Bridge Farm, the London Road, Billericay Clusters, Vange Wharf and Annwood Lodge all received a fair score and may have limited redevelopment opportunities, such as upgrading premises and improving the layout of the sites. Bluehouse Farm (Pitsea) and Barleylands Depot (Billericay) received good scores. Guildprime, London Road Clusters, and Vange Wharf were determined by the study to have no scope for further change in terms of meeting the need for new employment land. However, the ELPS recommended that they should be protected as employment sites for B and E(g) Class employment uses.

5.24 Given the age of the ELPS, an updated appraisal of existing Employment Sites in the Borough was completed in Q3 2025. The findings indicate that there is very limited scope for employment redevelopment within the identified rural sites, with the exception of the undeveloped land at Blue House Farm (East).

5.25 Where rural employment locations remain in active business use, and opportunities for making the best use of land to support economic growth are supported in principle, any development and growth must be in the context of the local surroundings. The scale and nature of proposals in these locations will be constrained by the landscape, existing streetscapes (where present), and Green Belt. Appropriate access arrangements for servicing, employees and customers, will also need to be demonstrated.

POLICY EMP4: Rural Enterprise Sites

1. To support the rural economy and provide greater flexibility to the employment land supply, the following existing Rural Enterprise Sites, as identified on the Policies Map, will be retained for B and E(g) Class employment purposes and other employment-generating uses as appropriate to their location:
    a. Guildprime Business Park, Great Burstead & South Green, Billericay;
    b. Vange Wharf, Pitsea;
    c. Blue House Farm, Pitsea;
    d. Whites Bridge Farm, Crays Hill;
    e. Annwood Lodge, Wickford;
    f. Barleylands Farm; and
    g. Barleylands Depot, Billericay.

2. At the locations listed in part 1 of this policy, the following types of development will be accepted, subject to compliance with the requirements of part 3 of this policy:
    a. Extension or expansion of an existing business or intensification of employment uses within the defined site boundary;
    b. Agricultural diversification;
    c. Change of use or conversion of a permanent and soundly constructed agricultural building; or
    d. Uses with a strong functional link back to local agriculture, forestry, or other rural activity.

3. The types of development listed in part 2 of this policy will be supported within the locations listed in part 1 where the following criteria can be met:
    a. The proposal would improve the balance of jobs to working age population within the immediate vicinity, and
    b. The scale of employment is appropriate to the accessibility of the site by public transport, cycling and walking, and the standard of highways, and
    c. The proposal respects the character and qualities of the landscape and the setting of any affected settlement or protected landscape and includes effective mitigation measures to avoid adverse effects or minimise them to acceptable levels.

Reasoned Justification

5.26 The *NPPF* expects planning policies to support the sustainable growth and expansion of all types of business in rural areas through both conversion of existing buildings and well-designed new buildings. Planning policies should also promote development and diversification of land-based rural businesses and support sustainable rural tourism and leisure developments.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP6 - Locations for Employment Development
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- D3 - Design in Smaller Scale Projects
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- Employment Site Appraisal (2025)
- South Essex Economic Development Needs Assessment (2017)
- Basildon Employment Land Needs Assessment (2025)
- Basildon Borough Employment Land & Premises Study (2013)

Aligning Skills and Jobs

5.27 The generation of Social Value sits at the heart of the planning system. At a policy making level, Social Value is already integrated within national guidance and this filters through to local authorities through the *National Planning Policy Framework (NPPF)*. The *NPPF* establishes the achievement of Sustainable Development as a golden thread running throughout the operation of the planning system.

5.28 Basildon Borough Council's Economic Development Strategy seeks to improve the employment prospects, education, and skills of local people. It also aims to promote local supply chain linkages through supporting lower-skilled residents into training and work, to avoid them being marginalised in the labour market and to ensure improvements in the Borough's economy are shared evenly.

5.29 Opportunities for local people to be engaged in the local economy through skills development and training can be created through the effective use of planning incentives and Section 106 (S106) legal agreements. Favourable consideration may be given to proposals that deliver higher skilled jobs, while S106 agreements can be used to secure commitments for direct skills training opportunities or apprenticeships within the construction industry which helps to form stronger connections with local suppliers. Additionally, the Community Infrastructure Levy (CIL) regulations allow for development contributions to be directed towards education and skills training infrastructure. These measures will complement the work undertaken by the Council's economic development team and its partners, including education and training providers, to increase the uptake of skills training and learning opportunities amongst local residents.

POLICY EMP5: Aligning Skills and Jobs

All applicants submitting Major development proposals (as defined in the Glossary) will be required to work with the Council and its partners to secure improvements to skills levels and employment amongst local residents.

This will include the following:

1. Provide apprenticeship/training posts for local young people, with a focus on those not in education, employment, and training;
2. Provide training in conjunction with South Essex training providers for employees of the proposal, seeking to improve skills levels amongst the workforce to NVQ level 3 or higher; and develop procurement plans which proactively make use of local labour;
3. Submit an 'employment and skills plan' to demonstrate how the development proposal will secure improvements to skills levels and employment amongst local residents during the construction phase and eventual occupation of the building;
4. Quantify the use of local labour from within the developer's project team and within the company;
5. Procure goods and services from local contractors, sub-contractors, and suppliers to support the employment of the local community where economically and practically feasible; and
6. In exceptional circumstances, the Council may accept financial contributions in lieu of steps 'a' to 'e', above.

The Council will secure financial contributions, by legal agreement, towards the implementation and delivery of the applicant's agreed employment and skills plans.

Reasoned Justification

5.30 Economic growth creates opportunities for training and to develop the skills of Basildon residents. The Council is keen to ensure that these opportunities are increasingly made available to residents.

5.31 The Council will continue to support employment and training initiatives that maximise local employment opportunities and address skills gaps in the local workforce. For major developments, planning obligations will be used as necessary to ensure that job opportunities and apprenticeships are notified to the council or appropriate nominated agencies, enabling local people the opportunity to access vacant roles.

5.32 The Council will work with local training providers to ensure that local residents have access to the right skills training to take advantage of opportunities created by new development, both during the construction phase and once the development is operational.

Policy Links

- SG1 - Growth Needs
- EMP1 - Securing Economic Growth
- EMP4 - Rural Enterprise Sites
- HC3 - Strategic Approach to Education, Skills and Learning

Evidence Links

- South Essex Economic Development Needs Assessment (2017)

Development Management Policies

Locations for Employment Development

5.33 The *NPPF* requires local planning authorities to establish criteria, or identify strategic sites, to support local and inward investment in line with the economic development strategy and to meet employment needs over the plan period. Planning policies and decisions should create the conditions in which businesses can invest, expand, and adapt, placing significant weight on the need to support sustainable economic growth and productivity, while taking into account the needs of different businesses.

POLICY EMP6: Locations for Employment Development

New B and E(g) Use Classes for employment development, and other employment-generating uses, will be permitted on sites allocated for employment use within this plan, subject to compliance with the requirements of any site-specific allocation, and where all of the following criteria are met:

1. There is no adverse impact as a result of pollution and disturbance, access, parking, and servicing in the area;
2. The development is flexible, adaptable, and suitable to meet future needs and requirements of larger businesses and small to medium enterprise firms, where appropriate;
3. The scale, bulk and appearance of the development is compatible with the character of its surroundings; and
4. On-site servicing and space for waiting goods vehicles is provided to an adequate standard.

Reasoned Justification

5.34 The *NPPF* requires Local Plans to proactively drive and support sustainable economic development. To achieve this, the Council have identified opportunities to provide additional land to ensure that there are an appropriate quantity and range of employment land to enable the local economy to function efficiently.

Policy Links

- SG1 - Growth Needs
- EMP1 - Securing Economic Growth
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions

Evidence Links

- South Essex Economic Development Needs Assessment (2017)
- Basildon Employment Land Needs Assessment (2025)
- Basildon Borough Employment Land & Premises Study (2013)

Non-B or E(g) Use Classes in Employment Areas

5.35 The *NPPF* makes clear that long-term protection of employment allocations should be avoided where there is no reasonable prospect of development coming forward. However, it also emphasises that plan-making must be underpinned by an up-to-date and relevant evidence base and should respond to market signals to ensure adequate provision of appropriate employment land to meet the needs of the business community.

POLICY EMP7: Non-B or E(g) Use Classes in Employment Areas

1. Any proposals for new non-B or E(g) Use Classes within employment sites allocated for employment use, within defined Employment Areas or Rural Enterprise Sites, that are likely to dilute the function of the Employment Area or undermine the strategic approach to employment growth will not normally be acceptable.

2. Where a proposal seeks to redevelop or convert a building within a defined Employment Area into a non-B or E(g) Use Class, and where planning consent for this change of use is required, permission will only be granted where the following criteria are met:

   a. Coherent evidence is provided to demonstrate that the premises has been vacant and pro-actively marketed as Use Classes B or E(g) for a minimum period of 2 years;

   b. Evidence clearly demonstrates that the level of future demand for use of the building under Use Class B or E(g) has sufficiently dropped within the Borough; and that this would justify the loss of the B or E(g) Use Class employment space specifically designated to meet the need for this purpose over the

plan period. The Council will refer to the latest Needs Assessment to identify need;

c. Where a retail Use Class is proposed, the evidence must demonstrate that the siting of a retail use within the employment area would not undermine the vitality or viability of town centres or local centres. Sequential testing may be required, and a Retail Impact Assessment should accompany the proposal if the development has an internal floorspace of more than 280m2.

d. Evidence demonstrates that the proposed new Use Class is compatible with other existing Uses within the employment area, having regard to any potential harm to productivity levels, the local environment, or to the health and well-being of employees or potential users.

Reasoned Justification

5.36 The *NPPF* expects planning policies to be sufficiently flexible to accommodate needs not anticipated in the Plan and to allow a rapid response to changes in economic circumstances.

5.37 The *Basildon Retail and Leisure Needs Study (Vo.1 2024)* advise that an impact threshold of 280 sqm gross is the most appropriate and robust for assessing the impacts of any proposed retail/leisure developments outside of defined centres in accordance with the *NPPF*.

Policy Links

- SG1 - Growth Needs
- EMP3 - Changes of Use of Employment Land or Premises
- EMP4 - Rural Enterprise Sites
- R1 - Supporting Town Centres

Evidence Links

- South Essex Economic Development Needs Assessment (2017)
- Basildon Employment Land Needs Assessment (2025)
- Basildon Borough Employment Land & Premises Study (2013)



Chapter 6: Meeting our Housing Needs

6.1 This chapter sets out how we plan to deliver high quality housing which meets local needs.

6.2 The *National Planning Policy Framework (NPPF)* requires local authorities to plan for the size, type and tenure of housing needs of different groups within the community. This includes, but is not limited to, those who require affordable housing; families with children; older people (including those requiring retirement housing, housing-with-care or care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes.

POLICY HOU1: Size, Type and Quality of New Housing

1. Existing self-contained housing will be protected. The net loss of self-contained residential dwellings, and/or the loss of land previously used for residential purposes will only be permitted in exceptional circumstances and if the proposal can demonstrate that it furthers other sustainable development objectives.

2. All new housing will be required to provide a mix of different sizes and types of home, considering the most recent Housing Needs Assessment. Where a proposal deviates from this mix, the reasons must be justified and demonstrated to the satisfaction of the Council. Urban regeneration schemes should provide a housing mix which makes effective use of urban land.

3. The mix of affordable housing products, including the size and type of affordable homes, must meet the identified housing need of the Council's area as established by the most recent evidence of affordable housing need. Where a proposal deviates from this mix, the reasons must be justified and demonstrated to the satisfaction of the Council.

4. 100% of new dwellings should be constructed to meet the requirements of Part M4, Category 2 (Accessible and adaptable dwellings) (M4(2)) of Schedule 1 of the Building Regulations 2010 or any subsequent Government standard.

5. All developments delivering more than 100 dwellings will be required to provide 5% Part M, Category 3 (Wheelchair user dwellings) (M4(3)) dwellings of Schedule 1 of the Building Regulations 2010 or any subsequent Government standard. The tenure and size mix should reflect the most recent *Supported and Specialist Housing and Accommodation Needs Assessment.* Where the 5% requirement does not result in whole numbers of units, the number of dwellings required will be rounded up.

6. In order to ensure that new homes offer sufficient well-designed living space to meet the needs of future residents, all applications for new housing should comply with the most recent *Technical Housing Standards-Nationally Described Space Standard*.

7. Proposals that would sub-divide and under-develop sites will be refused permission unless sound planning reasons can be robustly justified.

Reasoned Justification

6.3 The Council needs to make provision for at least 27,918 homes by 2043. Conversion of existing homes into non-residential uses in all but the most exceptional circumstances will increase the need for new housing.

6.4 The *South Essex Housing Needs Assessment 2022* (SEHNA 2022) examined patterns of household growth expected to influence the demand for different sizes of housing over the period up to 2040. It compared these projections with the existing tendencies of various household types to occupy particular sizes of homes, producing an illustrative profile of the housing sizes likely to be required in the future. For Basildon Borough, this profile, as illustrated in the table below, closely aligns with that of South Essex as a whole. When determining if exceptional circumstances for deviation from this mix exist the Council will consider character. Proposals in town centre locations will be expected to deliver a higher proportion of smaller units through high-density, flatted development. In contrast, urban extensions will be expected to deliver a balanced mix of family-sized homes and smaller units, to support balanced communities, including provision for residents wishing to downsize.

6.5 To support the needs of an ageing population, and the specific needs of people with disabilities, the Council will expect all new homes to meet accessible and adaptable standards, except where it can be robustly demonstrated that this would restrict the re-use of urban land or empty buildings.

6.6 Developments shall provide 100% M4(2) accessible and adaptable dwellings and a minimum of 5% M4(3) wheelchair-user dwellings.

6.7 Applications for schemes of 300+ dwellings shall include an Accessibility Statement and demonstrate how additional M4(3) provision will be maximised, prioritising affordable tenure and ground-floor homes, to reflect evidence need in EEC's Supported and Specialist Housing and Accommodation Needs Assessment (SSHANA,2025).

6.8 The *Supported and Specialist Housing and Accommodation Needs Assessment 2025* estimates that, by 2044, Basildon Borough will require an additional 1,267 wheelchair-accessible homes. Of these, 540 are expected to be needed for residents under the age of 65, and 724 for residents aged 65 and over. The Assessment also identified the current tenure mix of households requiring wheelchair accessible accommodation as 58% owner-occupied and 42% rented housing, of which 34% is at social rent.

Size of Property	1 bed	2 beds	3 beds	4+ beds
Basildon	14%	26%	40%	20%
South Essex	13%	26%	41%	20%

Table 2: Implied Size of Housing Required in South Essex (2020-40) (Source: SEHNA 2022, Table 5.2)

6.9 Between 2016 and 2024, 34 households have joined the *Basildon Borough Self-Build and Custom House Building Register,* meaning an average of 4.25 households per annum. If this trend continues, the Borough can expect a demand for around 85 serviced plots for Self-Build and Custom House Building over the plan period. The *SEHNA* 2022 considered the demand for this form of housing in Basildon Borough. There was little demand in South Essex, equating to less than 0.1% of current households. Around 260 homes will be delivered through limited infill development in the Green Belt. Many of these will offer opportunities for Self-Build and Custom House Building.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- HOU2 - Affordable Housing
- HOU3 - Specialist Housing for Older People
- HOU6 - Houses in Multiple Occupation and the Subdivision of Family Homes
- D1: Design and Place Shaping Principles
- HC1 - Health and Well-being Strategy
- NE1 - Conserving and Enhancing the Natural Environment
- GB2 - New Development in the Green Belt

Evidence Links

- South Essex Housing Needs Assessment (2022)
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (2024)
- Supported and Specialist Housing and Accommodation Needs Assessment (2025)

POLICY HOU2: Affordable Housing

1. For all sites delivering major development, where a) land has been made available through amendment to Green Belt boundaries, or b) development would utilise Green Belt and/or Grey Belt land, will be required to provide 50% affordable housing. To deliver mixed and balanced communities, all other sites will be expected to deliver 10% affordable housing.
2. The tenure split of these affordable homes will be 60% rent (25% of which is social rent, 35% affordable rent) and 40% affordable routes to home ownership.
3. Alternative tenure mixes are acceptable for specialist housing. Affordable housing should be agreed in discussion with Basildon Council having considered the most recent evidence base.
4. For all affordable housing, provision must be made for it to remain at an affordable price for future households, or for any receipts to be recycled for alternative affordable housing provision.
5. Where a development involves the loss of affordable housing, it must provide affordable housing with an equivalent amount of floorspace.
6. All housing developments must meet their affordable housing contribution on site unless off-site would result in public benefits. Where sound planning reasons can be demonstrated the following sequential test should be applied:
    a. Partial on-site provision and a proportionate financial contribution.
    b. Full off-site delivery via a donor site.
    c. A full financial contribution.
7. The Council will require all affordable housing to be:
    a. designed and built to the same standard as market housing;
    b. be indistinguishable from market housing in external appearance and have vehicle parking provided at the same ratio as for the development as a whole; and
    c. be integrated throughout the development except where it can be demonstrated that grouping together affordable dwellings is necessary to limit service charges and/or facilitate management of the units.
8. Viability assessments will not generally be accepted as a reason for lower provision of affordable housing for schemes on strategic housing allocations either in part or whole.
9. On all other sites, viability assessments will be considered on a case-by-case basis. Where a lower provision is justified:
    a. Affordable housing will be required at the level and tenure mix where the development becomes viable, and
    b. Early and/or Late-Stage reviews of viability up to policy compliance will be secured by the Council through legal agreement.

Reasoned Justification

6.10 Paragraph 67 of the *NPPF* (2024) sets out that as part of the 'Golden Rules' for development on land released from the Green Belt, or where development is permitted in the Green Belt, affordable housing requirement should be a) be set at a higher level than that which would otherwise apply to land which is not within or proposed to be released from the Green Belt; and b) require at least 50% of the housing to be affordable, unless this would make the development of these sites unviable.

6.11 Affordable housing is required to meet the definition set out in the glossary of the *NPPF*.

6.12 To deliver mixed and balanced communities, 10% affordable housing will also be required on other major developments.

6.13 The *South Essex Housing Needs Assessment 2022* (SEHNA) (table 6.2) identified that 57% of newly forming households in the Borough are unable to purchase entry level market housing and 37% are unable to afford to rent entry level market housing. This equates to a demand for a net need for at least 521 new affordable homes per annum or 10,420 new affordable homes over the plan period.

6.14 Since 2022 private rent levels in the Borough have generally increased.

6.15 Housing delivery on strategic housing allocations where the 'Golden Rules' apply can be expected to deliver around 9,096 affordable homes. To avoid limiting the location of new affordable housing to urban extensions, and to provide a buffer, affordable housing will also be required on other major developments.

6.16 Access to affordable housing is an important factor in ensuring key workers can be recruited within Basildon Borough.

6.17 The *SEHNA* also considered the role of different affordable housing products.

6.18 To help create mixed and balanced communities, affordable housing should generally be integrated, or 'pepper potted', throughout a development. However, in some cases it may be appropriate to group affordable homes together, where it can be evidenced that it is beneficial, to enable effective management by a Registered Provider, such as a Housing Association, and to facilitate keeping service changes at an affordable level. The external appearance of affordable homes should be indistinguishable from open market homes, and residents should have full access to communal gardens and children's play areas.

6.19 In exceptional circumstances a financial contribution for affordable housing will be considered. The following list is not considered to be exhaustive and does not preclude any decision the Council may make on whether a financial contribution would be acceptable on a case-by-case basis.

- There are demonstrable practical difficulties associated with providing affordable housing on-site that cannot reasonably be overcome.
- There is clear evidence that no Registered Provider would be interested in purchasing the affordable housing element of the scheme, and that there is no other feasible way of it being managed effectively on-site.

- Where an off-site contribution could secure a notably higher affordable housing contribution than could be secured on-site, that would better meet local needs as evidenced by the housing register.

6.20 Regeneration schemes may result in the loss of affordable housing. Generally, it is expected that equivalent affordable housing will be provided in replacement. However, where the size and type of existing affordable housing does not meet current needs, a different mix which provides the same number of bedrooms may be acceptable.

6.21 The *Basildon Local Plan Viability Assessment 2026* has identified significant variations in the percentages of affordable housing that can be provided, depending on private sales values, scheme composition and benchmark land value. The appraisals indicate that on grey belt schemes and land released from the green belt 50% affordable housing should be viable, except where schemes are configured as flatted developments. Affordable housing will be more difficult to achieve on previously developed sites which have higher benchmark land values.

Policy Links

- SG1 - Growth Needs
- HOU1 - Size, Type and Quality of New Housing
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- D3 - Design in Smaller Scale Projects
- GB2 - New Development in the Green Belt

Evidence Links

- South Essex Housing Needs Assessment (2022)

POLICY HOU3: Specialist and Supported Housing

1. Development proposals for new specialist and supported housing will be supported in principle where it can be demonstrated that it:
    a. Delivers high quality accommodation suitable for the needs of the intended occupiers.
    b. Is integrated into the local community with good access to public transport and local facilities and services.
    c. Meets a local need for the specified form of specialist accommodation.
    d. Is located in areas with the lowest risk of flooding in accordance with policy CC2.
2. The Council will seek to secure at least 3,532 units of additional sheltered housing for older people throughout the plan period and 2,456 units of additional extra care housing. This will be achieved by:
    a. Requiring 10% of new homes within larger development proposals delivering 600+ homes to be in the form of specialist accommodation for older people. Where this aligns with need, specialist accommodation may be required to form part of the affordable housing provision.
    b. Working with Registered Providers and Sempra Homes (Basildon Council's subsidiary housing arm) to secure specialist accommodation for older people within affordable housing proposals on suitable sites; and
    c. Supporting proposals by private sector specialist accommodation providers within appropriate, accessible residential locations within the Borough, subject to compliance with all other relevant policies within this plan.
3. For sheltered housing, 63% should be market housing for sale and 36% should be social or affordable rent. For Extra Care housing, 58% should be market housing for sale and 42% should be social or affordable rent.
4. The Council will also be seeking to secure at least 608 additional residential care/nursing beds for older people throughout the plan period. This will be achieved by:
    a. Working with those promoting large strategic housing sites to include provision on these sites; and supporting proposals by private sector residential care/ nursing home providers within appropriate, accessible residential locations within the Borough, subject to compliance with all other relevant policies within this plan.
    b. Where directed by the Council, discussion should also take place with the Integrated Care Board and Social Care to determine if any specialist affordable housing is required.
5. The Council will work with Social Care and the Integrated Care Board, in the delivery of specialist accommodation to meet the needs of people with disabilities and older people, as and when that need arises. Where appropriate, other partners including Registered Providers and Sempra Homes may be engaged to secure this

provision.

6. The Council will work with Social Care in the delivery of specialist accommodation for children in residential care placements and move on accommodation for care leavers.

7. Existing specialist and supported housing will be protected where it is considered suitable for its use and to meet relevant standards for this form of accommodation. The redevelopment of any site which includes specialist and supported housing is only considered acceptable where the existing provision is considered to be of low quality, a decanting strategy is provided, and:

   a. it has been demonstrated that there is no longer an identified need for its retention in the current format; or

   b. the needs met by this form of housing will be re-provided elsewhere within the Borough; or

   c. re-provision as part of the development proposal would result in improved standards and quality of accommodation.

Reasoned Justification

6.22 Specialist and Supported Accommodation is where housing, support and/or care services are provided to help people with a particular need to live as independently as possible. Supported accommodation provides homes for a wide range of people including older people, people with a disability or autism, people with mental health related needs, and vulnerable young people.

6.23 Extra Care housing comprises of self-contained homes with design features and support services available to enable self-care and independent living. Residential care is defined as long-term personal care provided in a care home instead of a person's own home. Nursing care also provides medical care in a care home.

6.24 The Essex Supported and Specialist Housing Accommodation Need Assessment 2025 estimated a need for 3,532 units of retirement/sheltered housing, and 2,456 units of Extra Care housing by 2044.

6.25 The Essex Supported and Specialist Housing Accommodation Need Assessment 2025 estimated a need for 608 additional care home beds by 2044. Planning permission has been granted for three new care homes delivering a total of 226 care home beds. This is expected to meet the need for additional care home beds until 2034.

6.26 The Council will seek provision of specialist housing for older people and supported living for adults with disabilities and mental health needs, in line with the evidence-base set out in ECC's Supported and Specialist Housing and Accommodation Needs Assessment (SSHANA). Affordable Extra Care schemes must demonstrate compliance with the ECC Extra Care Design Guide (2023) or any succeeding document. Proposals should also incorporate dementia inclusive design principles, including the HAPPI Standards, EADDAT (2024) dementia-inclusive principles, the Essex Design Guide (Inclusive Design), and relevant ECC guidance for supported living, including standards for adults with disabilities, learning disability complex needs, and mental health recovery and respond to guidance from Designing Out Crime Office.

6.27 Planning permission has been granted for three new care homes delivering a total of 226 care home beds. This is expected to meet the need for additional care home beds until 2034.

Year	Market Housing	Affordable/Social Housing	Total
2024	63	25	89
2029	287	115	402
2034	448	265	713
2039	604	378	1,018
2044	823	487	1,310
Total	2,225	1,270	3,532
Percentage	**63%**	**36%**	

Table 3: Estimated additional need for retirement/sheltered housing by tenure.
Source: Table 127 - Supported and Specialist Housing and Accommodation Needs Assessment

Year	Market Housing	Affordable/Social Housing	Total
2024	100	64	164
2029	202	128	330
2034	285	209	495
2039	379	277	656
2044	468	343	811
Total	1,434	1,021	2,456
Percentage	**58%**	**42%**	

Table 4: Estimated additional need for retirement/sheltered housing by tenure.
Source: Table 127 - Supported and Specialist Housing and Accommodation Needs Assessment

Year	Total adjusted estimated care home bed need
2024	28
2029	63
2034	153
2039	173
2044	191

Table 5: Adjusted estimated need for residential care home beds in Basildon to 2044.
Source: Table 138 - Supported and Specialist Housing and Accommodation Needs Assessment

6.28 The *Essex Supported and Specialist Housing Accommodation Need Assessment 2025* estimated a need for around 72 additional supported housing units for young people in the South Essex Quadrant (Basildon Borough, Castle Point Borough and Rochford District).

6.29 Residential institutions such as residential care homes, children's homes, social services homes, prisons and hostels are defined as more vulnerable uses in accordance with Annex 3: Flood risk vulnerability classification of the NPPF (2024). This form of accommodation is required to be directed to areas at the lowest risk of flooding and there is a presumption against permitting self-contained accommodation at ground floor level, if development of this nature has to be sited within an area at risk of flooding.

Policy Links

- SG1 - Growth Needs
- HOU1 - Size, Type and Quality of New Housing
- Dx - Achieving Well Designed Places
- HC1 - Health and Well-being Strategy
- STAT1 - Strategic Transport

Evidence Links

- Supported and Specialist Housing and Accommodation Needs Assessment (2025)
- Housing our Ageing Population Panel for Innovation
- ECC Extra Care Design Guide (2023)
- Southend, Essex and Thurrock Dementia Strategy 2022 to 2026
- Essex Design Guide (Inclusive Design)
- Building for a healthy life (2020)

POLICY HOU4: Gypsy and Traveller Accommodation

The Council will make provision for the accommodation needs of Gypsies and Travellers who meet the national *Planning Policy for Traveller Sites* (PPTS) definition by ensuring that:

1. Proposals which fail to protect existing Gypsy and Traveller pitches or involve a loss of pitches will not be permitted unless it can be demonstrated that they are no longer required or equivalent alternative provision can be made within Basildon Borough.
2. The Council will make provision for at least 302 additional pitches over the Local Plan Period.

Period	2023-2028	2029-2034	2035-2039	2040-2043
Est. no of pitches delivered	144	328	0	0

To meet this need the following apply:

3. Within Strategic Housing Allocations, residential development proposals on strategic sites providing 400+ units will be required to provide a number of pitches. These should be provided within the strategic allocation site, or by the provision of pitches on alternative land within Basildon Borough that meets the criteria set out in policy HOU7.
4. The calculations for this policy will be two Gypsy and Traveller pitches per 100 units.
5. Proposals that would sub-divide or under-develop sites in order to avoid making the pitch contribution will be refused permission.
6. Pitches are required to be delivered in the phase set out in the relevant Strategic Allocation Policy.

Reasoned Justification

6.30 Planning Policy for Traveller Sites (PPTS) states that:

"For the purposes of this planning policy "Gypsies and Travellers" means:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Site refers to an area of land on which Gypsies, Travellers and Travelling Showpeople are accommodated in caravans, chalets, or vehicles. Can contain one or multiple pitches or plots. Pitch is an area of land on a 'Gypsy and Traveller Site' generally home to one household. They can be varying sizes and have varying caravan numbers. "

6.31 The *Basildon Gypsy Traveller Accommodation Assessment 2024* (GTAA 2024) identified that there will be a need for sufficient pitches to accommodate 302 households.

6.32 Basildon Borough currently contains one public Gypsy and Traveller Site - Hovefields, Courtauld Road - which contains 25 pitches.

6.33 A 'Call for Sites' for Gypsy Traveller and Travelling Showpeoples' sites was held, however no land was promoted for Gypsy and/or Traveller sites.

6.34 The Council considers that there are exceptional circumstances to justify releasing land in the Green Belt to meet these needs, including the unavailability of non-Green Belt land and the acute need for additional pitches.

6.35 Since 1/4/2023, planning permission has been granted for 31 new Gypsy and Traveller Pitches, set out in the table overleaf.

6.36 The Council will work actively to secure delivery under Policy HOU4 to meet local needs when land becomes available to meet the shortfall in pitch provision.

6.37 To further support an expanded provision of accommodation, the allocated and existing pitch supply will be protected. This will be achieved by retaining conditions relating to Gypsy and Traveller status on existing permissions and imposing new conditions limiting the use of the land to Gypsies and Travellers where new planning permissions are considered on this basis.

6.38 The GTAA found that 24 pitches were vacant or occupied by non-Gypsy and Traveller households. Therefore, potentially there are 24 private pitches which could contribute towards meeting

2023-2028	2029-2034	2035-2039	**2040-2043**	**Total**
214	30	32	26	**302**

Site	No. of Pitches granted planning permission (Net additional)
Land East of The Firs, Osborne Road, Bowers Gifford	2
Land North West of Hillview, Southend Arterial Road, Nevendon	6
Land between The Whisperings and Celandine, Osborne Road	1
The Paddocks, Grange Road	1
Land adj. Studland Avenue	1
Land West of The Ashes Meadow Way	1
Land South of Newlands Road	1
Land West of Sunset Strip Cornwall	1
The Field Lower Avenue Bowers	1
Land South of 1 Hillview Close	1
Land Rear of Sunnyside	4
Land South of Sunnyside Lower Avenue / Land Rear of Sunnyside Lower Avenue	1
Land East of 9 North Benfleet Hall Cottages	5
Land South of Lyn View	2
Land off Ramsden View Road	1
The Field Lower Avenue (Pitch 2)	1
The Chalet, Nethermayne	1
Total	**31**

the need for Gypsy and Traveller accommodation.

6.39 55 pitches are located within Provisional Draft Strategic Allocations where it is proposed to amend the Green Belt boundary to meet housing need. If Green Belt boundaries are amended through the plan making process, the status of these sites could be regularised, subject to meeting the criteria set out in point 3 of HOU4.

6.40 This means that the Council is dependent upon strategic housing allocations being released from the Green Belt to deliver the scale of new Gypsy and Traveller sites required. Consequently, a large portion of the required sites can only be delivered later in the plan period.

6.41 In total the need for Gypsy and Traveller Housing would be met as in the table below.

6.42 Proposals for Gypsy and Traveller pitches outside of the allocated sites will be determined in accordance with national policy, and considering relevant material considerations, including recognising the importance of meeting any remaining unmet Gypsy and Traveller site needs. Permission will be granted on a permanent basis wherever possible, subject to the local design and location criteria set out in point 3 of Policy HOU4.

6.43 The Council will also continue to work with neighbouring authorities to identify a strategic approach to meeting the needs of Gypsies, Travellers and Travelling Showpeople in accordance with the requirements of national policy.

6.44 The design of new or expanded Gypsy and Traveller sites should respond to the Essex Design Guide Gypsy, Traveller and Travelling Showpeople Guidance and consultation with Designing out Crime Office (generally at RIBA Stage 2).

Source of supply	No. of pitches	2023-2028	2029-2034	2035-2039	2040-2043
Delivery and planning consents granted in plan period	31	31	0	0	0
Unauthorised and tolerated sites located in draft strategic allocations	55	55	0	0	0
Unauthorised and tolerated sites which would potentially meet the definition of 'Grey Belt' land	33	33	0	0	0
Potential new sites on strategic housing allocations (two pitches per 100 dwellings on sites delivering 400+ dwellings)	Up to 353	25	328	0	0
Total potential capacity	**472**	**144**	**328**	**0**	**0**

Policy Links

- SG1 - Growth Needs
- HE1 - Conserving and Enhancing the Historic Environment
- STAT1 - Strategic Transport

Evidence Links

- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (2024)
- Gypsy, Traveller and Travelling Showpeople Topic Paper (2024)

POLICY HOU5: Travelling Showpeople Accommodation

1. The Council will make provision for the accommodation needs of Travelling Showpeople who meet the national Planning Policy for Traveller Sites (PPTS) definition, through allocated sites within the Local Plan.
2. Proposals which fail to protect existing Travelling Showpeople sites or involve a loss of plots will not be permitted unless it can be demonstrated that these are no longer required, or equivalent alternative provision can be made.
3. The Council will secure a minimum of 14 new plots for Travelling Showpeople through Local Plan Strategic Employment Allocations.
4. Any applications for planning permission for Travelling Showpeople sites must meet the following local design and location criteria:
    a. be reasonably accessible to community services and facilities;
    b. if located in the Green Belt, make use of previously developed land and/or Grey Belt Land;
    c. be of sufficient size to accommodate the proposed number of caravans, vehicles, and ancillary areas with adequate provision for storage, recreation space, amenity provision, and utility services;
    d. allow for a mixed-use yard with separate areas for residential and the storage, repair, and maintenance of equipment to protect residential amenity.
    e. would not lead to the loss of, or adverse impact on, important historic and natural environment assets;
    f. ensure that future occupiers would not be subject to significant adverse environmental impacts including no significant risk of land contamination or poor air quality or located in flood Zone 3, areas of “high risk” of surface water flooding (in accordance with policy CC2);
    g. have or be provided with safe and convenient vehicular access to the local highway network;
    h. have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided;
    i. any permission granted for a Travelling Showpeople development will be subject to a condition limiting occupation be subject to a condition limiting occupation to Travelling Showpeople.

Period	2023-2028	2029-2034	2035-2039	2040-2043
No. of pitches delivered	0	3	6	7

Reasoned Justification

6.45 Planning Policy for Traveller Sites (PPTS) states that:

"For the purposes of this planning policy "travelling showpeople" means:

'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently but excludes Gypsies and Travellers.'

"Plot" means a pitch on a "travelling showpeople" site (often called a "yard").

6.46 The GTAA 2024 identified 3 existing Travelling Showpeople's yards in Basildon Borough, and a need for 14 additional plots.

2023-2027	9
2028-2032	3
2033-2037	1
2038-2040	1
Total	**14**

This was predominantly to meet the needs of households currently concealed or 'doubled up' on existing yards (7) with the remaining expected to meet the needs of future households (7).

6.47 A 'Call for Sites' for Gypsy Traveller and Travelling Showpeople's sites was held, and land was promoted for 3 pitches for Travelling Showpeople. This was within the draft emerging strategic employment allocation Burnt Mills.

6.48 This means that the Council is dependent upon strategic housing allocations being released from the Green Belt to deliver the new Travelling Showpeople plots required. Consequently, a large portion of the required sites can only be delivered later in the plan period.

6.49 The design of new or expanded Travelling Showpeople sites should respond to the Essex Design Guide Gypsy, Traveller and Travelling Showpeople Guidance and consultation with Designing out Crime Office (generally at RIBA Stage 2).

Policy Links

- SG1 - Growth Needs
- GB2 - New Development in the Green Belt
- HE1 - Conserving and Enhancing the Historic Environment
- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues
- AQMP2 - Contaminated Land
- STAT1 - Strategic Transport

Evidence Links

- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (2024)
- Gypsy, Traveller and Travelling Showpeople Topic Paper (2024)

POLICY HOU6: Protecting Existing Housing

1. Development involving the conversion of houses into HMOs, will be permitted provided that:
    a. the accommodation provided is of a high standard and does not harm the visual amenity of the area;
    b. the accommodation provides an acceptable living environment for future occupants including meeting the Essex HMO Amenity Standard 2019 (or any superseding document), adequate outdoor amenity space, car parking, secure and covered cycle parking and refuse and recycling storage;
    c. the location is well-served by local services and accessible by sustainable transport modes;
    d. the number of HMOs would not exceed one out of a row of five units.
2. Development involving the subdivision of family homes into self-contained flats will be permitted provided that:
    a. they meet an identified need for smaller accommodation;
    b. the accommodation provided is of a high standard and does not harm the visual amenity of the area;
    c. the internal layout would minimise possible noise disturbance and/ or overlooking to immediate neighbours;
    d. the accommodation provides an acceptable living environment for future occupants including meeting the Essex HMO Amenity Standard 2019 (or any superseding document), adequate outdoor amenity space, car parking, secure and covered cycle parking and refuse storage;
    e. the location is well-served by local services and accessible by sustainable transport modes.

Reasoned Justification

6.50 A property is defined as a House of Multiple Occupation (HMO) if both:

- at least 3 tenants live there, forming more than one household; and
- toilet, bathroom or kitchen facilities are shared.

6.51 A HMO must have a licence if it is occupied by 5 or more people. A council can also introduce licencing for other types of HMOs.

6.52 The General Permitted Development Order (GDPO) makes it possible to change the use of a dwelling house (use class C3) to C4 HMO for up to six unrelated individuals. Planning permission is not required.

6.53 Larger HMOs are properties occupied by more than 6 unrelated individuals who share basic amenities such as a kitchen or bathroom facilities. The construction or conversion of a property into a large HMO requires planning permission.

6.54 An Article 4 Direction can remove the permitted development right for the change of use from C3 (dwellinghouse) to C4 (house in multiple occupation) for three to six unrelated persons. Planning permission would be required for all development and changes of use which create an HMO. This is not designed to prevent HMOs as a form of housing, rather to maintain an element of control so that high concentrations of HMOs do not arise.

6.55 HMOs and small flats have a role to play in sustainable and inclusive communities. They provide accommodation for single people on low incomes, for example, and can also be the accommodation of choice for young professionals moving to an area for work, be this on a permanent or temporary basis. The *Census 2021* found that 24% of the population of Basildon Borough were aged between 15 and 34 years and 28% of households comprise of a single person. Basildon Borough has 286 licenced HMOs with a total capacity for 1,036 households. This accounts for about 1% of the dwellings in Basildon Borough.

6.56 This policy aims to minimise the loss of larger family housing, which is often used for HMOs and prevent excessive concentration of HMOs in a single street, creating amenity issues including parking and waste collection issues.

6.57 Planning applications for HMOs will be assessed according to their impact on the character and street-scene of the area in which they are situated. A row is defined as five or more adjacent dwellings (terrace, semi-detached or detached) whose frontages face the same continuous section of highway.

6.58 It is also important to ensure that HMOs provide a standard of accommodation equivalent to that enjoyed by other residents.

6.59 The Council will also require the level of parking to support such proposals to be in accordance with the *2024 Essex Parking Guidance*, and any future iterations of this guidance.

Policy Links

- SG1 - Growth Needs
- HOU1 - Size, Type and Quality of New Housing
- STAT1 - Strategic Transport

Evidence Links

- South Essex Housing Needs Assessment (2022)

Development Management Policies

POLICY HOU7: Gypsy and Traveller and Travelling Showpeople Accommodation

1. Any applications for planning permission for Gypsy and Traveller and Travelling Showpeople pitches must meet the following local design and location criteria:

    a. be reasonably accessible to community services and facilities;

    b. be of sufficient size to safely accommodate the proposed number of caravans, vehicles, and ancillary areas with adequate provision for storage, recreation space, amenity provision and utility services;

    c. would not lead to the loss of, or adverse impact on, important historic and natural environment assets;

    d. ensure that future occupiers would not be subject to significant adverse environmental impacts including no significant risk of land contamination, excessive noise, poor air quality;

    e. should be located in areas with lower risk of flooding in accordance with policy CC2;

    f. have or be provided with safe and convenient vehicular access to the local highway network and not prejudice active travel connections;

    g. have essential services (water, electricity, and foul drainage) available on-site or can be made available on-site in accordance with relevant service provider standards;

    h. any permission granted for a Gypsy and Traveller development will be subject to a condition limiting occupation to Gypsies and Travellers and/or Travelling Showpeople; and

    i. for Travelling Showpeople accommodation allow for a mixed-use yard with separate areas for residential and the storage, repair, and maintenance of equipment to protect residential amenity.

2. The sub-division of authorised gypsy and traveller and travelling showpeople pitches will only be permitted where all of the following criteria are met:

    a. there would be no significant impact on the living environment of residents on the proposed plots and neighbouring plots;

    b. enable the creation of additional pitches of sufficient size to safely accommodate the proposed number of caravans, vehicles, and ancillary areas with adequate provision for storage, recreation space, amenity provision and utility services;

c. there is no significant loss of soft landscaping and amenity provision within the existing site; and

d. there is no adverse impact in terms of highways access and vehicle movement.

Reasoned Justification

6.60 Caravans, mobile homes and park homes intended for permanent residential use are defined as highly vulnerable use as defined by Annex 3: Flood risk vulnerability classification of the NPPF (2024).

6.61 The design of new or expanded Gypsy and Traveller sites should respond to the Essex Design Guide Gypsy, Traveller and Travelling Showpeople Guidance and consultation with Designing out Crime Office (generally at RIBA Stage 2).

Policy Links

- SG1 - Growth Needs
- HE1 - Conserving and Enhancing the Historic Environment
- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues
- STAT1 - Strategic Transport
- CC2 - Addressing Flood Risk

Evidence Links

- South Essex Housing Needs Assessment (2022)
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (2024)
- Gypsy, Traveller and Travelling Showpeople Topic Paper (2024)


HAIR CUTS
HAIR PATTERNS
BEARD STYLING
GIFT VOUCHERS AVAILABLE
2.75
2.50
1.99
1.75 EACH
1.00 EACH

Chapter 7: Ensuring the Vitality of Town Centres

7.1 To encourage the economic success of our town centres and to support their growth in the decades to come, we need to respond to people's changing needs. This chapter outlines the role of Basildon's town centres and how planning policies will strengthen the vitality and viability of these centres through a flexible mix of uses, regeneration, and high-quality public realm improvements.

7.2 Town centres have an essential role in connecting and integrating communities with economic opportunity and services. These centres provide a focus for retail activity, and a range of other town centre uses, including leisure, outdoor markets, commercial, office, cultural and community facilities. Defined town centre boundaries ensure that town centre uses are focused in areas where there are the best opportunities for linked trips and for access by public transport and active-travel methods such as cycling and walking. For Basildon Borough, our established town centre hierarchy starts with Basildon Town Centre and is jointly followed by Pitsea, Wickford and Billericay as the secondary tier.

7.3 Laindon had previously been included in the second tier of the hierarchy, but an ongoing comprehensive regeneration has reduced the range of facilities available. Once that work is completed, an audit of the services and facilities will be undertaken to ensure the centre is appropriately categorised. Beneath the second tier is a tertiary tier of identified local and village centres, which largely serve the day-to-day needs of their local neighbourhoods and are dependent on higher tier centres for access to a larger range of goods and services. Through its planning policies and proposals, the Council will promote the continued strengthening of the town centres. This will positively contribute towards the viability, vitality, character, and structure of these centres.

7.4 Whilst government policy continues to support town centres by promoting vitality and viability within them; there is a changing role of our high streets and a reduced emphasis on traditional retail activity. Our town centres have faced a number of challenges which include competition from out-of-centre destinations, the growth in online shopping, the cost of living and the added impact on trade from the COVID-19 pandemic. As such, the Council is mindful that the approach to local town centre policies be reflective of these socio-economic factors; whilst making use of other opportunities including changes to the Use Classes Order to address the evolving diversity in choice, needs, and demographic of the Borough.

7.5 The Borough's out-of-centre retail and commercial leisure destinations are well-used and provide a complementary offer to our main town and local centres. However, national policy does not include retail parks as part of the defined town centre hierarchy.

7.6 Our *Retail and Leisure Needs Study* (2024) has provided recommendations for our main town centres in relation to opportunities for growth and transformation. It indicates that there is no need for the additional allocation of floorspace to accommodate convenience and comparison retail goods during this plan period. Additionally, in line with the NPPF, the study has defined our Primary Shopping Areas (PSA), which sit within our defined town centre boundaries and are indicated on the Policies Map. These Primary Shopping Areas indicate where a diversity of retail should be promoted and maintained in critical mass, see policy R3 (Primary Shopping Areas); and will allow for the repurposing of other spaces outside of the PSA but within the town centre boundary to enable a greater variety of uses to be introduced, helping to maintain vibrancy. Appropriate local development opportunities for retail including

street and covered markets and other town centre uses should be encouraged where they maintain and enhance the overall health, vitality and offer of an individual centre. This is particularly important in the case of Basildon Town Centre, which is expected to considerably increase its share of leisure provision over this plan period.

7.7 As a general principle, new shops which primarily sell convenience goods should be located close to and be easily accessible for the communities they are intended to serve, with a priority for development in identified town centres, including Basildon Town Centre. The NPPF also identifies housing as a main town centre use, and national policy also encourages higher-density development in locations that are well served by public transport, such as town centres.

7.8 The Retail and Leisure Needs Study has also highlighted the need for a quality designed public realm with urban planting. The role of well-designed and multi-functional public spaces is an increasingly important feature of a successful town centre, contributing to visual interest and climate resilience as well as allowing for valuable outdoor events and meeting spaces.

7.9 New main Town Centre uses and development will be directed to the appropriate Designated Centres as set out below:

BASILDON TOWN CENTRE

7.10 For our Borough, Basildon Town Centre will be the main focus for shopping, major employment, civic and administrative functions, and for arts, culture and leisure and a centre of excellence for education and healthcare. Major new retail, office, leisure, and cultural developments will be directed to the Town Centre to build upon its established role and past successes. Development will be expected to follow guidance within the Basildon Town Centre Masterplan to ensure a comprehensive approach to design and layout and to optimise development potential across the Town Centre for the benefit our local population and to encourage investment.

BILLERICAY, WICKFORD AND PITSEA TOWN CENTRES

7.11 These centres will be a focus for shopping, business, education, leisure, and entertainment. The Town Centres will continue to provide an important role for the residents of each respective town and its surrounding areas. Within the Town Centres, retail development will be concentrated within the Primary Shopping Area. The respective Town Centres and their Primary Shopping Areas are defined on the Policies Map. Furthermore, the *Basildon Retail and Leisure Needs Study* (2024) recommends the development of a rolling programme of place promotion including fairs / festivals and street markets for Billericay and Wickford.

LAINDON TOWN CENTRE

7.12 The Council will re-evaluate Laindon Town Centre upon the completion of regeneration works to ensure it is accurately categorised within the retail hierarchy. It is anticipated that Laindon will continue to play an important role in serving local residents, and will provide a mix of leisure, retail, entertainment, and services comparable to the other second-tier centres.

LOCAL CENTRES AND NEIGHBOURHOOD PARADES

7.13 Local centre and neighbourhood parades play an important retail, business, and community role, especially in areas more remote from the larger centres. Local centres are shown on the Policies Map, and by their nature have a focus of more localised retail facilities and services.

POLICY R1: Supporting Town Centres

1. The overall strategy for retail and other main town centre uses within the borough is to:
    a. Support and regenerate Basildon Town Centre in line with the adopted Masterplan, in order to promote its viability and vitality and to maintain its position at the top of the retail hierarchy; and
    b. Protect, support, and where necessary regenerate, the secondary tier of centres and Local Centres to ensure they continue to cater for the needs of the communities they serve, ensuring their own continued vitality.
2. Following the Hierarchy of Centres, proposals that focus new development for retail, market stalls, leisure and other main town centre uses (as defined by the NPPF Glossary) within Basildon, Laindon, Wickford, Pitsea and Billericay town centres will be supported, subject to compliance with other applicable policies in this Local Plan.
3. Residential proposals will be supported where they can contribute to the vitality of the Town Centre.
4. Major town centre proposals should achieve a high Urban Greening Factor through measures such as trees, rain gardens, green roofs/walls, and pocket parks. Proposals must demonstrate measurable improvements in thermal comfort and biodiversity, ensure inclusive access to green spaces, and secure long-term maintenance through planning conditions or legal obligations.
5. New uses that contribute to the vitality of the evening economies will be supported unless they result in a harmful impact on residential amenity or on the health of our communities.
6. Where planning permission is required, the loss of retail, office, leisure, and community uses at ground floor level to residential in the Primary Shopping Areas of identified town centres, including local centres, will be resisted.

HIERARCHY OF CENTRES

7. The hierarchy of designated town centres is identified on the Policies Map as follows:
    - Main Town Centre - Basildon
    - Other Town Centres - Billericay, Wickford, Pitsea
    - Local Centres – As defined in the Settlement and Town Centre Hierarchy

OTHER TOWN CENTRE USES

8. The Council will apply a sequential approach to the consideration of applications for other town centre uses, in line with the NPPF, taking into account the above hierarchy of centres. Sites in the town centre will be preferred, followed by edge of centre locations, and then out of centre if no suitable sites are available in closer proximity. Sequential and Retail Impact Assessments will be applicable where proposals involve the re-use, redevelopment, or intensification of

out-of-centre retail locations for retail, leisure and other main town centre uses.

Reasoned Justification

7.14 Paragraph 90 of the NPPF (2024) expects planning policies and decisions to support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management, and adaptation. It also expects Councils to define a network and hierarchy of town centres, and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allow for a suitable mix of uses (including housing) and reflects their distinctive characters.

7.15 The Council's Town Centre Hierarchy identifies Basildon as the largest centre within the borough, with the greatest range of services and facilities. It is therefore the main town centre within Basildon borough, and suitable for the largest quantum of growth.

7.16 A masterplan is a long-term plan which sets out where and how physical spaces in the town centre can and should change. This highlights a number of opportunity sites where development has the potential to come forward within the period of the local plan and beyond. The sites represent the opportunity to improve the attractiveness of the Centre as a place of quality and distinction reflecting strong urban design principles.

7.17 In order to strengthen the role of the

centre and enhance its appearance, it is important to make appropriate planned provision for development needs over the period of the Local Plan, building on opportunities to improve access, the public realm and the range and quality of services that it offers so that its role as the main town centre can be sustained.

7.18 The Town Centre is an appropriate location for a broad range of town centre uses including retail, leisure and entertainment facilities, appropriate sport and recreation uses, offices, community arts, culture, and tourism and residential. It is important that opportunities for development improve the centre, adding to vitality and vibrancy and to diversify the centre beyond traditional retail uses, whilst retaining or enhancing important characteristics. The Basildon Retail and Leisure Needs Study (2024) has highlighted the popularity of street food, market hall and 'meanwhile' or 'pop-up' sites, which can help diversify a local economy and act as 'incubator spaces' for growth of new businesses and incentivising long-term investment.

7.19 Furthermore, residential development in the heart of the town centre will support existing commercial and leisure uses, whilst also providing additional activity and vibrancy outside normal shopping and working hours, increasing natural surveillance, and reducing crime and the fear of crime.

7.20 The scale of the changes envisaged for Basildon Town Centre will take some time to realise and will occur gradually throughout the life of the plan, and beyond. The timescales within which the opportunity sites are delivered will be influenced by a range of factors, including land ownership, predicted longevity of existing uses and market conditions. Sites already in public ownership or currently being considered for development are likely to come forward in the short term and will need to be supported by upgrades to the public realm and connectivity. This will help to create a setting for investment in large scale developments in the medium to long term, on sites outside public ownership or with more complex land assembly requirements.

Policy Links

- SG1 – Growth Needs
- EMP1 - Securing Economic Growth
- EMP2 - Protecting Employment Areas
- EMP7 - Non-B or E(g) Class Uses in Employment Areas
- R2 - Development in Basildon Town Centre
- R3 - Primary Shopping Areas (PSA)
- R4 - Locations for New Retail and Leisure Development
- R6 – Hotels
- R7 - Ensuring the Vitality of Town Centres
- D1 - Design and Place Shaping Principles
- NE1 - Conserving and Enhancing the Natural Environment

Evidence Links

- Basildon Retail and Leisure Needs Study (2024) Vol. 1
- Basildon Retail and Leisure Needs Study (2024) Vol. 2
- Basildon Retail and Leisure Needs Study (2024) Vol. 3
- Basildon Retail and Leisure Needs Study (2024) Vol. 4
- Settlement Hierarchy Review (2024)

Development in Basildon Town Centre

7.23 Basildon represents the largest economy in South Essex and Basildon Town Centre is one of the county's subregional centres, acting as the linchpin of a network of other town centres in the Borough – Pitsea, Laindon, Billericay and Wickford.

7.24 Basildon Town Centre remains a busy and well used town centre. Smaller units away from the main retail spines accommodate a mix of independent commercial uses. The town centre also has an important social function that generally works well. However, there is currently an overprovision of retail space, and an under provision of other uses such as leisure, or food and drink opportunities within the town centre. Residents, retailers, businesses, and visitors are passionate about the area but, like any town centre, Basildon has its challenges and obstacles to overcome.

7.25 Given the importance of Basildon Town Centre, the Council intends to create a Masterplan to help shape the future development and regeneration of this key location. This will provide a framework for future investment and development to maximise the opportunities for investment into Basildon Town Centre; to capitalise on its existing assets and set a clear vision for Basildon as a thriving, vibrant, and visionary place. The masterplan will be underpinned by a baseline assessment of the socio-economic condition of the town centre and market analysis, which reviews the current and potential office, retail, leisure, and residential markets within Basildon Town Centre.

7.26 The Council is keen to promote and support forward positive planning to attract a range of main town centre uses, including offices, leisure and cultural uses that support the daytime and evening economy; as well as further mixed-use residential developments with supporting infrastructure.

7.27 The Vision for Basildon Town centre is one of a welcoming, vibrant, and mixed inter-generational community where new companies can start up, and other businesses will want to open up in. Thoughtful attractive urban planting for climate resilience will create healthy, safe, and pleasant spaces for visitors and workers to rest and take leisure. The town centre will be a destination place that will boast new cultural and entertainment facilities that befit the town's strategic importance and its original pioneering, New Town spirit. The Town Centre will build on the areas existing delivery of public sector and community services, improved connectivity, and accessibility, in particular for active travel, but also for other modes of transport to local neighbourhoods and the wider region.

7.28 To achieve this, new development should follow the guiding principles of the Masterplan and comply with the range of acceptable uses for a main town centre, including:

- retail (convenience and comparison);
- residential;
- employment (e.g. offices, co-working and flexible and adaptable office space);
- active and attractive public spaces (e.g. through urban planting)
- recreational and leisure (e.g. restaurants, bars, bowling alleys, cinemas, open space, gyms);
- civic facilities (e.g. Borough Council offices);
- cultural (e.g. churches and other places of worship, galleries, libraries);
- health facilities (e.g. hospitals, ambulance hubs, or social care facilities); and
- education (including early years and childcare, SEND, post-16 education and skills).

7.29 Basildon Town Centre has increasingly been a focus for residential development. Around 1,000 new homes have been delivered since 2015 and planning permission has been granted for a further 1,002 new homes in

Basildon Town Centre. The majority of these homes are currently under construction. Sufficient land to deliver around 1600 additional homes has been promoted for development. There is potential for further housing to be provided in the town centre over the plan period if additional land becomes available.

7.30 New development is expected to be supported by new and improved infrastructure as set out in the Infrastructure Delivery Plan.

7.31 Whilst Basildon Town Centre is accessible by roads, pedestrian footpaths and cycleways from all directions, there is the potential to make further improvements on the fringes to improve the connectivity of the Town Centre with surrounding neighbourhoods and reduce the focus and dependency on the use of private cars. Although the existing rail station and bus terminals provide a multi-modal transport interchange, there is scope to improve the quality of the environment they offer. This should be a consideration when a new development is proposed.

POLICY R2: Development in Basildon Town Centre

1. Basildon Town Centre will be developed and sustained as the main town centre in the Borough. It will continue being the civic heart of the Borough and be the principal focus of commercial activity and public transport in the Borough. It will be shaped and managed to deliver regeneration, ensure investment, economic growth, and success. The extent of Basildon Town Centre is defined on the Policies Map.
2. The character and quality of the town centre will be protected and enhanced through the promotion and careful control of new development.
3. Development will be supported which:
    a. Contributes to the Town Centre's diversity, vitality, viability, environmental and health quality and climate resilience;
    b. Provides a mix of uses which may include retail, including street and covered markets, residential employment, educational, recreational, leisure, civic, cultural, community and health facilities;
    c. Contributes to its role as a public transport hub for the Borough;
    d. Creates a high quality, healthy, distinctive, and well-designed environment and public realm that helps reduce crime and the fear of crime;
    e. Provides necessary infrastructure including public transport services, pedestrian, cycling and wheeling facilities;
    f. Improves existing access and connectivity within, to and from the Town Centre, and
    g. Contributes to the provision of urban greening, which should be integral to the design and layout of buildings and the public realm.
4. Development will be supported which contributes to the delivery of the key principles set out in the Masterplan for Basildon Town Centre, including:
    a. Diversifying Basildon Town Centre through the introduction of new uses to attract more people throughout the day and to meet the changing demands of town centres.
    b. Introducing a broader mixture of land uses across different areas of the town centre which blend together and offer a positive and distinct identity whilst also ensuring that the existing character will be preserved and strengthened.
    c. The desire to strengthen connectivity by providing improved routes for walking, wheeling, cycling and public transport that are high quality, legible, attractive, and safe.
    d. The importance of creating legible, distinctive, flexible, attractive, safe, and inclusive public realm throughout the town centre.
    e. The creation of well-designed pedestrianised areas with active ground floor frontages which encourage vibrant and active street life, creating well defined spaces and routes.
    f. The value of good urban design with urban greening and

sustainable drainage to improve health and environmental quality and resilience to climate change for the town centre.

g. Development in Basildon Town Centre should move away from discharging surface water into the foul network and explore other options of managing the discharge by following the drainage hierarchy.

5. Applications for development in Basildon Town Centre will be expected to set out how they conform to the latest Basildon Town Centre Masterplan.

Reasoned Justification

7.32 Paragraph 90 of the NPPF (2024) expects planning policies and decisions to support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management, and adaptation. It also expects Councils to define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows for a suitable mix of uses (including housing) and reflects their distinctive characters.

7.33 The Council's Town Centre Hierarchy identifies Basildon as the largest centre within the Borough, with the greatest range of services and facilities. It is therefore the main town centre within Basildon Borough and suitable for the largest quantum of growth.

7.34 A Masterplan is a long-term plan which sets out where and how physical spaces in the town centre can and should change. This highlights opportunity sites where development has the potential to come forward within the period of the local plan and beyond. The sites represent the opportunity to improve the attractiveness of the Centre as a place of quality and distinction reflecting strong urban design principles.

7.35 In order to strengthen the role of the centre and enhance its appearance, it is

important to make appropriate planned provision for development needs over the period of the Local Plan, building on opportunities to improve access, the public realm and the range and quality of services that it offers so that its role as the main town centre can be sustained.

7.36 The Town Centre is an appropriate location for a broad range of town centre uses including retail, leisure and entertainment facilities, appropriate sport and recreation uses, offices, arts, culture, and tourism and residential. It is important that opportunities for development improve the centre, adding to vitality and vibrancy and to diversify the centre beyond traditional retail uses, whilst retaining or enhancing important characteristics. Residential development in the heart of the town centre will support existing commercial and leisure uses, whilst also providing additional activity and vibrancy outside normal shopping and working hours, increasing natural surveillance, and reducing crime and the fear of crime.

7.37 The scale of the changes envisaged for Basildon Town Centre will inevitably take some time to realise gradually throughout the life of the plan and beyond. The timescales within which the opportunity sites are delivered will be influenced by a range of factors, including land ownership, predicted longevity of existing uses and market conditions. Sites already in public ownership or currently being considered for development are likely to come forward in the short term and will need to be supported by upgrades to the public realm and connectivity. This will help to create a setting for investment in large scale developments in the medium to long term, on sites outside public ownership or with more complex land assembly requirements.

Policy Links

- SG3 - Spatial Distribution of Growth
- EMP1 - Securing Economic Growth
- HOU1 - Size, Type, and Quality of New Housing
- R1 - Supporting Town Centres
- R3 - Primary Shopping Areas (PSA)
- R6 – Hotels
- R7 - Ensuring the Vitality of Town Centres
- CC3 - Water Efficiency and Sustainable Drainage Systems (SuDS)
- D1 - Design and Place Shaping

Principles

- HC1 - Health and Well-being Strategy
- HC3 - Strategic Approach to Education, Skills and Learning
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- Basildon Retail and Leisure Needs Study (2024) Vol. 1
- Basildon Retail and Leisure Needs Study (2024) Vol. 2
- Basildon Retail and Leisure Needs Study (2024) Vol. 3
- Basildon Retail and Leisure Needs Study (2024) Vol. 4

Primary Shopping Areas in Town Centres

7.38 In September 2020, the Government introduced changes to the Use Classes Order which brought together a range of 'Commercial, Business and Service' uses under one Use Class (E). Class E enables units in town centres to change to other suitable uses without the need for planning permission and means that town centres should no longer be viewed in just 'retail terms'.

7.39 That said, to implement wider policies in the NPPF (such as the sequential test for retail proposals), it remains necessary for the Local Plan (and the associated Policies Map) to identify 'Primary Shopping Areas' (PSAs).

7.40 Within Primary Shopping Areas, development for town centre uses as defined by the NPPF should maintain active frontages, as this will help to contribute towards a lively and safe street scene. Care should be taken to ensure that the frontage provides visual interest and would not be to the detriment of the overall character of the centre.

7.41 Planning policies should guard against the loss of valued facilities and services, particularly where it would reduce the community's ability to meet its day-to-day needs.

7.42 The 2024 *Retail and Leisure Needs Study* identifies opportunities for new investment in designated centres through the amalgamation or sub-division of existing units and workspaces. This can help to attract new operators and formats and support the vitality and viability of centres. Any such development proposal should not result in an adverse loss of overall floorspace or create small token units which may not offer sufficient retail floor space, staff facilities, or storage area for stock and which will only suit a minority of occupiers. These may be a by-product of sub-dividing a larger unit or could be proposed in their own right. These units gradually undermine the retail character of the frontage and could lead to prolonged periods of vacancy due to their limited appeal to the wider retail market.

7.43 The 2024 study also identifies development opportunities within designated centres for complementary initiatives and 'meanwhile' uses. Meanwhile/temporary uses in long-term vacant and underutilised units or workspaces can be used by occupiers to test out new uses and to reduce costs. They can also provide flexible, low-cost space for business start-ups, small and medium sized enterprises (SMEs), and community groups. As such, meanwhile uses can provide an opportunity to fill some vacant units and premises over a short duration, and have the potential to diversify and reinvigorate centres.

7.44 Long-term vacant or underutilised units and workspaces are considered more suitable for meanwhile uses, as other short term vacant spaces can be part of the normal churn of the centres and re-occupied by new businesses on standard leases relatively quickly.

POLICY R3: Primary Shopping Areas (PSA)

1. Primary Shopping Areas (PSAs) are defined for the Town Centres in Basildon, Billericay, Wickford and Pitsea as set out on the Policies Map. The respective PSAs should be the focus for retail, other main town centre uses, and commercial, business and service uses falling within Use Class E. Proposals for development should:
    a. sustain and enhance the general vitality of the centre;
    b. attract vibrancy, activity and generate pedestrian footfall to the centre;
    c. be compatible with surrounding uses;
    d. not result in adverse amenity impacts;
    e. provide an active frontage at ground floor level;
    f. be readily accessible by the public from the front of the premises;
    g. make a positive contribution to the townscape of the centre;
    h. not create smaller units through sub-division;
    i. not harm the character and function of the town centre; and
    j. diversify and intensify uses including potential for residential development.
2. Proposals must not have a significant adverse effect on the viability, vitality or character of that or any other centre. They should not have an adverse impact on public health or environmental amenity particularly in terms of noise, litter, and odour; and must not have an adverse impact on the safety and convenience of highway users.
3. Proposals within the Basildon Town Centre PSA should contribute towards the Council's overall objectives to support and regenerate Basildon Town Centre in order to promote its viability and vitality, in line with the Masterplan and to maintain its position at the top of the retail hierarchy.
4. Proposals within other PSA's should be in line with any relevant adopted Masterplan.
5. On upper floors of premises, proposals for separate units of retail or other main town centre uses, including Class E commercial, business and service uses, or residential accommodation will be supported provided that:
    a. separate access from the ground floor is maintained or created,
    b. provision of internal space to segregate recyclable material and a separate recycling and waste store is expanded, and
    c. the proposal does not compromise the viability of any commercial uses on the ground floor.
6. Proposals for complementary initiatives in designated centres, such as the establishing of new market stalls, construction of click and collect 'hubs' or lockers, or the use of outdoor space for public events, will be supported where it can be demonstrated that they will enhance the vitality and viability of the centre and not give rise to unacceptable impacts on residential amenity and the transport network. Positive consideration will be given to temporary, flexible meanwhile and pop-up uses within vacant units which can attract footfall into a centre.

Reasoned Justification

7.45 The NPPF requires that centres are designated and placed in a hierarchy which is defined in Local Plans, and that growth is proportionate to a centre's ranking. The Borough's town centres serve a wide range of people and purposes and will be supported to be attractive and distinctive places at the heart of their communities. The Borough's network of centres is well established, and their location and extent is shown on the Policies Map.

Policy Links

- R1 - Supporting Town Centres
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- Dx - Achieving Well Designed Places
- HC1 - Health and Well-being Strategy

Evidence Links

- Basildon Retail and Leisure Needs Study (2024) Vol. 1
- Basildon Retail and Leisure Needs Study (2024) Vol. 2
- Basildon Retail and Leisure Needs Study (2024) Vol. 3
- Basildon Retail and Leisure Needs Study (2024) Vol. 4
- Policy Map

Retail and Leisure Development outside of Town Centres

7.46 Traditional town centres compete for expenditure at retail parks, freestanding retail warehouses, and large format out-of-town convenience goods stores. Typically, these locations offer 'bulky goods' such as furniture, but there has been an increasing demand for such premises from traditional high street retailers. Whilst the retail provision at these locations can complement the retail offer in a town centre, and also provide floorspace which is not available within a town centre, they can be detrimental to the vitality and viability of a town centre because they attract retail and other activities that would otherwise locate within the town centre space and bring footfall.

7.47 The NPPF requires local planning authorities to apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located within town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

7.48 When assessing applications for retail and leisure development outside of a town centre which are not in accordance with an up-to-date plan, local planning authorities will require an impact assessment if the development is over a proportionate, locally set floorspace threshold. Where there is no locally set threshold, the national default threshold is 2,500m^2 of gross floorspace.

7.49 This would be expected as the focus of smaller, more local centres is on meeting people's day to day needs. In contrast, the main town centres have a greater proportion of comparison retailers. The results also show that the main town centres have a greater proportion of vacant units, which suggests that they may be more vulnerable to out of centre competition.

7.50 In addition, the *Basildon Retail and Leisure Needs Study* (2024) recommends that any new market demand for floorspace be directed to town centres first, in accordance with national and local plan policy objectives. For this reason, it recommends that an impact threshold of 280m^2 is applied outside of defined town centres.

7.51 A significant change to the Use Classes Order in September 2020 under the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. This resulted in the amalgamation of Classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes) and B1 (business) as well as parts of Classes D1 (non-residential institutions) and D2 (assembly and leisure), into a single new Use Class E.

7.52 Class E has offered greater flexibility for shops, office, and some community spaces to alter their uses which has helped to reduce vacancy rates and keep these spaces occupied. Nevertheless, any premises which were in the former use Classes A, B1 or D1/D2, immediately inherited the Use Class E status without planning conditions. Buildings originally intended for business purposes could change to uses such as retail and leisure without the need of planning consent.

7.53 Protecting the supply of floorspace for defined uses (as far as possible) is also important to meet the needs of new and expanding companies which may be unable to compete with alternative higher value uses. Some uses may not be compatible with established surrounding uses, and this could have unintended consequences for designated town centres and, for example, areas primarily intended for employment uses. The Council will monitor the position very carefully and reserves the right to use conditions and/or planning obligations to restrict new floorspace to business uses within Class E, to ensure that policy objectives are met.

POLICY R4: Locations for new Retail and Leisure Development outside of Town Centres

1. Retail including street and covered markets and leisure uses should be predominantly located within designated town centres. Development and uses must be appropriate to the scale, character, and function of the town centre, be in keeping with its role and function within the borough's hierarchy of centres and should not harm the vitality and viability of the centre as a whole.
2. Sequential testing will be required for planning applications for main town centre uses that are not in an existing town centre, or where the proposal does not accord with the Local Plan. Town centre uses should be located in town centres, then in edge of centre locations. Only if suitable sites are not available will out of centre sites be considered. Preference will be given to accessible sites that are well connected to the town centre.
3. Where demand from commercial leisure operators for new floorspace is present, any new facilities should be directed to town centres first, following a sequential approach in line with national and local plan policy objectives.
4. In accordance with the Retail and Leisure Needs Study, any new market demand for floorspace should be directed to town centres first in accordance with national and local plan policy objectives. Outside of the defined town centres, the threshold for an application to require a Retail Impact Assessment is 280m^2 (gross floorspace). The Retail Impact Assessments should include an assessment of:

    a. The impact of the proposal on existing, committed and planned public and private investment in the regional, town and local centres in the catchment area of the proposed development;

    b. Individual and cumulative impact of the proposal on the vitality and viability of the borough's centres taking into consideration:

        i. Its impact on linked trip spending between different town centre uses or businesses;

        ii. Its impact on local consumer choice;

        iii. The potential for relocation of businesses currently trading in town centres to locations out of centre;

        iv. The extent to which the market profile of the development proposed will compete with existing facilities in town centres; and

        v. The impact through trade diversion on the role and function of a town centre up to five years from the time the application is made.

Reasoned Justification

7.54 The NPPF requires local planning authorities to apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge-of-centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out-of-centre sites be considered.

7.55 Limiting the growth of out-of-town retail centres is a key aspect of national policy, which promotes the development of town centres first and sequentially looks for the bulk of retail growth to take place in the largest town centre identified through a town centre hierarchy. Out-of-town retail parks do not form part of the town centre hierarchy as set out in national policy. Therefore, seeking to limit the growth of these facilities is consistent with national policy. Currently there is no retail impact threshold defined by the extant Basildon District Local Plan Saved Policies September 2007.

7.56 The Council's *2024 Retail and Leisure Needs Study* advises that an impact threshold of 280 sqm gross is most appropriate and robust for assessing the impacts of any proposed retail/ leisure developments outside of defined centres in accordance with the NPPF. The justification and evidence to support this lower impact threshold is set out in the paragraphs below.

- The growth in internet shopping is having a significant impact on the way households choose to buy food and non-food goods, which in turn is impacting upon retailer business and operating models. This should be considered alongside the long-term impacts of out-of-centre stores, shopping, and leisure facilities on town centres.
- The main grocery operators (i.e. Tesco, Sainsbury's, Asda, Waitrose, and Morrisons) have effectively scrapped their superstore expansion programmes to focus on growing their market shares via online sales and opening smaller convenience stores (i.e. Sainsbury's Local, Tesco Express, Little Waitrose, etc.). Although sizes vary from location-to-location, the main grocers are promoting smaller convenience stores with a minimum gross floorspace of between 280m^2 and 372m^2 (circa 3,000 - 4,000 sqft).
- The 280m^2 gross floorspace figure is also significant, as stores below this threshold are exempt from Sunday trading restrictions. In brief, the Sunday Trading Act defines a 'large shop' as generally being over 280m^2.
- The Government's overarching aim to protect the role, function and integrity of local shops selling essential goods and comprising essential services (e.g. post-office counters) is further demonstrated by the introduction of the new Use Class F2, which covers local community uses. Within this category, Class F2(a) specifically pertains to a shop (previously classified as A1) selling mostly "essential goods", including food, to visiting members of the public where the shop's premises cover an area of no more than 280m^2 and there is "no such facility within a 1,000 metre radius of the shop's location".
- Market demand from operators

seeking representation and space in town centres is falling significantly as the space available in centres is often of the wrong size and configuration, and in the wrong location to meet today's retailer requirements.

- Table 10.8 of the 2024 study shows that, overall, the average unit size for all retail, leisure and service businesses in the Borough's main town centres is 292m^2.

Policy Links

- R1 - Supporting Town Centres
- R5 - Out of Town Retail and Leisure Parks
- D1 - Design and Place Shaping Principles

Evidence Links

- Basildon Retail and Leisure Needs Study (2024) Vol. 1
- Basildon Retail and Leisure Needs Study (2024) Vol. 2
- Basildon Retail and Leisure Needs Study (2024) Vol. 3
- Basildon Retail and Leisure Needs Study (2024) Vol. 4
- Settlement Hierarchy Review (2024)

Out of Town Retail and Leisure Parks

7.57 The NPPF expects local planning authorities to allocate a range of suitable sites to meet a range of needs including leisure needs. The guidance in the Glossary of the NPPF on the status of existing out of town locations applies to leisure parks in the same way it applies to out-of-town shopping areas. These facilities are identified as a location not in or on the edge of a town centre, but which is not necessarily outside the urban area. The NPPF does not consider that retail and leisure parks form part of a town centre hierarchy.

7.58 The Festival Leisure Park is a large purpose-built out of town commercial leisure destination within Basildon Borough's urban area. Its overall offer provides a range of mid-price family restaurants, together with complementary leisure uses including a bowling alley, wakeboarding centre, and hotel accommodation. It is the single biggest family entertainment venue for residents in the Borough. In the vicinity, there is also a David Lloyd Leisure Centre and a go-karting centre.

7.59 In addition to Festival Leisure Park, there are six out-of-town shopping areas within the Borough, which are concentrated in the Basildon urban area (incorporating Pitsea and Laindon). They range in scale, size and the type of goods being sold with the majority providing a mix of convenience and comparison goods. These out-of-town shopping areas account for a large proportion of the overall market share for convenience goods within Basildon. The two main retail parks of Pipps Hill and Mayflower have a strong market share in comparison goods.

POLICY R5: Out of Town Retail and Leisure Parks

The borough has seven key out-of-town retail and leisure locations at Pipps Hill Retail Park, Mayflower, Cricketers Way, Festival Leisure Park, and Vange Retail Park (all Basildon), Hazlemere (Pitsea) and Mandeville Way in Laindon. In these locations, the development of additional retail and leisure floorspace will only be supported where sequential testing and retail impact assessments indicate it is appropriate to do so.

Any new facilities should be directed to town centres first, following the sequential approach in line with national and local plan policy objectives.

Reasoned Justification

7.60 Limiting the growth of out-of-town retail centres is a key aspect of national policy, which promotes the development of town centres first and sequentially looks for the bulk of retail growth to take place in the largest town centre identified through a town centre hierarchy. Out-of-town retail parks do not form part of the town centre hierarchy as set out in national policy. As such, seeking to limit the growth of these facilities is consistent with national policy.

Policy Links

- R4 - Locations for New Retail and Leisure Development outside of Town Centres
- D1 - Design and Place Shaping Principles

Evidence Links

- Basildon Retail and Leisure Needs Study (2024) Vol. 1
- Basildon Retail and Leisure Needs Study (2024) Vol. 2
- Basildon Retail and Leisure Needs Study (2024) Vol. 3
- Basildon Retail and Leisure Needs Study (2024) Vol. 4
- Settlement Hierarchy Review (2024)

Hotels

7.61 A central strand of the NPPF is to achieve sustainable development. The NPPF glossary defines hotels as a main town centre use, while the first two strands of NPPF (2024) Paragraph 8 (the economic and social objectives) are highly relevant to town centres and town centre uses.

7.62 Hotel accommodation forms a key part of the commercial leisure offer. The *Basildon Retail and Leisure Needs Study* (2024) shows that current hotel provision is clustered along the A127 Southend Arterial Road and close to Pipps Hill Industrial Estate. The nearest town centre to this cluster is Basildon. Furthermore, the current hotel provision in the borough is evenly split between budget hotel operators and 3-star facilities. The borough lacks higher 4-Star and 5-Star establishments.

7.63 There is a notable lack of provision in the Borough's other town centres, and demand for visitor stays in the Basildon area is also met by facilities based in neighbouring local authority areas.

7.64 New hotel development should, therefore, be encouraged in town centres to enable their continued vitality and regeneration. However, it is also recognised that any investment into the hotel sector would be very much subject to market demand and should be directed to town centres first in accordance with national and local plan policy objectives.

7.65 The Council's 2025 evidence on hotel demand indicates that, while new hotel provision in Basildon town centre could contribute towards wider regeneration objectives and help improve town centre vitality, additional hotel provision would also be appropriate in the A127 Enterprise Corridor to help promote business growth.

POLICY R6: Hotels

The Council will ensure that the employment and leisure economy is supported through appropriate hotel provision.

To deliver this the Council will:

1. Protect hotels and hotel bedrooms across the borough;
2. Require new hotels to be located within, or immediately adjoining, the borough's town centres, the A127 Enterprise Corridor alongside and in support of business development, or within other areas where the new hotel would support the function of the area;
3. Encourage the upgrading and expansion of existing hotels where:
    a. This will assist in maintaining the vitality of the centre;
    b. This will not result in the loss of any residential accommodation;
    c. There will be no unacceptable harm to amenity or to the residential character of an area.

Reasoned Justification

7.66 Hotels have a role as important drivers of footfall and consumer spending within town centres. The NPPG section on Town Centres and Retail notes that Local Authorities can take a leading role in promoting a positive vision of town centres, by bringing together stakeholders and by supporting sustainable economic and employment growth, and highlights the role that a range of complementary uses can have in supporting the vitality of town centres. This includes hotels, which are identified as a main town centre use by the NPPF.

Policy Links

- SG1 - Growth Needs
- R1 - Supporting Town Centres
- R2 - Development in Basildon Town Centre
- D1 - Design and Place Shaping Principles

Evidence Links

- Basildon Hotels Future (2016)
- Basildon Hotels Future Update (2025)

Development Management Policies

Ensuring the Vitality of Town Centres

7.67 It is recognised that Use Class E provides flexibility in the re-use of units, but in tandem, there is a concern that some changes may interrupt active frontages in town centres or cause an over-proliferation of non-retail uses affecting the character, vitality and viability of the centre. Subsequently, there is a need to monitor the mix of uses in town centres.

7.68 The NPPF requires planning policies to guard against the unnecessary loss of valued facilities and services such as local shops, market stalls particularly where this would reduce the community's ability to meet its day-to-day needs. Historically, shops and other town centre uses provide an active street frontage, contributing towards a lively street scene and often meeting an important need whilst maintaining their primarily retail role.

7.69 Whilst a wide range of uses are located in the Borough's town centres, their primary function is shopping and other main town centre uses which should remain the principal role, especially at ground floor level.

7.70 The town centres provide a strong local identity, and it is important to continue to maintain their status as important shopping areas and centres of employment. Defined town centre boundaries ensure that town centre uses are focused in areas where there are the best opportunities for linked trips and for access by public transport, cycling, wheeling and walking. In order for town centres to be successful and competitive, they must provide customer choice, a diverse retail offer and the flexibility to accommodate other town centre uses compatible with maintaining vitality and viability of these locations.

POLICY R7: Ensuring the Vitality of Town Centres

1. The borough's Town Centre boundaries are shown on the proposals map along with the primary shopping areas (PSA). Within these two defined areas, proposals for development will be permitted:
    a. Where the use and scale is consistent with the role and function of the town centre;
    b. Are compatible with surrounding uses;
    c. Makes a positive contribution to the townscape of the centre, and
    d. Does not harm the character and function of the centre.
2. The Council, working with partners, will seek to secure improvements for connectivity, in particular, to active travel that is inclusive and accessible, to and from the town centres to promote healthier lifestyles and ease traffic congestion.
3. Shops, street and covered markets and other community facilities should be retained and enhanced where they remain viable and new local centres created where they can meet the day-to-day needs of the local community in accordance with Policy R8.

Reasoned Justification

7.71 The NPPF defines what a town centre use is and states that planning policies should define the extent of town centres and make clear the range of uses permitted in such locations as part of a positive strategy for the future of each centre. Additionally, the NPPF requires the Council to define the Primary Shopping Area.

Policy Links

- EMP1 - Securing Economic Growth
- EMP2 - Protecting Employment Areas
- R1 - Supporting Town Centres
- R2 - Development in Basildon Town Centre
- R3 - Primary Shopping Areas (PSA)
- R8 - Local Centres
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions

Evidence Links

- Basildon Retail and Leisure Needs Study (2024) Vol. 1
- Basildon Retail and Leisure Needs Study (2024) Vol. 2
- Basildon Retail and Leisure Needs Study (2024) Vol. 3
- Basildon Retail and Leisure Needs Study (2024) Vol. 4
- Settlement Hierarchy Review (2024)
- Local Walking and Cycling Implementation Plan (2025) (LCWIP)

Local Centres

7.72 Local Centres perform a more limited but important role in providing residents, including the less mobile and elderly, with day-to-day goods and services. Local Centres typically include a convenience store, post office, pharmacy, newsagents and other shops selling food and beverages.

7.73 The vitality and viability of the Local Centres are, to varying degrees, principally anchored by their convenience store offer, and they fare better when shops are located within a more consolidated geographic area rather than consisting of a collection of dispersed standalone units.

7.74 The Local Centres in Basildon Borough are identified through the *Settlement and Town Centre Hierarchy* paper.

7.75 In accordance with national planning policy and guidance, retail areas must respond to change. A balance must be struck between maintaining the function of Local Centres and accepting that there may be circumstances where the loss of local facilities may be necessary to avoid long term vacancies.

7.76 Active frontages are important for maintaining the vitality and viability of local centres. Non-retail uses can provide an important function.

POLICY R8: Local Centres

1. Within existing local centres, the Council will support proposals for shops, services, and community facilities (including extensions to existing shops), where development is appropriate to serving local needs, subject to satisfying the following criteria:
    a. The development retains or creates an active frontage at ground floor level;
    b. The development does not result in the retail-led focus of the local centre being significantly diluted;
    c. There will be no material adverse impact upon the amenities of nearby residential uses; and
    d. Adequate space for deliveries and servicing is maintained.
2. Proposals to change the use or redevelop active ground floor uses to uses other than retail, leisure, community services, and offices will only be permitted where:
    a. The proposal does not undermine the vitality and viability of the local centre;
    b. Where relevant, they do not alter the character, setting and special qualities of local residential amenity; and can mitigate any resulting environmental nuisance; and
    c. Marketing evidence is provided which demonstrates the premises have been actively marketed for uses falling within Use Class E for a sustained period of 12 months.

Evidence Base / Justification

7.77 The *Retail and Leisure Needs Study* (2024) indicates that there is no need for any site allocations for convenience or comparison retail goods floorspace during the plan period. However, local development opportunities for retail and other town centre uses in individual centres will be encouraged where they are able to maintain and enhance the overall health, vitality and offer of a centre. To assist in this, the provision of new local centres containing a small number of shops or multi-functional community facilities will also be supported.

7.78 The NPPF requires that centres be designated and placed in a hierarchy which are defined in Local Plans, and that growth is proportionate to a centre's ranking. Within the NPPF there is a requirement to define the network and hierarchy of town centres and define their extent. The NPPF also requires local planning authorities to proactively meet the need for new housing, employment, and retail.

Policy Links

- R7 - Ensuring the Vitality of Town Centres
- D1 - Design and Place Shaping Principles
- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues

Evidence Links

- Basildon Retail and Leisure Needs Study (2024) Vol. 1
- Basildon Retail and Leisure Needs Study (2024) Vol. 2
- Basildon Retail and Leisure Needs Study (2024) Vol. 3
- Basildon Retail and Leisure Needs Study (2024) Vol. 4



Chapter 8: Meeting the Challenge of Climate Change – resilience, flood risk and greenhouse gas reduction

Responding to Climate Change

8.1 This chapter outlines how our Local Plan will support Basildon Borough Council to respond effectively to the challenges of climate change. Our climate is changing and will continue to do so due to global greenhouse gas emissions. In recognition of this, Parliament declared a climate emergency in May 2019. Whilst some level of global warming is now inevitable, and unpredictable extreme weather events can no longer be prevented, their impacts can be reduced by decisive local interventions. By embedding transformative adaptation measures within our homes, built environment and daily lives, we can create a more resilient and sustainable future for our Borough and country. There has never been a more pressing time for interventions that will strengthen our climate resilience and reduce greenhouse gas emissions

8.2 In response to the *Climate Change Act 2008* (as amended) the NPPF emphasises that the planning system has an important role in helping shape places and should support a transition to net zero by 2050.This requires radical reductions in greenhouse gas emissions and embedding climate considerations into all aspects of development. These actions will minimise vulnerability, improve climate resilience and support the implementation of associated infrastructure. This includes taking full account of flood risk, coastal change, the increasing risk of overheating due to longer, warmer seasons, as well as ensuring that both current and future water supply and demand are effectively managed.

8.3 The Council adopted the *Basildon Council Climate Change Policy* in March 2021 and the *Basildon Borough Council Climate Strategy and Action Plan* in July 2021. These set out the strategic approach to reducing carbon emissions arising from activities occurring in the Borough and identify a set of high-level actions required to become a carbon neutral Council by 2030 and Borough by 2050.

8.4 The national *Environmental Improvement Plan* (EIP) published in 2023 highlights the impact climate change has had on biodiversity in the UK and sets out ten goals to improve the quality of nature, water, air and the environment overall. The EIP has since been updated, December 2025, and now provides more data-driven and accountable ambitions for local government for protecting the environment; with expanded commitments on nature recovery, improved air and water quality, sustainable waste minimisation and climate resilience.[1]

8.5 Urban planting, as a nature-based solution, offers a practical and visible means of addressing the impacts of climate change. Vegetation helps to capture greenhouse gases and sequester carbon, whilst also managing heat absorption and shading and surface flooding from heavy downpours. Quality urban planting has co-benefits which also includes improved air quality, enhancing biodiversity and supporting the health and wellbeing of our local communities. The co-benefits of quality urban planting have also been highlighted by our Retail and Leisure Survey (2024) in relation to making our town centres more welcoming and vibrant. As such, the need for good urban planting should be considered as a holistic contribution towards public health, our Local

Nature Recovery Strategy (LNRS) priorities[2] and, where appropriate, Biodiversity Net Gain (BNG) outcomes.

[1] *Environmental Improvement Plan 2025*

[2] *Proposals should demonstrate how Green Infrastructure (GI) and Sustainable Drainage Systems integrate into the wider GI network and contribute to Local Nature Recovery Strategy (LNRS) priorities and Biodiversity Net Gain (BNG) outcomes. Integrating LNRS priorities into climate policies ensures: Multifunctionality, Connectivity: Aligning GI and SuDS with LNRS maps strengthens ecological networks, Measurable Outcomes: LNRS provides an evidence base for targeting interventions, supporting statutory biodiversity duties under the Environment Act 2021.*

POLICY CC1: Responding to Climate Change

The Council will seek climate resilience and the reduction of greenhouse gases by requiring development to:

1. Have good access to services, safe active travel routes and public transport;
2. Incorporate design features that protect existing and provide new opportunities for urban planting. This will create well-connected multifunctional green- blue infrastructure, nature recovery and biodiversity net gain and engender co-benefits for health;
3. Reduce greenhouse gas emissions and be fossil fuel free where practical, achieve operational energy and carbon (net zero) and minimise embodied carbon;
4. Minimise energy demand and incorporate energy efficiency measures;
5. Promote the efficient use of natural resources, such as water, including natural flood risk management and surface water management systems, rainwater harvesting and rainwater re-use where possible e.g. SuDs which includes blue-green roofing;
6. Minimise resource inefficiency through high quality design features to ensure both the efficient use of building materials, future flexibility to accommodate changing need and to maximise recycling;
7. Provide opportunities for renewable and low carbon energy technology development and decentralised energy and heating systems;
8. Ensure that buildings (both internally and externally) and the spaces around them are designed to avoid overheating and excessive heat generation, while minimising the need for internal air conditioning systems; and
9. Minimise the impact of flooding from all sources.

All urban planting, including SuDs, must be accompanied by a planting management and maintenance plan and should be included in the landscape strategy for a development. All planting must have regard to the opportunity to contribute to Local Nature Recovery.

Reasoned Justification

8.6 The global climate is changing and the NPPF identifies tackling climate change as a core planning principle essential to the achieving sustainable development. Additionally, the EIP (2023) provides a basis for the integration of green and blue infrastructure within the design of new developments. This approach supports climate resilience as well as delivering a range of co-benefits associated with urban planting.

8.7 The Essex Climate Action Commission (ECAC) advise on Essex's response to tackling climate change. The commission published its report '*Net-Zero: Making Essex Carbon Neutral*' in July 2021, and this set out a comprehensive plan to:

- reduce the County's greenhouse gas emissions to net zero by 2050, in line with the UK's statutory commitments.
- make Essex more resilient to climate impacts such a flooding, water shortages and overheating.
- enhance biodiversity and the natural environment by creating natural green infrastructure across 30 per cent of all land in Essex by 2040.

8.8 To mitigate the impacts of climate change, the *Climate Change Act 2008* (as amended), commits the UK to achieving net zero greenhouse gas emissions by 2050, representing a 100% reduction from 1990 levels.

Policy Links

- SG1 – Growth Needs
- EMP1 - Securing Economic Growth
- CC3 - Water Efficiency and Sustainable Drainage Systems (SuDS)
- CC4 - Operational Energy and Carbon (Net Zero) in Homes and Buildings
- CC5 - Embodied Carbon and Circular Economy in Homes and Buildings
- CC6 - Renewable & Low Carbon Energy Infrastructure
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- D3 - Design in Smaller Scale Projects
- NE1 - Conserving and Enhancing the Natural Environment
- STAT1 - Strategic Transport

Evidence Links

- Environment Improvement Plan (2023)
- Net-Zero: Making Essex Carbon Neutral (2021)

Addressing Flood Risk

8.9 Severe and sustained rainfall with increased river flows due to increase global temperatures are likely to affect the nature and frequency of flooding which is already a natural hazard within the Borough. Through effective long-term planning, the increased risk of flooding can be managed to better protect people and places.

8.10 Areas of flood risk include all potential sources of flooding. This includes rivers and the sea, increased surface water flooding from intense rainfall, rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources.

8.11 The Borough of Basildon is affected by multiple flooding mechanisms with the severity of each varying according to its location. The *Basildon Borough Council Level 1 Strategic Flood Risk Assessment (SFRA) (2024)* identifies that fluvial flooding (river) is the dominant flood mechanism within Basildon and Billericay, whilst a combination of fluvial and pluvial (extreme rainfall) flooding forms the dominant flood mechanism within Wickford. Tidal flooding is the dominant flooding mechanism in the southeast of the Borough, notably around Timberman's Creek, Pitsea Creek and Vange Creek. This primarily affects open land and has a minor impact on built up areas.

8.12 Widespread flood risk within the Borough also arises from surface water flooding, which affects a significant proportion of the Borough. In relation to groundwater risk, areas within the floodplains of the River Thames and the River Crouch are at potential risk of groundwater flooding. Outside of these areas, the majority of Basildon and Billericay are situated in areas likely to have less mobile groundwater levels, resulting in a lower risk of groundwater flooding.

8.13 The Lead Local Flood Authority (LLFA), is responsible for managing flooding from surface water, groundwater and ordinary watercourses and has developed a *Local Flood Risk Management Strategy (2018)*.

8.14 The *Thames Estuary 2100 Plan (TE2100)* outlines how to manage the risk of flooding from the Thames. Developed by the Environment Agency and its partners, the Plan sets out a vision for the estuary's future. The estuary is divided into areas called policy units, two of which include Basildon Borough, namely Bowers Marshes and Vange Marshes.

8.15 The Marine Management Organisation (MMO) adopted its *South East Inshore Marine Plan (2021)*, which includes the Thames Estuary, and its creek system including Holehaven, Vange and East Haven creeks. The Marine Plan's jurisdiction overlaps with the Council's responsibilities (which extend to mean low water level) and due regard must be given to the Marine Plan. The Marine Plan must be considered alongside the Local Plan, to provide a consistent approach for planning on land, and within the Borough's inter-tidal and marine environment. It should also be noted that a marine licence may be required for certain activities carried out within the UK marine area.

8.16 The NPPF requires local planning authorities to safeguard land needed for existing and future flood management purposes. Within Basildon Borough, the risk of surface water flooding is managed, in part, by a series of 'washlands' connected by engineered surfaces and underground channels through the towns of Basildon, Billericay and Wickford. This washland system attenuates high flood flows and stormwater within or on the edges of the settlements, thereby reducing fluvial flood risk from the Borough's main watercourses. The same principles underpin Sustainable Drainage Systems (SuDS), which are now a well-established and widely implemented approach to managing surface water on modern development sites throughout the country.

8.17 The Strategic Flood Risk Assessment (SFRA, 2024) identifies the important role that each washland plays in managing the Borough's drainage network and reducing

flood risk within urban areas. As such, these washlands have been designated as part of the functional floodplain (flood risk zone 3b) within the SFRA. Additionally, their role is recognised and valued within the Environment Agency's South Essex Catchment Flood Management Plan (2009) and also the TE2100 Plan, which highlight the importance of maintaining and enhancing such flood storage areas to support long-term flood resilience. Highly Vulnerable, More Vulnerable and Less Vulnerable land use types should not be considered as appropriate development, in Flood Zone 3b. Essential infrastructure or compatible water uses proposed in Flood Zone 3b must be constructed to:

- remain operational and safe for users in times of flood;
- to result in no net loss of floodplain storage;
- to not impede water flows and not increase flood risk elsewhere.

POLICY CC2: Addressing Flood Risk

1. To ensure new development within Basildon Borough does not increase the number of people and properties at risk of flooding, the Council will use the findings of the *Basildon Borough Council Level 1 Strategic Flood Risk Assessment (SFRA) (2024)* to inform development proposals and:

    a. Apply a sequential risk-based approach to the allocation of land for new development to guide it to areas with the lowest risk of flooding. In doing so, the Council will consider the flood vulnerability of the proposed use. The Exception Test will be applied, if required;

    b. Require a site-specific flood risk assessment for:

        i. all developments of 1 hectare and greater in Flood Zone 1;

        ii. all new development, including minor builds and changes of use, in Flood Zones 2 and 3; and where the proposed development is for a more vulnerable Use Class that may be subject to other forms of flooding.

    c. Ensure that new development is safe, resilient and does not increase the risk of flooding elsewhere, and that pluvial flood risk is managed effectively on site;

    d. Use appropriate nature-based solutions to mitigate flood risk as set out in Natural England's *Green Infrastructure Framework (2023)* and the *Essex Green Infrastructure Standards (2022)*, such as woodland or wetland creation. SuDs and planting schemes should be designed to deliver multifunctional benefits, including flood attenuation, biodiversity enhancement, and accessible shaded spaces. Proposals should identify opportunities to contribute to our Local Nature Recovery Strategy priorities and align with local Green Infrastructure strategies; and

    e. Identify opportunities for new development to make a proportional financial contribution, as identified in the Infrastructure Delivery Plan (IDP), for off-site flood risk management infrastructure and/or surface water management measures as identified in the *South Essex Surface Water Management Plan Action Plan (2020,* or as amended*)*, where they will provide benefits and/or protection to the development proposed.

2. To manage existing flood risk, and to address the implications of climate change on flood risk, the Council will work in partnership with the Water Authorities, Environment Agency, the Lead Local Flood Authority and other relevant Flood Management Authorities to:

    a. Develop a riverside strategy covering the marshlands to the south of Basildon, in conjunction with neighbouring authorities, with the aim of providing ongoing flood protection for critical infrastructure and important habitats, whilst also preparing for the longer term need to create new inter-tidal habitat as detailed in the *TE2100 Plan*; and

b. Continue to safeguard the existing network of washlands as flood risk Zone 3b to provide ongoing flood and storm water attenuation and support the delivery of further surface water management measures as set out in the *South Essex Surface Water Management Plan Action Plan* (2020, or as amended).

3. The location and extent of the Borough's washlands are defined on the Policies Map. Development is required to protect and where possible increase the capacity of existing washland areas to retain water.

Reasoned Justification

8.18 The NPPF advises that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. The Sequential Test is required to ensure this is considered and the Exception Test may also need to be passed for certain types of development, which requires the development to be safe in perpetuity and to offer wider sustainability benefits.

8.19 The NPPF also requires that a site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use as defined by Annex 3 of the NPPF 2024 (or any superseding document).

8.20 The *Basildon Borough Council Level 1 Strategic Flood Risk Assessment (SFRA) (2024)* identifies areas at risk of flooding from different sources within the Borough, which is a requirement of the NPPF.

8.21 Following the application and

passing of the Sequential Test, the Council will require that development be protected from flooding and that appropriate measures are implemented to mitigate flood risk both within the development boundary and off-site in all flood zones. This will ensure that the development remains safe throughout its life.

8.22 Natural England's *Green Infrastructure Framework (2023)* and the *Essex Green Infrastructure Strategy (2022)* both set out nature-based solutions to mitigate flood risk.

8.23 The *TE2100 Plan* requires the development of a Riverside Strategy to improve floodplain management in the vicinity of the river, to create better access to the riverside and improve the riverside environment.

8.24 The *NPPF* requires local planning authorities to safeguard land from development that is required for current and future flood management.

8.25 The *SFRA (2024)* designates flood storage reservoirs and the washlands as flood zone 3b. This is to ensure that this land is safeguarded for current and future flood risk management purposes, ensuring that they retain their flood risk function.

Policy Links

- SG1 – Growth Needs
- CC3 - Water Efficiency and Sustainable Drainage Systems (SuDS)

Evidence Links

- Basildon Level 1 Strategic Flood Risk Assessment (SFRA) (2024)
- Local Flood Risk Management Strategy (2018)
- Thames Estuary 2100 Plan (2023)
- South East Inshore Marine Plan (2021)
- Environment Agency's South Essex Catchment Flood Management Plan (2009)
- Infrastructure Delivery Plan
- Natural England's Green Infrastructure Framework (2023)
- Essex Green Infrastructure Strategy (2022)
- South Essex Surface Water Management Plan Action Plan (2020)

Water Efficiency and Sustainable Drainage Systems (SuDS)

8.26 Water resources are scarce in the East of England. The anticipated increase in population for Basildon and Essex as a whole during the Local Plan period means the demand for water will continue to grow.

8.27 Part G of the *Building Regulations* sets out an optional water efficiency requirement of 110 litres per person per day (l/p/d), which may be required in areas of drinking water deficit such as the East of England. A tighter standard of 90 litres per person per day would be in line with the Government's *Environment Improvement Plan (2023)*, *Plan for Water (2023)*, the *Water Strategy for Essex (2024)*. Additionally, the *Future Homes Water Ready (2024)* report has been proposed to support areas that have serious water stress, including Essex to enable sustainable growth.

8.28 Further evidence was published in 2025 through a collaborative initiative between Anglian Water, Cambridge Water, Essex & Suffolk Water, Affinity Water, the Environment Agency and Natural England, aimed at supporting Local Planning Authorities (LPAs) in delivering sustainable growth in this area. The resulting report, the *Shared Standards in Water Efficiency for Local Plans (2025)*, fully endorsed by Water Resources East (WRE), provides advice and evidence to support LPAs within the WRE area to adopt policy requirements to achieve the tighter water efficiency standards of 85 litres per person per day. This aligns with the Basildon Borough Water Cycle Study 2026, the findings of which support the 85l/p/d standard to ensure long-term water sustainability.

8.29 Whilst *Building Regulations* establish standards for improving the sustainability of residential buildings, they are less stringent in relation to non-domestic buildings. It is expected that non-domestic buildings will meet the relevant *BREEAM* standard, particularly in relation to energy and water efficiency.

Sustainable Drainage Systems (SuDS)

8.30 Sustainable Drainage Systems (SuDS) not only support flood prevention but can also support improvements in biodiversity through habitat creation, new open spaces, and good design help to mitigate the impacts climate change but also support the co-benefits of urban planting. Furthermore, the creative use of SuDs can prevent the further deterioration of and/or achieve enhancements to the ecological status of water bodies designated by the Water Framework Directive. This would also support the Council in its Biodiversity Duty to support the enhancement of biodiversity nationally, in accordance with Section 40 of the Natural Environment and Rural Communities Act (2006) (as amended).

8.31 The management of surface water drainage should follow a clear hierarchy. This should prioritise first, the reuse of rainwater and, second, infiltration to the ground. SuDs should be included as part of the Landscape Strategy and early engagement with the LLFA is encouraged in order to ensure all opportunities to increase amenity, biodiversity and multifunctional areas have been considered. The design of SuDS should be carefully considered from the early stages, with smaller features such as blue-green roofing which can re-use rainwater on site; or swales and rain gardens which allow rainwater collection and absorption into the ground. Source control techniques, such as, permeable paving and swales, should be used so that rainfall runoff in events up to 5mm do not leave the site. Use of infiltration SuDS may not be appropriate on all sites. Infiltration features should not be constructed in contaminated ground and should not be used where infiltration can re-mobilise contaminants already within soils to pollute groundwater.

8.32 The use of Deep Infiltration Systems (greater than 2 metres in depth), such as borehole soakaways, will not be supported due to their inherent pollution risk. Deep infiltration schemes will only be approved where there are no other feasible disposal options such as shallow infiltration systems or drainage fields/mounds and where the developer demonstrates there is no unacceptable pollution risk to groundwater. Further guidance is provided by *The Environment Agency's Approach to Groundwater Protection (2018)* and the Government's *National Standards for Sustainable Drainage Systems (SuDS) (2025)*; and the Local Lead Flood Guide for Essex (*SuDs Design Guide for Essex*).

8.33 Developers should consider the whole life management of any SuDS scheme, and the Council will secure long-term maintenance through a legal agreement and/or conditions, having regard to the *Sustainable Drainage Systems Design Guide for Essex* and ECC's Developers Guide to Infrastructure Contributions (and successor documents).

8.34 Developers must undertake pre-planning engagement with Anglian Water at the earliest opportunity to assess existing infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development. This should include consideration of sustainable points of connection to the water supply and wastewater networks to minimise impacts on existing communities and the wider environment.

POLICY CC3: Water Efficiency and Sustainable Drainage Systems (SuDS)

1. All development shall demonstrate water efficiency. This is to be achieved by providing a Water Efficient Design Statement / Integrated Water Management Statement for relevant applications at the earliest possible stage and ensuring that:

    a. New residential development is designed to utilise no more than 85 litres per person per day of mains supplied water/ potable water per person per day (l/p/d).

    b. New, extended or redeveloped non-residential development achieve full credits under the 4 water categories (WAT01, WAT02, WAT03, and WAT04) for BREEAM standard within a minimum score of 3 credits for WAT01 Water Consumption issue category or its equivalent standard set out in any future update to BREEAM. Where a development cannot achieve full credits, the applicant must provide satisfactory evidence to justify why a full credit score is not possible/ viable for the development.

2. All new development shall incorporate Sustainable Drainage Systems (SuDS) for the management of surface water run-off, unless it can be clearly demonstrated that this would be inappropriate or would result in significant harm to water quality, flood risk, or biodiversity. There is the expectation that minor developments should integrate SuDS features such as blue-green roofs, permeable paving, and rainwater planters.

3. All new development will be required to incorporate water management measures, including integrated measures (e.g. rainwater/stormwater harvesting and reuse), to reduce surface water run-off or adverse impacts on water quality and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS). As well as providing appropriate water management measures, where possible SuDS should be designed to be multi-functional to deliver amenity, recreational and biodiversity benefit for the built, natural (including green infrastructure) and historic environment. All proposals for SuDS should include arrangements for their whole life management and maintenance; and where feasible, should identify opportunities to contribute to Local Nature Recovery Strategy priorities and align with local Green Infrastructure strategies.

4. All new major developments will be required to submit a drainage strategy to demonstrate how both on-site and off-site flood risk will be managed; and mitigation measures will be satisfactorily integrated into the design and layout of the development and have due regard to Essex County Council's SuDS Design Guide.

5. Surface water disposal routes should be considered in accordance with the surface water disposal hierarchy. No new surface water connections should be made to the foul sewer system. Development on brownfield land with existing connection to the foul network

should incorporate an alternative method of dealing with surface water discharge where possible.

6. Development proposals must engage with the relevant water and wastewater providers to ensure that capacity in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site is available in a timely manner.
7. Development in locations with existing sewerage infrastructure should ensure the site layout is designed to safeguard access for maintenance or repair of these assets.

Reasoned Justification

8.35 In 2015, Part G of Building Regulations (2010) introduced optional tighter water efficiency standards and fittings approach; setting out that new homes should be designed to use no more than 110 litres of water per person per day. The Government's *Environment Improvement Plan* (2023) and *Plan for Water* (2023) and the *Water Strategy for Essex* (2024) recognise the need for tighter water efficiency requirements, especially in seriously water stressed areas. As such, the Future Homes Water Ready (2024) report proposes 90 litres per person per day to enable sustainable growth. The *Shared Standards in Water Efficiency for Local Plans (2025)* provides advice and evidence to support LPAs within the WRE area to adopt policy requirements to achieve the tighter water efficiency standards of 85 litres per person per day.

8.36 BREEAM (Building Research Establishment Environmental Assessment Method) is a widely used sustainability assessment method for buildings and infrastructure. Hilst it is often associated with commercial and public buildings; it also includes schemes for residential buildings. It applies minimum standards in key areas such as energy, water, and waste. The method of assessment seeks to minimise the adverse effects of new buildings on the environment, whilst promoting healthy indoor conditions for the occupants.

8.37 A Water Efficient Design Statement / Integrated Water Management Statement for relevant applications should be provided at the earliest stage to demonstrate where possible:

- how the 85 l/p/d standard will be achieved through fittings and any reuse systems;
- how non-household proposals will meet the BREEAM water credit expectations; and
- how SuDS, rainwater harvesting, greywater reuse and surface water management are integrated with landscape, biodiversity and amenity design.

8.38 The Lead Local Flood Authority (LLFA) as a Flood Risk Management Authority encourages new developments to incorporate rainwater harvesting for re-use and move away from the use of foul and combined sewers to discharge surface water. The LLFA will not support developments that propose to connect surface water to foul sewers as these systems can become overwhelmed, increasing the risk of flooding and pollution occurring. The LLFA supports the redevelopment of Brownfield sites as this can be an opportunity to reduce surface water run off rates and implement SuDS where there previously had not been any. SuDS should be designed having regard to the Sustainable Systems Drainage Guide for Essex, the LLFAs Local Standards. Where Brownfield sites were previously connected to the foul network an alternative solution for the discharge of surface water should be sought.

8.39 Recent extreme rainfall events have demonstrated that there is a need for the continued use of SuDS to manage surface water and fluvial flood risk generally within the Borough. The co-benefits of urban planting through SuDS further support the need for us to encourage new developments to implement this form of

intervention. They have also highlighted the need to ensure that additional space for water is provided within new developments to cope with more extreme events. SuDs should be designed into a scheme at an early stage having regard to the local SuDs Design Guide for Essex.

8.40 Anglian Water and Essex and Suffolk Water require developers to undertake pre-planning engagement at the earliest opportunity to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development. This may include sustainable points of connection to water supply and wastewater networks to minimise the impact on existing communities and the environment. Anglian and Essex and Suffolk Water have a duty to facilitate connections to the network.

8.41 Proposals should respond to *Surface Water Risk Management Guidance*.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- CC1 - Responding to Climate Change
- CC2 - Addressing Flood Risk

Evidence Links

- Environment Improvement Plan (2023)
- Plan for Water (2023)
- Water Strategy for Essex (2024)
- Basildon Borough Water Cycle Scoping Study
- The Environment Agency's Approach to Groundwater Protection (2018)
- National Standards for Sustainable Drainage Systems (SuDS) (2025)
- Integrated Impact Assessment (2025)
- Habitat Regulations Assessment (2025)
- Shared Standards in Water Efficiency for Local Plans (2025)
- Sustainable Systems Drainage Guide for Essex
- The Future Homes Hub Water Ready (2024)
- South Essex Surface Water Management Plan
- South Essex Surface Water Management Action Plan (2020)

Operational Energy and Carbon (Net Zero) in Homes and Buildings

8.42 Designing new development to achieve net zero carbon and net zero operational energy must be considered from the earliest stages of the planning and design process, at both building level and site level. Early consideration of key design principles, such as orientation, built form, building fabric, site layout and landscaping measures, can significantly reduce energy demand. Thoughtful design at inception stage can also enhance climate resilience, for example by incorporating green and blue infrastructure to mitigate overheating risks and support occupant comfort and wellbeing. Achieving on-site energy balance over the course of a year ('net zero') should be approached holistically, ensuring that operational energy needs are met in a way that aligns with wider sustainability objectives and contributes to a low-carbon future.

8.43 The NPPF is clear that the planning system should support the transition to a low carbon future and that mitigation and adaptation to climate change are key elements of sustainable development. Local Plans should take a proactive approach to mitigating and adapting to climate change in line with the *Climate Change Act 2008* (as amended).

8.44 The *Climate Change Act 2008 (as amended)* requires the UK to achieve net zero carbon emissions by 2050. In May 2019, Parliament declared a climate emergency in the UK. In June 2019, the Government passed a 'net zero' carbon emissions law which requires the UK to bring all greenhouse gases to net zero by the year 2050. The 2050 target was recommended by the UK's independent climate advisory body, the Committee on Climate Change.

8.45 The *Planning and Energy Act 2008* empowers Local Planning Authorities (LPAs) to set reasonable requirements for new builds on energy efficiency standards that comply with or exceed those currently required through building regulations. The policy approach proposed as part of CC4 aligns with national policy objectives as it delivers many of the general objectives of the Future Homes and Buildings Standards.

8.46 Basildon Borough Council's proposed policy approach to net zero carbon operational development is closely aligned with the Essex-wide policy approach collaboratively developed with all the Local Authorities of Greater Essex, led by the Built Environment Planning Unit (BEPU) at Essex County Council, and in response to the recommendations of the Essex Climate Commission, The Essex Climate Action Commission, an independent body set up by Essex County Council, which consists of over 30 commissioners, each with varying backgrounds across the public, private and third sectors whose goal is to advise on how best to tackle the climate challenge and become a net zero emissions county.

8.47 Net zero means any emissions are balanced with measures that offset an equivalent amount of greenhouse gases from the atmosphere, such as the use of urban planting and the use of technology like carbon capture and storage.

8.48 The Essex Planning Officers Association (EPOA) re-launched an online version of the *Essex Design Guide (EDG)* in 2018. The EDG contains detailed guidance and advice including an evidence base supporting Net Zero Development and the policy approach for CC4. Basildon Borough Council has endorsed the EDG as a material consideration that may be taken into account when determining planning applications in the Borough.

POLICY CC4: Operational Energy and Carbon (Net Zero) in Homes and Buildings

NEW BUILD DEVELOPMENT (RESIDENTIAL AND NON-RESIDENTIAL)

All new buildings must be designed and built with a fabric first approach to be Net Zero Energy and Carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match predicted annual energy use.

All new buildings (one dwelling and above for residential; 100sqm floorspace and above for non-residential) are required to comply with requirements one to five as set out below:

1. **Space heating demand limits**
    a. Residential buildings (apart from single storey bungalows) and non-residential buildings must achieve a space heating demand of 15 kWh/ m2 GIA (gross internal floor area) per year or less, and;
    b. Bungalows must achieve a space heating demand of 20 kWh/ m2 GIA/yr or less.

2. **Fossil fuel free**
    a. No new buildings shall be connected to the gas grid; and
    b. Fossil fuels must not be used on-site to provide space heating, domestic hot water or cooking.

3. **Energy Use Intensity (EUI)* limits**
    a. Residential buildings (Use Class C3 and C4) must achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m2 GIA/yr
    b. On larger sites in exceptional circumstances this may be met on each individual phase as a site-wide residential average (weighted by floor area), provided that no single dwelling has an EUI greater than 45 kWh/m2 GIA/yr.
    c. The following non-residential buildings must achieve an Energy Use Intensity (EUI) of no more than the following (where technically feasible) by building type or nearest equivalent:
        - Offices - 70 kWh/m² GIA/yr
        - Schools - 65 kWh/m² GIA/yr
        - Light Industrial - 35 kWh/m² GIA/ yr
    d. For other residential and non-residential buildings, that are not covered by a) and c) above, applicants should report their total energy use intensity but are not required to comply with a certain limit.

4. **On-site renewable energy generation**

Renewable energy must be generated on-site for all new developments by rooftop solar PV energy (electricity) generation and the amount of energy generated in a year should match or exceed the predicted annual energy use of the building, i.e. renewable energy generation (kWh/m^2/yr) = or > predicted annual energy use (kWh/

m^2/yr).

5. **As-built performance confirmation and in-use monitoring**

    a. All developments must submit as-built performance information at completion and prior to occupation; and

    b. In-use energy monitoring is required on a minimum of 10% of dwellings for development proposals of 100 dwellings or more, for the first 5 years of operation.

Development proposals must have regard to supplementary guidance, including Design Guide(s) and/or Design Code(s) produced to amplify the policy requirements.

ALTERNATIVE ROUTES TO MEETING POLICY REQUIREMENTS

Proposals that are built and certified to the Passivhaus Classic or higher Passivhaus standard are deemed to have met the above Requirements 1 and 3. Additionally, Requirements 2, 4 and 5 must also be met to achieve policy compliance.

Minor residential development schemes of less than 10 dwellings, that are designed and built to the fabric and system specifications (the 'minimum standards approach') set out in Table 7(or successor) are deemed to have met the above Requirements 1 and 3. Additionally, Requirements 2, 4 and 5a must also be met to achieve policy compliance.

EXTENSIONS AND CONVERSIONS

Applications for residential extensions and conversions affecting existing buildings (but excluding Listed Buildings) are encouraged to meet the 'minimum standards approach' fabric specifications set out in Table 7 and maximise renewable energy generation where practical and feasible.

Reasoned Justification

PART A - NEW BUILD DEVELOPMENT (RESIDENTIAL AND NON-RESIDENTIAL)

8.49 The policy requirements under Part A of Policy CC4 apply to new build residential development (one dwelling and above) and non-residential development (100m2 floorspace and above). For the purposes of the policy 'residential buildings' means dwellinghouses and flats (C3), houses in multiple occupation (C4), and developments of self-contained residential units such as extra-care (C3). This also includes the residential element of any new mixed-use buildings. Non-residential buildings include Use Classes C1 (Hotels), C2 /C2A (Residential Institutions) and those falling within use classes B, E, F and Sui Generis. For any other residential and non-residential buildings, the policy should be applied in a proportionate manner as appropriate through the planning process.

8.50 To meet Requirements 1-5 of Policy CC4, development must be designed with a 'fabric first approach' embedding the energy hierarchy (Minimise Energy Demand > Use & Supply Energy Efficiently > Generate Renewable Energy to match / exceed demand). This means maximising the performance of the building envelope, its walls, roof, floors and fenestration (its fabric) before relying on mechanical or renewable technologies to improve energy efficiency. Improving building fabric standards and for energy efficiency will ensure energy demand is minimised. Then the choice of a renewable energy generation system for sufficient capacity to meet or exceed demand can be decided.

REQUIREMENT 1: SPACE HEATING DEMAND LIMITS

8.51 The space heating demand is the amount of heat energy required to heat a home or building over a year. It is expressed in kWh/m2/year. It is a measure of the thermal efficiency of the building elements. Various design and specification decisions affect space heating demand including building form and orientation, insulation, airtightness, windows and doors and the type of ventilation system.

8.52 Reducing space heating demand to the identified target levels is necessary to achieve a net zero energy and carbon (in operation) building to align with recommendations from the Climate Change Committee, Royal Institute of British Architects (RIBA), Low Energy Transformation Initiative (LETI) and the UK Green Building Council (UKGBC). It is also beneficial to residents and building users as it directly reduces energy costs.

8.53 Space heating demand in all buildings of major development proposals should be demonstrated using predictive energy modelling, for example Passivhaus Planning Package (PHPP) or the Chartered Institute of Building Services Engineers (CIBSE) TM54. The space heating demand figure is an output of the modelling software once all data has been input.

8.54 The space heating target applies to all residential and non-residential buildings designed to be used by people (i.e. not agricultural buildings).

REQUIREMENT 2: FOSSIL FUEL FREE

8.55 To meet carbon budgets and support the transition to a low-carbon future, new buildings must not rely on fossil fuels for heating, hot water, or cooking. Viable low-carbon alternatives are available. For example, heat pumps can provide both space heating (and cooling) and hot water, and can serve individual homes or communal heating systems, drawing on renewable heat sources such as air, ground, or water. The key benefit of heat pumps is their efficiency- Air Source Heat Pumps typically achieve efficiencies of around 250-400%. In contrast, direct electric heating systems are less efficient, typically 100%, and are therefore more expensive to run. Solar thermal panels can also contribute to space and water heating by converting solar energy directly into heat.

8.56 The Environment Agency regulates ground source heating and cooling systems, and these may require an abstraction licence and environmental permit, although exemptions may apply. Further guidance can be found on the government website (open-loop and closed-loop).

8.57 Heating provided through wood burners and biomass boilers has a negative impact on air quality and is therefore discouraged.

REQUIREMENT 3: ENERGY USE INTENSITY (EUI) LIMITS

8.58 Energy Use Intensity (EUI), or metered energy use, is the total energy needed to run a home or building over a year (per square metre). It is a measure of the total energy consumption of a building (kWh/m2/year). Reducing total energy use of buildings to the target level identified is necessary to align with climate targets. It is also beneficial to residents and building users as it directly reduces energy costs.

8.59 EUI in all buildings of major development proposals should be demonstrated using predictive energy modelling.

8.60 The EUI of a building covers all energy uses (regulated and unregulated): space heating, domestic hot water, ventilation, lighting, cooking, and plug-in loads, such as appliances and computers. Electricity used for electric vehicle charging is excluded from the calculation. Whether the energy is sourced from the electricity grid or from onsite renewables does not affect the calculation.

8.61 The EUI target set in the policy for dwellings is based on modelling undertaken in the technical evidence base (*Report 1: Essex Net Zero Policy – Technical Evidence Base*, July 2023) and includes both regulated and unregulated energy uses. The EUI target set out in 3a applies to residential uses which include: dwellinghouses, flats, self-contained residential units (C3) and houses of multiple occupation (C4).

8.62 For non-residential buildings, the EUI's for the uses listed (office, school and light industrial) are based on gross internal floor areas (GIA) and include regulated and unregulated energy loads. Buildings which represent these generic typologies have been modelled in the evidence (*Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023, updated 2025*) and appropriate EUI limits identified.

8.63 For other residential and non-residential typologies (that are not covered under 3a or 3c), applicants are expected to comply with all other policy requirements, except Requirement 3: Energy Use Intensity limits. Instead, applicants are expected to only report their energy use intensity. However, applicants

are encouraged to meet the limits being developed by the UK Net Zero Carbon Building Standard initiative.

REQUIREMENT 4: ON-SITE RENEWABLE ENERGY GENERATION

8.64 New development provides opportunities to integrate renewable energy technologies, including on-site renewable electricity generation. Current evidence indicates that, in Essex, rooftop solar photovoltaic (PV) panels represent the most suitable and cost-effective renewable energy technology for incorporation into new developments.

8.65 Evidence (*Report 1: Essex Net Zero Policy – Technical Evidence Base (update 2025)*) shows that it is technically feasible for a building to generate sufficient renewable energy to match or exceed its predicted annual total energy use and thereby achieve an operational energy balance on-site. For clarity, the predicted annual total energy consumption of a building includes both regulated and unregulated energy uses, but excludes energy used for electric vehicle charging.

8.66 The *Report 1: Essex Net Zero Policy – Technical Evidence Base (update 2025)* sets out worked examples. Guidance on roof design and orientation is provided in Appendix 2 of that report. These will help applicants maximise renewable energy generation. The renewable energy generation output should be calculated following the Microgeneration Certification Scheme (MCS) guidance method including the impact of shading.

8.67 Achieving an on-site energy balance, where renewable energy generation meets or exceeds the total predicted annual energy use of a development, results in a net zero energy and carbon development from the outset. In addition to supporting progress towards national and local climate targets, maximising on-site renewable energy generation offers a range of wider benefits. It enables the production of clean electricity close to the point of use, delivering long-term energy cost savings for residents and building users. Furthermore, it supports the transition to a more sustainable energy system by contributing to the substantial expansion of renewable energy generation needed across the UK by 2050, while making efficient use of land and resources.

OTHER ROOFTOP USES

8.68 There may be certain circumstances where it is considered more appropriate to deliver alternative uses on rooftops other than solar PV. In such cases, consideration should be given to the co-benefits, in accordance with wider sustainability objectives. Often PV panels can be combined with a blue-green roof. It is expected that this will only apply in exceptional circumstances.

REQUIREMENT 5: AS-BUILT PERFORMANCE CONFIRMATION AND IN-USE MONITORING

8.69 In order for Policy CC4 to be effective, new buildings must deliver their intended performance.

8.70 Using predictive energy modelling will help improve accuracy of energy performance assessments and reduce the potential gap between the design and actual in-use energy. Modelling tools include Passivhaus Planning Package and the Chartered Institution of Building Services Engineers (CIBSE) TM54, which

is a requirement for major applications. Excellent detailed design needs to be matched by high-quality construction and commissioning in order for the 'energy performance gap' to be minimised.

8.71 The information that must be submitted at the completion stage of a development (prior to occupation) to demonstrate to the satisfaction of the LPA that the building or development has been constructed to the approved design and energy standards, is set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (update 2025)* and includes the indicators listed in Table 6 below:

8.72 In-use energy monitoring (also known as post occupancy evaluation) should be carried out on new developments to ascertain whether the energy targets aimed for in the design have been met in practice.

8.73 For residential development proposals of 100 dwellings or more, the Council requires in-use energy monitoring to be undertaken on a representative sample of at least 10% of homes for a period of five years. The information must be evaluated to understand how buildings are performing, minimise the performance

#	Information required to be submitted at completion, prior to occupation
1	**Update parameters** Use of typology Gross Internal Area (GIA) (m²) Energy supply (fossil fuel free?)
2	**Update performance modelling*** Space heat demand using predictive energy model (kWh/m²/year) Energy Use Intensity using predictive energy model (kWh/m²/year) As Built stage Energy Performance Certificate (EPC) (U-values and airtightness check) Draft Display Energy Certificate (DEC) for non-residential (regardless of user)
3	**Confirm renewable energy installation** Installed solar PV (kWp) and predicted annual output from PV generation meter Any other installed renewable (i.e. solar thermal)
4	**Confirm process for collecting 'in use' data** Confirm if in-use monitoring and reporting will be carried out If yes, state what monitoring strategy is in place and confirm how data collected will be published

Table 6: As-built stage performance indicators.

**Note that for performance modelling (indicator 2), minor applications following the "minimum standards approach" (without an energy model), do not have to report their space heat demand or energy use intensity at as-built stage. Applications instead need to re-confirm the specifications to which the development has been built to. Further guidance is provided below under 'Reporting and Modelling.'*

gap, and to aid learning, innovation and skills development in the design and construction industry.

8.74 Qualitative feedback from building users collected through occupant satisfaction questionnaires should be used to assess performance post occupation. This information can help to enhance the training and advice given to residents or occupiers of new homes and buildings.

REPORTING AND MODELLING

8.75 Policy compliance will be demonstrated through the submission of an appropriate energy assessment, which for major development proposals should be in the form of an 'Energy Strategy' and for minor development proposals the applicable 'Essex Energy Reporting Spreadsheet.' Minimum information requirements and checklists for major and minor development proposals at each stage of the planning process are set out in the Council's *Local Validation Requirements*.

8.76 With regards to major development proposals, predictive energy modelling, such as Passivhaus Planning Package (PHPP) or CIBSE TM54, should be used. This will provide the necessary assurance to the LPA of the accuracy of the energy assessment information and will help reduce any potential energy performance gap issues. This is where in-use energy does not match the design standard.

8.77 To support the transition of small and medium developers who may have not yet invested in predictive energy modelling software, the Essex Energy Tool has been developed as an interim measure. This tool can accommodate the outputs of the Building Regulations compliance software (known as SAP – Standard Assessment Procedure) and turn them into an appropriate format to indicate whether compliance with the policy requirements has been achieved. It is available to download from the Essex Design Guide.

8.78 With regards to minor development proposals, applicants may use predictive energy modelling or the Essex Energy Tool as outlined above, or follow a 'minimum standards approach' which sets out the specifications that the development must be designed and built to. These fabric and systems specifications are presented in Table 7 (overleaf). By following this approach (i.e., without an energy model), minor applications do not have to report the space heating demand and energy use intensity, but they do need to re-confirm on completion the specifications that the development has been built to and the solar photovoltaic system installed.

ALTERNATIVE ROUTES TO POLICY COMPLIANCE

8.79 Passivhaus is an international energy standard for buildings. It sets stringent standards on energy consumption for heating and overall energy demand and design requirements to control the quality of the internal environment.

8.80 In recognition of the high sustainability standards required to achieve a Certified Passivhaus Classic standard (or higher) scheme and the rigorous quality assurance process that must be followed to achieve certification, Passivhaus is considered an acceptable alternative route to compliance with policy Requirements 1 and 3.

8.81 Proposals seeking to follow this route will be required to provide evidence from an accredited Passivhaus Certifier that the proposed design would be capable of and

Residential Development		Block of Flats Low Rise	Terrace/Semi-Detached/ Detached House	Bungalow
Fabric	Floor U-value	≤0.10	≤0.10	≤0.10
	External Wall U-value	≤0.14	≤0.13	≤0.12
	Roof U-value	≤0.11	≤0.11	≤0.10
	Windows U-value	≤0.90	≤0.90	≤0.90
	Windows G-value*	0.45-0.55	0.45-0.55	0.45-0.55
	External doors U-value**	≤1.20	≤1.20	≤1.20
	Thermal bridging	≤0.04W/m²K	≤0.04W/m²K	≤0.04W/m²K
	Air permeability	≤1m³/m²h @ 50Pa	≤1m³/m²h @ 50Pa	≤1m³/m²h @ 50Pa
System	Ventilation System (VS)	Mechanical Ventilation with Heat Recovery	Mechanical Ventilation with Heat Recovery	Mechanical Ventilation with Heat Recovery
	VS Heat Recovery Efficiency	≥90%	≥90%	≥90%
	VS Specific Fan Power (W/l/s)	≤0.85	≤0.85	≤0.85
	Space Heating System (SHS)	Heat pump	Heat pump	Heat pump
	SHS Flow Temperature	≤45ºC	≤45ºC	≤45ºC
	Domestic hot water system	Heat pump	Heat pump	Heat pump
	Lighting Efficacy (lm/W)	≥95	≥95	≥95

Table 7: Minimum Standards Approach Fabric Specifications (Domestic)

**The specified G-value range (0.45–0.55) allows for design flexibility to account for variations in window specifications, façade orientation, and shading strategies.*

***External door refers to a door that leads directly to the outside, not to an unheated internal corridor.*

Source: Updated and adapted from Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (updated 2025). *Refer also to* Operational Energy and Carbon (Net Zero) Planning Policy Statement - October 2025 *available on the Essex Design Guide.*

is expected to achieve the full certified Passivhaus Classic standard (or higher). Proposals are still required to meet policy Requirements 2, 4 and 5.

BREEAM

8.82 BREEAM or Building Research Establishment Environmental Assessment Method sets standards for the environmental performance of buildings through the design, specification, construction, and operation phases and can be applied to new developments or refurbishment schemes.

8.83 The use of BREEAM is encouraged to address broader sustainability objectives and provide a level of independent quality assurance for development. However, the use of BREEAM as an alternative approach to policy compliance will not be accepted.

PART B - EXTENSIONS AND CONVERSIONS AFFECTING EXISTING BUILDINGS (EXCEPT LISTED BUILDINGS)

8.84 Development proposals involving existing residential buildings offer an opportunity for measures to be taken to reduce energy use and carbon emissions, and to generate renewable energy.

8.85 Encouraging proposals for residential extensions and conversions to be built to the minimum fabric standards (residential) set out in Table 7 (above), will improve the energy efficiency of the existing building, and contribute to meeting climate targets. Incorporating and maximising renewable energy generation technology will enhance this further. However, there may be some circumstances where this is not practical and/or feasible, such as a small extension or where the building is overshadowed.

HERITAGE ASSETS

8.86 Retaining, reusing, refurbishing, and retrofitting historic buildings can contribute to meeting climate targets. There are sensitive issues that need to be addressed when it comes to improving the energy efficiency and climate resilience of heritage assets, including potential impact on their setting. Any schemes should have regard to the specific advice and guidance provided in the Essex Design Guide - Climate Change and the Historic Environment and Basildon Council's *Conserving the Historic Environment* Local Plan policy. Historic England also provide useful guidance for occupants/owners of historic buildings in relation to climate change.

MONITORING AND IMPLEMENTATION

8.87 To support the implementation of Policy CC4 the County Council will publish 'Implementation and Monitoring Guidance'. This includes simple proformas and templates for applicants to use when submitting their energy information. The guidance will help ensure that meeting the requirements of the policy is demonstrated efficiently, effectively, and consistently. The Built Environment Planning Unit (BEPU) at Essex County Council is available as a consultee to provide support to Local Authorities with implementing the policy. Arrangements for monitoring compliance of permissions granted will also be published, to give confidence that new homes and other buildings meet the standards granted consent.

8.88 As a minimum, the following indicators will be monitored on new development proposals:

- Space Heating Demand – has the limit been met? (Policy Requirement 1)
- Fossil fuel – is the development fossil fuel free? (Policy Requirement 2)
- Energy Use Intensity – has the limit been met? (Policy Requirement 3)
- Renewable energy generation – is it maximised? And does it at least match predicted annual energy demand? (Policy Requirement 4)
- In-use energy monitoring – is this being carried out? What percentage of homes and for how long?

8.89 The use of assured performance standards (e.g., Passivhaus) that are accredited and certified independently will also be monitored.

MITIGATING OVERHEATING RISK

8.90 When designing new buildings, national planning policy requires consideration of the potential for overheating risk from a changing climate, and the impact this has on the comfort, health, and wellbeing of occupiers. Further advice and guidance on good solar design are provided in the *Essex Design Guide*. The Energy Savings Trust also provides advice about solar energy.

8.91 It is important to take a design-led approach to the consideration of overheating risks, including evaluating the impact of different building materials and features around a building, such as green infrastructure. The Good Homes Alliance has produced a useful tool and guidance to help design teams to identify and mitigate overheating risks at an early stage.

8.92 Overheating risk in new residential buildings has partly been addressed by amendments to the Building Regulations in June 2022 (Part O: Overheating Mitigation). Since the compliance tools for Building Regulations are not intended to accurately evaluate overheating, major development proposals are encouraged to use the CIBSE (Chartered Institute of Building Service Engineers) standards TM52 for non-residential development and TM59 for residential development.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- CC1 - Responding to Climate Change
- CC5 - Embodied Carbon and Circular Economy in Homes and Buildings
- HC2 - Open Spaces, Local Green Spaces, Sport and Recreation
- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues

Evidence Links

- Essex Net Zero Policy – Technical Evidence Base (July 2023, updated 2025)
- Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (2023)

Embodied Carbon and Circular Economy in Homes and Buildings

8.93 The UK building construction industry is responsible for approximately 49% of total UK carbon emissions (Page 10, EECPS). The whole life carbon emissions associated with buildings come from the operational energy consumption in the day-to-day running of the building and emissions that result from embodied carbon in the construction process, as well as maintenance and demolition of the building. Annually, embodied carbon emissions from the construction industry contribute 40-50 million tonnes of CO2, which is more than aviation and shipping combined (UKGBC, 2021).

8.94 Embodied carbon accounts for a significant proportion, between 40 and 70% (Page 10, EECPS) of a building's whole life carbon. As such, addressing embodied carbon is important to meet local and national climate targets. Currently, embodied carbon is not covered by Building Regulations and there is no specific or emerging Government policy requiring the assessment or control of embodied carbon emissions from buildings. The Environmental Audit Committee (EAC) reported to Parliament in 2022 on this issue. The EAC highlighted that due to the lack of Government Policy, no progress has been made in reducing these emissions within the built environment. They advise that the UK is falling behind comparator countries in Europe in monitoring and controlling the embodied carbon in construction and if this continues the UK will not meet 'net zero' or its carbon budgets.

8.95 Local planning authorities are beginning to address this gap in national policy and regulation by using their powers through the planning system to tackle embodied carbon emissions arising from new developments. They are mandating assessments and setting targets to steer development towards minimising carbon emissions. The EAC reported that evidence so far shows that policies are achievable and are being implemented, with few barriers to introduction (EAC Report, Paragraph 73). The EAC encourages local authorities to include a requirement for embodied carbon assessments in their Local Plans ahead of the introduction of national planning requirements.

8.96 In Essex, policies are already in place which help to reduce embodied carbon emissions from new developments. These are Policy 11 of the Essex Waste Local Plan, which seeks to reduce the impact from waste management activities to climate change, whilst adapting to its potential effects, Policy 12 concerns transport and access, and seeks to minimise the impact of transporting waste, and Policy S4 of the Essex Minerals Local Plan, which seeks to ensure mineral waste is minimised and minerals on development/redevelopment sites are re-used and recycled. Furthermore, this policy framework is supplemented in some areas where district Local Plans include policies that focus on aspects of embodied carbon in new development, such as resource efficiency.

8.97 However, there is still a way to go before embodied carbon from new development proposals is fully assessed, considered and emissions are radically reduced. Therefore, in response to the work of the Essex Climate Action Commission, Essex County Council on behalf of the Greater Essex Local Authorities commissioned an evidence study to support the development of an embodied carbon planning policy approach that can be recommended to be embedded into district Local Plans.

8.98 The Essex Embodied Carbon Policy Study (EECPS) was completed in June 2024 and re-issued in September 2025 and underpins Policy CC5. The Study is available on the Essex Design Guide and provides the technical feasibility, cost analysis and practical design guidance, to support the policy requirements.

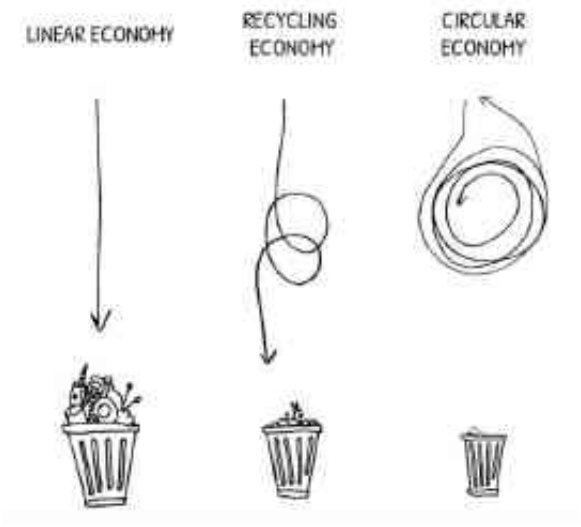
8.99 Policy CC5 and supporting evidence has been prepared to align carefully with Policy

CC4 on operational energy and carbon. Both policies work together, and to be clear, Policy CC4 requirements should be met first, and then measures to minimise embodied carbon should be taken in accordance with Policy CC5. This is to prevent operational energy and carbon being 'played off' against embodied carbon and provides a clear steer on what is expected from new development proposals.

8.100 Policy CC5 introduces a requirement for all new build developments (residential and non-residential) to demonstrate the measures taken to minimise upfront embodied carbon and to embed circular economy principles into the design. Guidance on how to minimise embodied carbon can be found in the EECPS, which presents 'set menus' for three residential typologies. The set menus compare a low carbon scenario with a high carbon scenario 'and one where both cost and carbon is optimised'. The EECPS shows that reducing carbon can often be achieved at little or no impact on capital costs through good decision-making at design stage and materials choices.

8.101 Resources providing guidance on designing for a circular economy have been developed by industry organisations such as LETI. A circular economy offers an alternative to a traditional linear economy where things are made, used and disposed of as waste. A circular economy is one which:

- Keeps resources in use for as long as possible;
- Extracts the maximum value from them whilst in use;
- Then recovers and regenerates products and materials at the end of each service life. (Source: LETI)



A Circular Economy is an alternative to a traditional linear economy (make, use, dispose).The Policy requires Circular Economy principles to be embedded into the design of Buildings, ensuring the best use of materials and products is made, and designing for re-use rather than disposal.

Image source: Circular Flanders

POLICY CC5: Embodied Carbon and Circular Economy in Homes and Buildings

All development proposals must demonstrate the measures taken to minimise embodied carbon (subject to meeting Policy CC4 requirements first) and how circular economy principles have been embedded into the design. In doing so:

1. Re-using, renovating or retrofitting existing buildings and/or structures should be prioritised, with a 'fabric first' approach. Any demolition must be justified to the satisfaction of the Local Planning Authority.
2. Proposals for all new residential and non-residential buildings, and also proposals for extensions, renovations and conversions of existing buildings, must demonstrate that upfront embodied carbon* has been considered and reduced as far as possible through lean design, sustainable material procurement and waste minimisation.
3. Proposals for major residential and non-residential development are required to achieve the following set limits for upfront embodied carbon. This must be demonstrated through an embodied carbon assessment using a RICS (Royal Institution of Chartered Surveyors) and/or nationally recognised methodology which should be submitted at the same time as the full or reserved matters planning application (and with the outline planning application for residential schemes of over 100 dwellings, and non-residential schemes 5000m^2 or more):
   a. Low rise residential (up to 11m): ≤500 kgCO_2e/m^2 (GIA**) or subsequent update;
   b. Mid and high rise residential (over 11m) - ≤500 kgCO_2e/m^2 (GIA) or follow NZCBS*** limits when available;
   c. Non-residential buildings: offices ≤600 kgCO_2e/m^2 (GIA); education ≤500 kgCO_2e/m^2 (GIA); and retail ≤550 kgCO_2e/m^2 (GIA) or follow NZCBS limits when available; and
   d. For building services, meet the global warming potential refrigerant limits set out in NZCBS.

**Upfront Embodied Carbon = emissions associated with the Building Life Cycle Stages A1-A5 and RIBA stages 2/3, 4 and 6)*

***GIA = Gross internal floor area*

****NZCBS = UK Net Zero Carbon Building Standards (pilot launched September 2024).*

Reasoned Justification

8.102 Local planning authorities are beginning to fill this gap in national policy and regulation by using their powers through the planning system to tackle embodied carbon emissions arising from new developments. They are mandating assessments and setting targets to steer development towards minimising carbon emissions. The EAC (Environmental Audit Committee) reported that evidence so far shows that policies are achievable and are working, with few barriers to its introduction (EAC Report, Paragraph 73). The ECAC encourages Local authorities to include a requirement for embodied carbon assessments in their Local Plans ahead of the introduction of national planning requirements.

8.103 The Building Regulations 2021 (including the proposed Future Homes Standard 2025) do not currently address embodied carbon emissions from new development. It is for this reason that the planning system, and local planning authorities through their local plans, must ensure new development addresses embodied carbon emissions, in a way that aligns with local and national climate targets, mitigates and adapts to climate change and delivers the best outcomes for people. This is supported through primary legislation, including the Planning and Compulsory Purchase Act 2004, and national policy (including the NPPF) which require local plans to include policies to secure development that mitigates and adapts to climate change.

CLAUSE 1 – PRESUMPTION AGAINST DEMOLITION AND PROMOTING CIRCULAR ECONOMY

8.104 Clause 1 applies to situations where demolition forms part of the planning application. The clause seeks to ensure that appropriate consideration is given to proposals that result in the substantial and/or total demolition of existing buildings by requiring justification to be provided. The aim is to ensure that consideration is given to deconstruction and the re-use of existing buildings and their materials, so they are not automatically demolished and disposed of without considered thought as to their potential re-use, on or as near to the site as is feasible.

8.105 Applicants will need to evaluate the feasibility and viability of refurbishment before considering substantial or total demolition. They must carefully consider whether all or parts of the building could be retained and where demolition is justified, ensuring that materials are re-used as far as practicable on site. Where this is not possible, opportunities for re-use off site must be explored.

8.106 Development which includes demolition must be accompanied by a robust justification. Depending on the scale of the proposed demolition, the LPA may seek expert advice to help reach a judgement on the information provided to justify demolition.

8.107 The information included as part of any justification by the applicant should include as a minimum:

a. The use of the existing building, how long it has been in this use, its age, and

the purpose of the new building; and whether this constitutes a change of use.

b. How much demolition is proposed:

   i. Percentage of envelope and structure to be retained by area;

   ii. Percentage of internals to be retained by area.

c. Justification of substantial or total demolition by building layer (skin/shell, structure/frame, building services, and space plan/interior).

d. Explanation and evidence for why the existing building cannot be retained. This should go beyond saying a building is 'low quality' or 'not fit for purpose' and include an assessment of:

   i. Structural condition - by means of a structural engineer's report

   ii. Materials from which it is constructed

   iii. Contamination (e.g. asbestos)

   iv. Visual/importance of the architecture in streetscape/location.

e. Whether the development will deliver significant public benefits which could not be delivered through a refurbishment and retrofitting option:

   i. Are there bespoke operational requirements which could not be provided through the repurposing, adaptation and/or extension of the existing building(s)?

f. Information on the service life/ maintenance of fabric and systems – by means of an architectural and building services report.

8.108 In cases where the justification is considered weak or unclear, additional information may be required by the LPA, for example, for major developments, a pre-demolition and reclamation audit and a report of where materials are to be used on and off site. As such, applicants are advised to apply for pre-application advice where a scheme can be discussed in detail. Further advice and guidance can be found at pages 51-53 of the EECPS and additional planning guidance will be prepared if necessary.

CLAUSE 2 – LEAN BUILDING DESIGN AND MATERIAL EFFICIENCY

8.109 The clause applies to proposals for all new residential and non-residential buildings and proposals for extensions, renovations and conversions of existing buildings. It seeks to ensure that resource use is reduced by creating a building that is efficient in its material use, form, and design. For example, the sub and superstructure of a building should be optimised through 'lean design'. This means that the building form does not result in excess structure and material use, and material choices represent the lowest upfront embodied carbon options. Sourcing materials locally helps reduce transportation impacts and supports local economic growth. Designing for deconstruction and a circular economy is also important, particularly for temporary buildings.

8.110 As per Policy CC4, 'residential buildings' means dwellinghouses and flats (use class C3), houses in multiple occupation (use class C4), and developments of self-contained residential units such as extra-care (use class C3). This also includes the residential element of any new mixed-use buildings. Non-residential buildings include use

classes C1 (Hotels), C2 /C2A (Residential Institutions) and those falling within use classes B, E, F and Sui Generis. For any other residential and non-residential buildings, the policy should be applied in a proportionate manner where relevant and appropriate through the Development Management process.

8.111 Proposals that involve heritage assets and/or impact their setting have particular sensitivities and should also have regard to the specific advice and guidance provided on the *Essex Design Guide - Climate Change and the Historic Environment*.

8.112 To demonstrate compliance with the clause, applicants are expected to submit an 'embodied carbon statement' setting out the efforts made to reduce upfront embodied carbon; for major development this would form part of the embodied carbon assessment. This should include:

1. A summary of the steps taken to design a lean, low carbon structure and building design. This will take into account efficiency of material use, as well as types of material used. Applicants should justify where large volumes of material are proposed to be used due to specific design features (such as basements, podiums, large cantilevers).
2. A calculation of the building form factor (exposed external surface area/ gross internal floor area). A lower form factor, which reflects a more efficient or 'simple' building design, almost always emits less upfront embodied carbon than a complex building form which has a higher form factor (page 18 EECPS). A building with a lower form factor would typically use less materials and have reduced exposed surfaces. It is also more likely to have reduced construction costs and is more efficient to run.
3. An elemental analysis of the upfront embodied carbon ($kgCO_2e/m^2$) associated with three external wall options and two superstructure design options; and include justification for the selected wall and structure type.
4. A summary of steps taken to design for a circular economy. The LETI note on circular economy provides some useful recommendations.

CLAUSE 3 – LIMITING UPFRONT EMBODIED CARBON EMISSIONS AND REFRIGERANT EMISSIONS

8.113 The clause applies to all major residential and non-residential development[1] schemes (including major renovation and rebuild developments[2]) and requires the assessment of upfront embodied carbon emissions (and building services refrigerant emissions). It introduces a limit for upfront embodied carbon for different building types. This will ensure that emissions are reduced through efficient material use, material selection and design strategies.

8.114 Upfront embodied carbon includes emissions associated with the Building Life Cycle Stages A1-A5 and RIBA stages 2/3, 4 and 6. To clarify, the embodied carbon that is within the scope of the policy includes the built aspect of a home or building and its services, but does not include underground infrastructure that links to those buildings or external works, such as landscaping and hardstanding.

8.115 The technical evidence presented in the EECPS (Section 8, Pages 69 - 125) demonstrates through detailed modelling of a typical net zero operational home for three low rise common residential typologies how both Policy CC4 and the limits set in Policy CC5 can be

achieved. Different combinations of options (for example covering materials, building elements, and then 'set menus' per building typology) were modelled for embodied carbon and potential capital cost, including a 'balanced option' which optimises cost effectiveness with carbon reduction. This option can be achieved at a marginal cost uplift.

8.116 However, the evidence also demonstrates that a typical net zero operational home (one that meets Policy CC4) that uses commonly specified construction materials can achieve the limit set in Policy CC5 at zero cost uplift. Whilst the target is achievable on a cost neutral basis without necessarily considering steps to reduce embodied carbon emissions, the purpose of setting the target at the level selected is to achieve better building performance in terms of embodied carbon without excluding specific materials or home designs, such as detached homes.

8.117 The EECPS builds upon and refers to evidence collated elsewhere, for example, for Westminster City Council and the West of England Combined and Unitary Authorities. These studies demonstrate that significant reductions in embodied carbon emissions are achievable in new buildings at little or no cost (Page 119, EECPS).

8.118 The study draws upon the work of Low Energy Transformation Initiative LETI band C the Royal Institute of British Architects (RIBA) in setting limits for mid and high-rise residential buildings and non-residential buildings (office, education and retail), and the limits set in the policy align with the LETI band[3]. The work of the UK Net Zero Carbon Building Standard (UKNZCBS) Initiative is referenced in the policy and a pilot version of the UKNZCBS has been released. When the final version of the Standard is published then this may be used in place of the limits identified in Policy CC5 for upfront embodied carbon.

8.119 The limits for upfront embodied carbon identified in the policy, including for low rise residential, have been set at a practicable level. This has the advantage of ensuring there is some consideration of building form, typology and material selection, without seeking to exclude specific materials or designs. This is considered an appropriate first step whilst the industry comes to adopt the methodology as part of their own processes.

8.120 This policy approach ensures that current good practice in relation to embodied carbon reduction becomes more common and conversely poor practice is eliminated. Further explanation of the considerations given to setting the limits in the policy is provided in the EECPS.

REPORTING AND MONITORING POLICY COMPLIANCE

8.121 The assessment and reporting of embodied carbon for the purposes of compliance with Policy CC5 should follow a nationally recognised methodology. Until there is a recognised and adopted UK national methodology, the RICS Professional Statement on Whole Life Carbon Assessment (WLC) is the accepted industry methodology for WLC assessments (EAC Report, Para 70). It should therefore be used to demonstrate policy compliance at present. Further useful software tools for sustainability have also been developed, such as one click LCA.

8.122 Policy compliance for major

development must be demonstrated through the submission of an Embodied Carbon Assessment. Section 7 (Pages 60-68) of the EECPS sets out reporting requirements, information checklists and templates (which are extracts from the RICS guidance), which should be included in a statement. In addition, page 56 of the EECPS provides guidance on the type of information to provide, for example reporting on high carbon materials and circular economy metrics, and the global warming potential of refrigerants used in building services.

8.123 For minor developments, policy compliance should be demonstrated through the provision of an embodied carbon statement which can follow the template under preparation, and which will be available to download from the Essex Design Guide.

8.124 As a minimum the following indicators will be monitored on major development proposals:

- If the development involves demolition, has this been adequately justified? (Clause 1)
- Has upfront embodied carbon been reduced through good design and material efficiency? (Clause 2)
- Have the limits for upfront embodied carbon been met for all major building types? (Clause 3)
- Has this been demonstrated through an Embodied Carbon Assessment using the RICS (WLCA PS V2 2023 or later version) or nationally recognised methodology?
- Have the top five highest greenhouse gas emitting materials (by absolute tonnes CO_2e, and report the normalised values of those materials in $kgCO_2e/m^2$) been reported together with circular economy metrics and disclosure on unusually low embodied carbon material data?
- Have embodied carbon calculations for building services (and where relevant refrigerants[4]) been carried out using CIBSE TM65 methodology?
- Have the NZCBS limits for global warming potential refrigerants been met? (Clause 3d)

8.125 For applicants seeking external support with carbon reporting, the Institute of Sustainability and Environmental Professionals (ISEP) (formerly the IEMA)) is collating a list of companies that meet their standards and requirements.

[1] As defined in the Town and Country Planning (Development Management Procedure Order 2010 – as amended. For housing development major development is where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more, and for Non-residential development - an additional floorspace of 1,000m² or more, or a site of 1 hectare or more.

[2] Major renovation means a deep retrofit of a major development (as defined in footnote 6 above), and deep retrofit means that it impacts the material structure of the building.

[3] Source: https://www.leti.uk/_files/d/252d09_25fc266f7fe44a24b55cce95a92a3878.pdf

[4] Applicants will be expected to provide a statement describing how the design will minimise refrigerant-related emissions by targeting low-Global Warming Potential alternatives and incorporating measures for leak detection, containment, and ease of maintenance, including specific solutions where possible. A full TM65 refrigerant calculation must be submitted at the appropriate stage.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- CC1 - Responding to Climate Change
- CC4 - Operational Energy and Carbon (Net Zero) in Homes and Buildings

Evidence Links

- Essex Waste Local Plan (2014)
- Essex Minerals Local Plan (2014)
- Essex Embodied Carbon Policy Study - Technical Evidence Base (June 2024; re-issued September 2025)

Renewable and Low Carbon Energy Infrastructure

8.126 Local Plans should support the delivery of renewable and low carbon energy systems and associated infrastructure, in accordance with the NPPF. Plans should include a positive strategy to promote energy from renewable and low carbon energy sources and identify suitable areas where such development could occur. Policies should maximise renewable and low carbon energy development whilst ensuring that any adverse impacts are satisfactorily addressed, including cumulative landscape and visual impacts. The *Planning Practice Guidance* reaffirms that the need for renewable energy does not automatically override environmental protections and the planning concerns of local communities.

8.127 Where schemes for retrofitting a low-carbon energy system are proposed, particularly for heating systems, a 'Fabric First' approach to the building envelope should be taken. This will ensure that the heat energy created will remain within the building without escaping from the roof, walls and glazing. This also ensures less carbon is used to heat a room or building. Historic England provide guidance about low carbon technologies and a 'Whole Building Approach' to refurbishing and retrofitting historic assets.

8.128 The NPPF is also clear that local planning authorities should not require applicants of energy development to demonstrate the overall need for renewable or low carbon energy. Furthermore, they should recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions. Applications should be approved if their impacts are (or can be made) acceptable, unless material considerations indicate otherwise, consistent with the presumption in favour of sustainable development.

8.129 The Local Plan does not explicitly identify locations that may be suitable for large scale renewable and low carbon energy infrastructure schemes. Applications will be assessed on a case-by-case basis.

POLICY CC6: Renewable and Low Carbon Energy Infrastructure

1. Proposals for renewable and low carbon energy schemes will be positively considered in the context of contributing to the achievements of sustainable development and a low carbon future. This includes community-led energy schemes where there are direct benefits.
2. There will be a presumption in favour of proposals that contribute towards the transition to net zero. Proposals will be supported provided they:
    a. Do not cause demonstrable harm to residential amenity;
    b. Avoid or minimise impacts to the historic environment;
    c. Have no adverse impacts on the natural environment including designated sites;
    d. Do not have an unacceptable visual impact harmful to the landscape and character of an area; and
    e. Will not have a detrimental impact to highway safety.
3. Within Green Belt, any renewable or low carbon energy development will need to demonstrate its very special circumstances in order to be acceptable.
4. The retrofit of renewable energy will be supported in appropriate locations and where necessary, should follow a fabric first approach to the building.

Reasoned Justification

8.130 The Council recognises the valuable contribution to energy generation of a number of different renewable and low carbon technologies. From the perspective of infrastructure provision, the Council has been working with UK Power Networks to ensure the necessary energy infrastructure can be provided to accommodate the level of growth proposed in the Borough.

8.131 In addition to supporting the broader infrastructure requirements of electricity and gas companies, the promotion of renewable energy technology, which will help diversify the energy markets will be supported by the Council, where adequate mitigation of any adverse impacts can be demonstrated.

8.132 Larger, commercial renewable energy source developments, whilst broadly acceptable in principle, will need to be considered within the context of the Borough and its Green Belt. However, smaller-scale schemes may be acceptable or permitted through Part 14 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

8.133 There is potential for new and emerging technologies to provide innovative schemes to support the renewable energy sector. The Council recognises this and will work with an applicant to ensure suitable solutions are identified and developed.

8.134 Proposals for renewable and low carbon energy schemes should engage with the Designing Out Crime Officer.



Chapter 9: Achieving Well Designed Places

9.1 The Local Plan requires all new development to achieve the highest standards of design. Good design is essential for creating attractive, sustainable, safe, and accessible places. It enhances the public realm, supports healthier lifestyles, fosters civic pride, enables places to thrive and is central to the Borough's vision.

9.2 In line with the NPPF, good design is a key component of sustainable development. It should be informed by a thorough analysis of local character and context to co-create coherent places, rather than relying on arbitrary standards. Design policies should encourage innovation while responding to local history and identity and should also conserve significance and minimise harm.

9.3 Design Codes and Masterplans will establish the vision and key development parameters for areas earmarked for growth or enhancement. They will provide additional certainty for applicants and support effective community engagement.

9.4 All proposals must demonstrate a sound understanding of the site and respond positively to applicable urban design principles in local and national policy and guidance, including the *Essex Design Guide*, the *NPPF*, the *National Design Guide* and the *National Model Design Code*. Where a Basildon Borough Design Code is adopted in the future, development, including any forthcoming Neighbourhood Plan design codes, will be required to align with its principles.

9.5 Additionally, where sites may be in multiple ownership or have more than one developer involved, a consortium approach is advised. This should be facilitated by a memorandum of understanding (MoU) signed by all parties; to provide certainty for the Council and other stakeholders that a proposed scheme will be developed and implemented as consented. The Basildon First Charter provides a guide for interested parties as to the content and wording for the MoU.

POLICY D1: Design and Place Shaping Principles

All development will be compatible with its surroundings and should consider the context of the site and surrounding area. Proposals should:

1. Respond appropriately to the local patterns of development, including street plots and blocks, spaces between buildings and boundary treatments; building form, including size, scale, massing, density, details and materials; topography; existing natural, historic and built assets and features that contribute positively to local character and distinctiveness; existing landmarks and focal points; and existing views into, out of, or through the site;
2. Make effective and efficient use of land and buildings, through the arrangement of development plots and the design, layout, and orientation of buildings on site;
3. Provide active frontages and positive reciprocal relationships between activity inside the buildings and outside in the public realm to generate liveliness and interest;
4. Ensure buildings will be durable, flexible, and adaptable over their planned lifespan, taking into account potential future social, economic, technological, and environmental needs, through the structure, layout and design of buildings and places;
5. Use appropriate, high-quality materials which reinforce or enhance local distinctiveness, with consideration given to texture, colour, pattern, and durability;
6. Optimise permeability and legibility for pedestrians and cyclists, and avoid barriers to movement, through careful consideration of street layouts and access routes that are attractive and aligned with peoples' movement patterns and desire lines in the area;
7. Provide well-designed boundary treatments, that reflect the function and character of the development and its surroundings;
8. Provide well-designed accessible new public realm with high-quality landscaping (hard and soft), that integrates multifunctional Green Infrastructure (GI) and nature-based solutions as critical design elements to support climate resilience, wider environmental net gains and the co-benefits of urban planting, street furniture and public art;
9. Create safe, accessible, and inclusive environments;
10. Minimise the use of non-renewable resources through design in accordance with Policies CC1, CC3, CC4 and CC5;
11. Address community safety issues, to reduce the incidence of crime and anti-social activity with reference to 'Secured by Design;'

All new development shall provide appropriate and well-designed recycling and waste storage within the plot of the building in which the property is located, or a communal store where the development relates to more than one property, in accordance with the Council's waste strategy.

Reasoned Justification

9.6 The *National Design Guide* provides an overarching framework for design, with detailed guidance provided in the accompanying *National Model Design Code*. These illustrate how well-designed places that are 'beautiful, enduring and successful' can be achieved in practice. Significant positive weight will be given to development which reflects this Government guidance, which promotes high levels of sustainability, or which helps to raise the standard of design more generally. The Council also encourages developers to consider local design principles set out in the *Essex Design Guide*. This requirement for high quality design will apply to public and private buildings across all scales of development, as well as to infrastructure projects.

9.7 The design of a building or extension can have a significant impact on the overall appearance of a development. The detailing, including use of materials, design features and layout of windows and doors are all important considerations to creating well-designed buildings, extensions, and places.

9.8 The layout and design of a development are important in creating a safe environment where people are comfortable to live, work, visit and study in. Large-volume buildings such as industrial warehouses, retail superstores and agricultural sheds have visual effects, even where the development brings economic benefits. New buildings, and extensions or alterations to buildings, should be proportionate in size and scale in relation to existing development or the host building so that they are in keeping with their surroundings. The surroundings may include the immediately adjacent buildings, the street scene, or the wider character and appearance of the area.

9.9 The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of walking and cycling and provision of open space. Sport England's '*Active Design*' provides further guidance on this.

9.10 Measures to design out crime should be integral to development proposals and considered early in the design process, taking into account the principles contained in guidance such as the *Secured by Design Scheme* published by the Police. This will ensure development proposals provide adequate protection, do not compromise good design, do not shift vulnerabilities elsewhere, and are cost-effective.

9.11 To improve inclusivity across Basildon and address the underrepresentation of teenage girls, young women, and gender-diverse youth in public spaces, the Council commissioned a report from Social Place (a research, engagement, and design specialist), Make Space for Girls (a national campaigning charity), and Bar'N'Bus (an Essex-based charity delivering professional, community-based youth work). Research shows that standard outdoor provisions, such as multi-use games areas (MUGAs) and skateparks, are overwhelmingly dominated by boys and young men (92% and 84%, respectively), leaving others without welcoming or inclusive spaces. This report offers inspiration for activating underutilised areas in Basildon through inclusive, creative, and community-led approaches. The findings reflect the views of 11 participants aged 12 to 14

who identified as girls or young women. Participation varied across the sessions, with a core group of three attending all workshops.

9.12 Many developments will require bin and/or cycle storage. Well-designed developments consider the provision of these facilities at the outset so they can be incorporated into the design of the scheme. In order to protect the appearance of the street scene these features are best incorporated into the building envelope. Where this cannot be achieved, they should be positioned where they will not have a negative impact on the street scene as well as being attractive and properly screened. All bin and storage areas should be in convenient and easily accessible locations for residents and refuse operatives. Some developments are considering underground bin store solutions; however, these are not appropriate on classified roads or in locations where roads/pavements would be blocked at collection and need to be serviced on-site.

Policy Links

- SG1 – Growth Needs
- EMP3 - Changes of Use of Employment Land or Premises
- EMP6 - Locations for Employment Development
- HOU1 - Size, Type and Quality of New Housing
- HOU2 - Affordable Housing
- HOU3 - Specialist Housing for Older People
- Rx – Ensuring the Vitality of Town Centres
- CC1 - Responding to Climate Change
- CC3 - Water Efficiency and Sustainable Drainage Systems (SuDS)
- CC4 - Operational Energy and Carbon (Net Zero) in Homes and Buildings
- CC5 - Embodied Carbon and Circular Economy in Homes and Buildings
- D2 - Major Developments - Design
- D3 - Design in Smaller Scale Projects
- D4 - Advertisements
- STAT1 - Strategic Transport
- INF4 - Digital Connectivity

Evidence Links

- Essex Design Guide (2018)
- National Design Guide (2021)
- National Model Design Code (2021)
- Make Space For Girls
- Secured by Design

POLICY D2: Major Developments - Design

The Council will require all major developments to be of high-quality built form and urban design, to reflect the following principles:

1. Respect the natural environment, biodiversity, and amenity interests through the provision of diverse green spaces and urban planting that delivers co-benefits.
2. Respond positively to local character and context to preserve and enhance the quality of existing communities. Proposals are expected to have regard to the *Essex Design Guide*, relevant Government guidance, and, when adopted, the *Basildon Borough Design Code*. Proposals that fail to demonstrate high-quality design consistent with national policy, local design policies, or the Code will be refused;
3. Have a positive visual impact, being visually coherent, interesting, and attractive;
4. Create well-connected places that prioritise cycling, walking, wheeling, and public transport services above the use of the private car;
5. Where possible, provide a varied mix of land uses, densities and building typologies, and arrange them to support place shaping and sitewide legibility.
6. Minimise energy and water consumption and provide climate resilience through site layout and individual building design, with reference to Policy D1 and Policies CC1, CC3, CC4 and CC5;
7. Create attractive, multi-functional, inclusive, overlooked, and well-maintained public realm, and enhance the setting of existing public realm following on from the principles set out in Policy D1;
8. Provide streets and spaces that are overlooked, active and promote inclusive access. Where parking is provided, it must be well integrated as part of the overall design;
9. Public and private amenity space must be clearly defined, safe, accessible, inclusive and secure, and provide opportunities for social interaction and recreation that support the health and wellbeing of communities. Public amenity spaces should incorporate natural surveillance to enhance security wherever site circumstances allow;
10. Provide good quality access to public open space and contribute to green infrastructure in line with the *Essex Design Guide* and *Essex Green Infrastructure Standards*. Open space should include good quality provision for play and recreation that is safe, inclusive, and accessible to all age groups. SuDS may form part of the green infrastructure and open space network where they are designed for multi-functional use; however, sufficient usable open space must be provided beyond land required for SuDS;
11. Retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting in compliance with policy NE1(5);

12. Provide opportunities to promote healthy living and to improve health and wellbeing, including community gardens with food growing;

13. Ensure buildings address the street and provide a suitable level of enclosure to surrounding streets and spaces;

14. In suitable locations provide temporary use of sites and premises for cultural activities, particularly in locations where they can help to animate the public realm, and the provision of public art will be supported.

15. Major developments will submit a Green and Blue Infrastructure (GBI) and/or Landscape Plans at planning application stage that:

    a. maps existing green and blue infrastructure assets;

    b. illustrates proposed new GI and SuDS features;

    c. demonstrates integration of Biodiversity Net Gain;

    d. identifies opportunities to contribute to Local Nature Recovery Strategy priorities; and

    e. secures their long-term stewardship through a Landscape and Ecological Management Plan (LEMP).

ALLOCATION-WIDE MASTERPLAN AND DEVELOPMENT FRAMEWORK COORDINATION

16. Masterplans are the preferred mechanism for securing coordinated and comprehensive development. Where proposals come forward in advance of an approved masterplan, this position must be clearly justified.

17. Allocation-wide masterplans will normally be developed through a consortium approach ahead of the initial application, secured through a Section 106 Legal Agreement, and reflected in conditioned Design Codes for both the initial and subsequent applications. Applicants will be expected to demonstrate proportionate and effective coordination with other landowners and promoters. Where the intentions of other landowners are unclear, applicants must demonstrate that their proposals would not prejudice delivery of the wider allocation and that the remainder can still come forward in accordance with the Vision and Core Principles of the relevant site allocation policy.

18. Where development of part of an allocation is agreed to proceed in advance of, or without, an approved masterplan, the proposal must not prejudice the development potential of the wider site. Applicants must demonstrate that the wider development potential would not be compromised; and that the remainder of the allocation can still be delivered in accordance with the Vision and Core Principles of the relevant site allocation policy.

19. Allocation-wide coordination should:

    a. Establish the key layout and

structuring elements of the site, including land uses, movement hierarchies, green and blue infrastructure, access arrangements, and allocation-wide urban design features such as key views and landmarks. It should identify indicative housing densities and the overall amount of development. The masterplan should set out clear thresholds for the physical development of the site to deliver the Site Allocation policies and secure long-term design quality, while retaining flexibility to respond to site-specific constraints.

b. Ensure that existing and proposed individual parcels are physically and functionally connected, including through continuous street and movement networks, integrated green infrastructure, and efficient shared utilities and services where appropriate.

c. Set out the location and phasing of strategic infrastructure, including schools, utilities and community facilities. Development should be delivered in a manner that ensures the timely provision of the necessary supporting infrastructure.

d. Identify the location and phasing of Gypsy and Traveller pitches, where required by Policy HOU4 and the Site Allocation policy.

e. For allocations with multiple land promotors, provide for a coordinated approach to delivery including where appropriate provide a framework for land value equalisation.

20. All subsequent applications must be in accordance with the approved Masterplan / framework. Proposals for part of an allocation must not prejudice the development potential of the wider site and must demonstrate how the remainder can be delivered in line with the aspirations and principles of the relevant site allocation policy and framework.

For other complex and large-scale development proposals not covered by site allocation policies, a masterplan or design code may still be required.

Reasoned Justification

9.13 Major new development must reflect a high quality of urban and architectural design. It must also be functional and viable. Developments will be planned carefully with the use of masterplans and design codes where appropriate. The Council will encourage developers to consider the design principles set out in the Essex Design Guide.

9.14 For allocated sites and land adjacent to allocations, an allocation-wide framework or masterplan is required to ensure development comes forward in a coordinated and comprehensive manner. This is particularly important where site allocations are delivered in phases or by multiple landowners. A framework enables the Council to assess how key design principles will be applied across the whole allocation and ensures that individual parcels are not brought forward in isolation. It also supports the timely and integrated delivery of strategic infrastructure and, where applicable, Gypsy and Traveller pitches. This approach is essential to optimise land use, support sustainable living, and secure high-quality placemaking.

9.15 New developments within site allocations providing land for new Education (and EYCC provision) should be designed having regard to the Lead Authority for Educations Essex New Schools Design Principles (2025) in the *Essex Design Guide* and ECC's *Developers Guide to Infrastructure Contributions*.

9.16 Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the Council will wish to see included in new major developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity, and health outcomes. All development affects the public realm: larger developments create new streets and public spaces, whilst smaller proposals affect the appearance of existing spaces. They should do so in a way that achieves a positive impact and reinforces a strong sense of place.

9.17 The NPPF is clear on the important contributions that trees have to the character and quality of urban environments. The addition of trees should maximise visual interest, whilst the choice of tree should maximise canopy coverage for cooling and shade, alleviate surface water drainage and provide biodiversity benefits, whilst enhancing the existing character of the area. The incorporation of such features can form part of new streets, open spaces, and garden areas. Careful consideration should be given to the location, type and management of new trees and soft landscaping to ensure they are appropriate and can be easily maintained. In urban areas trees are particularly important for improving air quality, providing shade, reducing heat in warmer weather and providing important habitats for wildlife. This includes existing and newly planted trees within sites, and as part of the wider public realm.

9.18 Active street frontages should be provided. Overly monolithic or monotonous elevations will not be permitted where they harm townscape quality.

9.19 Bin storage should be discreet and well-integrated within the development. Street clutter should be avoided. Street furniture should positively contribute to the context and function of the space where it is located, without compromising accessibility and movement. Applicants

should refer to the *National Model Design Code* and the *Essex Design Guide* for detailed design guidance.

9.20 Vacant premises can provide opportunities for start-ups and small local businesses, as well as community groups. Meanwhile uses such as pop-up music or art venues, food-growing spaces, and restaurants, can also be used as a way to create social cohesion between the residents of the Borough and plays a role in building strong communities, increasing healthy life outcomes and generating civic pride.

Policy Links

- SG1 – Growth Needs
- EMP3 - Changes of Use of Employment Land or Premises
- EMP6 - Locations for Employment Development
- HOU1 - Size, Type and Quality of New Housing
- HOU2 - Affordable Housing
- HOU3 - Specialist Housing for Older People
- R2 - Development in Basildon Town Centre
- R3 - Primary Shopping Areas (PSA)
- R7 - Ensuring the Vitality of Town Centres
- CC1 - Responding to Climate Change
- CC3 - Water Efficiency and Sustainable Drainage Systems (SuDS)
- CC4 - Operational Energy and Carbon (Net Zero) in Homes and Buildings
- CC5 - Embodied Carbon and Circular Economy in Homes and Buildings
- D1 - Design and Place Shaping Principles
- HC1 - Health and Well-being Strategy
- HC2 - Open Spaces, Local Green Spaces, Sport and Recreation
- NE1 - Conserving and Enhancing the Natural Environment
- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues
- AQMP4 - Protecting High Quality Agricultural Land
- STAT1 - Strategic Transport

Evidence Links

- Essex Design Guide (2018)
- National Design Guide (2021)
- National Model Design Code (2021)
- Make Space For Girls

Design on Smaller Scale Projects

9.21 The NPPF expects that local plans should set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable.

9.22 Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interested parties throughout the process.

9.23 Design proposals should be based on best practice and where this can be demonstrated it will support the desirability of the proposal. Current examples include *Lifetime Neighbourhoods* (DCLG); *Building for a Healthy Life* (Homes England); *Urban Design Compendium* (English Partnerships and The Housing Corporation); *By Design* (DETR & CABE); *Conservation Principles Policies and Guidance* (English Heritage) and the *National Design Guide* (MHCLG), among others.

POLICY D3: Design in smaller scale projects

It is important to plan positively for the achievement of high-quality design for all development proposals. Development proposals will be supported where the design:

1. responds positively to its immediate architectural context and local character, in terms of the use of materials and detailing, scale, proportion, landscape design and the space between buildings;
2. sustains the significance of a heritage asset and/or its setting and the character and appearance of conservation areas;
3. positively contributes to the setting, wider townscape, landscape and views;
4. protects the amenity of current and neighbouring occupiers, whether residential or otherwise;
5. contributes to the function of the area and is safe and accessible;
6. protects and incorporates trees that are desirable for retention; and
7. minimise energy and water consumption and provide climate resilience through site layout and individual building design, with reference to Policy D1 and Policies CC1, CC3, CC4 and CC5.

In addition to the above points, plotland sites should also adhere to the upcoming plotlands SPD.

Reasoned Justification

9.24 It is the responsibility of the Council through the development management process to ensure that new development does not impinge unreasonably on the residential and visual amenities of adjoining residents. These standards will apply to all new residential development, and, where appropriate, other types of development.

9.25 Development which results from the change of, addition to, or the conversion of existing buildings can prolong the useful life of a building, helping to meet the changing needs of its occupiers. However, inappropriate alterations or a high concentration of change can cause harm to the character of a place or to local residential amenity.

9.26 An extension would normally be expected to be subservient to the original building. Stylistically, it would normally be expected to be in keeping with the original building and its context (see policy points above). If a quite different approach to the architectural language of expression is developed, this could be acceptable only if high design quality can be demonstrated.

9.27 When developing plotland sites, proposals must demonstrate compliance with the relevant design principles and have regard to the specific guidance contained within the forthcoming Plotland Supplementary Planning Document (SPD), which will address the distinctive character and appropriate development standards for these sites.

Policy Links

- SG1 – Growth Needs
- EMP3 - Changes of Use of Employment Land or Premises
- HOU1 - Size, Type and Quality of New Housing
- HOU2 - Affordable Housing
- HOU3 - Specialist Housing for Older People
- R2 - Development in Basildon Town Centre
- R3 - Primary Shopping Areas (PSA)
- D1 - Design and Place Shaping Principles
- NE1 - Conserving and Enhancing the Natural Environment
- GB2 - New Development in the Green Belt
- HE1 - Conserving and Enhancing the Historic Environment

Evidence Links

- Essex Design Guide (2018)
- National Design Guide (2021)
- National Model Design Code (2021)
- Make Space For Girls

Advertisements

9.28 Advertising structures should be of high quality, integrate with the street scene, and relate positively to the surrounding environmental context. In determining applications for express advertisement consent, the Council will consider their impact on public safety and amenity, including cumulative impact.

POLICY D4: Advertisements

Where advertisement consent is required, such consent will be permitted if the proposal respects the interests of public safety and amenity, by meeting the following criteria:

1. They do not adversely affect the visual amenity of the area, by reason of their design, siting, scale, illumination or noise, having regard to the character and use of the building and/or area;
2. They will not result in a proliferation of advertisements or added clutter within the public realm;
3. Any illumination respects the impact on visual amenity, potential light pollution, character of the area and buildings and functional need; and
4. The proposal does not have an adverse effect on highway safety or risk of antisocial behaviour.

Advertisement consent will not be permitted for poster advertising in the Green Belt. Other forms of advertisement in the Green Belt which require consent will be considered against the above criteria and whether they affect the openness or purposes of Green Belt land.

Reasoned Justification

9.29 Advertisements play an important role in promoting economic vitality, and where well designed, they can make a positive contribution to the street scene. At the same time a proliferation of signs can be unsightly, distracting and damaging to the appearance of the building, street or area.

9.30 Advertisements should be designed and located to avoid conflict with the historic character and appearance of heritage assets including conservation areas or damage to historic fabric. For example, internally illuminated box signs are generally not supported on heritage buildings or in conservation areas, as they often detract from historic character, but exceptions may be made where the design reflects the building's architectural details and enhances the area's special character.

9.31 Placement of digital advertisement units should engage with the Designing Out Crime Office.

Policy Links

- R2 - Development in Basildon Town Centre
- R3 - Primary Shopping Areas (PSA)
- D1 - Design and Place Shaping Principles
- GB1 - Protecting the Green Belt
- GB2 - New Development in the Green Belt
- HE1 - Conserving and Enhancing the Historic Environment

Evidence Links

- Essex Design Guide (2018)
- National Design Guide (2021)
- National Model Design Code (2021)



Chapter 10: Healthy Communities

Health and Well-being Strategy

10.1 The NPPF requires that planning policies and decisions achieve healthy, inclusive, and safe places, facilitating social interaction and creating healthy, inclusive communities. This not only applies to promoting physical and recreational activities but also includes enabling the creation of healthy living environments for people of all ages, to reduce health inequalities, and to engender social interaction for emotional health and well-being, all of which are equally important for resilient communities. As defined by the World Health Organisation (WHO) "Health is a state of complete physical, mental, and social wellbeing, rather than the absence of disease." This definition recognises the wider determinants of health which are a key influence on population wellbeing and health outcomes.

10.2 We will work with public health leads and health organisations to understand and take account of the public health issues and needs of the local growing population, including expected future changes, and any information about relevant barriers to improving health and well-being. This is positive planning, as set out by the PPG and can encourage healthier communities with healthier lifestyles; and identify and secure the facilities needed for primary and secondary/acute care facilities.

10.3 As well as local authorities, there are many organisations which have a crucial role in delivering sport and physical activity opportunities. Sport England, through their 'Active Design' policy, promote 10 principles that encourage activity, health and stronger communities through the way towns and cities are designed and built. Active Travel England (ATE) is a statutory consultee to ensure new planning applications consider active travel provision from the outset. The Essex Design Guide provides guidance on the construction of spaces that can deter crime through design, and which help to create socially inclusive and active communities. The Town and Country Planning Association (TCPA) also campaign to raise awareness about the important links between planning and health.

10.4 The Mid and South Essex Integrated Care Board (ICB), or the Essex Integrated Care Board cluster as the successive organisation, covering Basildon Borough, is responsible for commissioning primary and secondary/ acute healthcare services, emergency ambulance services, and prepares plans for this purpose. It is responsible for ensuring that its commissioning plans link to the Essex Joint Health and Well-being Strategy 2022-2026. As an acute service provider Basildon and Thurrock University Hospital has an important role in delivering services required by the ICB and is therefore essential to the health and well-being of residents in the Borough, and neighbouring areas. The ambulance hub at Nethermayne, proposed by the East of England Ambulance Service Trust (EEAST) is important new infrastructure in close proximity to Basildon and Thurrock University Hospital, as an opportunity to improve health outcomes in the borough. There are a range of other providers for GP, community health, and mental health services.

10.5 Whilst there are measures that can be taken to ensure that both existing communities and new development create opportunities for people to live well, there will always be a demand for health services, and evidence has indicated that an ageing population will continue to give rise to strains on these services into the future. Service delivery and estate is also being reviewed in response to the policy paper Fit for the future: 10 Year Health Plan for England (30 July 2025) (the 10 Year Plan) sets out a new way of delivering

health services that will increase activity in communities and reduce the need for patients to attend traditional hospital sites. This change in the healthcare services delivery model is known as 'left shift' and will impact the infrastructure requirements for healthcare services.

10.6 Whilst the Council expects development to minimise health impacts, there will remain a need for additional healthcare provision, and developments will be expected to fully mitigate their impact on healthcare infrastructure by making financial contributions or providing additional capacity on-site (in line with Policy INF2). This may take the form of new GP hubs, the expansion of existing facilities, or the provision of infrastructure which enables existing facilities to be used more effectively, or for longer. It will be for NHS England and the ICB, in consultation with the service providers, to determine the types of interventions needed in each area to support growth as early as possible and incorporate these into the Borough's Infrastructure Delivery Plan. This approach will be shaped by the 10 Year Health Plan, the strategic pathway for the Government's mission to build a health service fit for the future. It sets out how the Government will reinvent the NHS through 3 radical shifts including hospital to community, analogue to digital and sickness to prevention.

10.7 The Essex Joint Health and Wellbeing Strategy seeks to increase the proportion of people able to live healthy lifestyles and highlights that access to a good quality environment, with green spaces and places to walk contributes to both the physical and mental wellbeing of people. The strategy also highlights the need to address the wider determinants of health which are the contributing factors to health outcomes through socio-economic factors, access to healthcare, lifestyles and the environment which are key to addressing both health outcomes and issues associated with deprivation. The Joint Health and Wellbeing Strategy also focuses on the intersectionality of health inequality and consideration should be focused on how the built environment positively impacts those most likely to have poor health.

10.8 For all major development schemes, a Health Impact Assessment (HIA) should be carried out in accordance with the latest guide from the Essex Planning Officer's Association (EPOA) Essex Healthy Places Guidance. The HIA should respond to the latest local public health data and community insights gathered by the applicant's team.

10.9 The HIA scope is to be agreed with the Council's development management and public health teams prior to commencement of the assessment at the earliest opportunity. The HIA must be undertaken at an early stage of the development process and there should be a clear demonstration that the assessment has informed the overall design of the proposal.

POLICY HC1: Health and Well-Being Strategy

The Council will improve and promote strong, vibrant, and healthy communities through ensuring a high quality environment, with local services to support health, social and cultural well-being and reduce inequalities. Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated into a development where appropriate.

The Council, with its partners, in the NHS and Public Health will seek to improve the health and well-being of residents by:

1. Supporting the NHS (including local GP Surgeries and Public Health) to deliver a service which meets the needs of residents,
2. Ensuring residents can access high quality primary and secondary/acute health care services and that new and improved services are put in place, where appropriate, to meet the needs of residents and serve the growing population;
3. Working with stakeholders to provide better service integration, locating services where access can be improved, particularly for vulnerable groups and communities;
4. Directing new development to sustainable locations that incorporate active travel principles;
5. Requiring a Health Impact Assessment (HIA) on all development sites delivering:
    a. 50 or more dwellings;
    b. All development in Use Class C2 (Residential Institutions);
    c. All non-residential developments delivering 1,000 square metres or more gross internal floor space; and
    d. '*Sui Generis*' hot food takeaways.
6. Seeking mitigation, provided and/or secured by planning obligations or by the Community Infrastructure Levy (CIL) as appropriate, towards new or enhanced health facilities from developers where new housing development would result in a shortfall or worsening or health provision; and
7. Promoting well designed and safe places to ensure climate resilience, increased access to open spaces, leisure, and recreation, which offer opportunities for physical activities through green infrastructure and open space strategies to create active environments as part of the design of the public realm, open spaces, and sports facilities.

Reasoned Justification

10.10 Spatial planning and public health are intrinsically linked. The health and well-being of individuals and communities is affected by a wide range of factors encompassed by the determinants of health; and can be supported through high-quality planning, design and management of the environment; providing convenient local healthcare services; public and open spaces and natural environments to encourage people to be physically active, engender community participation with inclusive public spaces; housing that supports ageing, intergenerational cohesion and independent living; promoting access to healthy and locally sourced food; and encouraging active travel, particularly cycling and walking for healthy lifestyles.

10.11 The Council will work to improve the health and wellbeing of residents and communities by working in partnership with the NHS and Public Health to ensure residents and communities can access high quality primary and secondary/ acute health care services and that new and improved services are put in place, where appropriate, to serve the growing population, particularly for vulnerable groups and communities.

10.12 The NPPF recommends that local authorities should consider opportunities to support people to live healthy lifestyles including planning for an environment that helps promote active travel and physical activity. Good quality infrastructure encourages active travel and the use of public transport. Improved active travel corridors and access to public transport makes it easier for our residents and communities to use healthier travel choices which helps prevent obesity. All new and improved walking and cycling routes should be designed to ensure they are coherent, direct, safe, walkable, comfortable, and attractive. The Basildon Local Cycling and Walking Infrastructure Plan (LCWIP, 2025) sets out priorities for improving access to key services by walking, cycling, and wheeling.

10.13 For development of 50 or more units and non-residential development in excess of 1,000 sqm (excluding agricultural buildings), a rapid or desktop assessment may be sufficient to satisfy the requirements of this policy. For larger scale developments and schemes where a rapid or desktop assessment indicates more significant impact upon health and wellbeing and health services, a comprehensive HIA will be required. A comprehensive HIA can include matters such as housing quality and design, access to healthcare services and other social infrastructure, access to open spaces and the natural environment, air quality and noise impact, accessibility and travel options, crime reduction and community safety, access to healthy food, social cohesion and minimising the use of resources. Early engagement with the Council and Public Health officers is recommended prior to commencement of an HIA to help ensure that the HIA can inform proposals effectively. The Council will liaise with the Mid and South Essex Integrated Care System and Public Health officers when assessing the scope and scale of likely impacts. A HIA should be prepared following the current best practice advice and reflect the most up to date evidence.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- HOU3 - Specialist Housing for Older People
- R2 - Development in Basildon Town Centre
- R3 - Primary Shopping Areas (PSA)
- D2 - Major Developments – Design
- HC2 - Open Spaces, Local Green Spaces, Sport and Recreation
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- Essex Joint Health and Well-being Strategy 2022-2026 (2022)
- Fit for the future: 10 Year Health Plan for England (2025)

Open Spaces, Local Green Spaces, Sport and Recreation

10.14 The NPPF is clear that access to high-quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities. There is an expectancy that once identified, open spaces, allotments, playing fields and other recreational land will be preserved from development.

10.15 Open and green spaces offer great value as places for people to participate in organised sport, play, informal recreational activity, and appreciation of the natural environment. The need to retain open space and places with nature will continue to be important as the Borough's population grows; even more so given the documented co-benefits that nature has on our health and well-being:

- Climate resilience - through natural drainage and temperature regulation, planting can help prevent flash flooding through absorbing excess rainfall; and can provide shade and water retention during periods of warmer weather. Planting (nature-based solutions) can be added to the ground and the roof or walls of buildings; and can also sequester carbon from fossil fuel emissions which continue to increase global warming.
- Biodiversity – Planting supports insects which pollinate flowers and crops and can breakdown organic waste. The decline of insect species has led to the decline in birds, bats, fish, and other animals that feed on insects and bring balance to the ecosystems which support human life
- Air quality – Foliage can remove dangerous particulate matter from traffic and other fossil fuel pollution
- Nature – Quality of place with natural colours, sound and space for mental well-being and relaxation
- Community cohesion – through gardening and food growing schemes
- Local economy – Planting provides a softening and attractive framing to a building which can result in more business interest within the Borough with the creation of local jobs.

10.16 As such, new development should have regard to nature-based solutions as an integral and essential multi-faceted design intervention.

OPEN SPACES

10.17 Open space in the Borough can be defined as publicly accessible land consisting of Parks and Gardens; Natural and Semi-Natural Green Space; Outdoor Sports Facilities; Amenity Green Space; Provision of Places for Children and Young People; Education Fields; Allotments; Churchyards, Cemeteries, and burial grounds. Public open space does not include private open space and land which has no public right of access such as domestic gardens, grounds around buildings, car parks, agricultural land, and forestry plantations.

10.18 The Basildon Open Space Study (2026) assessed the provision of open space in the Borough, the condition, distribution, and its overall quality, providing recommendations to help inform the priorities for open space provision as part of the borough's future population distribution and planned growth.

CEMETERIES

10.19 There are 17 sites classified as cemeteries/churchyards, equating to over 19 hectares of provision in Basildon, of which 3 are Council owned (Great Burstead, Pitsea New and Wickford cemeteries). The largest contributor to burial provision is Pitsea Cemetery, which equates to over five hectares. The need for additional cemetery provision has been informed by The Basildon Open Space Study (2026) which includes an audit of existing provision. Understanding the needs, rituals and practices of different faiths and cultures must be considered to ensure that

adequate provision is made for all.

10.20 The Environment Agency approach to the regulation of cemeteries to protect the environment, covers both new cemetery developments and existing cemeteries and includes position statements detailing its approach to groundwater protection when dealing with cemeteries in Section L of The Environment Agency's approach to groundwater protection.

LOCAL GREEN SPACES

10.21 The NPPF introduces the ability for local communities to protect green spaces of local significance by designating them as Local Green Spaces in Local Plans and Neighbourhood Plans. This designation would prevent new development being permitted on these spaces unless very special circumstances exist.

SPORTS AND RECREATION

10.22 The Council's Basildon Playing Pitch Strategy & Outdoor Sport Strategy Report (2025), the Basildon Playing Pitch & Outdoor Sport Strategy Assessment Report (2025), Basildon Built Facilities Strategy Report and Action Plan (2024) and Basildon Built Facilities Strategy Needs Assessment (2024) considered the quantity, quality and accessibility of playing pitch and outdoor sport facilities, in the Borough and advised on the approach that should be taken to each site. They highlighted where open spaces should be retained for leisure and recreation purposes. They also set standards for the quantity, quality and accessibility of open space and identified the approach that should be taken to secure new playing pitch provision.

ALLOTMENTS

10.23 There are 7 allotment sites across the Borough, of which 3 are run by the Local Authority, the remaining sites are operated by Allotment Associations. The largest site in the Borough is Crays Hill Allotment Gardens at 2.03 hectares. The need for additional allotment provision has been informed by The Basildon Open Space Study (2026) and in consultation with the Council's Parks and Countryside service.

PLAYING FIELDS ASSOCIATED WITH EDUCATION FACILITIES

10.24 School-based playing field provision exists primarily to meet educational needs; however, it also has the potential to be used by the wider community where there is a policy or practice promoting such dual use, outside educational hours. The re-use of educational premises can help to meet modern expectations of the quality of provision and residents' needs for such facilities, particularly in areas where access is otherwise limited.

PRIVATE OPEN SPACES - CONDITIONAL ACCESS

10.25 There are a range of private and voluntary club facilities within the Borough which offer a greater or lesser degree of community use for their activities. Sports clubs and other private facilities make an important contribution to open space provision in the Borough.

POLICY HC2: Public Open Spaces, Local Green Spaces, Sport, and Recreation

1. The Council will protect and enhance the Borough's parks, public open spaces and playing fields, working closely with a range of stakeholders to address deficiencies in quantity, quality, and access.
2. Public open spaces will be safe, inclusive, and easily accessible by walking, wheeling, cycling, and public transport for all users, with supportive infrastructure including crossings, cycle parking, bus stops; and appropriate clear signage provided near to the entrance of open spaces;
3. There is a presumption against development of existing open space, local green spaces, allotments, sports and recreational buildings and land, playing fields (including Associated with Education Facilities), unless:
    a. A surplus of provision is identified in the locality, and the development will result in replacement provision of equal or better quantity and/ or quality on an alternative site nearby; or
    b. The development is for education and/or sports provision, and opportunities to ensure the remaining provision is of a high quality incorporated into the proposals; or
    c. As part of the change of use or redevelopment of individual education facilities; or
    d. The development proposal is for regeneration or estate renewal, and provision will be replaced with an equivalent or better quantity and quality in a suitable location.
4. All major and strategic development proposals will be required to incorporate open space in accordance with the minimum quantity standards and provide on-site wherever possible. Where proposals cannot provide for open space on-site, and it is considered that the creation and/or improvement of off-site provision in the locality is appropriate, a financial contribution in lieu may be accepted. The provision of new open space provision must:
    a. meet the needs of current and future residents;
    b. be of a high-quality that is accessible, inclusive, and safe for all users;
    c. provide multiple benefits, including recreation, food growing, SuDS, delivery of Biodiversity Net Gain (BNG) through improvements to nature recovery, enhancement of pollinator corridors, incorporation of climate resilient planting or shaded routes and demonstrate support for the Essex Local Nature Recovery Strategy priorities, in compliance with policies D2 and NE1. Open Space must connect to the local Green and Blue Infrastructure networks on and adjacent to the development site.
    d. be informed by the most recent evidence base.
5. The *Playing Pitch and Built Facilities Strategies* seek to improve the quality, quantity, accessibility, and sustainability of provision in the Borough. Unless

on-site provision is specified within a strategic housing site allocation policy, all other residential developments will be expected to contribute towards off-site provision in accordance with the approach set within these strategies.

6. Existing allotment sites are to be retained to support sustainable local food production, and to enhance opportunities for leisure, social interaction, improved physical and mental health, and education. Opportunities to extend existing and provision of new allotment sites will be encouraged in line with best practice from The National Allotment Society.

7. There is a presumption against development of existing private open spaces with conditional access for primary users. These will be retained for their primary sport or recreation uses, and;

    a. The development of appropriate facilities including changing rooms, toilets and car parking will be supported;

    b. Where development would involve the loss of private pitches, provision will be expected to be relocated to maintain the security of local playing pitch provision in the Borough. Private open spaces including ancillary facilities, should be replaced with an equivalent or better facility, in terms of quantity and quality, in a suitable location.

8. Where there is a requirement for additional cemetery capacity, extending existing sites should be considered as a preference. Where this need cannot be met at existing cemeteries, new cemeteries should be considered. The feasibility of extending existing or provision of new cemeteries should consider potential impacts including transport, accessibility, landscape, ecological, heritage and visual impacts.

Reasoned Justification

10.26 The Local Plan policies will seek to achieve a net gain for biodiversity by retaining public open spaces and green spaces as well as providing new public open spaces, including high quality green infrastructure built into the designs and masterplans of new development.

10.27 High quality open spaces are valuable in terms of supporting health and well-being, flood risk mitigation, helping to mitigate against climate change, promotion of healthier lifestyles, creation of safer and accessible places for all. Where development proposals are contributing to the delivery of sufficient new publicly accessible open space, consideration should be given to crime prevention measures implemented in the early stages of the design to provide a safe environment for all.

10.28 The NPPF offers the opportunity for local communities to protect green spaces of local significance by designating them as Local Green Spaces in Local Plans and Neighbourhood Plans. Following the nomination of some Local Green Spaces as part of the Council's work on the local list of heritage assets, consideration has been given to including a specific list of Local Green Spaces which prevents new development being permitted on these spaces unless very special circumstances exist.

10.29 The Basildon Borough Council Open Space Study (2026) provides details regarding the provisions that exist in the area, their condition, distribution, and overall quality. The table below sets out the quantity figures for current provision levels identified and the relevant national benchmark. This is presented on a hectares per 1,000 population. Current (2026) levels for parks, amenity and natural greenspace are shown to be greater than those suggested by Fields in Trust (FIT). The exceptions are in play and allotments which the current quantity levels are lower than the standard suggested by FIT. However, this is not unusual especially for play (as the FIT play figure incorporates surrounding land).

Typology	Fields in Trust (FIT) Standards (ha per 1,000 pop)	2026 quantity provision (ha)
Parks & gardens	0.80	1.04
Natural & semi-natural greenspace	1.80	2.64
Amenity greenspace	0.60	1.13
Provision for children & young people	0.55	0.08
Allotments	0.25	0.04

Above: Existing open space quantity provision compared to national benchmark

10.30 The table below demonstrates the required quantity standards to inform future requirements based on the growth identified within the Local Plan (Policy SG1). The recommended standards by national organisations such as FIT and the National Allotment Society, ensure that there is an adequate provision of open space across the Borough. The setting and application of quantity standards is necessary to determine shortfalls in provision and to inform what new developments should contribute to the provision of open space across the area.

Typology	Fields in Trust (FIT) Standards (ha per 1,000 pop)
Parks & gardens	0.80
Natural & semi-natural greenspace	1.80
Amenity greenspace	0.60
Provision for children & young people	0.55
Allotments	0.25

Above: Minimum open space quantity standards associated with Policy HC2

Policy Links

- CC4 - Operational Energy and Carbon (Net Zero) in Homes and Buildings
- D2 - Major Developments - Design
- HC1 - Health and Well-being Strategy
- STAT1 - Strategic Transport
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- Playing Pitch & Outdoor Sport Strategy Assessment Report (2025)
- Playing Pitch & Outdoor Sport Strategy Report (2025)
- Built Facilities Strategy Needs Assessment – Final Report (2024)
- Built Sports Facilities Strategy Report & Action Plan (2024)
- Open Space Study - Link to be added

Strategic Approach to Education, Skills, and Learning

10.31 The NPPF places great importance on ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are expected to take a proactive, positive, and collaborative approach to promoting development that will widen choice in education by giving great weight to the need to create, expand, or alter schools.

10.32 At a local level meanwhile, the Council recognises the vital role that good education opportunities at all stages - including early years and childcare - play in ensuring that local people are able to fulfil their potential. This is considered particularly important given the levels of deprivation and the inequalities that exist in the Borough. The Council is therefore committed to improving education opportunities in the Borough in partnership with the lead Authority for Education (including childcare) and others, including neighbouring authorities, as part of its Corporate Plan and ambitions.

10.33 The Council is committed to support the allocation and delivery of new Early Years and Childcare, Primary School, Secondary School and Special Education Needs and Disabilities School provision as required to meet the level of planned growth in this Local Plan. Sufficient suitable education and childcare land required to deliver infrastructure to support the housing growth set out in the Local Plan is included in relevant site allocation policies (Chapter 15: H1-H30). Where necessary, the Council will also secure suitable additional land for education and childcare use to support windfall sites and general population growth.

10.34 In order to ensure sufficient education and childcare place provision to align with growth, existing schools will be extended where appropriate. Suitable land will be allocated for provision land allocated Use Class F1(a) for new schools for primary, secondary and Special Education Needs and allocated Use Class E(f) for standalone Early Years and childcare provision.

10.35 All applicable developments will be expected to contribute proportionately towards education and childcare (including early years, primary, secondary and SEND) and post 16 education, provision, having regard to ECC's Developers' Guide to Infrastructure Contributions (and successor documents) and Essex New Schools Design Principles (2025). Suitable land for education and / or childcare use, to meet on-site and wider strategic need, will also be secured from appropriate developments.

POLICY HC3: Education Provision

1. Development will be supported where it can be demonstrated that sufficient education infrastructure capacity is available, or will be made available in a timely manner, to meet the needs arising from the development.
2. Where development generates a need for additional school places, or exacerbates existing pressure on education infrastructure, developers will be required to provide, or make appropriate financial contributions towards, the delivery, expansion, or enhancement of education facilities to meet the identified need.

   This may include, where justified by evidence and agreed with the Education Authority:

   a. the provision of land for new education facilities; and/or

   b. the delivery of new or expanded on-site education facilities; and/or

   c. financial contributions towards the expansion or improvement of off-site education provision, including early years, primary, secondary, post-16 provision, and provision for pupils with special educational needs and disabilities (SEND).
3. Where on-site provision is required, this may include early years and primary education facilities within major developments where justified by the scale of development and associated need. Secondary education provision may be required on-site where there is clear evidence that the scale and location of development justify such provision and suitable land has been identified and secured.
4. Developer contributions will be determined having regard to:

   a. the latest available evidence of education capacity and demand provided by the Education Authority at the time of determination;

   b. the Council's Infrastructure Delivery Plan (or successor documents);

   c. pupil yield evidence and methodology set out in supporting guidance and/or Supplementary Planning Documents, and

   d. the scale, location, and phasing of development.
5. The Council will work in partnership with the relevant Education Authority and education providers to identify education infrastructure requirements and to ensure that provision is planned and delivered in step with housing growth.

   Contributions will be secured through planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), or any successor mechanism where appropriate.
6. All contributions will be fairly and reasonably related in scale and kind to the development, necessary to make the development acceptable in planning terms, and in accordance with the Community Infrastructure Levy Regulations 2010 (as amended), or any successor legislation.
7. Contributions will be secured and delivered at appropriate phases of development to ensure that education infrastructure is provided prior to, or alongside, the occupation of development.

8. Where education infrastructure impacts arising from development cannot be appropriately mitigated through on-site provision or off-site contributions, planning permission will not be granted.

Reasoned Justification

10.36 There is limited capacity within parts of the plan area's existing primary and secondary school network to accommodate projected increases in pupil numbers arising from planned growth. Evidence provided by the Education Authority indicates that additional school places will be required over the plan period to meet demand generated by development.

10.37 Where capacity constraints are identified, it is expected that these will be addressed through a combination of the expansion of existing schools and, where necessary, the delivery of new education infrastructure supported by developer contributions. Education provision may also be supported by other public funding sources, including national education capital funding programmes, where applicable.

10.38 New development will be expected to contribute proportionately towards mitigating its impact on education infrastructure. This may be through on-site provision within major developments where justified by scale and need, or through financial contributions towards off-site expansion, improvement, or provision of education facilities.

10.39 The scale and nature of contributions will be informed by the most up-to-date available evidence of education capacity and demand provided

by the Education Authority at the time of determination, alongside the Council's Infrastructure Delivery Plan (or successor documents).

10.40 Pupil yield arising from development will be assessed using a consistent methodology agreed with the Education Authority. This methodology will be set out in supporting guidance and/or Supplementary Planning Documents, which will be kept under review to ensure they reflect the most up-to-date evidence.

10.41 In the absence of an adopted Supplementary Planning Document, the Council will apply the most up-to-date available evidence and agreed methodology with the Education Authority on a case-by-case basis to ensure consistent and proportionate decision-making.

10.42 This approach will ensure that education infrastructure is planned and delivered in a coordinated and timely manner, supporting sustainable growth and the provision of school places alongside the occupation of new development.

Policy Links

- EMP5 - Aligning Skills and Jobs
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF3 - Social and Community Infrastructure

Evidence Links

- 10 Year Plan: Meeting the demand for mainstream school places in Essex 2025-2034 (2025)
- Childcare Sufficiency Assessment (2024)



Chapter 11: Conserving the Local Environment

11.1 The conservation and enhancement of the Borough's natural environment are central to achieving sustainable development and supporting the health and wellbeing of our communities. The Borough has a wealth of natural, semi-natural and planned green and blue spaces, habitats, and corridors. These are part of our everyday lives; where we work, do business, and learn, the way we travel around, where we play, celebrate, and spend our leisure time. They play host to wildlife, reflect our cultural heritage and sit in a landscape shaped over time. Collectively, they help deliver cleaner air, reduce flood risk, support urban cooling, and contribute to tackling the wider challenges of climate change.

11.2 The Council has a duty to protect sites of international, national, and local sites of importance for habitats and biodiversity. The importance of these sites is reflected in the range of designations across the Borough. Whilst there are no internationally or European protected habitats in the Borough, there are Ramsar Sites, Special Protection Areas (SPA), and Special Areas of Conservation (SAC) within 5km of the Borough boundary. They include the Essex Estuaries SAC to the northeast of the Borough, Crouch & Roach Estuaries SPA and Ramsar site to the northeast, Benfleet and Southend Marshes SPA and Ramsar site to the southeast and Thames Estuary & Marshes SPA and Ramsar site to the south of the Borough.

11.3 Within the Borough, there are also numerous nationally designated sites including Sites of Special Scientific Interest (SSSIs) and locally designated sites including Local Nature Reserves and Local Wildlife Sites.

GREEN AND BLUE INFRASTRUCTURE

11.4 Given its strategic importance, high-quality green and blue infrastructure will continue to play a vital role in managing new development and change across the Borough. There is already an extensive green and blue infrastructure network covering an area of over 1,300ha, comprising a series of multi-functional spaces of different sizes and purposes.

11.5 The Water Framework Directive and River Basin Management Plans (RBMP) also emphasize that development should avoid deterioration in water body status and seek opportunities for ecological improvement, in line with the RBMP and any local catchment plans.

ESSEX COAST RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION STRATEGY (RAMS)

11.6 The *Essex Recreational Disturbance Avoidance and Mitigation Strategy Document* (RAMS) was adopted in 2019, with the accompanying SPD adopted in 2020. The Essex Coast RAMS aims to provide the necessary mitigation to avoid adverse effects on the integrity of designated habitat sites arising from the combined impacts of residential development across Essex.

11.7 To achieve this, RAMS identifies a detailed programme of strategic avoidance and mitigation measures. These are to be funded by developer contributions from all qualifying development within the defined Zones of Influence.

HABITATS REGULATIONS ASSESSMENT (HRA) AND SUITABLE ALTERNATIVE NATURAL GREENSPACE (SANG)

11.8 Suitable Alternative Natural Greenspace (SANG) is a concept developed almost 20 years ago as part of the South East Regional Plan Examination in Public, to mitigate for recreational pressure impacts caused by

planned new development, by providing alternative, less sensitive, green spaces aimed at deflecting visitors, especially dog walkers, away from designated Habitat Sites where a significant increase in visitors is predicted. The Natural England SANG Guidelines (updated in 2021) arose from that Examination in Public. SANG are a tool to mitigate the 'alone' impact of residential development on Internationally designated sites (Habitat Sites); Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites and can also mitigate recreational pressure on Nationally designated sites; Sites of Special Scientific Interest (SSSI). The 'in combination' impacts of residential development on the Essex Coast Habitats Sites are dealt with through the mitigation measures in the Essex RAMS.

11.9 SANG may be created from:

- existing open space of SANG quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public;
- existing open space, which is already accessible, but which could be changed in character so that it is more attractive to the specific group of visitors who might otherwise visit the SPA; or
- land in other uses which could be converted into SANG.

11.10 Whilst SANG is not an automatic delivery mechanism for BNG, the two can exist on the same site. BNG on SANG is only attributable to such habitat creation or enhancement that proves measurable additionality over and above the minimum requirements of the SANG, demonstrated using the Biodiversity Metric.

11.11 Developments within the Essex Coast Habitats Sites Zone of Influence which involve 500+ dwellings are most likely to have alone impacts on the designated Habitat Sites. However, development proposals for far fewer dwellings in close proximity to the Essex Coast Habitats Sites could have an 'alone' impact. Any development that has 'alone' impacts will be required to provide SANGs, either on-site or provide contributions towards an off-site location within a reasonable proximity of the development. The criteria for catchment areas are set out below.

SANG size	Catchment area
2-12 hectares	2km
12-20 hectares	4km
20+ hectares	5km

11.12 Natural England have produced SANG Guidelines (2021) which are expected to be adhered to, these guidelines include, but are not limited to, provision of 2.3km circular walks and a car park for all dwellings further than 400m from the SANG boundary (1 space per hectare). The requirement for SANGs reflect the evidence from the recent Visitor Survey update undertaken by Footprint Ecology in relation to the Essex RAMS.

HABITATS REGULATION ASSESSMENT (HRA) AND FUNCTIONALLY LINKED LAND (FLL)

11.13 For any substantial development within 10km of a Habitats Site, a Habitats Regulations Assessment will be required to assess the likelihood of the application site and/or adjacent land being Functionally Linked Land for designated bird species and/or assemblages of a Habitats Site, to avoid any adverse effect on the integrity of the Habitats Sites. Functionally linked land (FLL) is a term used to describe areas of land or sea occurring outside a designated site and which are critical to, or necessary for, the ecological or behavioural functions in a relevant season of a qualifying feature for which a Special Area of Conservation (SAC)/Special Protection Area (SPA)/Ramsar site has been designated. These areas are frequently used by qualifying features and support the functionality and integrity of the designated site.

11.14 A desk-based study covering the last 5 years of bird surveys, using local records, shall be undertaken and unless FLL can be ruled out, a wintering bird survey (two full seasons)

including nocturnal surveys will be required for all suitable fields both within the application site and adjacent (as development of the application site can cause adverse effects to adjacent FLL), to either rule out FLL or inform the requirement for mitigation. Mitigation will require an equivalent amount of land to be managed for the relevant SPA/Ramsar bird species/assemblages in perpetuity and without public access.

SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)

11.15 A Site of Special Scientific Interest (SSSI) is designated for its important wildlife, habitats, or geological features, and SSSI is protected under the Wildlife and Countryside Act 1981 (as amended). Development can harm a Site of Special Scientific Interest (SSSI) through habitat loss, disturbance to protected species, pollution, changes to water systems, habitat fragmentation, and increased recreational pressure, including impacts from nearby development that affects the site's ecological integrity.

11.16 The SSSI IRZs are a Geographical Information System (GIS) tool developed by Natural England to make rapid initial assessment of the potential risks posed by development proposals to SSSIs and those Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites that they underpin. They define zones around each site which reflect the sensitivities of the features for which the site is notified and indicate the types of development proposal which could potentially have adverse impacts and need further consideration.

BIODIVERSITY AND BIODIVERSITY NET GAIN (BNG)

11.17 The *Environment Act 2021* introduced mandatory Biodiversity Net Gain (BNG), requiring all eligible new developments to deliver a minimum 10% increase in biodiversity. This follows the mitigation hierarchy (avoid, minimise, restore, offset).

11.18 BNG is a sustainability-focused approach to development. It ensures that habitats for wildlife are left in a measurably better state than before the development. This means a development will result in more or better-quality natural habitat than there was before development.

11.19 The NPPF sets out how local plans should promote the conservation, restoration, and enhancement of priority habitats and ecological networks, as well as the protection and recovery of priority or threatened species. It also encourages measurable net gains for biodiversity.

11.20 The *Essex Design Guide* (EDG) supports this approach, recommending that nesting boxes and other spaces for birds and bats be provided on buildings or in communal green spaces as part of a development's *Ecological Strategy*.

LOCAL NATURE RECOVERY STRATEGY (LNRS)

11.21 The *Environment Act 2021* establishes clear targets, plans, and policies for improving the natural environment. Included within the Environment Act 2021 is the statutory requirement for *Local Nature Recovery Strategies* (LNRSs) to be implemented across England,

11.22 LNRSs are an England-wide system of spatial strategies that identify priorities and map proposals for targeted action to support nature's recovery. They aim to deliver wider environmental benefits for people, wildlife, ecosystems, and climate adaption and mitigation.

11.23 The *Essex LNRS 2025* identifies locations where creating or enhancing habitats would provide the greatest benefit for nature and the wider environment across the county and in Basildon. Developers must have regard to the LNRS when preparing proposals. The LNRS is a key tool for identifying optimal locations for biodiversity delivery and nature recovery. It highlights both strategic opportunity areas, where habitat creation or enhancement will

provide the greatest ecological benefit, and broader opportunity zones, where meaningful gains can still be achieved. Development proposals should demonstrate how they contribute to LNRS priorities, avoid harm to identified areas, and, where feasible, integrate measures that support wider nature recovery objectives.

LANDSCAPE

11.24 Landscape features across the Borough play an important part in shaping the character and appearance of an area. These features include trees, hedgerows, woodlands, meadows, field margins and water features that do not benefit from international, national, or local designations. Each application will be assessed on a case-by-case basis, taking account of the importance and contribution that the existing landscape features make to the appearance of the locality.

11.25 The Council supports the Essex Wildlife Trust Living Landscape's vision to 'restore, recreate, and connect wildlife habitats'. Within each Living Landscape, opportunities to preserve, restore, and enhance priority habitats, ecological networks, and populations of priority or threatened species will be supported, helping to strengthen strategic wildlife corridors across Essex. There are several Living Landscape areas within the Borough, including those which extend across its boundaries.

LOCAL WILDLIFE SITES

11.26 The NPPF expects local wildlife-rich habitats and wider ecological networks, such as Local Wildlife Sites, to be identified and mapped so they can be protected through planning policy.

11.27 The *Basildon Local Wildlife Sites Register* (2021) identifies 49 Local Wildlife Sites and 3 potential Local Wildlife Sites within the Borough. These comprise a mix of habitat types including ancient woodlands, grasslands, meadows, and marshes. Ancient woodland and rich grasslands tend to be found in Billericay and Little Burstead, and coastal marsh in Vange, Fobbing and Pitsea.

11.28 Local Wildlife Sites in the Borough can be negatively affected by factors such as development, poor agricultural practices, inappropriate management, road-widening, and recreational activities. Such impacts can reduce their ecological value and the contribution they make to biodiversity and landscape character.

11.29 Potential Local Wildlife Sites are identified as having the potential to meet the Local Wildlife Site selection criteria in the future, through the enhancement and restoration of their habitats.

LOCAL GEOLOGICAL SITES

11.30 The NPPF requires sites of local geological value to be protected and enhanced. Local Geological Sites (LoGS) are areas of substantive nature conservation value that make an important contribution to ecological networks and nature's recovery. They can also provide wider benefits including public access (where agreed), climate mitigation and helping to tackle air pollution.

11.31 There are two LoGS within the Basildon Borough which were ratified in November 2024. They are Vange Hills Brick Pit and Norsey Woods Nature Reserve.

POLICY NE1: Conserving and Enhancing the Natural Environment

1. Development proposals will be supported where they protect and enhance international, national, and/or locally designated sites of importance for nature conservation, ecological and/or geological value.
2. The Council will ensure that, where appropriate, development delivering net additional dwellings or net non-residential floor space (100 square metrers or more) takes a positive approach to enhancing, protecting, and creating an inclusive and integrated network of high-quality green and blue infrastructure, in line with the principles and standards of the *Essex Green Infrastructure Standards* (2022), or any subsequent strategy.
3. The appropriate tariff will be secured from qualifying residential developments within the Zones of Influence, as defined in the adopted *Essex Recreational Disturbance Avoidance and Mitigation Strategy* (RAMS), towards mitigation measures identified in the RAMS. Other contributions will be sought in accordance with Policy INF1.
4. Developments which lie within the defined Essex Coast Habitats Zone of Influence must:
    a. Carry out a Habitats Regulations Assessment (HRA), including an Appropriate Assessment;

       In addition to 4.1, if the allocation would have 'alone' impacts the following must be satisfied:

    b. Deliver Suitable Alternative Natural Greenspace (SANG) at a rate of 8ha/1000 new population (using ONS data of 2.4 people per dwelling);
    c. Master plan the SANG for the development site at an early stage of the development process to ensure that the requirement can be delivered on-site, or by providing financial contributions to an off-site location within the specified catchment area;
    d. Deliver the SANG prior to first occupation of the first phase of new dwellings; and
    e. Ensure the SANG provision and in-perpetuity management of the site is agreed with the Local Planning Authority in consultation with Natural England via their pre-application Charged Advice Service.
5. Development located within Natural England's Impact Risk Zones for Sites of Special Scientific Interest (SSSI IRZs) must provide an Ecological Impact Assessment (EcIA) to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.
6. Development within 10km of a Habitat site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), must provide a Functionally Link Land Assessment to assess the likelihood of the application site and/or adjacent land being Functionally Linked to Habitats Sites.

7. Unless exempt, development proposals must provide a minimum 10% biodiversity net gain above the existing ecological baseline value of the site, or any subsequent government standard. This must be calculated and reported in accordance with local and national best practice guidance prevailing at the time of the application and secured for a minimum of 30 years after completion.
8. Development is required to protect and enhance biodiversity through:
    a. Demonstrating biodiversity enhancements that contribute to the objectives of the latest *Basildon Council Local Biodiversity Action Plan*;
    b. Undertaking a Biodiversity Survey and Report if protected/Priority habitats and species are likely to be present on site that would be affected by the proposed development. This assessment must form part of the planning application;
    c. Protecting and increasing the provision of trees by:
        i. protecting all trees, including street trees;
        ii. incorporating native trees, wherever possible;
        iii. providing replacement trees, including street trees, where the loss of or impact on trees in a development is considered acceptable;
        iv. including clear establishment and maintenance standards; and
        v. following standing advice from Natural England and the Forestry Commission on ancient woodland, ancient trees and veteran trees.
    d. The design of any new development will be expected to incorporate beneficial biodiversity features, including but not limited to: swift boxes, bat or bird boxes, swift, bat and bee bricks, passageways to prevent access to roadways, wildlife kerbs, and gaps in the bases of garden fences to facilitate the movement of native wildlife, or the creation and connection of wildlife corridors through landscaping or other means.
9. The Council will ensure that development proposals demonstrate how they have had regard to the LNRS to support effective nature recovery and have avoided harm to identified opportunity areas.
10. Development must protect, conserve, and enhance the Borough's landscape character and local distinctiveness in accordance with the *Basildon Borough Landscape Sensitivity Assessment* 2025, *Landscape Sensitivity Study* (2025), and *Green Belt Study* (2025), or any subsequent reviews. Proposals should maintain:
    a. The landscapes historical, biodiversity, and cultural features, scenic quality, condition and tranquillity;
    b. The distinctive setting of, and relationship between, settlements, buildings, and the landscape, including important views, landmarks and the degree of openness;
    c. The nature conservation value of

the area, including the composition, pattern, and extent of woodland, trees, field boundaries, vegetation and other features;

d. The recreational value of the landscape;

e. The special qualities of rivers, waterways, wetlands, and their surroundings; and

f. The existing topography including sensitive skylines, hillsides, and geological features.

11. The Council will seek the conservation and enhancement of Local Wildlife Sites (LoWS) and Local Geological Sites (LoGS) and will support proposals which ensure the active management and improvement of biodiversity and geodiversity interest at these sites.

12. For urban and brownfield sites, development proposals should apply the Urban Greening Factor (UGF) to quantify and secure high-quality greening measures that deliver biodiversity net gain, climate resilience, and health benefits. Proposals are also encouraged to use Natural England's Environmental Benefits from Nature Tool to assess and demonstrate the wider environmental and social benefits of nature-based solutions.

Reasoned Justification

11.32 The Borough is close to Special Areas of Conservation (SAC) and Special Protection Areas (SPA) around the South Essex coastline, as well as Ramsar sites at Benfleet and Southend Marshes, in the Roach and Crouch Estuaries. These sites benefit from high levels of protection under international and European legislation. There is therefore a legal requirement to ensure that the growth arising from this Plan does not place unmanaged pressure on these areas.

11.33 Local green and blue infrastructure can make a vital contribution to quality of place, biodiversity, and health outcomes. High-quality green and blue infrastructure should be used to protect, enhance, and create wildlife corridors to maintain ecological connectivity.

11.34 The Essex Coast RAMS is a long-term strategic approach designed to lessen the impact of local housing development on protected birds along the Essex coast. It aims to prevent bird and habitat disturbance from recreational activities through a series of mitigation measures that encourage visitors to enjoy the coast responsibly. A detailed programme of strategic avoidance and mitigation measures, funded by developer contributions from all qualifying residential development within the Zones of Influence, is defined in the adopted RAMS.

11.35 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment on the site's conservation objectives to assess the potential adverse impacts of recreational disturbance, loss or disturbance of Functionally Linked Land (up to 10km from the Habitats Sites) and any other relevant pathways of impact. Where necessary to assess the likelihood of the application site and/or adjacent land being Functionally Linked to Habitats Site, a desk-based study covering the last 5 years of bird surveys, using local records, shall be undertaken and unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required for the application site and all suitable adjacent fields.

11.36 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

11.37 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

11.38 The Council expects the requirements for Biodiversity Net Gain (BNG) to be provided within the application site boundary to ensure biodiversity is maintained in new development and to prevent the removal of biodiversity from developed areas. Only where it can be clearly demonstrated that BNG cannot be adequately achieved on-site will off-site provision or a financial contribution towards Biodiversity Credits be considered as a last resort. Off-site measures will be expected to be in reasonable proximity to the development, strategically located for nature conservation, and informed by local and national guidance and data, including the Essex LNRS.

11.39 The *Basildon Borough Local Biodiversity Action Plan* includes a proposed 5-year action plan setting out a range of objectives aimed at conserving and enhancing biodiversity across the Borough.

11.40 Natural England and Forestry Commission 'standing advice' for ancient woodland, ancient trees and veteran trees is a material planning consideration for local planning authorities (LPAs). Ancient woodland, ancient trees and

veteran trees are irreplaceable. Therefore, proposed compensation measures cannot be considered acceptable as part of the assessment of the merits of the development proposal.

11.41 Local Plans should align their objectives and policies with the goals and priorities outlined in the Essex LNRS, ensuring that nature recovery considerations are integrated into land-use planning decisions and that development activities support them.

11.42 New development should include measures to encourage biodiversity by creating varied habitats and a rich diversity of trees and planting throughout the built environment, as well as providing nesting boxes and other spaces for birds and bats.

11.43 There are four Living Landscape areas within the Borough, identified as part of the *Royal Society of Wildlife Trusts Living Landscape Project* (2010). These are Langdon Hills, South Essex Marshes, Nevendon Mosaic, and Upper Crouch. Living Landscapes are large-scale areas of the countryside that are ecologically stable and rich in wildlife. Their scale and diversity provide a range of habitats for many species of wild plants and animals, bringing a quality of life for local people who are part of them.

11.44 Sites identified as having nature conservation at a county level are known as Local Wildlife Sites (LoWS). The identification of these sites enables Basildon Council to comply with the NPPF requirements.

11.45 The *Basildon Local Wildlife Sites Review* (2021) and the *Basildon Borough Local Wildlife Sites 2020 Register* (2021) considered the existing Local Wildlife Sites contained within the *Basildon Local Wildlife Sites Register* (2009). These were reassessed, along with potential new sites, against the *Essex Local Wildlife Selection Criteria* (2016). Sites that no longer met the criteria were removed from the Local Wildlife Sites register, and any new sites which now met the criteria were added. It was also considered that potential Local Wildlife Sites be identified within the Local Plan through the Local Wildlife Sites policy to encourage active conservation and enhancement where possible.

11.46 Two Local Geological Sites (LoGS) have been ratified in the Borough by Essex Local Sites Partnership under NPPF provisions: Norsey Wood Nature Reserve and Vange Hall Brickworks Pit. These are sites of geological interest with potential for geological education. Any significant excavations in the reserves should be recorded.

Policy Links

- SG1 - Growth Needs
- EMP4 - Rural Enterprise Sites
- HOU1 - Size, Type and Quality of New Housing
- CC1 - Responding to Climate Change
- D2 - Major Developments - Design
- D3 - Design in Smaller Scale Projects
- HE1 - Conserving and Enhancing the Historic Environment

Evidence Links

- Basildon Local Wildlife Site Review (2021)
- Basildon Local Wildlife Sites Register (2021)
- Essex Green Infrastructure Strategy Standards (2022)
- Essex Local Nature Recovery Strategy (2025)
- Essex Recreational Disturbance Avoidance and Mitigation Strategy 2018 – 2038 (RAMS) (2018)
- Basildon Borough Landscape Sensitivity Assessment Part One - Introduction & Methodology (November 2025)
- Basildon Borough Landscape Sensitivity Assessment Part Two - Housing Sites (November 2025)
- Basildon Borough Landscape Sensitivity Assessment Part Three - Employment, Alternative and Infill Sites (November 2025)
- Basildon Borough Landscape Sensitivity Assessment Local Plan Addendum to consider Site Options at Crays Hill and Land North of Dry Street (April 2026)
- Basildon Green Belt Study (2025)
- Policy Map

Green Belt

11.47 The primary aim of Green Belt designation is to prevent urban sprawl by keeping land permanently open, as such, the Council places great importance on protecting this. The Metropolitan Green Belt serves five purposes, which are to:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

11.48 Designated Green Belt covers 63% of land in the Borough and is therefore a key feature of Basildon Borough's character and green infrastructure. It plays with a key role in shaping its settlement and development patterns and forms an important element of the Borough's character. It is an asset which is highly valued by local people and has wider strategic significance across South Essex. Our Green Belt includes agricultural land, woodland, open space, country parks, designated areas for wildlife, and a large area of the Thames Estuary's coastal grazing marshland.

11.49 In February 2025, the Government published an update to its national planning guidance on Green Belt, clarifying the concept of Grey Belt Land within the Green Belt framework. The guidance outlines how to identify Grey Belt Land and assess its suitability for development, emphasising that it comprises previously developed land or other land that does not strongly contribute to Green Belt purposes. This new guidance has been incorporated into an updated *Green Belt Study 2025* and fed into the Green Belt and Site Allocation policies within the *Draft Local Plan Regulation 18, part 3* public consultation.

11.50 When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. As the NPPF advises, most forms of development in the Green Belt are considered 'inappropriate development', save for a few limited exceptions.

11.51 The NPPF 2024 introduced the definition of Grey Belt, describing it as land in the Green Belt comprising previously developed land and/or any other land that does not strongly contribute to the Green Belt purposes of: (a) checking the unrestricted sprawl of large built-up areas; (b) preventing neighbouring towns merging into one another; or (d) preserving the setting and special character of historic towns. 'Grey belt' excludes land where policies relating to designated areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

11.52 Where a site is identified as Grey Belt through a planning application, it generally remains in the Green Belt, but for the purposes of this Plan, Grey Belt is not a specific designation.

POLICY GB1: Protecting the Green Belt

1. The extent of the Green Belt is defined on the Policies Map.
2. Land designated as Green Belt will be protected against inappropriate development.
3. Where weight is to be given to the benefits of a proposal advanced under Very Special Circumstances, the Council will expect that the delivery of these benefits is shown to be viable and is secured by planning conditions or a legal agreement.

Reasoned Justification

11.53 The Government's approach to Green Belt policy is set out in the NPPF. Development in the Green Belt should be regarded as inappropriate, except for the specific exceptions defined in the NPPF or where 'Very Special Circumstances' are demonstrated to justify a departure from policy.

Policy Links

- SG2 - Settlement Hierarchy
- SG3 - Spatial Distribution of Growth
- EMP1 - Securing Economic Growth
- D4 - Advertisements
- GB2 - New Development in the Green Belt
- INF5 – Digital Infrastructure

Evidence Links

- Basildon Green Belt Study (2025)
- Policy Map

New Development in the Green Belt

11.54 Within the Green Belt, there is a general presumption against inappropriate development except where very special circumstances exist. Not all forms of development are inappropriate in the Green Belt, and the NPPF sets out categories of development that are not considered inappropriate. Very special circumstances are defined in the NPPF as being when the potential harm to the Green Belt, by way of inappropriateness or other impacts, is clearly outweighed by other material considerations. Local planning authorities must give substantial weight to any harm to the Green Belt when considering planning applications.

POLICY GB2: New Development in the Green Belt

1. Within the Green Belt, inappropriate development (as set out in the NPPF) will not be approved except in very special circumstances.
2. Development will not be treated as inappropriate in the Green Belt if it meets an exception set out in paragraph 154 (a) (b) (e) or (h) of the NPPF 2024, and/or the terms of paragraph 155 of the NPPF 2024 and/or meets one or more of the following exceptions:

    a. Dwellings associated with an agricultural, forestry or rural based enterprise, provided the Council is satisfied that accommodation for one or more workers to live at, or in the immediate vicinity of, their place of work is essential for the proper functioning of the enterprise. Applicants must submit evidence to identify and confirm the need.

    b. Limited affordable housing for local community needs under policies set out in the development plan, meeting the requirements set out in policy HOU2.The Council will assess applications based on:

        i. whether there is clear evidence, supplied by the applicant, of need for the number and type of housing proposed within the Village or Parish; and

        ii. whether the allocation is adjacent to a Defined Settlement Boundary and accessible to local services and facilities; and

        iii. whether appropriate legal agreements are entered into to ensure that all dwellings will remain available for affordable housing, and exclusively for local need, in perpetuity, and that the necessary management of the scheme can be permanently secured; and

        iv. whether there are any other overriding environmental or other planning constraints.

    c. Limited infilling or the partial/complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.

    d. The Council will assess the development based on the following:

        i. the size, scale, massing, and spread of the new development compared to the existing; the visual impact of the development compared to the existing;

        ii. the activities/use of the new development compared to the existing; and

        iii. whether the location of the site is sustainable and appropriate to the type of development proposed.

    Planning permission for the proposed developments in

paragraphs 2, 2.1, 2.2 and 2.3 above (treated as not inappropriate in the Green Belt) will be granted where there are no other harms outweighing the grant of planning permission.

3. Replacement of a building in the Green Belt will be granted planning permission provided that:

   a. the existing building being replaced is of permanent and sustainable construction, and is lawful;

   b. the new building is in the same use as the existing; and

   c. the new building is not materially larger than the one it replaces; and

   d. the new building would not be out of keeping with its context and surroundings and does not result in any other harm.

   In accordance with NPPF paragraph 154 (d), a replacement building will not be treated as inappropriate development in the Green Belt provided that it is in the same use as the existing building and will not be materially larger than the one it replaces.

   In respect of replacement of a building in the Green Belt, where very special circumstances are required to be demonstrated, and development is exceptionally permitted within the Green Belt, the Council will seek to remove permitted development rights for any further works to the proposed development or to works within its curtilage, where it is likely that further development would cause harm to the openness of the Green Belt.

REMOVAL OF PERMITTED DEVELOPMENT RIGHTS

4. In respect of limited infilling in villages, where development proposals are permitted as infill within the Green Belt, the Council will seek to remove relevant permitted development rights to ensure that extensions, alterations, and ancillary buildings would not result in the development causing harm to the character or the openness of the Green Belt.

5. For development proposals within plotland sites, the above paragraphs 1-4 are applicable as well as the design principles in policy D3. Additionally, the development will:

   a. Be subject to design guidance in a forthcoming *Plotlands Planning Document* (SPD);

   b. Provide contributions through a Community Infrastructure Levy regime (CIL) and, where appropriate, be secured by legal agreement.

Reasoned Justification

11.55 Within the NPPF, the Government attaches great importance to protecting Green Belt land. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. However, this is not a moratorium on development. Green Belt boundaries can be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of Local Plans.

11.56 The NPPF identifies a range of circumstances where exemptions apply, and development is deemed 'not inappropriate'. In the case of plotland sites, key existing infrastructure in these locations, such as roads, drainage, lighting is of poor quality. As such, CIL contributions will be charged for new development at these sites to support necessary improvements and essential infrastructure. Where necessary, infrastructure obligations will be secured by legal agreement.

Policy Links

- SG2 - Settlement Hierarchy
- SG3 - Spatial Distribution of Growth
- EMP1 - Securing Economic Growth
- EMP4 - Rural Enterprise Sites
- HOU1 - Size, Type and Quality of New Housing
- HOU2 - Affordable Housing
- HOU5 - Travelling Showpeople Accommodation
- CC6 - Renewable & Low Carbon Energy Infrastructure
- D3 - Design in Smaller Scale Projects
- D4 - Advertisements
- GB1 - Protecting the Green Belt
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions

Evidence Links

- Basildon Green Belt Study (2025)
- Plotlands Potential Growth Study (2024)



Chapter 12: Conserving and Enhancing the Historic Environment

12.1 The Borough has a locally distinctive historic environment, with a wide variety of heritage assets. The Council has a duty to conserve and enhance the significance, character and appearance of the Borough's historic environment when carrying out its statutory functions and through the planning system.

CONSERVATION AREAS

12.2 Conservation Areas are places that the local planning authority have designated as having special architectural or historic interest and whose character and appearance it is desirable to preserve or enhance. By law, special attention must be paid, in the exercise of planning functions, to the desirability of preserving or enhancing the character or appearance of Conservation Areas[1].

12.3 There are four Conservation Areas within the Borough, namely Billericay, Great Burstead, Little Burstead and Noak Bridge. They were all reviewed by Conservation Area Appraisals and Management Plans in 2011/2012 and updates are currently underway. The Billericay Conservation Area Shop Front and Design Guide Supplementary Planning Document (SPD) was adopted in 2015 to maintain and enhance the special architectural and historical qualities of the Billericay Conservation Area by providing advice and design guidance. The Council will continue to keep under review the Borough's Conservation Areas and where appropriate, designate new areas in accordance with the legislation.

LISTED BUILDINGS

12.4 National legislation provides for the protection of Listed Buildings under the Planning (Listed Buildings and Conservation Areas) Act 1990. In considering whether to grant permission for development that would affect a Listed Building or its setting, consideration must be given to the desirability of preserving the building, its setting, or any features of special architectural interest. There are currently over 125 listed buildings located within Basildon Borough.

SCHEDULED MONUMENTS

12.5 The NPPF considers Scheduled Monuments as being of the highest significance and that any substantial harm to them, or loss should be wholly exceptional. There are three Scheduled Monuments within the Borough that are statutorily required to be conserved in place. Two are moated sites at Botelers in the Fryerns neighbourhood, and at the site of the former Basildon Hall in West Thorpe. The third is the multi-period Norsey Wood, Billericay.

12.6 To ensure that the Borough's undiscovered archaeological heritage is protected, the Council will require potential areas of archaeological importance to be investigated and documented within a Heritage Statement before planning proposals are determined. The need for such investigation may be identified through evidence of previous archaeological finds on the site, or in the surrounding area, as listed in the Historic Environment Record, or through other evidence supporting the Local Plan.

NON-DESIGNATED HERITAGE ASSETS

12.7 Not all heritage assets are formally recognised through a legal designation, but they are recognised through the NPPF as contributing positively to the historic environment. These are referred to as non-designated heritage assets (NDHAs) which are

defined by the PPG as buildings, monuments, sites, places, areas, or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets.

12.8 There is a draft Local Heritage List currently being produced for Basildon Borough which will form part of the evidence base in due course.

[1] *Planning (Listed Buildings and Conservations Area) Act 1990*

POLICY HE1: Conserving and Enhancing the Historic Environment

1. The Council will seek to protect, conserve, and enhance the Borough's historic environment. This includes both designated and non-designated heritage assets and their settings, including Listed Buildings, historic structures, Conservation Areas, Scheduled Monuments, landscapes and archaeology.
2. Development proposals should be sensitively designed and should not cause harm to the historic environment. All development proposals which would have an impact on the historic environment, or any features of the historic environment, will be expected to:
    a. Provide a proportionate Heritage Impact Assessment (HIA) which must accompany any application where development could affect the significance of designated heritage assets, to assess the potential impacts, inform the layout and design, conserve or enhance the significance, character, setting and local distinctiveness of the heritage asset and identify appropriate mitigation and enhancement measures;
    b. Make a positive contribution to local character through high standards of design, which reflect and complement its significance, including through the use of appropriate materials and construction techniques; and
    c. Ensure alterations, including those for energy efficiency and renewable energy, are balanced alongside the need to retain the integrity of the historic environment and to respect the character and significance of the asset.
3. Development within or affecting the setting of the Borough's Conservation Areas, as defined on the Policies Map, including views in or out, should preserve or enhance the character or appearance of the Conservation Area. Consideration must be given to the streetscape, plot and frontage sizes, materials and relationships between all existing buildings, structures, and spaces. Proposals should have particular regard to the special features and key characteristics identified within the relevant character appraisal and management plan for the Conservation Area.
4. Open spaces, trees and other hard and soft landscape features important to the character or appearance of the area should be retained or, if replaced or enhanced, still be in keeping with the character of the area.
5. Proposals for all new development, including alterations and extensions to buildings, their re-use and the incorporation of energy efficiency and renewable energy technologies, must be of a high quality and sensitive design.
6. Proposals to demolish buildings and/or structures will be assessed against their contribution to the significance of the Conservation Area as a heritage asset. Where substantial harm would be caused to a Conservation Area's significance, the proposal will be

resisted unless substantial public benefits outweighing any harm to the Conservation Area can be demonstrated. Where the harm would be less than substantial, it will be weighed against any public benefits of the proposal, including securing optimum viable use of the heritage asset.

7. For development proposals involving demolition, a programme of recording and understanding of the heritage asset which is to be affected will be expected as part of the development proposal and the recordings must be submitted for inclusion on the Essex Historic Environment Record.

8. Proposals for development, including change of use, that involve any alterations to a Listed Building or within its curtilage, will be supported where they:

    a. Do not lead to substantial harm to, or total loss of, the significance of the building, including its setting;

    b. Harmonise with the period, style, materials and detailing of the building;

    c. Retain and repair existing features and fabric, or, if missing, replace them in a sympathetic manner;

    d. Do not harm the structural integrity or stability of the building, or that of adjoining buildings or structures; and

    e. Relate sensitively to the significance of the building and do not adversely affect the internal or external appearance or character of the building, curtilage, or its setting.

9. Proposals affecting the significance of a Listed Building will be required to:

    a. Be supported by a Heritage Statement carried out in accordance with Historic England guidelines, which demonstrate an understanding of the significance of the Listed Building and its setting by describing it in sufficient detail to determine its historic or architectural interest to a level proportionate with its importance;

    b. Justify any harm proposed to the significance of the Listed Building and demonstrate the overriding public benefits which would outweigh the harm to the Listed Building or its setting. The greater the harm to the significance of the Listed Building, the greater justification and public benefit that will be required before the application could gain support; and

    c. Minimise any identified harm or loss to the Listed Building through mitigation.

10. As a precautionary approach to ensuring that archaeological remains in the Borough are protected, the Council will require an appropriate desk-based archaeological assessment and, where necessary, a field evaluation where heritage assets of archaeological interest of any significance are or may be present on the site of a proposed development, or are likely to be affected by the proposed development. This assessment must form part of the planning application.

11. Scheduled Monuments and other important archaeological sites and their settings will be preserved in situ. Mitigation measures must be taken to ensure the preservation of all remains

of archaeological importance and to avoid harm being caused to the important archaeological remains if they are to be preserved in situ.

12. Development proposals affecting archaeological remains of less than national importance must be conserved in a manner appropriate to their significance.

13. If archaeological remains are to be impacted upon by development, a programme of excavation, recording, publication, and archiving of remains must be provided as part of the proposal. Evidence should be deposited with the Essex Historic Environment Record and any archives with a local museum or other public depository.

14. Proposals for development, including repairs, change of use, alterations, and extensions to a non-designated heritage asset (NDHA) will be supported where they are designed sensitively and sympathetically and do not adversely affect the significance of the asset.

15. Where a NDHA is directly or indirectly affected by development proposals, its significance should be retained within development wherever reasonably practicable. Where this is not practicable, consideration will be given to the scale of any harm to or loss of the heritage asset and to the significance of the heritage asset when determining the application.

Reasoned Justification

12.9 The historic environment is a fundamental part of the Borough's environmental infrastructure which is sensitive to change and needs to be properly understood so it is managed and conserved appropriately.

12.10 There may be opportunities to enhance the historic environment, and it is important that these are realised and that any adverse impacts associated with such development are avoided or minimised. A Heritage Impact Assessment (HIA) may be required to ensure development does not affect or cause harm to, the setting and significance of any heritage assets, if required, a detailed HIA must be undertaken at planning application stage.

12.11 Proposals to introduce energy efficiency and renewable energy measures affecting heritage assets will be approached positively and weighed against harm to the significance of the heritage asset and the wider historic environment.

Policy Links

- SG1 - Growth Needs
- SG3 - Spatial Distribution of Growth
- HOU4 - Gypsy and Traveller Accommodation
- HOU5 - Travelling Showpeople Accommodation
- HOU7 - Gypsy and Traveller and Travelling Showpeople Accommodation
- D3 - Design in Smaller Scale Projects
- D4 - Advertisements
- NE1 - Conserving and Enhancing the Natural Environment
- INF5 – Digital Infrastructure
- INF6 – Cultural Infrastructure

Evidence Links

- Policy Map



Chapter 13: Improving Air Quality and Mitigating Pollution

13.1 The Council recognises that all development has some environmental impacts. Applicants will be expected to ensure that any negative effects of their development are mitigated as far as possible. The Council will expect applicants and developers to fully consider the impacts of their proposals through appropriate assessments which include the impact upon the environment, air quality, and public health and safety. This is of particular note as residential areas expand to meet previously distant or managed sources of air, noise, light, odour, or other pollution.

13.2 The NPPF details how the planning system should prevent both new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of pollution to ensure that new development is appropriate and sustainable for its location.

AIR QUALITY

13.3 The NPPF includes specific policies relating to air quality and Air Quality Management Areas (AQMA), alongside other national policies relevant to this topic. The national *Planning Practice Guidance (PPG)* on air quality provides guiding principles on how planning should consider the impact of new developments on air quality. This includes guidance on the role of Local Plans, how air quality should be addressed within planning applications, and the ways in which potential impacts can be mitigated. The Institute of Air Quality Management (IAQM) offers further guidance and best practice relating to air quality.

13.4 Three pollutants have been identified as potential threats to air quality in the Borough. These are Nitrogen Dioxide, Particulate Matter (PM10), Dust and Sulphur Dioxide (SO2). There are no AQMAs designated in the Borough, and industrial and residential land uses are largely separated thereby minimising potential instances of air quality conflicts. The main source of air pollution in the Borough is therefore traffic emissions, particularly along major routes and at key junctions which may not necessarily be in the vicinity of the contributing development.

13.5 Planning conditions may be used to manage and mitigate any effects of pollution and/or disturbance arising from development, in line with Policy INF2. Where required, conditions requiring the submission of Construction Management Plans will be imposed in order to ensure impacts on the environment and residential amenity are kept within acceptable limits and where possible reduced both during construction and during ongoing use and occupation.

13.6 Measures that could deliver improved air quality even when Air Quality Objectives are not being exceeded should be considered for major developments and developments which include education and health facilities or open space (including child play space). Damage Costs Assessments (DCA) should be undertaken for all development where an overall significant impact to local air quality is determined and requires an Air Quality assessment. Damage Costs are a set of impact values, measured per tonne of emission by pollutant, that estimate the societal costs associated with small changes in pollutant emissions. The Department for Environment, Food and Rural Affairs (DEFRA) and *The Essex Design Guide* provides guidance on damage cost calculations.

13.7 Poor air quality has well-documented adverse effects on health. The effects (including cumulative) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or

proposed development to adverse effects from pollution, should be taken into account. It is therefore important to have regard to the legal requirements, objectives and targets set out in key pieces of legislation including:

- The *Air Quality Framework Directive 2008/50/EC* sets limits for air quality related to the following pollutants: Sulphur Dioxide; Nitrogen Dioxide and other oxides of Nitrogen; Particulate Matter (PM10 and PM2.5); Lead; Benzene; and Carbon Monoxide.
- The Government's *Air Quality Strategy for England (2023)* identifies a range of actions for both local authorities and central Government to take to improve air quality.
- The *Local Air Quality Management Framework*, as underpinned by the Environment Act 1995, sets local limits put into place through the *Air Quality (England) Regulations 2000* (as amended in 2002). The framework requires relevant local authorities to assess the quality of their air and, if it does not comply with relevant concentration limits, to put in place a plan to remedy the problem.
- Schedule 11 of the *Environment Act 2021* gives local authorities the responsibility to periodically review and assess local air quality and where air quality objectives are unlikely to be achieved, to designate Air Quality Management Areas (AQMAs).

13.8 The *Essex Air Quality Strategy* has been published by the Essex Air Quality Consortium and outlines a comprehensive plan for measurable improvements in air quality, supporting healthier lives and a sustainable future. The strategy, led by Essex County Council in partnership with 12 district, borough, and city councils, and two unitary councils, aims to improve air quality across Essex, enhancing public health and environmental sustainability.

13.9 As the type and location of new development will influence traffic generation, as well as the patterns and volume of vehicular movements, the Council will look to locate new development (particularly that which will generate a significant number of trips) to the most accessible locations as well as encouraging alternative modes of travel over private car use. It will also seek to mitigate the highway impacts of development by improving highway and junction capacity. This will help to prevent congestion which can lead to cars remaining idle or queueing in peak periods. Developers will be expected to contribute towards accessibility and junction capacity improvements.

13.10 Increasing risks to air quality should also be addressed through installation of non-combustion energy sources, and by ensuring the design of new development adopts appropriate energy efficient building techniques, contributing to a reduction of local greenhouse gas emissions and pollution levels.

ODOUR POLLUTION

13.11 Odour can be an important consideration when deciding the most appropriate location for development, particularly the separation of significant sources of odour from odour sensitive users.

13.12 There are four Water Recycling Centres (WRC) located within the Borough - in Basildon, Billericay, Wickford and Pitsea, which are identified on the Policies Map. In accordance with guidelines provided by Anglian Water, an advisory encroachment buffer exists around these centres, where additional scrutiny will be applied to determine if a development proposal is appropriate on a case-by-case basis. Where it is likely that the noise or odour from the water recycling centre will cause a nuisance/ loss of amenity to residents of the proposed development, the development is unlikely to be appropriate.

13.13 The buffer for sensitive development around Anglian Water WRCs vary according to risk assessments and are generally based on the population equivalent served. They will be larger (around 650m) for more strategic assets such as Basildon WRC which is also a

sludge treatment centre (identified in Policy 3 of *Essex and Southend-on-Sea Waste Local Plan 2017*). For sewer pumping stations a 15m encroachment buffer to any residential curtilage will generally be applied.

13.14 Whilst most non-residential uses are considered to be suitable within 400m of water recycling centres, there may be some uses which may be affected by odour, such as retail, takeaways, or schools, and which may therefore also not be appropriate within the 400m safety zone.

NOISE POLLUTION

13.15 Noise can constitute a statutory nuisance and is subject to the provisions of the Environmental Protection Act 1990 and other relevant law. Good acoustic design in line with British Standards and industry guidance can create quality residential and working environments. As the Borough has largely separated land uses, industrial/residential noise quality conflicts are not regarded a major problem, but this will need to remain a consideration as permitted development occurs incrementally over time as granted by the *Town and Country Planning General Permitted Development Order 2015*, as the Borough grows.

13.16 The Council expect development proposals to mitigate noise pollution through design considerations such as distance separation, orientation, layout of developments and appropriate materials to promote good acoustic design. Landscape buffers will be sought to mitigate against noise pollution where it is appropriate. These should be multi-functional and seek to deliver open space, ecological and surface water management benefits.

13.17 Provision of quiet external amenity areas is particularly important for the health and wellbeing of residents, and it is expected that developers will meet relevant standards and guidance.

LIGHT POLLUTION

13.18 The impact of light pollution in the Borough has become more apparent in recent times resulting from settlement growth and road infrastructure improvements. Light pollution obscures the night sky and amenity around many urban areas within England and can also have a disruptive impact on wildlife and habitats. At a local level light nuisances exist where a source of artificial light significantly and unreasonably interferes with a person's use and enjoyment of their property or is prejudicial to their health.

WATER POLLUTION

13.19 New development in the South Essex area is likely to impact on water quality owing to Essex being the driest county in England. This will require mitigation within new development. Water efficiency will be required in new developments, and Sustainable Drainage Systems (SUDS) must be secured as part of new development proposals in order to minimise impacts on water quality in line with Policy CC3.

POLICY AQMP1: Mitigating Environmental Pollution

To make sure that the natural environment, the quality of life and health and well-being of existing and future occupiers are not adversely affected by harmful pollutants and other negative impacts on the local environment, all development proposals must be located and designed to avoid significant adverse effects to the environment, and other sensitive receptors from pollution to land, air, water, or as a result of any form of disturbance. Assessment should also include the cumulative impact of the developments on the wider area.

Developments sensitive to pollutants will be expected to demonstrate that the proposal would not result in unacceptable impacts on users from air quality, odour, noise, light or water generating uses.

AIR QUALITY

An Air Quality Assessment must be submitted as part of a planning application for major development proposals.

The Air Quality Assessment must outline the measures to mitigate any adverse effects during construction and operation, individually or cumulatively on neighbouring uses and how proposals have considered ways to maximise benefits to local air quality. The assessment must be compliant with relevant emissions standards and have full regard to the Essex Air Quality Strategy 2025 or succeeding documents.

Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards they will be refused.

ODOUR

An Odour Impact Assessment will be required as part of a planning application for developments which release odours or when a sensitive use is being proposed near to an existing odorous process. The application will be refused unless satisfactory mitigation measures can be applied.

NOISE

A Noise Impact Assessment will be required as part of a planning application for noise sensitive and noise generating development. The application will be refused unless satisfactory mitigation measures can be applied.

LIGHT

The Council will seek to limit light pollution from new development and proposals are expected to balance necessary lighting for operational and security purposes with prevention of light spillage and the effect on both the local environment, including wildlife, and on nearby local residents and their health and well-being.

WATER QUALITY

All proposals for development will be required to demonstrate that they will not have a negative impact on water quality through pollution of surface or ground water or the discharge and treatment of water originating from the development site.

Reasoned Justification

13.20 The 2023 Basildon Air Quality Management Plan Annual Monitoring Report shows there are six hotspots in Basildon where the legal limit for nitrogen dioxide at the roadside is still exceeded. Air quality will gradually improve over time, and the latest data shows a general reduction in nitrogen dioxide concentrations. However, we recognise further measures will now need to be considered to improve air quality further in these localised hotspots.

13.21 A business case has been submitted to the Major Road Network Fund for a proposed package of improvements.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP6 - Locations for Employment Development
- R8 - Local Centres
- CC4 - Operational Energy and Carbon (Net Zero) in Homes and Buildings
- D2 - Major Developments - Design
- NE1 - Conserving and Enhancing the Natural Environment
- AQMP2 - Contaminated Land
- AQMP3 - Ensuring Health and Safety in Development
- STAT3 – Safe and Sustainable Access

Evidence Links

- Land-use Planning and Development Control: Planning for Air Quality - Institute of Air Quality Management (2017)
- Damage Cost Calculations - The Essex Design Guide (2021)
- Essex Air Quality Strategy - Essex Air
- Essex and Southend Waste Local Plan
- Basildon Air Quality Management Plan Annual Monitoring Report (2023)

Contaminated Land

13.22 As stated in the NPPF, planning policies and decisions should ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities of the land and pollution arising from previous uses. The NPPF advises that local planning authorities should consult the appropriate bodies when planning, or determining applications, for development around major hazards.

13.23 National policy places great importance on safeguarding the health of the environment and the public from contaminated land. Part IIA of the *Environmental Protection Act 1990* defines contaminated land as "any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that: (a) significant harm is being caused or there is a significant possibility of such harm being caused; or (b) pollution of controlled waters is being, or is likely to be caused".

13.24 With regards to contaminated land and the pollution of controlled waters the Environment Agency (EA) provides technical guidance on their website be followed for:

- Groundwater Protection,
- Land contamination risk management (LCRM) guidance; and
- Land Contamination.

13.25 Proposals for remediation of land should ensure that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the *Environmental Protection Act 1990*. As such, the Council and the EA would encourage existing land affected by contamination be re-developed for the benefit of sustainability of the wider environment.

13.26 Where development is proposed on land which is likely to be contaminated, it is advised that a Preliminary Risk Assessment, prepared by a competent person, be submitted with the relevant planning application. To ensure the protection of controlled waters it may be necessary for this to be followed by intrusive site investigation and an options appraisal to assess whether remediation should be undertaken to ensure the protection of controlled waters.

POLICY AQMP2: Contaminated Land

For developments on, or near to, hazardous substance sites, or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

1. There will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and
2. There will be no adverse impact on the quality of local groundwater or surface water.

Reasoned Justification

13.27 The NPPF requires planning policies and decisions to ensure that sites are suitable for their intended use taking account of ground conditions and land instability, including from natural hazards or former activities of the land, or pollution arising from previous uses. It would be inappropriate to grant any planning permission for development proposals to expand existing sites handling or processing hazardous substances where there may be effects on public safety. Similarly, granting new permission for new development on or near to locations where contamination is present would not be appropriate.

13.28 Amenity may be harmed where different uses come into conflict with one another, for example between heavy industrial and residential uses. It may also occur where a new residential development is poorly located, poorly designed, or constitutes over-development, resulting in a significant increase in disturbance to existing residents nearby.

Policy Links

- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues

Evidence Links

- Groundwater Protection - Environment Agency
- Land Contamination risk management - Environment Agency
- Land Contamination: technical guidance - Environment Agency

Health and Safety in Development

13.29 The Health and Safety Executive (HSE) provide planning advice to local authorities on developments which fall within the consultation zones of hazardous installations.

13.30 There is one identified major hazard located within the Borough, which is the former Transco Gas Holder in Archers Fields, Basildon. This installation has been redeveloped so that it is no longer as obvious from the surface, but the site continues to be regulated by the HSE in accordance with *Control of Major Accident Hazards (COMAH) Regulations 2015*.

13.31 In addition, within the Borough there are also underground High-Pressure Gas Mains, and a Liquid Fuel Transportation Pipeline. Each installation or pipeline has consultation zones around it which are determined by the HSE depending on the materials stored and technology operated at the site; these are periodically updated by the HSE.

13.32 When considering application for development in or near a hazardous installation or pipeline regard is given to the most up to date consultation zones. Where proposals fall within the HSE consultation zones for hazard installations or pipelines, then the Local Planning Authority will consult the HSE and/or have regard to any standing advice issued.

POLICY AQMP3: Ensuring Health and Safety in Development

Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where a new hazardous development is proposed, or where proposed development falls within a consultation zone for one or more hazardous installations. Where the HSE advises against development, planning permission will normally be refused.

Reasoned Justification

13.33 The NPPF requires planning policies and decisions to ensure that sites are suitable for their intended use taking account of ground conditions and land instability, including from natural hazards or former activities of the land, or pollution arising from previous uses.

Policy Links

- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues

Evidence Links

- Managing risks and risk assessment at work - Health and Safety Executive

Protecting High Quality Agricultural Land

13.34 The *NPPF* requires local planning authorities to consider the economic and other benefits of the best and most versatile agricultural land. Where significant development on agricultural land is demonstrated to be necessary, areas of poorer quality land should be used in preference to that of higher quality.

13.35 Agricultural land is classified into grades 1 to 5 with grade 3 being sub-divided into two further subgrades, 3a and 3b. Agricultural land that is classified as grades 1, 2 or 3a is considered to be the best and most versatile, with grades 3b, 4 and 5 of moderate to poor quality.

13.36 38.2% of land area in Basildon administrative area is agricultural land and agricultural buildings, which equates to 4,204 hectares (*Gov Official Statistics Land use in England, 2022*).

13.37 Natural England's Predictive Agricultural Land Classification Map 2026 for the Eastern region shows that there is some scattered Grade 2 and Grade 3a across the borough; with Grade 2 and Grade 3a located south of Billericay and Grade 3a located south of the Borough. Outside of the urban areas, the majority of agricultural land is Grade 3b.

13.38 When considering development proposals on agricultural land within the Borough, Natural England expect that regard is had to DEFRA's standing advice entitled 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.'

POLICY AQMP4: Protecting High Quality Agricultural Land

Agricultural Land Classification site surveys are required for major development proposals affecting agricultural land excluding land marked on the policies map as H1-H30 or E1-E8.

Development of the best and most versatile agricultural land (grades 1 to 3a) shall be avoided to preserve local food security and provide opportunities for nature recovery.

Where proposals involve the loss of high-quality agricultural land applicants must demonstrate that:

1. the benefits of development clearly outweigh the impacts of the loss of the economic and other benefits of the land; and
2. every effort has been made to mitigate the overall impact of the development on best and most versatile agricultural land.

Reasoned Justification

13.39 Agricultural land is an important natural resource which is vital to sustainable development. The Agricultural Land Classification System was introduced in 1966, and it provides a framework for classifying land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use.

13.40 Natural England have produced Predictive ALC maps which detail what agricultural land is graded from 1 to 5 within the borough. As the map is only predictive at this stage, ALC site surveys are therefore required when development proposals are on grades 3a and b land to confirm the quality of the agricultural land.

13.41 This policy does not apply to land allocated for housing and/or employment growth (H1-H30 and E1-E8) as these have been identified as, on balance, the most sustainable locations for growth.

Policy Links

- D2 - Major Developments - Design

Evidence Links

- Agricultural Land Classifications Report - Basildon (2024)
- Guide to assessing development proposals on agricultural land - Natural England (2021)
- Construction code of practice for the sustainable use of soils on construction sites – DEFRA
- Land Use in England (2022)



Chapter 14: Sustainable Transport and Infrastructure

14.1 This chapter sets out how the Local Plan will enable and deliver integrated active and sustainable transport options; and the approach to secure, fund and deliver necessary infrastructure required to support development. The National Planning Policy Framework requires that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote active travel (walking, cycling and wheeling) and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.

POLICY STAT1: Transport

The Council will seek to deliver improved accessibility to jobs, services, and facilities via an enhanced and better integrated transport network. This will be achieved by:

1. Promoting sustainable patterns of growth, with developments in sustainable and accessible locations to minimise the need for travel and designed to enable modal shift and the use of sustainable and active modes of travel as an alternative to the private car; with targets for modal share;
2. Ensuring that new development provides or contributes towards necessary transport infrastructure, including local and strategic transportation and highways mitigation and sustainable and active travel services, routes, and facilities and encourage increased use of sustainable modes of travel, such as walking, cycling, wheeling and public transport;
3. Ensuring that new premises and facilities and residential developments are readily accessible by sustainable modes of travel by working with businesses, developers and community service providers to improve accessibility to key services and facilities through the use of travel plans
4. Working in partnership with public transport providers and Great British Railways to develop better links, access and capacity for the railways and bus network including travelling between transport nodes;
5. Working with the Local Transportation and Local Highway Authority Essex County Council, and neighbouring Planning Authorities and Highways Authorities, to: deliver modal shift and integrated transport measures in a timely manner, ensure sustainable transport corridors continue across present district administrative boundaries. promoting sustainable travel patterns and support increased use of sustainable modes of travel, such as walking, cycling and wheeling and public transport. Sustainable modes of transport will be prioritised over the private motor car.
6. Working with National Highways, the Local Transportation and Highway Authority (Essex County Council or successor) and neighbouring Planning and Transport and Highway Authorities to assess the impacts and opportunities arising from the preferred route for the Lower Thames Crossing and ensure that it integrates effectively with the strategic road network; and
7. New development should integrate green infrastructure networks with active travel routes and public transport corridors to promote sustainable movement, improve accessibility, and support healthy lifestyles. Green routes should provide safe, attractive, and shaded walking and cycling connections that link homes, jobs, services, and open spaces, contributing to biodiversity and climate resilience.

POLICY STAT2: Transport Network Improvements

The Local Plan will support the delivery of transport enhancements as set out in the most recent Local Transport Plan, Bus Improvement Plan and Walking and Cycling Infrastructure Plan.

As set out in the Infrastructure Delivery Plan, development will be required to contribute to mitigations to:

- London Road / Mountnessing Rd
- Mountnessing Road / Perry St / Radford Way
- A127 / Dunton Rd
- Church Rd / A176
- Wash Rd / A176
- Upper Mayne / Burches
- A132 Nevendon Road
- Nevendon Rd / A132/Cranfield Park
- Pound Lane / A127 E
- A127 W / Cranfield Park Rd
- Rushley / Burnt Mills
- Nether Mayne / Dry Street
- Southend Rd / Barleylands

As set out in the Infrastructure Delivery Plan, development will be required to contribute to new and/or improved bus services:

- Billericay to Wickford via Basildon
- Basildon to North Benfleet
- Basildon to Chelmsford via Wickford
- Basildon to Southend-on-Sea via Wickford
- Billericay to Shotgate via Basildon and Wickford

Reasoned Justification

14.2 Basildon Borough is an important area for employment and economic growth within South Essex and Essex. The A127 and A13 run through the heart of the Borough, acting both as a local connection and as a wider strategic route for South Essex between Southend and the M25 and the A127/A130 Fairglen Interchange, connecting the borough and South Essex to the rest of Essex and beyond.

14.3 The A127 and A13 corridors form key connections between strategic drivers for economic growth including Southend Airport, London Gateway Port and the future Lower Thames Crossing.

14.4 Previous transport evidence shows that parts of the highway network in the Borough already operate at, or near capacity, making it more vulnerable to congestion incidents. Such incidents quickly impact on other routes, resulting in significant queue lengths at some junctions, and unreliable journey times for car and public transport users.

14.5 The Local Plan seeks to prioritise access by active travel (walking, cycling and wheeling) and sustainable public transport.

14.6 When selecting sites for housing and employment growth, the Council first considered distance from key services and facilities including schools, medical facilities, shops, community facilities and bus stops and railway stations. This helped to prioritise sites where keys services can be accessed by active travel (walking, cycling, and wheeling) and public transport.

14.7 A new review of the cumulative impact of growth on Basildon Borough has been undertaken. This identifies where it is necessary for individual and cumulative development schemes to make proportionate localised and strategic improvements to the highways and transportation network, arising from the level of planned growth. This includes active and sustainable travel improvements, such as infrastructure for walking, cycling, wheeling and public transport. These strategic and localised improvements will be identified in conjunction with the Local Transportation and Highways Authority and supported by ongoing engagement between Basildon Council and Essex County Council.

14.8 The Local Transportation and Highways Authority is currently consulting on a new *Local Transport Plan (Essex Transport Strategy)* (LTP). The *Local Transport Plan* will set out a revised and updated transport "Vision" for Essex and the strategy and policies linked to the delivery of this "Vision". The draft strategy sets out three key themes:

- Supporting people, health, wellbeing, and independence;
- Creating sustainable places and communities; and
- Connecting people, places and businesses.

14.9 The *LTP* Creating Sustainable Places and Communities theme is seeking the outcome that "New developments are designed to be sustainable from the start". It does so by ensuring that housing developers design and build sustainable development with appropriate access to good transport choices.

14.10 The draft strategy sets out a new Place and Movement Approach. All roads and streets in Essex will be grouped into one of nine categories to help guide how

we plan and manage the network. A road's classification is determined by its level of 'movement' and 'place' function.

14.11 The *Local Transport Plan* is supported by a suite of specific policy documents, including but not limited to the *Bus Service Improvement Plan, Cycling Strategy, Walking Strategy, Sustainable Modes of Transport Strategy, and Local Cycling and Walking Implementation Plans, Air Quality Strategy, Essex Climate Action Plan* and others that are intended to support the implementation of LTP policy.

14.12 Transport East is the Sub National Transport Body for the East of England and has an adopted Transport Strategy. This strategy is aligned with the Essex LTP and is seeking to deliver four priorities:

- Creating a net zero carbon transport network;
- Connecting our growing towns and cities;
- Energising our coastal and rural communities; and
- Unlocking our global gateways.

14.13 The Council recognises the need for a step change in the process of planning active travel networks, identifying and prioritising infrastructure improvements, and incorporating emerging best practice in design to make cycling, walking and wheeling the natural choice for shorter journeys or as part of a longer journey. Basildon Borough Council has developed a Local Cycling and Walking Implementation Plan (LCWIP) with the support of Essex County Council. This prioritises improvements to walking and cycling routes at the local level, and identifies the investment needed to secure these improvements.

14.14 The potential impacts of Local Government Reorganisation (LGR) on existing upper and lower-tier authorities means that it is important to fully consider the cross-boundary impacts, opportunities and need for transport and social infrastructure.

14.15 Basildon Borough Council will expect new developments to include provision for sustainable modes of transport including public transport as part of the highway and transportation mitigation measures.

14.16 The opportunity for public transport provision is expected to be extended into new developments. The ongoing engagement of bus and rail operators will be necessary for these improvements to be delivered in a way that influences an overall modal shift.

14.17 Through the enhanced partnership between the Local Transport Authority and bus operators. The *Bus Service Improvement Plan (2024 – 2034)* seeks to provide a new, high quality and reliable bus network. New development should seek to maximise the incorporation of bus service provision and its supporting infrastructure at the outset and implement public transport access at earliest stage of planning. Together with First Bus, funding has been secured from the Department for Transport's Zero Emission Bus Regional Areas (ZEBRA) 2 scheme. It will fund electric buses in Basildon and facilitate upgrading the Basildon bus depot. This is expected to commence service in 2026.

14.18 Development Consent has been granted for the Lower Thames Crossing. A *Lower Thames Crossing 7.12 Wider Network Impacts Management and Monitoring Plan* has been published. This proposes a traffic impact monitoring scheme which requires traffic monitoring to be carried out during the operational phase of the project to identify changes

in performance on the surrounding road network. This document sets out how this traffic impact monitoring scheme will be implemented.

14.19 An outline methodology has been established for undertaking monitoring and assessment work. According to this methodology, National Highways would engage with local highways authorities, including Basildon Borough Council. Monitoring and reporting will take place at one year and five years post-opening. The junctions to be monitored include A13/A176 (Five Bells) Junction, A13 Pitsea Roundabout and M25 Junction 29 (M25/A127), A127 West of M25 Junction 29; and A127/A130 Fairglen Interchange.

Policy Links

- SG1 - Meeting our Growth Needs
- EMP1 - Securing Economic Growth
- EMP4 - Rural Enterprise Sites
- EMP6 - Locations for Employment Development
- HOU3 - Specialist Housing for Older People
- HOU4 - Gypsy and Traveller Accommodation
- HOU5 - Travelling Showpeople Accommodation
- HOU6 - Houses in Multiple Occupation and the Subdivision of Family Homes
- HOU7 - Gypsy and Traveller and Travelling Showpeople Accommodation
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- CC1 - Responding to Climate Change
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- HC1 - Health and Well-being Strategy
- HC2 - Open Spaces, Local Green Spaces, Sport and Recreation
- STAT3 – Safe and Sustainable Access
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF6 – Cultural Infrastructure

Evidence Links

- Infrastructure Delivery Plan
- Basildon Borough Local Cycling and Walking Infrastructure Plan Plus (2021)

Infrastructure Delivery

14.20 New development can place additional demand upon existing infrastructure and services, including the local and strategic transport network, healthcare, open spaces, and education provision. These will be identified by the relevant infrastructure provider. Examples include Essex County Council as Transportation and Highways Authority and lead authority for education, or NHS England and the Mid and South Essex Integrated Care Board as healthcare providers.

14.21 For the purposes of these policies, the widest reasonable definition of infrastructure and infrastructure providers will be applied. The term infrastructure means:

"any structure, building, system, facility and/or provision required by an area for its social and/or economic function and/or well-being including (but not exclusively): footways, cycleways and highways; public transport; drainage and flood protection; waste management and recycling facilities; education (primary, secondary, post-16 and SEND) and early years and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities; emergency services; green and blue infrastructure; open space; affordable housing; digital and mobile connectivity; facilities for specific sections of the community such as youth or the elderly."

14.22 Some of the borough's existing infrastructure has little or no spare capacity to cope with population growth arising from new development. Therefore, development proposals must contribute to improvements in infrastructure capacity to cater for the additional needs they generate. Infrastructure improvements can be in the form of new, co-located or expanded facilities.

14.23 The Council's *Infrastructure Delivery Plan (IDP)* sits alongside the Local Plan. This assesses the current status of infrastructure across the borough and identifies the new infrastructure investment required to support the borough's sustainable growth. This includes:

- Community Infrastructure – community buildings and libraries;
- Transport – highways, cycle and pedestrian facilities, rail, bus, travel management and car parking;
- Police, fire & rescue, and ambulance infrastructure;
- Education – Early Years and Child Care, Primary, Secondary, Post 16, SEND and Adult Education;
- Employment and Skills Plans;
- Utilities and Services – water, wastewater, flood risk management, electricity, and gas digital connectivity and waste management.

14.24 The *IDP* is a live document produced to identify the range of infrastructure types and projects required to support growth. Importantly, it identifies likely funding sources, delivery agents, timescales, and priorities. It will typically be updated every two to three years. While funding for infrastructure may come from a variety of sources, including the Council, government departments, public agencies, utility service providers and the private development sector, it is unlikely that all the different service providers will have the necessary financial arrangements in place at the same time. The role of the *IDP* is to ensure that the various service providers' strategies and investment plans are developed alongside and align with the Local Plan, as far as reasonably possible.

14.25 The Council will work with local landowners and partners to bring forward the infrastructure required by the Local Plan to underpin sustainable growth in the borough. This includes and is not limited to the following:

- **Transport and Highways:** New development must be supported by active and sustainable means of transport to serve its needs including walking, cycling,

wheeling and public transport modes. New transport and highway infrastructure should seek to mitigate its impact, help reduce congestion, link new development, and provide connections to the strategic road network.

- **Flood Risk Management:** "Wherever possible, new development must be sited away from areas recognised as being at a medium or high risk from any source of flooding both now, and when considering the future impacts of climate change on the extent of flood risk areas over the development's lifetime. All new development should be safe from all types of flooding and should not increase the risk of flooding elsewhere. Suitable strategic and site level measures will need to provide appropriate flood risk management, including the use of SuDS and must not compromise or reduce the functioning of existing flood risk management infrastructure such as washlands (see also Policy CC2: Addressing Flood Risk").
- **Community and Cultural Facilities:** New development must facilitate delivery of all necessary community infrastructure to ensure that it is served by the essential education, health and community services and facilities where the location is not adequality served by existing facilities. This includes:
  - Healthcare provision;
  - Sport, leisure, and recreational facilities;
  - Community buildings and space;
  - Emergency services infrastructure;
    - Waste collection, disposal and recycling facilities.
    - Libraries; and
    - Employment and Skills plans.
- **Education:** New housing development should mitigate its impact on education infrastructure through the use of developer contributions to provide funding for new sites and or provision of land where applicable.
  - Early years, primary, secondary, SEND and post-16 education provision.
- **Green Infrastructure and Natural Environment:** New development must provide or contribute towards a range of biodiversity and public realm improvements. These include but are not limited to:
  - The provision of a wide range of open space within development sites to meet amenity, recreational and functional needs; whilst ensuring access to open spaces by sustainable means are available to everyone;
  - The provision of a multi-functional network of green and blue infrastructure with co-benefits for climate resilience, improved air quality and to enhance biodiversity to deliver Biodiversity Net Gain and wider environmental net gains;
  - The provision of areas for nature recovery to contribute to the objectives within the Essex Local Nature Recovery Strategy;
  - The provision of new public realm and enhancements at key centres of activity;
  - Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites, as identified through the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), or any successor project(s); and
  - Green and Blue Infrastructure is designed to provide opportunities for active and healthy travel, creating attractive, accessible routes for everyone.

POLICY INF1: Infrastructure Delivery

1. New developments will be expected to fully mitigate their impact on infrastructure, services, and the environment. Such mitigation may be secured through a planning obligation where it is not possible to secure it through planning conditions, subject to an obligation meeting the requirements of the relevant legislation and national policy.
2. The infrastructure necessary to support new development will be determined by the Council in conjunction with the relevant provider.
3. In the case of major development, phased delivery may be required, and later phases may be dependent on the infrastructure provision being in place. The Council will work in partnership with providers of infrastructure and services to facilitate the timely provision of infrastructure necessary to support sustainable development in the borough, and in addressing pressures from cross boundary development.

4. TRANSPORT AND HIGHWAYS

New development must be supported by sustainable means of transport to serve its needs, including walking, cycling and public transport modes. New highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. These include but are not limited to:

a. New and improved cycling and walking routes both within development sites and to provide connections to key employment areas, public transport services and town and/or local centres;

b. Where appropriate, accommodating bus routes within/ through the site to link to the wider network alongside Bus Priority schemes to improve overall journey times for existing and/or new routes;

c. Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.

5. FLOOD RISK MANAGEMENT

These include but are not limited to:

a. Local flood mitigation measures within or as part of development sites including the use of SuDS.

6. EDUCATION

These include but are not limited to:

a. Primary, Secondary, Special Education Needs and Post 16 and Adult Education provision;

b. Early Years and Childcare Facilities.

7. COMMUNITY FACILITIES

These include but are not limited to:

a. Early Years and Childcare Facilities;

b. Primary and Community Healthcare Facilities;

c. Police, Fire & Rescue or Ambulance facilities;

d. Sports, Recreation and Community

Facilities;

e. Cultural facilities including public libraries;

f. Youth Services.

8. GREEN AND BLUE INFRASTRUCTURE

These include but are not limited to:

a. Provision of publicly accessible amenity open space;

b. Provision of new public realm and enhancements at town centre locations;

c. Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites as identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy.

9. UTILITIES INFRASTRUCTURE

This includes but is not limited to:

a. electricity and gas distribution and supply;

b. water supply, foul drainage and wastewater treatment;

c. waste management facilities;

d. digital infrastructure.

Reasoned Justification

14.26 Most new development will place additional demand upon existing infrastructure and services including the local and strategic transport network, healthcare, open spaces, and education provision.

14.27 This policy, in conjunction with Policy INF2, sets out where and how the delivery of infrastructure will be secured for example, by planning conditions and/or planning obligations, or through other infrastructure funding sources. The scale and type of new development will affect the infrastructure, services and facilities required to serve the needs arising from it.

Policy Links

- SG1 - Meeting our Growth Needs
- EMP3 - Changes of Use of Employment Land or Premises
- EMP6 - Locations for Employment Development
- R1 - Supporting Town Centres
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- HCx – Healthy Communities
- GB2 - New Development in the Green Belt
- INF2 - Securing Infrastructure Contributions

Evidence Links

- Infrastructure Delivery Plan

Securing Infrastructure and Mitigation

14.28 The Council will work positively with developers, and landowners should work positively with the Council, neighbouring Local Planning Authorities (where necessary) and other infrastructure providers throughout the planning process. This will ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with policies and published guidance. This includes having regard to Essex County Council's Developer's Guide to Infrastructure Contributions (and successor document) which sets out ECC's infrastructure and service providers' standards for the receipt of relevant infrastructure funding.

14.29 The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements are met in full, as set out in the IDP and supported by the whole plan viability report.

POLICY INF2: Securing Infrastructure Contributions

1. Infrastructure must be provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms
2. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider (including the cumulative impacts of planned development). Such measures may include (not exclusively):
    a. Financial contributions towards new or expanded facilities and the maintenance (where CIL Compliant);
    b. On-site provision (which may include building works);
    c. Off-site capacity improvement works, and/or the provision of land.
3. Where new development necessitates infrastructure and service contributions, these will be sought in line with the latest advice or policy guidance from the relevant authorities.
4. Infrastructure will be secured through the use of planning condition and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor
5. Developers and landowners must work positively with the Council neighbouring Local Planning Authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with adopted policies and published guidance. Planning permission will only be granted if it can be demonstrated that there is, or will be in a timely manner, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all the infrastructure implications of a scheme, not just those on the site or its immediate vicinity.
6. In negotiating planning obligations, the Council will take into account local and strategic infrastructure needs and financial viability set out in the Local Plan Infrastructure Delivery Plan (IDP) and Local Plan Viability Assessment. The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable.
7. In negotiating planning obligations, the Council will require a fully transparent open book viability assessment to demonstrate that all possible steps have been taken to minimise the residual level of unmitigated impacts.

8. Where a viability assessment, demonstrates particular circumstances that mean the affordable housing requirements set out in this policy cannot be met, an early and/or late-stage review mechanism will be required. Where it is demonstrated that a higher number of affordable units can be achieved on site, up to the relevant requirement as set out in policy HOU2, the applicant will be required to provide the additional units.
9. Where a development proposal cannot be made acceptable in planning terms through the use of planning conditions or planning obligations, the Council will refuse permission.

Reasoned Justification

14.30 New housing, employment and other development proposed through the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure such as open spaces. The Council will work with partners to bring forward the necessary infrastructure that is required in order to deliver the Spatial Strategy. These partners include Essex County Council (as the relevant infrastructure and service provider. National Highways, the Environment Agency, utility companies, Mid and South Essex Integrated Care System, Essex Police and, Essex County Fire & Rescue Service.

14.31 Infrastructure improvements may be provided in various ways. These include new infrastructure, improvements to existing facilities/ services, or as co-located or expanded services/facilities. Co-located facilities are likely to become a growing trend where there is limited funding available and, in more urban locations, a lack of land to provide all the requirements individually. When infrastructure cannot be provided within a development site, or it is not appropriate to be located on the development site itself, developers will be expected to contribute to the cost of providing infrastructure elsewhere. A

policy position is therefore required to set out the Council's expectations. Where required, infrastructure contributions or new provision will usually be secured by planning conditions or legal agreements.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP3 - Changes of Use of Employment Land or Premises
- EMP6 - Locations for Employment Development
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- HCx – Healthy Communities
- GB2 - New Development in the Green Belt
- INF1 - Infrastructure Delivery

Evidence Links

- Infrastructure Delivery Plan

Social and Community Infrastructure

14.32 Community facilities are facilities which are generally available to, and used by, the local community for the purposes of leisure, social interaction, health and well-being or learning. For the purposes of this policy, a community facility is defined as a building or space where community-led activities are the primary use and the facility is managed, occupied, or used primarily by the public sector, or voluntary and community sectors.

14.33 The loss of social infrastructure can have a detrimental effect on a community. The Council seeks to protect and improve the provision of viable community facilities that play an important role in the social infrastructure of the Borough in order to ensure that community facilities can continue to cater for the needs and demands of the Borough's communities.

14.34 The Council seeks to protect its existing community facilities, which can have multiple purposes. If a development proposal leads to the loss of a facility, a replacement that continues to meet the needs of the neighbourhood it serves will be required. Where the loss of existing social and community infrastructure is proposed, the applicant will need to show evidence that opportunities have been explored to accommodate an alternative community use which would better meet local needs, in line with relevant strategies.

14.35 The Council regularly reviews its community buildings portfolio in order to increase their use, invest in their condition, and standardise their operation and leases with community groups. However, there are occasions where a facility's continued provision must be considered, in light of other provision nearby and maximising limited resources. Decisions will need to be taken during the plan period as to whether existing community facilities are appropriate or could be more effective if provided elsewhere in an alternative way.

POLICY INF3: Social and Community Infrastructure

1. The Council will support the provision of new social and community infrastructure, particularly where it makes an efficient use of land, and promotes the dual use and/or co-location of facilities.
2. New social and community infrastructure should be of a high quality and inclusive design providing access for all, and where practicable is provided in multi-use, flexible and adaptable buildings or co-located with other social infrastructure uses which increases public access.
3. Community facilities will be retained for their uses, and opportunities to enhance them will be encouraged where they contribute positively to the well-being and social cohesion of local communities, having regard to all other relevant policies set out in this plan.
4. Development proposals that result in the loss of community facilities, or relevant floorspace, will not be permitted unless it can be demonstrated that:
    a. there is no longer an identified community need for the facilities, or they no longer meet the needs of users and cannot be adapted; or
    b. they will be replaced by alternative and well-located facilities that will continue to serve the needs of the neighbourhood and wider community; or
    c. the affected premises, or site, will be repurposed to an alternative community use.

Reasoned Justification

14.36 Social and Community infrastructure plays an important role in providing a good quality of life, stimulating, and supporting social cohesion and interaction and developing strong and inclusive communities. It provides opportunities to bring different groups of people together, contributing to social integration and the desirability of a place. Community infrastructure also promotes social interaction, improves safety and accessibility and supports healthy lifestyles.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP3 - Changes of Use of Employment Land or Premises

Evidence Links

- Infrastructure Delivery Plan
- Basildon Borough Council Playing Pitch & Outdoor Sport Assessment (2025)
- Basildon Borough Council Playing Pitch & Outdoor Sport Strategy Report (2025)
- Built Facilities Strategy Needs Assessment (2024)
- Basildon Borough Council Built Sports Facilities Strategy (2024)

POLICY INF4: Digital Connectivity

1. New development will be expected to work with broadband and mobile service providers to ensure that the provision of future-proofed gigabit speed broadband infrastructure and service provision is available, including connections to buildings. This should be by provision of gigabit broadband and either 4G or 5G mobile connectivity.
2. The applicant will be required to submit a scheme for approval demonstrating how the development will provide digital connectivity.
3. Service providers will be required to demonstrate that visual and other impacts of new infrastructure / equipment planning proposals are acceptable.

Reasoned Justification

14.37 The government intends to deliver nationwide gigabit-capable broadband as soon as possible, with a target for the majority of the population to have 5G coverage by 2027.

14.38 Access to high quality digital connectivity supports local business to grow and access new smarter ways of working. It promotes sustainable development by reducing the need to travel. Digital infrastructure also has a role in promoting health and wellbeing and social inclusion.

Policy Links

- D1 - Design and Place Shaping Principles
- INF5 – Digital Infrastructure

Evidence Links

- Infrastructure Delivery Plan
- International Commission Guidelines

Managing Congestion

14.39 The NPPF sets out the importance of sustainability in relation to transport. It gives particular regard to the need to ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable travel can be maximised. Encouragement is given to solutions which support reductions in greenhouse gas emissions and congestion. However, in line with the NPPF, development should only be prevented on transport grounds where the residual cumulative impacts of development are shown to be unacceptable for highway safety or severe in their effect following mitigation.

14.40 The NPPF stipulates that all development which generates significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan, which includes Travel Plans for business, residential and schools.

POLICY STAT3: Managing Congestion

Where development has implications for the transport network, proposals must demonstrate that they have had regard to the following criteria:

1. Reducing the need to travel.
2. Prioritising sustainable and active modes over private car use around the network.
3. Developers must submit an appropriate Transport Statement/Assessment and/or Travel Plan with their proposals; the specific requirement depends on the project's scale as defined in Basildon's Local Validation List for planning applications.
4. The Transport Assessment/Statement must demonstrate how the impacts of the development on the highway network will be mitigated to limit significant effects on highway and junction capacity in order to satisfy the requirements of the Local Transportation and Highway Authority. Where a site is located close to the borough boundary or may have transport implications beyond the borough boundary by virtue of its scale, the Transport Assessment/Statement must consider the transport implications and mitigation measures (where appropriate) necessary in the local planning authority areas.
5. Demonstrate that development proposals fully mitigate their impacts, having taken account of sustainable transport mitigations, on highway and junction capacity to the satisfaction of the Highway Authority.
6. Development will be refused where it would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Reasoned Justification

14.41 All development proposals have an impact on infrastructure. As such, all infrastructure implications of a scheme must be considered, not just those on the site or its immediate vicinity. The NPPF expects growth to occur and that any identified infrastructure needs are met.

14.42 Where development has major implications on the transport network there may also be a requirement to consult with the Essex Police Roads Policing Team.

Policy Links

- STAT1 - Strategic Transport
- STAT3 – Safe and Sustainable Access
- INF1 - Infrastructure Delivery

Evidence Links

- Infrastructure Delivery Plan

Safe and Sustainable Access

14.43 The NPPF states that in relation to transport, decisions should take account of whether opportunities for sustainable transport modes have been taken up, and whether safe and suitable access to a development site can be achieved for all people.

14.44 The Essex Transport Strategy sets out five objectives for improving the transport network in Essex. Two are particularly relevant in respect of securing safe and sustainable access to developments. These are:

- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology; and
- Improve safety on the transport network and enhance and promote a safe travelling environment.

14.45 The policies set out in the Essex Transport Strategy highlight the importance that will be placed on the location of development and the design of development in seeking to achieve these objectives.

14.46 The *Essex Local Transport Plan Development Management Policies* meanwhile sets out detailed requirements in terms of securing safe and sustainable access to development. The thresholds for the provision of Transport Statements and Assessments are set out at Appendix B of the Essex Local Transport Plan Development Management Policies.

14.47 Promoting a safe travelling environment is important to the delivery of the Essex Transport Strategy. It highlights that in order to promote greater public transport use or healthier travel choices such as walking and cycling, people must be safe when travelling. This also applies to other users such as equestrians and people with disabilities. Similarly, improving safety is essential to making best use of our transport network, ensuring that our roads are effectively maintained and managed to minimise the risk of collisions and the disruption and delay these can cause. Evidence set out in the *Essex Transport Strategy* demonstrates that there is a need to improve safety for all road users in Essex to achieve these benefits, as well as ensuring the number of people killed or seriously injured on our roads is reduced.

14.48 The *Essex Transport Strategy* provides data demonstrating significant emissions of carbon dioxide, and other gases such as nitrogen dioxide, arising from road transport movements in the Borough. This has implications for public health and for the environment. Our ability to reach essential services (including healthcare, retail and leisure facilities), employment or education has a major influence on how we choose to travel, and our overall quality of life. Many people have benefited from the improvement in personal mobility made possible by rising car ownership. However, this has contributed to an increase in emissions arising from transport movements. To address this issue, applications for developments requiring a Transport Assessment or Transport Statement must produce an Air Quality Assessment which includes air quality monitoring data with their proposal, covering key junctions local to the site. Where air quality impacts are likely to arise, a Mitigation Strategy should also be provided which fully ameliorates these impacts.

14.49 The Local Transportation and Highways Authority (Essex County Council) is currently consulting on a new Local Transport Plan (Essex Transport Strategy) (LTP). The Local Transport Plan will set out a revised and updated transport "Vision" for Essex and the strategy and policies linked to the delivery of this "Vision" Essex Transport Strategy.

14.50 Those without access to a car or those who have difficulty travelling often have more limited choices and opportunities. For example, the life opportunities available to our residents, particularly younger residents, can be constrained by their ability to reach education or employment. Therefore, good access to sustainable transport modes such as

cycle routes and public transport will not only contribute towards reducing the environmental impacts of transport movements, but also the social aspects of accessibility. The Council's Local Cycling and Walking Implementation Plan (LCWIP) will identify improvements to walking and cycling infrastructure.

14.51 The preparation of Travel Plans to accompany new developments which generate significant levels of movement, i.e. those developments requiring a Transport Assessment or Transport Statement, is a recognised means by which sustainable travel choices can be promoted within new development proposals. Travel Plans should be prepared in accordance with the current Essex Developers Guide to Infrastructure Contributions or any superseding guidance.

14.52 Essex County Council has published guidance on the production of Travel Plans for businesses entitled ' 'Guidance notes- workplace travel plan' (2025) and 'Guidance notes- residential travel plan' (2025). Associated Travel Plan templates for each site type are also available, entitled 'Workplace travel plan template' and 'Residential travel plan template'.

POLICY STAT4: Safe and Sustainable Access

1. In order to ensure that development proposals offer safe and sustainable access either directly, or via appropriate mitigation, the following requirements must be met:
    a. Safe access to the highway network;
    b. Safe access to the site for cyclists and pedestrians, including the approach to the site from the nearest public transport node;
    c. No significant adverse impact on local air quality, once mitigation measures have been taken into account in line with policy AQMP1;
    d. Development must not result in a significant adverse impact on PRoW, or the local road network in respect of traffic capacity and highway safety; and
2. In order to maximise safe and sustainable access in those developments which will generate significant transport movements, the Transport Assessment or Transport Statement must address matters of road safety and sustainable travel modes to ensure that all reasonable mitigation measures have been put in place.
3. Where a development requires a Transport Assessment or Transport Statement it must incorporate, or be accompanied by, an Air Quality Assessment, which includes air quality monitoring data, to determine the impacts of the proposal on local air quality. Where adverse impacts on local air quality are identified, a Mitigation Strategy will be required where appropriate.
4. Where a development requires a Transport Assessment or Transport Statement it must also be accompanied by a Travel Plan, setting out how sustainable travel behaviours will be encouraged. In relation to residential developments, particular regard should be given as to how residents will access the nearest primary and secondary school provision, shops, and services by a range of active and sustainable modes of transport other than the private car, ensuring that the route is safe and convenient.

Reasoned Justification

14.53 The NPPF stipulates that all development which generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan, which includes Travel Plans for business, residential and schools. The NPPF also promotes the use of walking, wheeling, cycling and public transport over private car use.

Policy Links

- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues
- STAT1 - Strategic Transport
- STAT2 – Managing Congestion

Evidence Links

- Infrastructure Delivery Plan
- Essex Transport Strategy (2011)

Parking Standards

14.54 The NPPF states that if local planning authorities are setting local parking standards for residential and non-residential development, policies should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of, and opportunities for, public transport;
- Local car ownership levels; and
- The need to ensure adequate provision of spaces for charging electric vehicles and other ultra-low emission vehicles.

14.55 The 2024 Essex Parking Guidance Part 1 currently sets out vehicle parking standards for Essex, taking into account those matters identified in national policy. It is considered that these parking standards are appropriate within Basildon, providing minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments to encourage more active and sustainable transport modes.

14.56 For sites located in town centres, close to public transport, services and facilities, a reduction and/or no parking provision may be acceptable. This will be determined on a site-by-site basis.

14.57 It is considered that these parking standards, or any subsequent future iteration of these standards, are appropriate in the Borough because they promote minimum requirements for parking for residential developments, but maximum requirements for parking in non-residential developments and is consistent with the approach taken with other authorities in Essex.

14.58 Reducing the need for journeys should be at the forefront of all development. Designing development with this in mind from the outset should be considered at the earliest of stages in preparing a scheme. Future proofing to take advantage of advances in technology, such as automated vehicles and smart EV charging, should also be considered to achieve the policy objectives.

14.59 Where journeys do need to be made, the provision and promotion of inclusive active and sustainable travel choices for all residents and visitors of Basildon is essential to reduce the reliance on fossil fuelled vehicles. This should include removing barriers to travel for the most vulnerable users, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those within society who are disadvantaged.

14.60 The Essex Electrical Vehicle Charge Point Strategy proposes to:

- To deliver an equitable electric vehicle charging network that promotes social justice through inclusive design, fair pricing and is accessible to all residents.
- To deliver a healthy environment for all by helping decarbonise the transport system, reducing emissions from transport and improving air quality;
- To guide and promote a resilient and safe charging network with infrastructure that is reliable, accessible, safe, compatible, easy to use and represents good value for money at installation and during its life;
- To integrate EVs with sustainable transport and future mobility solutions to improve travel choice in the county;
- Better connecting residents, organisations and visitors throughout Essex to support the uptake of electric vehicles; and
- To create better places using inclusively designed infrastructure that is sensitively placed in the right locations, complements our public spaces and minimises the impact on communities.

POLICY STAT5: Parking Standards

1. The Council will have regard to the vehicle parking standards set out in the 2024 Essex Parking Guidance and any future parking standards, (or any updated guidance prepared by either Essex County Council or a successor body) when determining planning applications.
2. Proposals which provide levels of parking below these standards must be supported by evidence detailing the local circumstances to justify deviation from the standard.

Reasoned Justification

14.61 This policy seeks to prioritise active and sustainable modes of transport whilst balancing the need for adequate parking to support new development, ensuring that it is suitably located and does not conflict with other uses. The number of parking spaces provided should take into account any available guidance, such as the 2024 Essex Parking Guidance Part 1, and any future parking standards.

14.62 Parking facilities will be expected to provide electric charging points to ensure that the increasing number of electric vehicles expected over the plan period can be supported.

Evidence Links

- Essex Parking Guidance - Part 1 (2024)

Digital Infrastructure

14.63 Chapter 10 of the NPPF (2024) highlights the importance of high quality and reliable communications infrastructure. This infrastructure is essential for economic growth and social wellbeing considering that an ever-increasing quantity of businesses and leisure activities now operate online. Planning policies and decisions must support the expansion of electronic communications networks, including next generation mobile technology (such as 5G and its successor technologies) and full fibre broadband connections where not covered by permitted development rights.

14.64 The competitiveness of areas will be increasingly influenced by the quality and capacity of their digital infrastructure, such as high-speed broadband and the latest generation of mobile phone and wireless technology. Basildon's long-term success, and its ability to secure investment and attract modern businesses, will in part rely on constantly improving its digital connectivity. This will enable Basildon to respond to opportunities such as the 'internet of things' (the networking of a wide range of devices, buildings and other items) and 'smart cities' (integrating technology to manage assets and provide data). This will help to open up new possibilities for residents and businesses.

14.65 Access to high quality digital infrastructure, and having the skills to utilise it, will increasingly become a vital component of social inclusion. They will enable everyone to take up employment, education and social opportunities and access the full range of services provided online. This will also enable greater use of working from home and help to reduce pressures on transport systems. It also has a key role in promoting health and wellbeing including access to telecare.

14.66 Some elements of provision are covered by permitted development rights. However, where planning consent is required, the policy seeks to ensure that the right balance is struck between providing essential telecommunications infrastructure, conserving and preserving the environment and ensuring local amenity is respected, particularly in sensitive areas. By its nature, telecommunications development has the potential to affect the environment and create issues of visual and residential amenity. Mast and site sharing, using existing buildings and structures and a design led approach, disguising equipment where necessary, can all help to address these concerns.

14.67 In addition to supporting new infrastructure provision, existing digital infrastructure must also be protected from adverse impacts, including any potential effects from new development. Such infrastructure includes existing telecommunications apparatus, microwave links and switching stations. It will also be important to ensure that new buildings do not prevent residents from accessing strong and unbroken television reception.

14.68 Planning applications must be accompanied by detailed supplementary information which provides the technical justification for the proposed development including the area of search, details of any consultation undertaken, the proposed structure(s) and any measures to minimise its visual impact.

POLICY INF5: Digital Infrastructure

1. The rollout and continued improvement of affordable, high speed, high-capacity digital infrastructure serving all parts of the borough will be supported.
2. The sharing of masts, structures and buildings by service providers is strongly encouraged. Where new installations are required, they should make use of existing buildings and structures.
3. Proposals for new digital infrastructure should also:
    a. Seek to limit street clutter through minimising the number, size and prominence of equipment cabins;
    b. Minimise the impact of equipment on the visual amenity, character and appearance of the surrounding area;
    c. Be sited and designed in order to seek to minimise its impact on the appearance of the building, if equipment is mounted on a building;
    d. Have special regard to the Green Belt, the natural environment and historic environment where the quality of the landscape/townscape may be particularly sensitive to the intrusion of communications infrastructure;
    e. Not have a detrimental impact on the movement of pedestrians and cyclists or on the safe and effective functioning of highways;
    f. Not result in the International Commission guidelines on non-ionising radiation protection being exceeded;
    g. Undertake appropriate pre-application consultation in accordance with national policy; and
    h. Avoid adverse impacts on the successful functioning of any existing digital infrastructure. Where this is not practicable, appropriate mitigation must be provided.

Reasoned Justification

14.69 Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Under the NPPF, planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.

Policy Links

- GB1 - Protecting the Green Belt
- HE1 - Conserving and Enhancing the Historic Environment
- INF4 - Digital Connectivity

Evidence Links

- Infrastructure Delivery Plan
- International Commission Guidelines

Culture and Cultural Infrastructure

14.70 Culture contributes positively to Basildon's local character by responding to the distinctive patterns and forms of development and local culture. Development should deliver a multi-functional public realm, comprising streets and spaces that can accommodate a range of appropriate arts and cultural uses and activities both now and in the future, providing animation, vitality and inclusion.

14.71 Cultural infrastructure refers to the buildings, structures, and spaces where culture is either consumed, such as theatres, cinemas, museums, and galleries; or produced, including creative workspaces, performing arts rehearsal spaces, music recording studios, and film and television studios. The National Design Guide and the Essex Design Guide along with the Creative Estuary toolkit provide useful information on how cultural infrastructure and culture more generally can be integrated into a scheme to benefit the local character and community of Basildon.

14.72 Development proposals will need to demonstrate that future cultural provision has been considered. This assessment should be included in a Cultural Wellbeing Plan, describing how the criteria is satisfied.

POLICY INF6: Cultural Infrastructure

1. The Council will proactively develop and support cultural businesses and attractions in our Borough through a range of measures including:
    a. Protecting existing heritage, cultural and community venues, facilities and uses.
    b. Supporting the development of new cultural venues in town centres and places with good public transport connectivity from public transport and active travel routes.
    c. Supporting the use of the public realm and green spaces as outdoor venues for cultural events and festivals.
    d. Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being.
    e. Encouraging the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres, encouraging interaction and social cohesion.
2. Development proposals that result in the loss of cultural facilities, or relevant floorspace, will not be permitted unless it can be demonstrated that:
    a. There is no longer an identified cultural need for the facilities, or they no longer meet the needs of users and cannot be adapted; or
    b. They will be replaced by alternative and well-located facilities that will continue to serve the needs of the neighbourhood and wider community; or
    c. The affected premises, or site, will be repurposed to an alternative cultural use.

Reasoned Justification

14.73 Arts and Cultural facilities add value and support to community participation, wellbeing and development. The Council is keen to protect these capacities to engender community cohesion and civic pride. As part of good place-making, cultural quality, assets, and opportunities can also add to the attractiveness and value of development schemes. Major development schemes and significant schemes and significant proposals regardless of scale, should support the integration of both permanent and temporary public art, promoting a multidisciplinary approach that embeds artists within the design and master planning teams from the outset. Facilities and resources, including funding, for arts and cultural activity both within and beyond the development period itself, will also be supported by the Council.

14.74 When a new arts and cultural facility or programme is planned, it should be accessible for local residents as well as visitors and be a place where cultural diversity can be explored and enjoyed. Promoting spaces and activities that encourage interaction between people can reduce social isolation and in turn can support economic vitality throughout the whole borough by providing mental and physical health benefits.

14.75 To build on existing opportunities, any proposed development that has a significant impact, at whatever scale, and those directly related to the cultural industries, must contribute towards enhancing the public realm. This includes through the promotion of the public arts, supporting cultural diversity, and providing additional facilities and activities for residents and visitors, where appropriate.

Policy Links

- HE1 - Conserving and Enhancing the Historic Environment
- STAT1 - Strategic Transport

Evidence Links

- Infrastructure Delivery Plan
- National Design Guide (2021)
- Creative Estuary Toolkit



PART 4:

Detailed Site Allocation Policies

Housing Allocations

H1	Southeast Billericay
H2A	Land at Kennel Lane
H2B	Land West of Great Burstead
H3	Land South of Great Burstead
H4	Land West of Laindon Road
H5	Land Adjacent to Tye Common Road and South of London Road
H6	Land North of London Road, Billericay
H7	Land West of Bowers Gifford
H8	Land North of A13
H9	Land West of West Mayne
H10	Land Adjacent to Dunton Road
H11	London Road, Vange
H12	Land Adjacent to Nevendon Road
H13	Land Adjacent to Wick Country Park
H14	Land North of Southend Road, Shotgate
H15	Land South of Barn Hall, Wickford
H16	Land North of London Road, Wickford
H17	Land South of London Road, Wickford
H18	Land North of Wash Road
H19	North Benfleet Plotlands
H20	Land North of Dry Street
H21	Gardiners Lane South
H22	Land South of Wash Road
H23A-J	Crays Hill
H24A	Land East of Castledon Road
H24B	Land West of Castledon Road
H25	Ramsden Bellhouse
H26	Land at Mountnessing Road
H27	Land East of Bowers Gifford
H28	Land East of Laindon Road
H29	Land at Bells Hill Road, Vange

Gypsy and Traveller Allocations

GT1	Land South of Harrow Road

Employment Allocations

E1	Burnt Mills
E2	Dunton Boot Sale
E3	Land Adjacent to Hovefields Avenue
E4	Land West of Canvey Way
E5	Friern Manor Farm
E6	South of Nevendon Road
E7	South of Fanton Hall Farm
E8	Bonville Farm Extension

Site Allocations

15.1 Our Local Plan presents 40 allocation sites where new housing or employment with essential infrastructure is deemed as deliverable. Each allocation is an underutilised land parcel that merits a specific policy to help shape and unlock significant levels of growth in a manner that responds to the allocation's context, conforms with our spatial strategy and secures benefits for local residents, such as improved public realm, new schools, health services and job opportunities.

15.2 The purpose of site allocation policies is to clearly set out what land uses are suitable, the core principles for development and the design parameters which should be considered by applicants, without being overly prescriptive and impeding creative design solutions to address the allocations' constraints. The policies provide allocation site-specific guidance for the aspirations we have for each allocation, the contribution they can make to Basildon Borough and Essex County; and provides a certainty to help unlock their potential that may not otherwise come forward.

15.3 All other policies in the plan apply to the site allocations in the usual way.

SCALE OF DEVELOPMENT

15.4 An approximate number of homes is set out for sites allocated for housing to provide an indication of the scale of development we expect. The actual number of homes and densities provided on each allocation will be subject to the design of a scheme and other planning policies, to be discussed during the pre-application stage for a smooth planning application process. It is important to note that these trajectories include, and are not in addition to, homes that already have consent within the allocated sites.

PROTECTING THE GREEN BELT

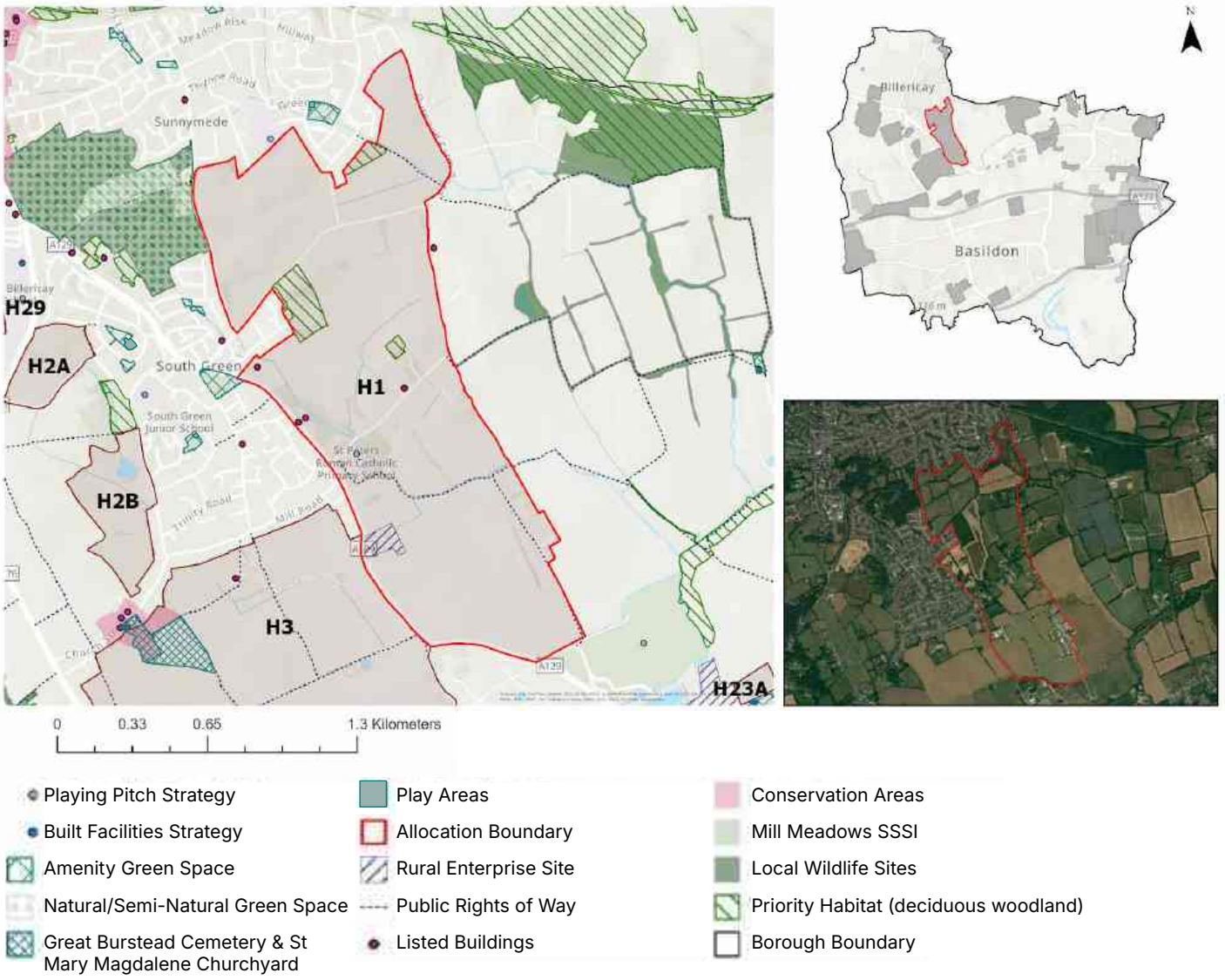
15.5 Our Green Belt does not just provide a recognisable boundary for Basildon Borough, its vegetation also supports our health and wellbeing, biodiversity and climate resilience. Any proposed release of Green Belt land for a site allocation has been informed by the Local Planning Authority's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities.

15.6 In defining the detailed boundaries of the Green Belt, we have taken care to follow readily recognisable and defensible physical features that are likely to endure, such as streams, hedgerows, footpaths, and highways. Where this is not possible due to site-specific conditions, boundaries have been defined with a clear and logical rationale that can be understood and interpreted on the ground; as well as endure beyond the plan period.

CLIMATE RESILIENCE & BIODIVERSITY ENHANCEMENTS

15.7 There is a need to protect our communities and biodiversity from the extreme weather events we now experience due to global warming. The use of green infrastructure or nature-based interventions can help reduce the detrimental impacts that these extreme weather events have on our everyday lives. As such, the applicant will be required to demonstrate a green infrastructure strategy that addresses climate resilience and the multiple benefits of urban planting for delivery of the site allocation. Reference should be made for all sites to the Essex Local Nature Recovery Strategy (LNRS).

H1, Southeast Billericay



Site allocation context and description of existing

15.8 Land to the southeast of Billericay comprises approximately 221 hectares of predominantly agricultural land, interspersed with woodland, mature hedgerows, and pockets of existing residential and industrial development. The site allocation is bounded by the Sunnymede residential area to the north, South Green to the west, open countryside to the east, and Barleylands Farm Park to the south, contributing to its semi-rural character.

15.9 The A129 (Southend Road) defines the southern and western edges of the allocation, with minor rural roads providing access elsewhere. St Peter's Catholic Primary School is located within the allocation, along its western boundary. Mill Meadows SSSI adjoins the allocation at its north-western corner and represents a significant ecological asset.

POLICY H1, Southeast Billericay

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	191.60
Relevant Permissions	**23/01147/FULL Land East of South End Road:** Demolition of existing buildings and redevelopment of the site to provide 99 residential dwellings (Class C3); provision of strategic landscape; provision of new vehicular and pedestrian access routes and associated infrastructure.
Indicative capacity	2580 – 2750 homes
Indicative net residential density*	45 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land Southeast of Billericay (H1) is for the delivery of a future proofed urban extension to the east of South Green; incorporating high quality mixed-use development with associated infrastructure that contributes to a sustainable, serviced neighbourhood.

Green infrastructure will be designed into the schemes as a multi-beneficial asset that will engender permeability of this urban extension and provide connectivity between the new development and wider existing neighbourhoods and towns.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density

within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces, and enhancements to local biodiversity.

Infrastructure

7. Provide land for a new primary school with associated early years and childcare provision or required financial contributions to existing local primary schools to enable the expansion to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority. All new facilities must be safely and conveniently accessible by inclusive pedestrian and cycle routes that connect with surrounding residential areas.
8. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
9. Provision of a new Local Centre towards the south, where higher-density housing and community facilities are expected.
10. Provide for the delivery of an integrated primary healthcare hub in conjunction with the Mid and South Essex Integrated Care System.
11. Retain St. Peter's Catholic Primary's football pitch and netball courts in accordance with the *Playing Pitch and Outdoor Sports Strategy*.
12. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play and reduce pressure on the Mill Meadows SSSI.
13. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller

provision, in accordance with HOU4.

14. Development should be phased to ensure timely delivery of infrastructure, movement routes, and public spaces.

15. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

16. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the site allocation is maximised.

17. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the site and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

18. Where gradients are steep, designs must include features such as rest points, surface treatments, or alternative routes to ensure accessibility for all.

Green Belt & Landscape

19. Create strategic landscape buffers along the southern edge to preserve the rural setting of Barleylands Farm Park.

20. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Ecology & biodiversity

21. Protect ancient trees and veteran trees in accordance with Natural England and Forestry Commission standing advice.

22. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

23. A new east-west wildlife corridor must link Mill Meadows SSSI to the countryside to the east, supporting habitat connectivity and biodiversity; with carefully managed public access to avoid disturbance of sensitive habitats including Parsons Farm Green LoWS.

24. Development will be required to make a financial contribution through

the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

25. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4.

26. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Heritage

27. Development is required to respond sensitively to the allocation's heritage context, including the setting of nearby heritage assets, and to have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of these assets.

Flood risk and water management

28. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

29. Developer contributions will be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*, including:

        i. A new cycle route connecting Southend Road to The Billericay School, integrating with *LCWIP* Cycle Route 5C and *LCWIP* Route 7, and including safety improvements at the junctions with Coxes Farm Road and Outwood Common Road to ensure safe, direct and inclusive active travel movement;

        ii. Accessibility and safety improvements to the A176 underpass.

    f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.10 The allocation of Land Southeast of Billericay (H1) represents a strategic opportunity to deliver a significant and sustainable urban extension to the east of South Green. The allocation's scale, relatively uncomplicated land ownership in the southern portion, and proximity to existing infrastructure make it well-suited to accommodate a new residential-led neighbourhood supported by essential services and green infrastructure.

15.11 H1 can deliver between 2,580 and 2,750 homes over the plan period, alongside a new Local Centre, community infrastructure and enhanced public transport connectivity. These elements are critical to ensuring the development functions as a cohesive and sustainable neighbourhood.

Education

15.12 Essex County Council (ECC) advise that a new primary school will be required, and that this would need a site of around 3.09 ha, including a co-located 72-place early years and childcare (EYCC) facility. ECC also advise that the development creates the need for two standalone 72-place EYCC facilities, each requiring around 0.22 ha of suitable land.

15.13 These figures reflect ECC's current pupil-yield forecasts and site size standards. Detailed requirements will be confirmed at the planning application stage in consultation with the Education Authority.

15.14 Financial contributions may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with the Essex County Council Developers' Guide to Infrastructure Contributions (or any updated equivalent).

Healthcare

15.15 A new space for primary care will be required for planned growth, as confirmed by the Mid and South Essex Integrated Care System (ICS). To ensure the Local Plan can meet the healthcare needs and avoid future land constraints, H1 must safeguard land for an integrated primary healthcare hub to be delivered in partnership with the ICS.

Connectivity, highways & access

15.16 Connectivity is required to prioritise north-south active travel within the allocation, alongside strengthened east-west routes that link into the existing network, with inclusive routes connecting all parts of the allocation to the Local Centre, community facilities, and wider neighbourhoods. A new cycle route linking Southend Road to The Billericay School will include safety improvements to junctions along Southend Road, including Outwood Common Road and Coxes Farm Road, which are necessary to support safe and accessible movement. Connectivity improvements must also address the A176 underpass, ensuring safe and inclusive access.

Landscape sensitivity

15.17 Development should be directed to areas with a stronger association with the existing urban edge of Billericay, particularly to the north and north-west, where landscape sensitivity is lower.

15.18 Areas of Priority Habitat woodland,

mature hedgerows and historic field boundaries form important components of the wider green infrastructure network and should be retained where practicable and integrated into the masterplan.

15.19 Land adjoining Mill Meadows SSSI requires sensitive design to maintain an open character, safeguard the SSSI's setting and help preserve the gap between Sunnymede and South Green. Public Rights of Way within or adjoining the site must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

Green Belt

15.20 A portion of the northern part of H1 is more enclosed and performs poorly against Green Belt purposes, while the remainder lies within higher-performing Green Belt land. Boundaries in the southeast are diffuse and weak, requiring reinforcement through strong and defensible edges.

15.21 The proposed release of Green Belt land has been informed by Basildon Borough's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.22 Ecological buffers will be required where new development adjoins semi-natural habitats, including woodlands, hedgerows, watercourses, grasslands, and designated biodiversity sites. These buffers should provide a gradual transition in vegetation structure, supporting habitat connectivity and ecological resilience.

15.23 Contributions will be secured from development towards mitigation in accordance with the *Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038* and *Essex Coast RAMS Supplementary Planning Document 2020* (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.24 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the *Natural England SANG Guidelines* (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.25 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including

Mill Meadows SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.26 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.27 Local Planning Authorities (LPAs) have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI Impact Risk Zones (IRZs) are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.28 A High-Level Heritage Impact Assessment has been undertaken for H1 as part of the Regulation 18 consultation to consider the site's suitability for allocation. A further detailed HIA must be undertaken at planning application stage to ensure the allocation does not affect or cause unacceptable harm to the heritage farmland context and setting and significance of the Grade II listed buildings: Coxes Farmhouse; Oak Hill Barn; Southend Farmhouse and Barn to the Northeast of Southend Farmhouse; and Elm Cottages. Mitigation measures should take account of the setting of PRoW Great Burstead and South Green 36. Layout, massing, and mitigation should be addressed through the coordinated masterplan.

Flood risk & water management

15.29 The majority of H1 is located in Flood Zone 1, with small parts of the allocation falling within Flood Zones 2, 3a, and 3b towards its southern extent. There is pluvial flood risk across the allocation, along with some fluvial risk in the south and towards the northeastern boundary. The River Crouch runs through the southern part of H1, accompanied by a number of minor watercourses that drain into it.

15.30 The allocation is partially located within NBAS_014 – South Green Critical Drainage Area (CDA), and NBAS_015 – Sunnymede CDA. Development within a Critical Drainage Area typically deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management.

15.31 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

Phasing

15.32 Part of H1 is currently under construction, delivering 99 homes on land east of Southend Road. While this forms part of the wider allocation, it was not brought forward as part of a coordinated masterplan. The wider development

must therefore ensure that this early phase is effectively integrated into the overall strategy, particularly in relation to movement networks, landscape structure, and access to community infrastructure.

H2A, Land at Kennel Lane



Site allocation context and description of existing

15.33 The site comprises approximately 8.7 ha on the southern edge of Billericay between the A176 and Kennel Lane. Formerly in agricultural use, the land benefits from planning permission for 180 homes and is under construction. The site is defined by mature hedgerows and boundary vegetation, with existing residential areas to the north and east. The land slopes gently towards Kennel Lane, with a dry valley feature in the northern part of the site. A short public footpath runs along the northeastern boundary, and the site is within walking and cycling distance of schools, shops and services in South Green.

15.34 Within the southern part of the allocation boundary is an existing residential property, set within a well-defined curtilage and enclosed by mature hedgerows and trees. This parcel is included within the allocation and the amended Green Belt boundary for completeness of site definition.

POLICY H2A, Land at Kennel Lane

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	8.70
Relevant Permissions	**20/01614/OUT, 24/00299/REM, 25/01467/VAR, Kennel Lane:** Outline planning application with all matters reserved, except means of access, for the erection of up to 200 homes; new vehicular access comprising a new arm off the Laindon Road, A176 and Noak Hill Road roundabout; realignment of Kennel Lane to join the new access and associated closure of the Kennel Lane spur; together with car parking, landscaping, surface water drainage basins and associated works.
Indicative capacity	180 homes
Indicative net residential density*	38 dph
Indicative phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

PLANNING CONTEXT

Land at Kennel Lane (H2A) is a consented development that plays a strategic role in delivering new homes on the southern edge of Billericay. Its current construction will ensure alignment with wider infrastructure planning and provides certainty towards housing delivery in a sustainable location close to essential services.

CORE PRINCIPLES

Development must deliver:

1. A new residential community of 180 homes, with public open space and supporting infrastructure.
2. Infrastructure provision in accordance with the approved masterplan and obligations secured through the Section 106 Legal Agreement.

Reasoned Justification

15.35 H2A reflects an allocation that is already consented and under construction, delivering 180 homes, open space, landscaping and surface-water drainage basins adjacent to South Green. Its inclusion in the Local Plan ensures consistency with infrastructure planning and acknowledges its strategic role in meeting housing needs in a well-connected, sustainable location.

15.36 No changes to the consented scheme are proposed. Delivery will continue in accordance with the approved masterplan, reserved matters, and Section 106 Legal Agreement.

H2B, Land West of Great Burstead



Site allocation context and description of existing

15.37 H2B covers approximately 16 hectares and comprises a sequence of irregular shaped agricultural fields with strong field boundaries and a reservoir to the north. Kennel Lane forms the eastern boundary. Priority Habitat deciduous woodland lies to the north with South Green to the east and the Great Burstead Conservation Area to the south, contributing to the allocation's sensitive edge conditions.

POLICY H2B, Land West of Great Burstead

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	15.55
Indicative capacity	225 – 250 homes
Indicative net residential density*	40 dph
Indicative phasing	2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land West of Great Burstead (H2B) is to create a distinctive, sustainable urban extension to the west of South Green, set within a rich woodland landscape. The development will integrate new homes with a network of green infrastructure, enhancing existing woodland and planting new areas of native trees to strengthen biodiversity and climate resilience.

By embedding nature into the heart of the design, development will deliver a resilient, future-proofed neighbourhood that respects its rural setting, preserves the green wedge on the approach to Billericay, and contributes to the Borough's wider green infrastructure strategy.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation. Higher densities may be located to the east of the allocation, closest to existing development.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house

types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.
8. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
9. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

10. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the site is maximised.
11. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the site and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.
12. Connect into and provide financial contributions towards *LCWIP* Cycle Route 5 providing north-south connectivity between Basildon and Billericay.
13. Provide vehicular access to the allocation from Kennel Lane.

Green Belt & landscape

14. Protect and, where appropriate, strengthen existing boundary features that are recognisable and

likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

15. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

Ecology & biodiversity

16. Watercourses must be retained and incorporated as part of the site's blue/green infrastructure with practical enhancements to biodiversity.

17. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Heritage

18. Development is required to respond sensitively to the allocation's heritage context, including the setting of the nearby Conservation Area and heritage assets, and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of these assets.

19. Provide a landscape buffer to the south of the allocation to reduce the impact on the setting of the Great Burstead Conservation Area.

Developer contributions

20. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*. This includes accessibility and safety improvements to the A176 underpass.

    e. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    f. Enhancements and capacity improvements to local emergency services, where required.

Reasoned Justification

15.38 The allocation of Land West of Great Burstead (H2B) provides a logical and contained urban extension to the west of South Green.

Connectivity

15.39 The location of H2B allows development to contribute positively to planned north-south connectivity improvements between Basildon and Billericay, a key objective of the Local Cycling and Walking Infrastructure Plan (LCWIP). Enhancing active travel routes through and around H2B will support modal shift and reduce car dependency, particularly for journeys to schools, employment areas, and train stations. Connectivity improvements must also address the A176 underpass, which currently presents a barrier to inclusive movement.

Landscape sensitivity

15.40 The area retains much of its historic field pattern, which should be protected and integrated into the masterplan. Other high-sensitivity features include the PRoWs surrounding the allocation, reinforcing the need to strengthen Green Belt boundaries and use vegetation to soften and screen new housing.

15.41 The allocation forms an extension to Great Burstead and must remain separate from Billericay to the north while also providing appropriate offset from the Great Burstead Conservation Area to the south.

Green Belt

15.42 H2B performs moderately against Green Belt purposes (a), (b), and (c), has been identified as provisional Grey Belt in the Basildon Green Belt Study (2025).

15.43 The proposed release of Green Belt land has been informed by Basildon Borough's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Biodiversity & ecology

15.44 H2B's proximity to designated heritage assets and areas of Priority Habitat requires a sensitive approach to layout, design, and green infrastructure. Ecological buffers will be required where development adjoins semi-natural habitats, including woodland, hedgerows, watercourses, grasslands and designated biodiversity sites. Buffers should create a gradual transition in vegetation structure. Their detailed design and composition will be determined through the planning application process, informed by relevant site-specific assessments.

15.45 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Mill Meadows SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

Recreational disturbance is a known pressure on Mill Meadows SSSI. To mitigate this, development may be required to provide additional semi-natural greenspace, with a benchmark of 3ha per 1,000 new population, or to deliver an alternative appropriate mitigation mechanism, consistent with Natural England advice.

15.46 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.47 A High-Level Heritage Impact Assessment was undertaken at Regulation 18 to assess the site's suitability for allocation. The assessment identified sensitivity due to the site's proximity to the Great Burstead Conservation Area and several listed buildings, including Blackmore Farmhouse, and to the contribution of historically undeveloped land to their setting. To ensure development does not cause unacceptable harm to their significance, a detailed HIA is required at planning application stage. This should inform the layout, scale, massing, and landscape treatment so that the scheme responds sensitively to the heritage context.

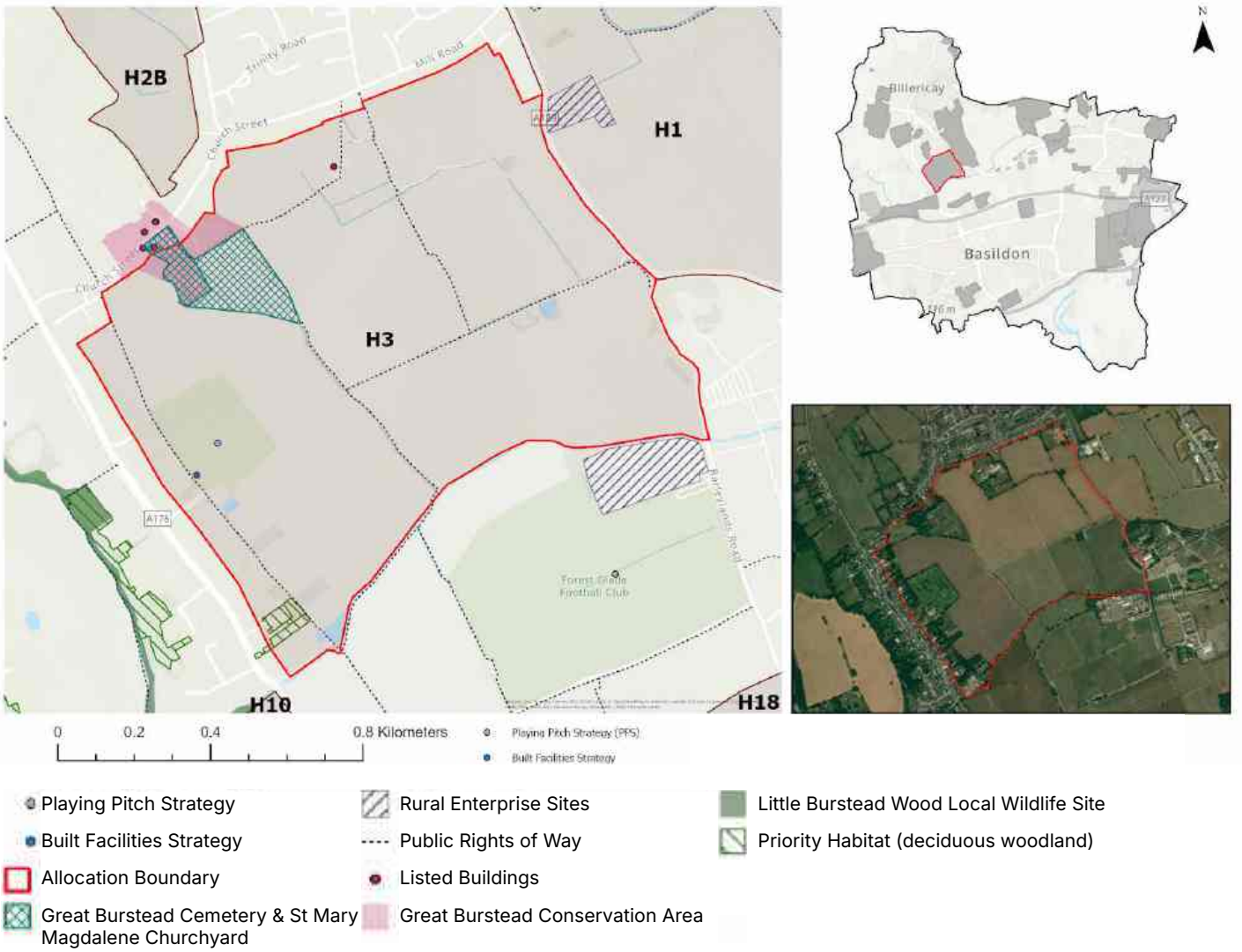
Flood risk

15.48 H2B is located entirely in Flood Zone 1. There is some pluvial flood risk across the allocation, located along the existing watercourse channels and upstream of the onsite reservoir inlet.

15.49 The allocation lies within Critical Drainage Area NBas_018 Great Burstead. Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management.

15.50 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H3, Land South of Great Burstead



Site allocation context and description of existing

15.51 Land to the south of Billericay and north of Noak Bridge in Basildon is allocated for residential-led development. The allocation comprises approximately 139 hectares of land and is bounded by H1 to the east and H2B to the north. It lies adjacent to the built-up area of Billericay, offering proximity to local services, facilities, and public transport.

15.52 Great Burstead Conservation Area lies to the north-west of the allocation and contains four listed buildings, including the Grade I listed Church of St Mary Magdalene. Within the churchyard are one ancient tree and two veteran trees which require protection as part of any development proposal affecting the allocation.

POLICY H3, Land South of Great Burstead

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	139.34
Indicative capacity	1360 - 1450 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land South of Great Burstead (H3) is to deliver a sensitive, sustainable urban extension to the south of Great Burstead, shaped by its landscape and heritage context. The development will be landscape-led, enhancing the River Crouch corridor and creating strong connections to nature through green infrastructure and food-growing and community garden spaces.

The masterplan will make the most of the rural character, preserving key views to St Mary Magdalene Church and reinforcing links to the Great Burstead Conservation Area. This approach will create a distinctive neighbourhood that celebrates its setting by demonstrating the co-benefits of nature.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation. Higher densities should be guided by a conservation-led approach that responds to landscape and heritage sensitivities.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying

efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.
8. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
9. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
10. Safeguard land for the potential future extension of Great Burstead Cemetery, subject to further assessment of need and feasibility.
11. Safeguard land for the potential delivery of new allotment facilities, subject to further technical assessment demonstrating the site's suitability for such use.
12. A legal agreement will be required to secure infrastructure implementation and phasing of the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.
13. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

14. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where

a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

15. Improve and, where appropriate, create new pedestrian access along the River Crouch, designed in consultation with a qualified ecologist to ensure biodiversity is protected while enabling safe and inclusive public access.

16. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

17. A new cycle path will be delivered connecting Southend Road to The Billericay School in conjunction with the H1 allocation. This route must integrate with *LCWIP* Cycle Route 5C and *LCWIP* Route 7 to ensure seamless connectivity. This will prioritise cycle safety along Southend Road, with particular attention given to the junctions at Coxes Farm Road and Outwood Common Road.

18. Establish a continuous north-south cycle lane linking Great Burstead to Noak Bridge, integrating and upgrading the existing public right of way Noak Bridge 62 to form *LCWIP* Cycle Route 5B. This shall be designed to improve sustainable access to Laindon Train Station and ease pressure on Noak Hill Road.

Green Belt

19. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Landscape, ecology & biodiversity

20. Protect ancient trees and veteran trees in accordance with Natural England and Forestry Commission standing advice.

21. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

22. Deliver flood resilience and ecological enhancement along the River Crouch corridor, including a landscape buffer along the southern edge to protect the floodplain, new woodland and tree planting, and the enhancement of freshwater habitats.

23. Watercourses must be retained and incorporated as part of the site's blue/green infrastructure.

24. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value.

25. Where required, ecological buffers should provide a gradual transition in vegetation structure to create ecotones and support habitat connectivity.

26. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

27. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and the delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4.

Heritage

28. Development is required to respond sensitively to the allocation's heritage context, including the setting of the nearby Conservation Area and heritage assets, and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of these assets.

Flood risk & water management

29. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

30. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

    f. Enhancements and capacity improvements to local emergency services, where required.

Reasoned Justification

15.53 Land South of Great Burstead (H3) presents a strategic opportunity to deliver a sustainable urban extension to the south of Great Burstead, capable of accommodating approximately 1360-1450 dwellings, alongside supporting infrastructure and community facilities.

Education

15.54 Essex County Council (ECC) advise that a new 56-place early years and childcare (EYCC) facility will be required, and that this would need a site of around 0.18 ha. These figures reflect ECC's current pupil-yield forecasts and site size standards. Detailed requirements will be confirmed at the planning application stage in consultation with the Education Authority.

15.55 Financial contributions may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with the *Essex County Council Developers' Guide to Infrastructure Contributions* (or any updated equivalent).

Connectivity

15.56 Noak Hill Road is a key north-south active travel corridor between Basildon and Billericay, but its narrow bridge, crossing the River Crouch, presents safety concerns for cyclists. To improve connectivity, particularly to Laindon Station, a new traffic-free route through H3 will upgrade existing Public Rights of Way and provide a safer alternative. This intervention aims to encourage cycling, reduce car dependency, and ease congestion along Noak Hill Road.

Cemetery expansion

15.57 Safeguarding land for the potential future extension of Great Burstead Cemetery will support the Borough's long-term burial capacity needs. The *Open Space Study* (2026) identifies capacity pressures across the Borough's three Council-owned cemeteries, with one site at capacity for burials and another expected to reach capacity within the next 10-15 years. Of the three cemeteries, Great Burstead has the only realistic potential for expansion, due to physical and environmental constraints affecting the other sites. Safeguarding adjacent land therefore provides the most appropriate and sustainable option for meeting future burial needs. Further assessment will confirm the need and feasibility of any extension.

Allotments

15.58 The *Open Space Study* (2026) identifies an under provision of allotments within the Borough and confirms that Billericay currently has no allotment provision. Safeguarding land for future allotments therefore helps meet identified local need. Detailed feasibility will be confirmed through later technical assessment.

Landscape sensitivity

15.59 The allocation has been assessed as having medium landscape sensitivity in the Basildon Borough Landscape Sensitivity Assessment (2025), with the northern and southern edges identified as more sensitive. These areas require careful treatment through layout and landscape design to minimise visual

impact on heritage and ecological assets. The Great Burstead Conservation Area to the north will be retained in full, with development set away from this area. Views towards the Grade I listed Church of St Mary Magdalene and its grounds should be respected and protected.

15.60 The central areas of the allocation are of lower overall sensitivity, and development should take account of topography, locating housing where it is less visually prominent in the wider landscape. The western edge also exhibits lower sensitivity due to its relationship with development along Noak Hill. However, built form in this location is less sustainably connected due to its distance from Southend Road and Barleylands Road.

15.61 Public Rights of Way within or adjoining the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

Green Belt

15.62 The proposed release of Green Belt land has been informed by the Local Planning Authority's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. The northern parcel has been assessed as performing moderately against Green Belt purposes (a), (b), (c), and has been assessed as provisional Grey Belt in the Green Belt 2025 study, which supports its release for development. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Biodiversity & ecology

15.63 The River Crouch runs along the southern allocation boundary. Development must enhance the river corridor and freshwater habitats. Ecological buffers will be required where new development adjoins semi-natural habitats, including woodlands, hedgerows, watercourses, grasslands, and designated biodiversity sites. These buffers should provide a gradual transition in vegetation structure, supporting habitat connectivity and ecological resilience.

15.64 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.65 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on

Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.66 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

Heritage

15.67 A detailed Heritage Impact Assessment (HIA) has been undertaken for H3 as part of the Regulation 18 consultation to consider the site's suitability for allocation. The assessment identifies the immediate rural setting of the Grade I listed Church of St Mary Magdalene as a key contributor to the church's historic context, character, and overall significance. To ensure development does not erode this rural setting or diminish understanding of the church's significance, a further detailed HIA must be undertaken at planning application stage to inform the emerging scheme.

15.68 To the north of H3 lie designated heritage assets, including the Grade I listed Church of St Mary Magdalene, and Grade II listed buildings comprising Brick Farm Building About 50 Metres North Northwest of The Grange; 124 and 126, Church Street; and 120 Church Street, as well as the Great Burstead Conservation Area. Development must respond sensitively to these assets and preserve key views to the spire of St Mary Magdalene. The masterplan must appropriately address the openness, gradient, and visibility of the site allocation, with development focused in areas of lower topography where possible to reduce visual prominence.

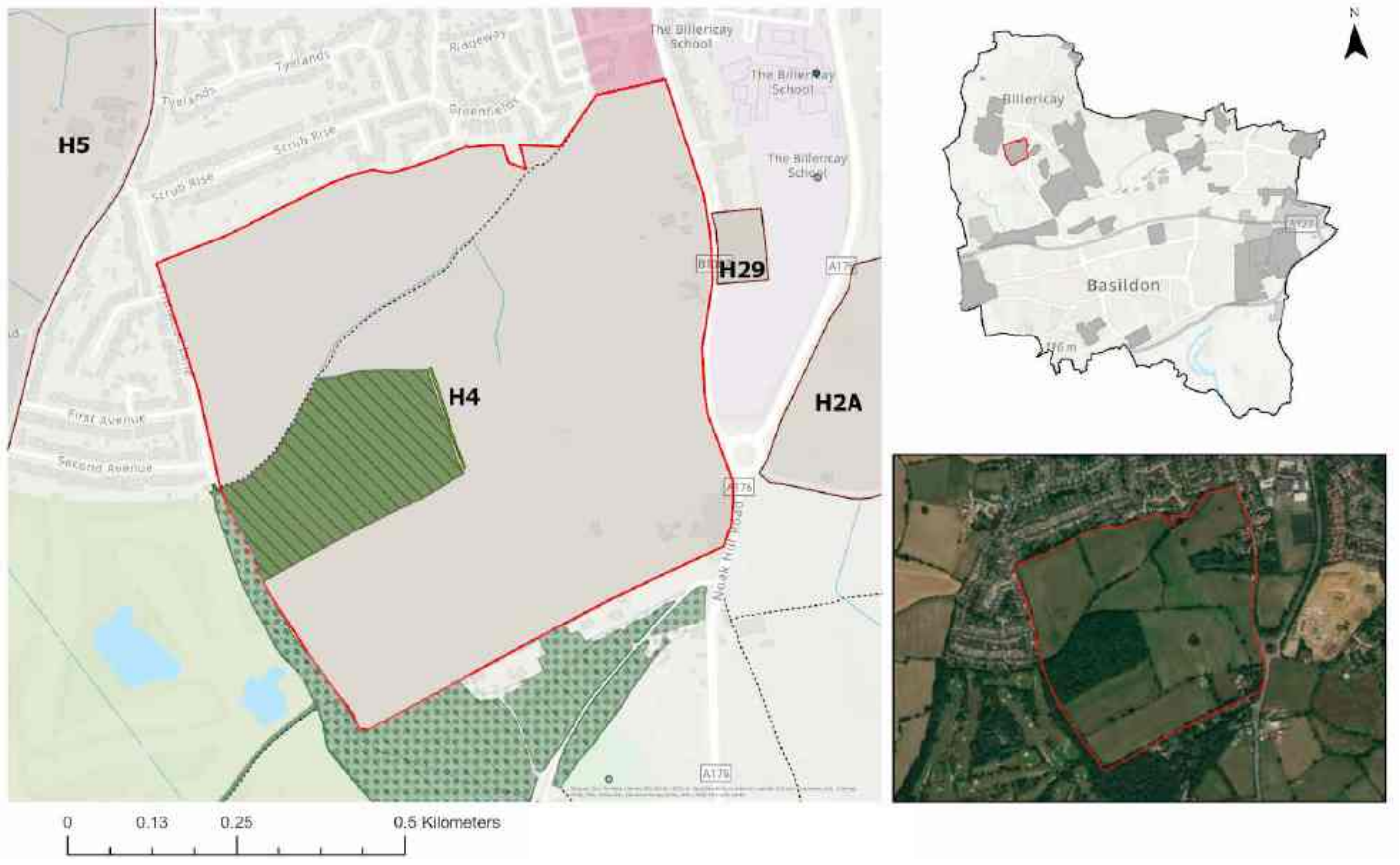
Flood risk

15.69 The majority of H3 falls within Flood Zone 1, with a small portion in the south lying within Flood Zones 2, 3a, and 3b. There is pluvial flood risk across the allocation, along with some fluvial and reservoir flood risk along its southern boundary. The River Crouch flows adjacent to the southern boundary of H3.

15.70 The northwestern part of the allocation falls within the NBAS_018 – Billericay Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management.

15.71 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H4, Land West of Laindon Road



Site allocation context and description of existing

15.72 The allocation lies to the south of Billericay, covering approximately 53 hectares, and is allocated for residential-led development. It comprises a sequence of agricultural fields, mature hedgerows, wet ditches, scrub, and ancient woodland. It is bounded by the A176 to the east and a golf course to the southwest, with Billericay's urban area to the north.

15.73 Frith Wood, an Ancient and Semi-Natural Woodland (ASNW) and Local Wildlife Site (LoWS), is fully contained within the centre of the allocation. H4 also adjoins part of Laindon Common LoWS, which connects to Frith Wood. These sensitive ecological assets must be protected from recreational disturbance and integrated into the allocation's green infrastructure network.

POLICY H4, Land West of Laindon Road

Allocation Information	Details
Location	Billericay / Little Burstead
Allocation area (ha)	53.42
Indicative capacity	700 – 730 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land West of Laindon Road (H4) is to create a distinctive, sustainable neighbourhood that enhances the ecological and heritage value of its setting. The development will be landscape-led, integrating Frith Wood and Laindon Common into a connected green infrastructure network that supports biodiversity and climate resilience.

By embedding nature and heritage into the design with biophilic principles, the scheme will deliver a strong sense of place, with high-quality public spaces and active travel routes that connect the new community to Billericay and the wider area.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.
8. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
9. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
10. A legal agreement must secure infrastructure implementation and phasing of the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.
11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

12. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.
13. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive

active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

14. Maximise connectivity to Billericay and its surrounding areas. This includes enhancing cycle connectivity to the A176 roundabout to facilitate integration with *LCWIP* Cycle Route 5.

Green Belt

15. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Biodiversity & landscape

16. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value. Watercourses must be retained and incorporated as part of the allocation's blue/green infrastructure.

17. Protect and enhance Frith Wood (ASNW and LoWS) and Laindon Common (LoWS):

    a. Provide ecological buffers to Frith Wood and Laindon Common. Ecological buffers should provide a gradual transition in vegetation structure to create ecotones and support habitat connectivity.

    b. Implement active woodland management and monitoring of Frith Wood.

    c. Restrict recreational access to the ancient woodland to prevent habitat disturbance.

    d. Provide new on-site public open space of sufficient quality and capacity to meet residents' needs and reduce recreational pressure on Frith Wood and Laindon Common.

18. Protect ancient trees and veteran trees in accordance with Natural England and Forestry Commission standing advice.

Heritage

19. Development is required to protect the setting of the Billericay Conservation Area by responding sensitively to the historically open character of land along Laindon Road, ensuring that any potential impact on its significance is sensitively minimised, and to have regard to the Council's *High-Level Heritage Impact Assessment*. A detailed Heritage Impact Assessment must form part of, and inform, any planning application for the allocation in order to avoid or minimise any harm to the Billericay Conservation Area.

Developer contributions

20. Developer contributions must be secured for:

    a. Early years and childcare, primary,

secondary and SEND school places as necessary to meet the need generated by the development.

b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

d. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*, including improvements to *LCWIP* Cycle Routes 5 and 8.

e. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.74 The allocation of Land West of Laindon Road (H4) represents a sustainable and well-contained extension to the south of Billericay. It benefits from strong landscape enclosure provided by Frith Wood and Laindon Common and good access to local services and sustainable transport. Its proximity to Billericay supports integration with the existing settlement and the creation of a walkable, well-connected neighbourhood.

15.75 Master-planning undertaken in collaboration with developers has confirmed the allocation's capacity to deliver approximately 700-730 homes, alongside supporting infrastructure, ecological protection and green space. The first phase of the masterplan has a consented outline application.

Education

15.76 Essex County Council (ECC) advise that a new 56-place early years and childcare (EYCC) facility will be required, and that this would need a site of around 0.18 ha. These figures reflect ECC's current pupil-yield forecasts and site size standards. Detailed requirements will be confirmed at the planning application stage in consultation with the Education Authority.

15.77 Financial contributions may be required where expansion of existing

provision is appropriate. All contributions and land provision will be secured in accordance with the *Essex County Council Developers' Guide to Infrastructure Contributions* (or any updated equivalent).

Landscape sensitivity

15.78 Frith Wood ancient woodland is an important landscape asset that will be retained in full, with development set back in accordance with current government guidance on Ancient Woodland buffers. Laindon Common LoWS, which wraps around the south and south-western allocation boundaries, will also be protected.

15.79 To the north-east, the allocation adjoins Billericay Conservation Area, and the development in this location should respond positively to its setting. Public Rights of Way within or adjoining the allocation must be retained through maintained access points and incorporated into the masterplan to provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety. Existing watercourses and field ponds within the allocation should be conserved and incorporated into the wider green infrastructure network.

Green Belt

15.80 Most of the allocation lies within strongly performing Green Belt when measured against Green Belt purposes (a), (b), and (c). However, the northern parcel performs poorly against all Green Belt purposes and has been identified as provisional Grey Belt in the 2025 Green Belt study. The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Biodiversity & ecology

15.81 Frith Wood (ASNW and LoWS) is located within the allocation. Development must avoid unacceptable harm to this sensitive asset through appropriate buffers, long-term management, and controlled access. H4 also lies within the setting of Laindon Common (LoWS) and contains valuable landscape features that should be retained and enhanced. Both Frith Wood and Laindon Common are Areas of Particular Importance for Biodiversity and Priority Habitats.

15.82 Ecological buffers will be required where new development adjoins semi-natural habitats, including woodlands, hedgerows, watercourses, grasslands, and designated biodiversity sites. These buffers should create a gradual transition in vegetation structure, supporting habitat connectivity and ecological resilience.

Heritage

15.83 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H4 as part of the Regulation 18 consultation to consider the site's suitability for allocation. H4 forms part of the historic southern approach to

Billericay, where the open character of Laindon Road contributes to the setting of the Billericay Conservation Area. To ensure the allocation does not adversely affect the setting and significance of the Billericay Conservation Area, particularly through development on historically undeveloped land that contributes to the area's open landscape character, a detailed HIA must be undertaken at planning application stage.

Flood risk

15.84 H4 lies entirely within Flood Zone 1 and has been screened as low risk in the borough's Strategic Flood Risk Assessment. Development should accord with Polices CC2 and CC3.

15.85 The north of the allocation falls within Critical Drainage Area NBas_016. Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management.

H5, Land Adjacent to Tye Common Road and South of London Road







- Playing Pitch Strategy
- Built Facilities Strategy
- Amenity Green Space
- Natural/Semi-Natural Green Space
- Allocation Boundary
- Public Rights of Way
- Local Wildlife Sites
- Priority Habitat (deciduous woodland)
- Borough Boundary

Site allocation context and description of existing

15.86 The allocation lies to the west of Billericay and covers approximately 103 ha, comprising a sequence of agricultural fields, mature hedgerows, and woodland. The northern portion, south of the A129, features a greater concentration of grassland, scrub, small woodland areas, and a number of Veteran Trees, while the central and southern areas are dominated by larger arable fields. Mountnessing Brook runs north-south through the centre of the allocation, contributing to its landscape character and ecological value. The allocation is adjacent to Bluntswall Shaws Ancient and Semi-Natural Woodland (ASNW), with Bluntswall Wood ASNW and James' Wood ASNW located further west. These ancient woodlands are important environmental constraints that will need to be taken into account in the design and layout of development proposals.

15.87 H5 is intersected by several minor roads and bounded to the east by Tye Common Road. To the northeast lies the urban edge of Billericay, while farmland extends to the west, beyond which is Brentwood Borough. Brentwood's Havering Grove directly adjoins the northwestern boundary.

15.88 The allocation accommodates a number of existing community and recreational facilities, including Billericay Cricket Club, Billericay Town Football Club, Billericay Lawn Tennis Club, and Mayflower Community Hospital, all located in the northern part of the allocation. There are also pockets of residential and industrial uses within the allocation boundary.

POLICY H5, Land Adjacent to Tye Common Road and South of London Road

Allocation Information	Details
Location	Billericay
Allocation area (ha)	103.47
Indicative capacity	1720 – 1890 homes
Indicative net residential density*	45 dph
Indicative phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land Adjacent to Tye Common Road and South of London Road (H5) is to deliver a future-proofed urban extension to the west of Billericay, incorporating high-quality mixed-use development supported by essential infrastructure and community facilities.

Green infrastructure will be designed as a multi-functional asset, providing permeability across the allocation and connectivity to surrounding neighbourhoods. The scheme will integrate existing sports and community facilities and create new public spaces, ensuring the development functions as a cohesive, sustainable community.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation. Higher densities may be located to the north and east of the allocation, closest to existing development, and around the new Local Centre.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density

within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces, and enhancements to local biodiversity.

Infrastructure

7. Provide land for a new primary school with associated early years and childcare provision or required financial contributions to existing local primary schools to enable the expansion to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority. All new facilities must be safely and conveniently accessible by inclusive pedestrian and cycle routes that connect with surrounding residential areas.
8. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
9. Provide shops, services and facilities for health, leisure, culture and community use to meet residents' needs and foster a sense of community. This should be principally focused around a new Local Centre.
10. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
11. Protect and enhance the Billericay Cricket Club, Billericay Town Football Club, Billericay Tennis Club ensuring no loss of facility quality, capacity or function. Deliver the improvements and mitigation identified in the *Playing Pitch and Outdoor Sport Strategy* and enhance access for residents and the wider community to support health and wellbeing.
12. A legal agreement will be required

to secure the implementation and phasing of infrastructure required for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.

13. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

14. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

15. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

16. Connect into and providing financial contributions towards *LCWIP* Cycle Routes 5 and 8 providing north-south connectivity between Basildon and Billericay.

Green Belt, landscape & ecology

17. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

18. Protect the Ancient Woodlands, Local Wildlife Sites, Priority Habitat and Veteran Trees, ensuring no loss of these assets. Where required, ecological buffers should accord with Natural England and Forestry Commission standing advice and provide a gradual vegetation transition to support habitat connectivity. Removal of other existing green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value.

19. Watercourses must be retained and incorporated as part of the allocation's blue/green infrastructure.

20. Maintain landscape buffers to prevent coalescence with Havering's Grove.

21. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Heritage

22. Development is required to respond sensitively to the allocation's heritage context, including the setting of the

nearby heritage assets, and to have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of these assets.

Flood risk & water management

23. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

24. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

    f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.89 The allocation of Land Adjacent to Tye Common Road and South of London Road (H5) provides a suitable location for strategic growth due to its proximity to existing infrastructure and its largely unconstrained land parcels. The scale of development can support new local services, including early years and primary education provision, a Local Centre, active travel, and public transport connections, ensuring that the neighbourhood is well integrated with surrounding communities and accessible by sustainable modes.

Education

15.90 Essex County Council (ECC) advise that a new primary school will be required, and that this would need a site of around 3.09 ha, including a co-located 72-place early years and childcare (EYCC) facility. ECC also advise that the development creates the need for two standalone 72-place EYCC facilities, each requiring around 0.22 ha of suitable land, and a standalone 56-place EYCC facility, requiring 0.18 ha of suitable land.

15.91 These figures reflect ECC's current pupil-yield forecasts and site size standards. Detailed requirements will be confirmed at the planning application stage in consultation with the Education Authority.

15.92 Financial contributions may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with the *Essex County Council Developers' Guide to Infrastructure Contributions* (or any updated equivalent).

Connectivity & highways

15.93 H5 is reliant on new road infrastructure and has not yet been subject to comprehensive master-planning. A coordinated, design-led approach will be essential to ensure the delivery of a high-quality, connected, and resilient new neighbourhood that responds sensitively to its environmental context.

Landscape Sensitivity

15.94 The allocation is of lower sensitivity along the eastern edge, where it adjoins the urban edge of Billericay. The southern and western parts of the allocation are of higher sensitivity due to their stronger relationship with the wider landscape and the Basildon borough boundary. Areas of Priority Habitat and veteran and notable trees throughout the allocation should be retained.

15.95 The public right of way crossing the allocation must be retained through maintained access points and incorporated into the masterplan to ensure it provides an attractive, safe and well-overlooked route, with any new road crossings designed to prioritise pedestrian movement and safety.

Green Belt

15.96 The north-eastern parcels fronting London Road perform weakly to moderately against Green Belt purposes (a) and (b), and the north-western parcel performs strongly against purposes (a), (b) and (c). The remainder of the allocation contributes strongly to purpose (a) and moderately against purpose (b). H5 currently has a high degree of openness,

and new, defensible Green Belt boundaries will need to be established through the masterplanning process. The relationship with Havering's Grove must also be carefully managed to avoid coalescence and maintain settlement separation.

15.97 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.98 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H5 as part of the Regulation 18 consultation to ensure the allocation does not affect or cause unacceptable harm to the listed buildings Salmons Farmhouse, Sudbury Farmhouse, Hatches Farmhouse and Stockwell Hall, by virtue of building on land historically associated with them. A detailed HIA must be undertaken at planning application stage to ensure the allocation does not compromise the openness of the surrounding landscape or obscure important views to and from the assets. Mitigation and enhancement measures should include the creation of green space to provide setbacks between development and the assets in order to sustain their rural setting. The allocation is adjacent to a Basildon Protected Lane (BASLANE 1).

Flood risk

15.99 The majority of H5 lies within Flood Zone 1, with a small portion in the west falling within Flood Zones 2 and 3a. The primary flood risk is pluvial, with increased vulnerability due to surface runoff from higher ground to the south, east, and west of the allocation. Haverings Grove Brook runs along the western boundary of H5.

15.100 The eastern half of the allocation is located within NBAS_016 – Billericay Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk reduction and improve surface water management.

15.101 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

Norwich – Tilbury transmission route

15.102 Given the proximity of the proposed Norwich-Tilbury transmission route, applicants should have regard to emerging infrastructure proposals that may inform the allocation's masterplanning. Early engagement with National Grid is encouraged to identify any safeguarding requirements. Development near high-voltage transmission infrastructure must comply with the Electricity Safety, Quality and Continuity Regulations 2002 and National Grid's Design Guidelines for Development Near Pylons and High Voltage Overhead Power Lines. These measures will help ensure that, should the Norwich-Tilbury Development Consent Order be granted, both new development and future transmission infrastructure can be safely accommodated without prejudice to either.

H6, Land North of London Road, Billericay



Site allocation context and description of existing

15.103 Land North of London Road, Billericay totals approximately 27 hectares of land located on the western edge of Billericay and is well-related to the town. It is bound by the A129 London Road to the south, the residential properties fronting Mountnessing Road to the east, a railway embankment forming part of the London Liverpool Street/Southend-On-Sea railway line to the north and an existing watercourse (Mountnessing Brook), hedgerow and trees to the west, beyond which lies further agricultural fields. To the north, beyond the railway embankment, is further residential development.

POLICY H6, Land North of London Road, Billericay

Allocation Information	Details
Location	Billericay
Allocation area (ha)	26.67
Indicative capacity	480 – 540 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land North of London Road, Billericay (H6) is to deliver a sustainable urban extension to the west of Billericay that respects its landscape and ecological context. The development will protect and enhance the existing watercourse, embedding blue-green infrastructure into the design to manage flood risk, support biodiversity and climate resilience.

Development will create a well-connected neighbourhood with safe, attractive routes for walking and cycling, linking new homes to local services and the wider active travel network.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.
8. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
9. A community park must be provided to the west of the allocation and will remain within the extent of the Green Belt. This will deliver recreational, social, ecological and surface water management benefits. The park shall also function as a landscape buffer and help define a robust Green Belt boundary.
10. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.
11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

12. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

13. Connect into and providing financial contributions towards *LCWIP* Cycle Routes 5 and 8 providing north-south connectivity between Basildon and Billericay.

14. A pedestrian crossing should be provided across London Road to ensure safe and convenient access to H5.

15. Development proposals must provide access to the highway network via Laindon Road. A secondary vehicular access may be taken from Mountnessing Road, subject to the satisfaction of the Highway Authority. Pedestrian and cycle infrastructure, including crossings, must be enhanced on Laindon Road and in the surrounding area.

Green Belt & landscape

16. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

17. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value. Watercourses must be retained and incorporated as part of the allocation's blue/green infrastructure. Three areas within the allocation have been identified as Areas of Particular Importance for Biodiversity and must be protected.

18. Protect veteran trees in accordance with Natural England and Forestry Commission standing advice.

Flood risk & water management

19. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

20. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement

patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.104 Land North of London Road, Billericay (H6) represents a sustainable and well-located urban extension to the west of Billericay. The allocation has been subject to master-planning in collaboration with developers, confirming its capacity and deliverability.

Education

15.105 Essex County Council (ECC) advise that a new 56-place early years and childcare (EYCC) facility will be required, and that this would need a site of around 0.18 ha. These figures reflect ECC's current pupil-yield forecasts and site size standards. Detailed requirements will be confirmed at the planning application stage in consultation with the Education Authority.

15.106 Financial contributions may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with the Essex County Council Developers' Guide to Infrastructure Contributions (or any updated equivalent).

Landscape sensitivity

15.107 The western part of the allocation is of higher landscape sensitivity due to its relationship with the wider, largely undeveloped landscape. In contrast,

the eastern part has lower sensitivity because of its proximity to the urban edge of Billericay. The proposed community park on the western side of the allocation will deliver multiple functions, including recreation, flood management, and biodiversity enhancement, while providing a key landscape buffer. This open space will help establish a clear and defensible Green Belt boundary.

15.108 The public right of way crossing the allocation must be retained through maintained access points and incorporated into the masterplan to ensure it provides an attractive, safe and well-overlooked route, with any new road crossings designed to prioritise pedestrian movement and safety.

Green Belt

15.109 H6 performs weakly against all five Green Belt purposes and has been identified as provisional Grey Belt by the 2025 Green Belt Study. It is considered that the development can be accommodated without undermining the wider function of the Green Belt in this location.

15.110 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.111 No built heritage assets have been identified within the allocation or the surrounding 500-metre study area. The allocation is not expected to affect built heritage assets.

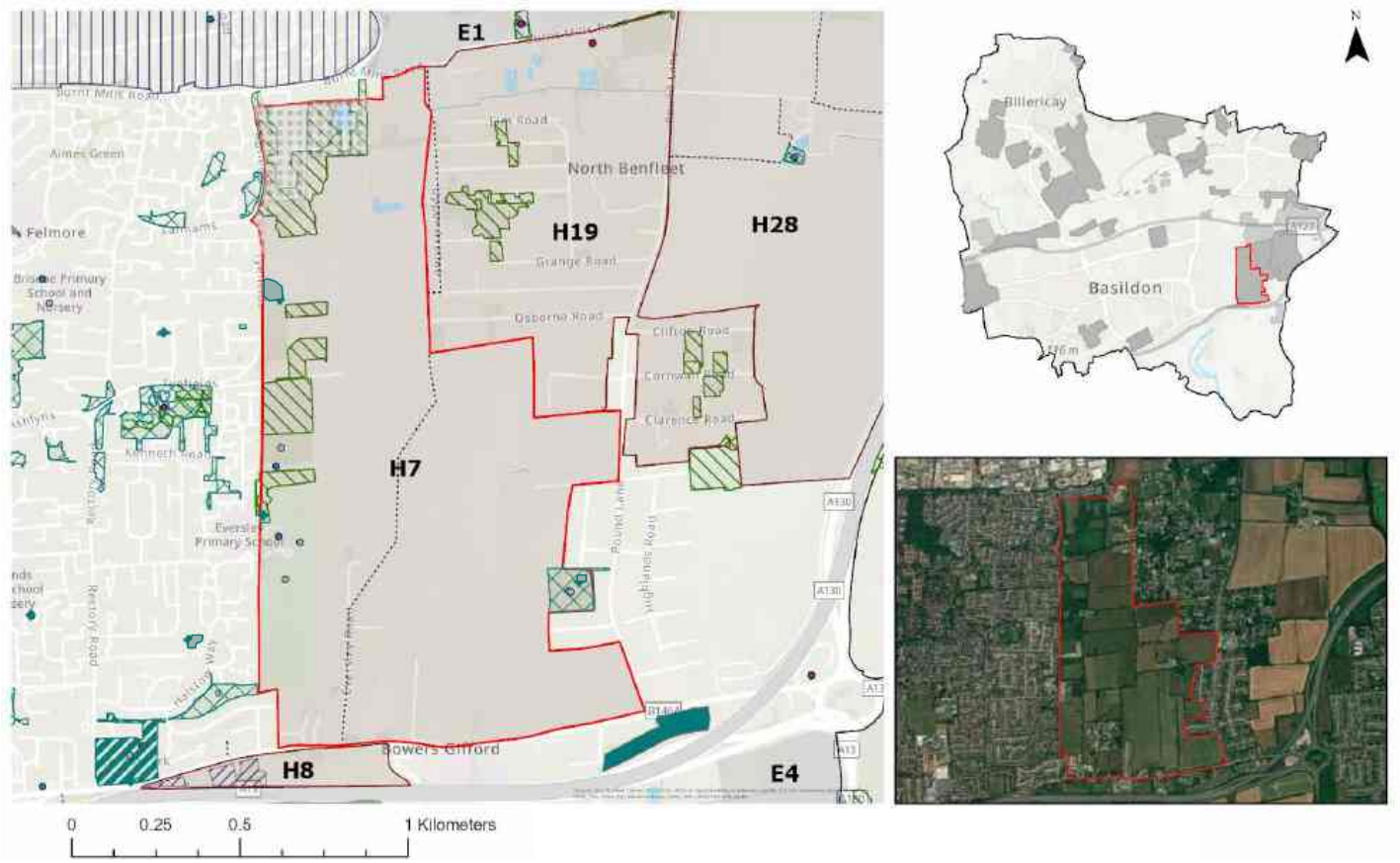
Flood risk

15.112 The entire H6 allocation falls within Flood Zone 1. The primary flood risk is pluvial, alongside some fluvial flood risk channelised along existing watercourses. As H6 is adjacent to Mountnessing Brook, a main river flowing northward along the western boundary, the Environment Agency should be consulted regarding fluvial flood risk.

15.113 The whole of H6 lies within NBAS_016 – Billericay Critical Drainage Area (CDA). Development sites located within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management.

15.114 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H7, Land West of Bowers Gifford



- Playing Pitch Strategy
- Built Facilities Strategy
- Amenity Green Space
- Natural/Semi-Natural Green Space
- All Saints Orthodox Churchyard
- Howards Park
- Play Areas
- Bowers Gifford Allotments
- Burnt Mills Employment Area
- Rural Enterprise Site
- Public Rights of Way
- Listed Buildings
- Allocation Boundary
- Priority Habitat (deciduous woodland)
- Borough Boundary

Site allocation context and description of existing

15.115 Land West of Bowers Gifford comprises approximately 149 hectares and is predominantly agricultural in nature, featuring open fields, mature hedgerows, and a small number of farm buildings. Located to the west of Bowers Gifford, it is largely enclosed by residential plotland development to the east, with agricultural land extending to the west, north, and south. Natural boundaries are defined by established hedgerows and other landscape features, which contribute to the allocation's rural character.

POLICY H7, Land West of Bowers Gifford

Allocation Information	Details
Location	Basildon / Bowers Gifford and North Benfleet
Allocation area (ha)	149.00
Indicative capacity	2050 – 2200 homes
Indicative net residential density*	45 dph
Indicative phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land West of Bowers Gifford (H7) is to create a sustainable and well-connected community that delivers clear benefits for existing and neighbouring communities. The development will prioritise green infrastructure, provide new accessible open spaces and improve movement across east Basildon through a new east-west route linking residents to employment areas and onward travel to Pitsea Train Station.

Existing woodland blocks and landscape features will be protected and strengthened to support biodiversity and climate resilience, and embed nature at the heart of the design.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required Provide a new Local Centre offering an appropriate range of shops, services, and facilities to meet the needs of future residents. The location of the centre must be coordinated with the masterplans for allocations H7, H19 and H27 and may be provided within one or more of those site allocations if appropriate.
8. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
9. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
10. The principal open space should run north-south toward the western side of the allocation, providing a visual break to the existing neighbourhood. It should form a green corridor linking Priority Habitat deciduous woodland, grassland and ponds, and be ecologically led, with habitat creation and enhancement guided by the *Essex Local Nature Recovery Strategy* (LNRS). Trees and planting should visually integrate the new built form within the landscape.
11. Retain or appropriately re-provide and enhance the sports pitches at Eversley Leisure Centre in line with Basildon Borough's Playing Pitch Strategy and *Open Space Study*, either on-site or at an agreed alternative location within the borough.
12. Protect Rushley Park and West Lake Park and enhance them in line with the *Open Space Study* where appropriate. Improve access to support health and wellbeing for residents and the wider community.

13. A legal agreement will be required to secure the implementation and phasing of infrastructure required for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.

14. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

15. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

16. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility.

17. Enhance existing routes and create new active travel connections to key local destinations, including community facilities, open spaces, Pitsea Station and employment. Active travel routes should provide safe, attractive and direct links to reduce traffic pressure on Pound Lane. This should include an east–west route via Trenham Avenue and Pound Lane linking to the A130 underpass at H27, improving access to Basildon Town Centre and Benfleet.

Ecology & biodiversity

18. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

19. Protect Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

20. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

21. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4. The SANG is required to mitigate likely impacts on the Essex Coast Habitats Sites, however it will also serve to mitigate recreational pressure on the Pitsea Marshes SSSI.

22. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSIs and to determine whether any mitigation measures are required.

Heritage

23. Development is required to respond sensitively to the allocation's heritage context, including historic farmsteads and designated and non-designated assets, such as the WWII pillboxes, and to have regard to the Council's *High-Level Heritage Impact Assessment*. Mitigation and enhancement measures should include preserving and, where possible, enhancing the extant pillboxes located within the allocation.

Flood risk and water management

24. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

25. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to Pitsea Station, town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

    f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.116 The allocation of Land West of Bowers Gifford (H7) presents a strategic opportunity to deliver approximately 2,050-2,200 homes while protecting Priority Habitats and supporting connectivity across east Basildon.

Education

15.117 Essex County Council (ECC) advise that 2 new 72-place standalone early years and childcare nurseries each will be required. This is expected to require the provision of 2 parcels of 0.22ha of suitable land. A further provision of 0.18ha of suitable land of Use Class E(f) will be needed to secure a 56-place standalone early years and childcare nursery. Provision of 0.11ha of suitable land of Use Class E(f) will also be required to provide 30-place standalone early years and childcare nursery.

15.118 These figures reflect ECC's current pupil yield forecasts and site size standards. Detailed requirements will be confirmed at the planning stage in consultation with the education authority.

15.119 Financial contribution may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with ECC's Developers' guide to Infrastructure Contributions (or any updated equivalent).

Connectivity

15.120 The allocation is reliant on upgrades to local road infrastructure, including improvements to Pound Lane and unadopted, unsurfaced routes to the south. A comprehensive, design-led masterplan should coordinate access, movement, and infrastructure delivery across both development parcels.

15.121 The active travel connectivity for H7 aims to ensure practical and equitable access to key destinations by prioritising active travel. This includes providing direct connectivity to major employment areas like the A127 corridor and Basildon Hospital, improving access to healthy food options, and securing enhanced sustainable access to Pitsea Station through both physical improvements and necessary financial contributions. Trenham Avenue presents a valuable opportunity to deliver a new east-west active travel link, given its location on council-owned land. This approach reduces future reliance on private cars and supports wider health, equality and environmental objectives.

Landscape sensitivity

15.122 Areas of Priority Habitat woodland and existing field boundaries within the allocation should be protected from development, as they provide important connections to the wider green infrastructure network. The public right of way crossing the allocation must be retained through maintained access points and incorporated into the masterplan to ensure it provides an attractive, safe and well-overlooked route, with any new road crossings designed to prioritise pedestrian movement and safety.

15.123 The allocation currently contributes to the separation between Basildon and North Benfleet/Bowers Gifford, although this gap will become more constrained as a result of development. A strategic open space spanning north-south will help

create a clear visual and functional break between the two extensions, supporting the continued distinction between Bowers Gifford and Pitsea. This multifunctional space will incorporate recreation, biodiversity, and flood risk management functions, and should be designed to integrate with existing parks and playing fields. The open space will be located within the area of highest sensitivity identified in the Basildon Borough Landscape Sensitivity Assessment (2025).

Green Belt

15.124 While the majority of the northern portion of the allocation performs strongly against Green Belt purposes (a), (b) and (c), the southern portion performs moderately strongly against purposes (a) and (b) but only moderately against purpose (c).

15.125 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.126 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.127 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.128 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Pitsea Marshes SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.129 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot

(SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.130 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.131 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H7 as part of the Regulation 18 consultation to consider the site's suitability for allocation. H7 contains extant pillboxes associated with the General Headquarters Defence Line to the east of the allocation, which must be preserved and incorporated into the development's heritage strategy. The proposed allocation is unlikely to affect the setting or significance of any designated heritage assets.

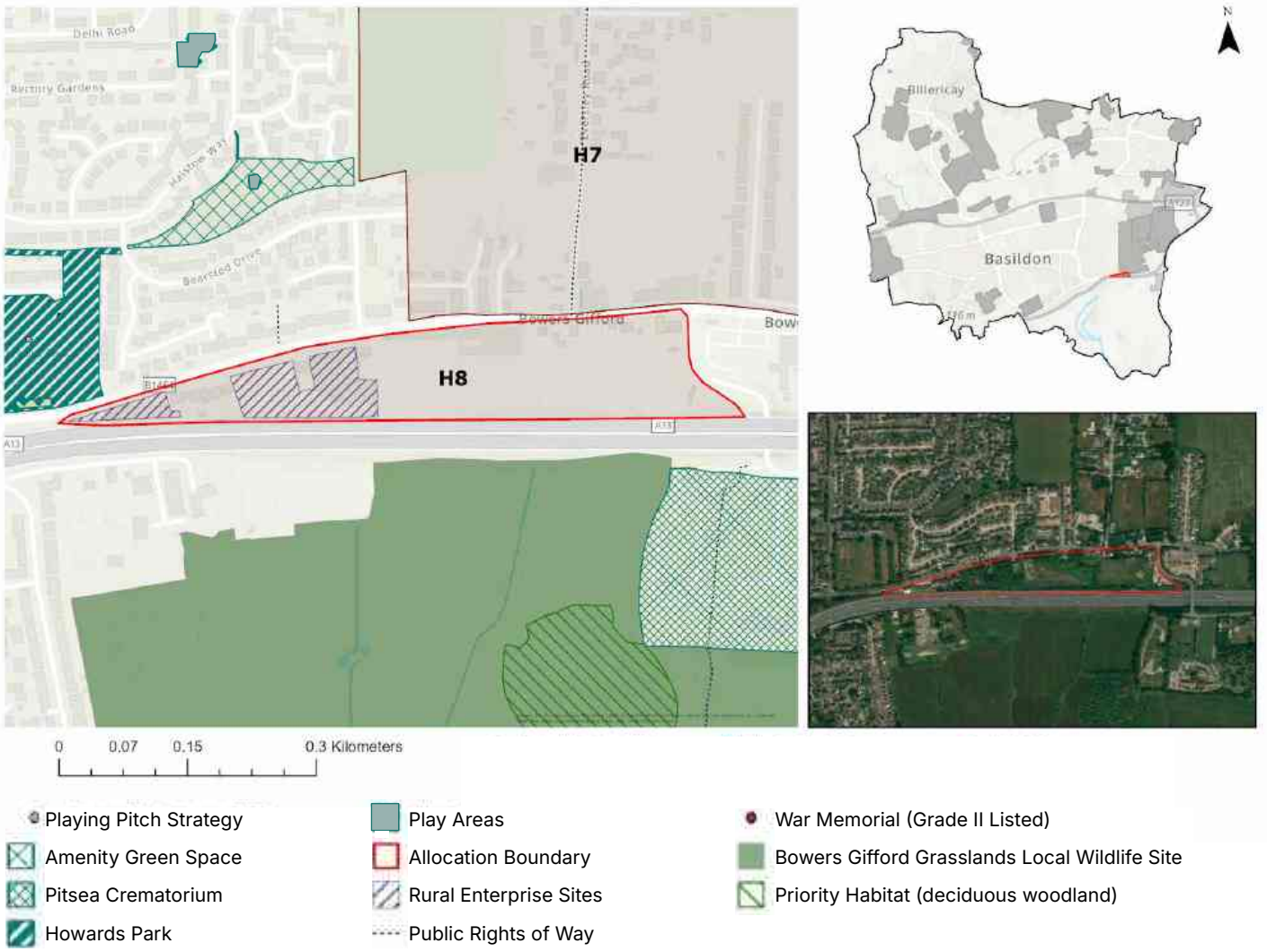
Flood risk and water management

15.132 The majority of H7 lies within Flood Zone 1, with pluvial flooding representing the primary source of risk across the allocation. The drainage strategy should evidence how the overland flows on site will be managed.

15.133 The entire allocation is located within NBAS_019 – Bowers Gifford Critical Drainage Area. Development in a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

15.134 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H8, Land North of A13



Site allocation context and description of existing

15.135 Land north of the A13 (H8) is a 6.5 ha allocation located southeast of Basildon, within the settlement of Bowers Gifford, adjacent to the A13. The allocation features a mix of land uses, with existing residential dwellings situated along London Road at its northern boundary, and a small number of commercial premises located within the allocation itself. The A13 forms a strong southern boundary and a source of noise and air quality constraints that must be addressed through design and mitigation.

POLICY H8, Land North of A13

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	6.50
Indicative capacity	35-60 homes
Indicative net residential density*	40 dph
Indicative phasing	2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land North of A13 (H8) is to deliver a small-scale, sensitive infill development that sits within a mature green setting, respecting the Bowers Gifford Grasslands LoWS and enhancing biodiversity.

High-quality landscape design will strengthen green buffers along the southern boundary to reduce noise and traffic impacts from the A13, while connectivity across London Road and to active travel routes to the north and west will be maximised. This approach will deliver an attractive, climate-resilient place that complements its surroundings.

CORE PRINCIPLES

Development proposals are expected to deliver on the following:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Development should be designed to respect the privacy of existing homes and the landscape setting.
2. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.
3. Residential development must be located with a suitable offset from the A13.

4. Land identified as "Rural Enterprise Sites" on the Policies Map is safeguarded for the potential delivery of employment uses.

Sustainability

5. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

6. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.

7. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

8. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

9. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

10. Improve safe and inclusive connectivity to the west, particularly towards the Pitsea retail area and Basildon Upper Academy.

Green Belt

11. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Health Impact

12. Undertake a noise and air quality assessment due to the allocation's proximity to the A13. Identified adverse impacts must be appropriately mitigated to protect private gardens, public realm, and internal living environments.

Ecology & biodiversity

13. Scrub and grassland of moderate or better quality, along with scattered woodland planting, should be retained and integrated into the allocation's blue/green infrastructure, with any necessary removal limited to areas of lowest ecological value.
14. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.
15. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, is required in accordance with Policy NE1 part 4.
16. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSIs and to determine whether any mitigation measures are required.

Flood risk & water management

17. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

18. Developer contributions must be secured for:
    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.
    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.
    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.
    d. The delivery of high-quality, frequent, and accessible public transport services, to provide attractive links to town centres and nearby facilities and to help reduce air pollution.
    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

Reasoned Justification

15.136 The allocation of Land North of A13 (H8) supports the completion of the urban form along London Road, Pitsea. It is well enclosed, with limited visibility from surrounding areas, and is subject to lower landscape and heritage sensitivity.

Landscape sensitivity

15.137 The higher-sensitivity areas of the allocation include the existing vegetation throughout, particularly the planting along the A13 boundary and the scattered woodland areas. These features should be retained and enhanced. The majority of the allocation is of lower sensitivity due to its relationship with the urban edge of Bowers Gifford, its location adjacent to the A13, and the existing built form within the allocation boundary.

Green Belt

15.138 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period. While the parcel contributes strongly to Green Belt purposes (a) and (b), its contribution to purpose (c) is moderate.

Amenity

15.139 Proximity to the A13 requires careful design to mitigate noise and air quality impacts. Assessments will be needed to ensure residential amenity is protected, particularly for private gardens, public realm, and internal living spaces.

Ecology & biodiversity

15.140 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.141 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.142 An Ecological Impact Assessment

(EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Pitsea Marshes SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.143 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.144 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.145 Two Grade II listed buildings are located within 500 metres of the allocation; however, the initial heritage sift concluded that the allocation is not expected to affect their setting or significance.

Flood risk

15.146 The entire H8 allocation falls within Flood Zone 1, with an area at risk of surface water flooding located along the southern boundary of the allocation, adjacent to the A13.

15.147 H8 lies entirely within NBAS_009 – Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management as per para 178 of the NPPF (2024).

15.148 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H9, Land West of West Mayne



Site allocation context and description of existing

15.149 Land West of West Mayne (H9) covers approximately 135 hectares on the western edge of Basildon and includes part of the historic settlement of Dunton. The area comprises agricultural land, mature hedgerows, ponds, and a linear pattern of existing homes and community uses along Lower Dunton Road. The allocation is bounded to the north by the A127, the E5 employment allocation and adjoins the built-up area of Basildon to the east, marking a transition from rural to urban land uses.

15.150 The allocation also contains several heritage assets, including Wayletts, Friern Manor, The Old Rectory and its moat, Old Rectory Cottage, Dunton Hall and the Church of St Mary, which reflect the historic development of Dunton and contribute to its established character.

15.151 To the east, the allocation adjoins the built-up area of Basildon. It is bordered to the north by the proposed employment allocation E5 and will adjoin Dunton Hills Garden Village to the west, creating opportunities for coordinated planning, movement networks and green infrastructure.

15.152 The landform, field boundaries and landscape structure remain largely intact, providing a clear framework for future masterplanning. Parts of the area are affected by surface-water flow paths associated with tributaries of the Mar Dyke and River Crouch. Lower Dunton Road is the principal local route within the allocation and is rural in form with some existing constraints.

POLICY H9, Land West of West Mayne

Allocation Information	Details
Location	Basildon
Allocation area (ha)	134.83
Indicative capacity	1330 – 1460 homes
Indicative net residential density*	45 dph
Indicative phasing	2025-30, 2031-35, 2036-40, 2041-3

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land West of West Mayne (H9) is to create a sustainable, walkable neighbourhood that complements the emerging Dunton Hills Garden Village. Development will integrate new high-quality homes with green infrastructure, heritage-led design, and safe, inclusive movement routes, strengthening the connection between the new and existing communities.

The masterplan will embed nature, landscape character, heritage and climate resilience, delivering a future-proofed neighbourhood supported by essential social infrastructure and public spaces.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
7. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
8. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces, and enhancements to local biodiversity.

Infrastructure

9. Provide land for a new primary school with associated early years and childcare provision or required financial contributions to existing local primary schools to enable the expansion to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority. All new facilities must be safely and conveniently accessible by inclusive pedestrian and cycle routes that connect with surrounding residential areas.
10. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
11. Provide retail spaces, services and facilities for health, leisure, culture and community use to meet residents' needs. This should be principally focused around a new Local Centre.
12. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments, including around the Dunton Hall/ Church of St Mary complex. Open space should include safe, inclusive areas for informal recreation and play.
13. A legal agreement will be required to secure the implementation and phasing of infrastructure required for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.
14. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

15. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

16. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

17. Pedestrian and cycle connections should be provided towards the E5 employment allocation, following direct desire lines to support seamless movement between the two site allocations.

18. Cycle access must be delivered to *LCWIP* Route 1, including an extension of this east–west corridor to enable continuous non-motorised travel into the core cycle network of Dunton Hills Garden Village.

Green Belt, landscape & ecology

19. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

20. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

21. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSIs and to determine whether any mitigation measures are required.

Heritage

22. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of heritage assets and their surroundings.

Flood risk & water management

23. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

24. Developer contributions will be secured for:

    a. Early years and childcare, primary, secondary and SEND school places

as necessary to meet the need generated by the development.

b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to Laindon Station, town centres and nearby facilities and to help reduce air pollution.

e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.153 Land West of West Mayne (H9) is allocated to deliver a sustainable urban extension closely integrated with Basildon, Laindon and Dunton Hills Garden Village. It is adjacent to the existing urban area and benefits from good access to employment areas and Laindon railway station, making it a well-connected location for growth.

Education

15.154 Land is reserved within this allocation for a potential primary school to ensure flexibility in meeting future education needs. While the current strategy relies on pupil export to the proposed Dunton Hills Garden Village school, this allocation provides contingency should that facility not be delivered. Its location in the west of the borough makes it well-placed to address unmet demand and support sustainable growth, in line with ECC's Scenario Test Response and infrastructure planning.

15.155 Essex County Council (ECC) advise that a new 56-place, standalone early years and childcare nursery will be required in this development. The facility will require 0.18ha of suitable land to be reserved for the same.

15.156 These figures reflect ECC's current pupil yield forecasts and site size standards. Detailed requirements will

be confirmed at the planning stage in consultation with the education authority.

15.157 Financial contribution may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with *ECC's Developers' guide to Infrastructure Contributions* (or any updated equivalent).

Connectivity

15.158 The connectivity strategy for H9 aims to support safe, inclusive and convenient access to key destinations through an integrated approach to movement. A central element is the east-west connection across Basildon along *LCWIP* Cycle Route 1, including its planned extension toward Dunton Hills Garden Village, which will help integrate the new community from the outset and contribute to wider sustainable transport objectives.

15.159 Dunton Hills Garden Village is being delivered immediately to the west of the allocation, and its relationship with H9 requires coordinated planning on cross boundary matters including National Grid infrastructure, the impacts of A127 traffic, active travel routes, public transport corridors and green infrastructure links. To support this coordinated approach, the H9 masterplan must also accommodate a bus route linking Dunton Hills Garden Village with the West Mayne corridor, enabling public transport services between the two allocations and Basildon.

Landscape sensitivity

15.160 The western edge of the allocation, where the PRoW runs along the boundary, is currently of higher landscape sensitivity due to its openness and limited existing development. Although new development will be set back from this edge, the character of the area will evolve as a result of the allocation and wider planned growth, including the consented Dunton Hills Garden Village. Public Rights of Way within or adjoining the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

15.161 Mature field boundaries and areas of woodland within the allocation should be protected from development, as they provide important connections to the wider green infrastructure network.

Green Belt

15.162 A portion of this allocation has been identified as provisional Grey Belt in the 2025 *Green Belt study* due to its weak contribution to all five Green Belt purposes. The rest of the allocation contributes strongly to purpose (a), weakly to purpose (b), and moderately to purpose (c).

15.163 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.164 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Langdon Ridge SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.165 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.166 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H9 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not have the potential to affect or cause unacceptable harm to the setting and significance of Grade II listed buildings Wayletts, the Church of St Mary, and Dunton Hall, by virtue of building on arable land historically associated with them and the potential erosion of the surrounding landscape's openness, a detailed HIA must be undertaken at planning application stage. Development must respond sensitively to this context, with open space retained around the Dunton Hall/Church complex and the historic landscape respected through layout and design.

Flood risk

15.167 The entire H9 allocation is located within Flood Zone 1. The primary flood risk is pluvial, with surface water flooding identified in the southwest and northeast of the allocation. Tributaries of the River Crouch and Mar Dyke are present within H9, towards the northeast and west of the allocation respectively.

15.168 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. Some areas of surface water ponding occur within the allocation, and the drainage strategy should demonstrate how these features and associated overland flow routes will be managed as part of the development.

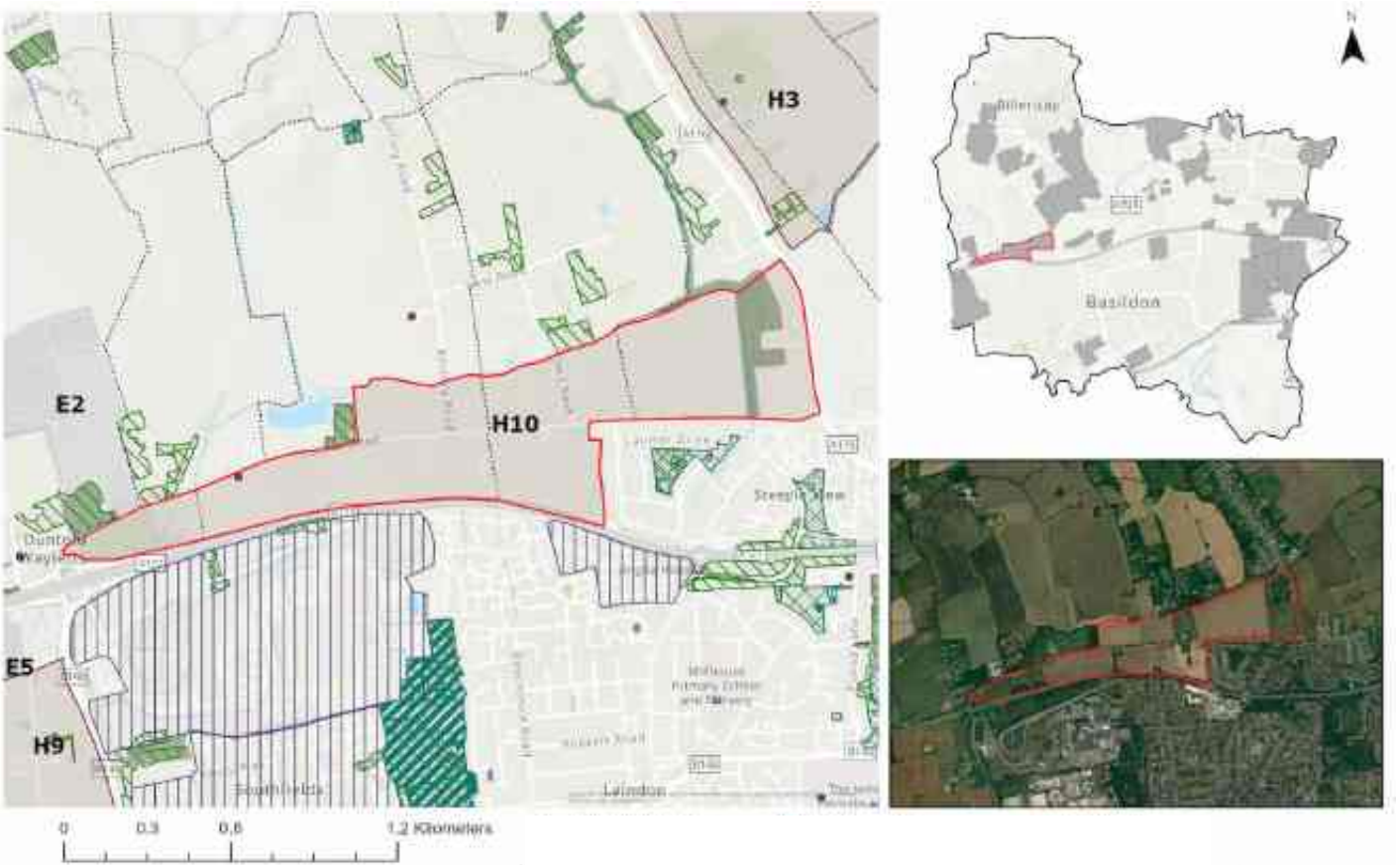
Nationally Significant Infrastructure

15.169 A National Gas Transmission Pipeline runs along the western boundary of the allocation, and its operational requirements must be fully considered in the layout and design of the allocation. A supporting strategy is therefore required to show how the National Gas Design Guide Principles have informed the masterplanning process, ensuring appropriate stand-offs, access for maintenance, and safe co-existence between new development and the gas infrastructure.

15.170 Given the proximity of the proposed Norwich-Tilbury transmission route, applicants should have regard to emerging infrastructure proposals that may inform the allocation's masterplanning. Early engagement with National Grid is encouraged to identify any safeguarding requirements. Development near high voltage transmission infrastructure

must comply with the Electricity Safety, Quality and Continuity Regulations 2002 and National Grid's Design Guidelines for Development Near Pylons and High Voltage Over-head Power Lines. These measures will help ensure that, should the Norwich-Tilbury Development Consent Order be granted, both new development and future transmission infrastructure can be safely accommodated without prejudice to either.

H10, Land Adjacent to Dunton Road



Site allocation context and description of existing

15.171 Land Adjacent to Dunton Road (H10) is located to the north of Basildon and spans approximately 105 hectares. It comprises a mix of agricultural fields and small developed plots, contributing to a varied landscape character. The allocation also includes land which benefits from planning permission for 269 dwellings and is under construction.

15.172 Dunton Road bisects the allocation, with several minor roads providing access to scattered properties throughout the area. To the north, H10 is bordered by the River Crouch, with plotlands and open countryside beyond, while to the south it is bounded by the A127 and the built-up area of Basildon. The allocation site is visible from Little Burstead Conservation Area.

15.173 The allocation is adjacent to the Ancient and Semi-Natural Woodlands (ASNW) of Poles Wood, Lady Spring Wood and Gravelpit Wood, and the Ancient Wood Pasture at Lady Spring Wood. These irreplaceable habitats will need to be considered in the design and layout of development proposals.

POLICY H10, Land Adjacent to Dunton Road

Allocation Information	Details
Location	Basildon
Allocation area (ha)	94.27
Relevant Permissions	**20/00911/FULL, 24/00491/VAR. South of Dunton Road:** Full application for residential development of 269 dwellings (Use Class C3), 2 x vehicular access points off Dunton Road, formal and informal open space, hard and soft landscaping including acoustic barrier, and assorted infrastructure.
Indicative capacity	1480 -1600 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land Adjacent to Dunton Road (H10) is to deliver a cohesive urban extension that forms a walkable neighbourhood where homes, education, and community facilities are co-located. The development will prioritise sustainable travel patterns, downgrading Dunton Road to reduce car dominance and enhance safety for pedestrians and cyclists.

Green infrastructure will be central to the design, creating multifunctional spaces that support biodiversity, climate resilience, and healthy lifestyles.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density

within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces, and enhancements to local biodiversity.

Infrastructure

7. Provide land for a new primary school with associated early years and childcare provision or required financial contributions to existing local primary schools to enable the expansion to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority. All new facilities must be safely and conveniently accessible by inclusive pedestrian and cycle routes that connect with surrounding residential areas.
8. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.
9. Provide retail spaces, services, and facilities for health, leisure, culture, and community use, principally focused around a new Local Centre. The design of the Local Centre and primary school must create a safe, inclusive, traffic-free public space that responds to the allocation's topography.
10. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
11. Safeguard land between Steeple View Farm, the A127 and the overhead power cables for the potential delivery of new allotment facilities, subject to further technical assessment demonstrating the site's suitability for such use.
12. A legal agreement will be required to secure the implementation and phasing of infrastructure required

for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.

13. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

14. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

15. Improve and, where appropriate, create new pedestrian access along the River Crouch, designed in consultation with a qualified ecologist to ensure biodiversity is protected while enabling safe and inclusive public access.

16. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

17. Dunton Road must be improved to reduce car dominance and improve safety and comfort for pedestrians and cyclists. Improvements should be delivered early in the phasing to support modal shift and access to key destinations.

18. Enhancements to walking, cycling, wheeling and public transport should maximise north-south connectivity across the A127.

Green Belt, landscape & ecology

19. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

20. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

21. Watercourses must be retained and incorporated as part of the allocation's blue/green infrastructure.

22. Protect Ancient and Semi-Natural Woodland, Ancient Woodland Pasture, Local Wildlife Sites and Priority Habitats, ensuring no loss of these assets. Where required, ecological buffers should accord with Natural England and Forestry Commission standing advice and provide a gradual vegetation transition to support habitat

connectivity.

Health impact

23. Undertake a noise and air quality assessment due to the allocation's proximity to the A127. Identified adverse impacts must be appropriately mitigated to protect private gardens, public realm, and internal living environments.

24. The masterplan must minimise the visual and health impacts of the High Voltage Transmission Lines. Development should incorporate appropriate buffers and landscape treatments to mitigate their presence and ensure high-quality living environments.

Heritage

25. Development is required to respond sensitively to the allocation's heritage context, including the nearby Conservation Area, and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the significance and setting of heritage assets and their surroundings.

Flood risk & water management

26. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

27. Deliver flood resilience and ecological enhancement along the River Crouch corridor, including a landscape buffer to safeguard the floodplain, new woodland and tree planting, and the enhancement of freshwater habitats.

Developer contributions

28. Developer contributions will be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

    e. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.174 The allocation of Land Adjacent to Dunton Road (H10) provides a sustainable urban extension to the north of Basildon. It is adjacent to the urban area and benefits from good access to local employment areas. Its significant scale and simple land ownership allow for a comprehensive, whole-place approach to development.

15.175 H10 can deliver approximately 1,480-1,600 homes, supported by a new Local Centre, on-site education provision, and green infrastructure. Master-planning work undertaken with developers has demonstrated that these capacities are achievable and deliverable. The allocation also has the potential to contribute to strategic road improvements, including improving active travel along Dunton Road.

Education

15.176 Essex County Council (ECC) advise that a new primary school will be required, and that this would need a site of around 3.09 ha, including a co-located 72-place early years and childcare (EYCC) facility. ECC also advise that the development creates the need for a standalone 56-place EYCC facilities, requiring around 0.18 ha of suitable land.

15.177 These figures reflect ECC's current pupil-yield forecasts and site size standards. Detailed requirements will be confirmed at the planning application stage in consultation with the Education Authority.

15.178 Financial contributions may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with the *Essex County Council Developers' Guide to Infrastructure Contributions* (or any updated equivalent).

Allotments

15.179 Safeguarding land between Steeple View Farm, the A127 and the overhead power cables provides an opportunity to help meet identified allotment need in the eastern part of the Borough. The *Open Space Study* (2026) identifies an under-provision of allotments Borough-wide and confirms that there are no allotments serving the east of Basildon or Noak Bridge area. This land is not suitable for residential development due to its relationship with the A127 and existing infrastructure constraints, but is appropriate for allotment use. Safeguarding the land therefore retains the potential to address identified local need, with detailed feasibility to be confirmed through later technical assessment.

Connectivity & highways

15.180 Connectivity south into Basildon is currently constrained by the A127. Improvements to pedestrian and cycle routes and crossings will be essential to ensure integration with the wider urban area and to support a shift towards active and sustainable travel.

Landscape sensitivity

15.181 The allocation lies to the north of the A127, which has historically formed the northern edge of Basildon. Development in this location represents a significant expansion of the town and must be carefully masterplanned to ensure it is well-contained and does not lead to further encroachment into the countryside.

15.182 Areas of higher landscape sensitivity include the areas surrounding Ancient Woodlands and the Local Wildlife Sites, which are Areas of Particular Importance for Biodiversity, and the River Crouch and associated riparian habitats along the northern boundary. These features should be retained and, where appropriate, enhanced. The gently sloping topography and open boundaries contribute to the visual openness of the allocation and allow views towards the rural river valley setting; these characteristics should be respected and incorporated into the development framework.

15.183 Public Rights of Way within or adjoining the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

Green Belt

15.184 While the majority of the allocation contributes strongly to Green Belt purposes (a), (b), and (c), the south-eastern portion of the allocation contributes weakly to all five purposes of the Green Belt and has been characterised as provisional Grey Belt by the 2025 *Green Belt study*.

15.185 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.186 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H10 as part of the Regulation 18 consultation to consider the site's suitability for allocation. The allocation has the potential to affect or cause unacceptable harm to the setting and significance of the Little Burstead Conservation Area, as well as a number of Grade II listed buildings and views to and from St Mary the Virgin Church, by virtue of building on agricultural land historically associated with these assets and the potential erosion of surrounding landscape's openness. To ensure these impacts are fully understood and appropriately mitigated, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should include the creation of green space to provide setbacks between development and the assets in order to sustain their open agrarian setting.

Flood risk

15.187 The majority of H10 is located within Flood Zone 1, with a proportion falling within Flood Zones 2, 3a, and 3b towards the east and west of the allocation. The River Crouch runs through H10, with tributaries along its northern perimeter and near the eastern boundary. The eastern part of the allocation also includes a designated flood storage area (the Laindon Barns Flood Storage Area).

15.188 H10 lies partially within NBAS_006

– Laindon Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management as per para 178 of the NPPF (2024).

15.189 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

Phasing

15.190 Planning permission has already been granted for 267 homes on land to the south of Dunton Road, with construction underway. This development must be effectively integrated into the wider masterplan to ensure cohesion in movement, infrastructure, and landscape design.

H11, London Road, Vange



- Playing Pitch Strategy
- Amenity Green Space
- All Saints Churchyard
- Allocation Boundary
- Public Rights of Way
- Listed Buildings
- Langdon Ridge SSSI
- Local Wildlife Sites
- Priority Habitat (deciduous woodland)
- Borough Boundary

Site allocation context and description of existing

15.191 London Road, Vange (H11) is located to the south of Basildon and extends across approximately 37 hectares, comprising a series of fields and grass paddocks interspersed with areas of woodland and mature hedgerows.

15.192 It is bounded by Nether Mayne Road to the west and London Road (B1464) to the south. To the north, the allocation adjoins woodland, with a golf course situated beyond. Further north, beyond the golf course is the urban area of Basildon.

15.193 To the east of the allocation lies Vange Primary School, which is proposed to be removed from the Green Belt but retained and protected from development. Landscape to the east transitions into further woodland and existing residential development. Beyond the golf course to the north lies the urban area of Basildon.

POLICY H11, London Road, Vange

Allocation Information	Details
Location	Basildon
Allocation area (ha)	37.01
Indicative capacity	500 – 550 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for London Road, Vange (H11) is to create a sustainable residential neighbourhood that integrates sensitively with its semi-urban setting. The development will prioritise active travel links to Basildon Hospital and local schools, while enhancing green spaces to support climate resilience and deliver the co-benefits associated with nature. It will also strengthen community facilities to promote health and wellbeing.

H11 will deliver a high-quality environment that respects heritage assets and strengthens the ecological value of surrounding landscapes.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
8. Development proposals must consider the CHL pipeline within the allocation, incorporating appropriate design and layout measures to safeguard its integrity and manage health and safety risks.
9. A legal agreement will be required to secure the implementation and phasing of infrastructure required for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.
10. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

11. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.
12. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities, including Basildon Town Centre, Basildon Hospital, local schools and transport services. The movement network must be designed to manage vehicle access and prevent traffic build-up.

13. Where gradients are steep, designs must include features such as rest points, surface treatments, or alternative routes to ensure accessibility for all.
14. Proposals must demonstrate how access and egress to the A13 will be safely managed through consultation with the Essex Roads Policing Team.

Green Belt & landscape sensitivity

15. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.
16. Existing field patterns, mature hedgerows and trees should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.
17. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value.
18. Establish and maintain landscape buffers along the following boundaries, with consideration for the active management and improvement of biodiversity within the allocation:
    a. The northern and northeastern edges, where the site allocation abuts Vange Hill & Golf Course LoWS.
    b. The western edge, where the site allocation abuts Nether Mayne Verges LoWS.
    c. Around Tompkins Farm Meadow LoWS.
    d. Along the southern edge to ensure development is well screened from noise and air pollution arising from the A13, and to limit harm to the All Saints Grassland LoWS to the south of the A13.
    e. Where appropriate, these buffers should be multifunctional, delivering recreational, social, ecological and surface water management benefits.

Ecology & biodiversity

19. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.
20. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4.

Heritage

21. Development is required to respond sensitively to the allocation's heritage context, including the setting of Grade II* listed Church of All Saints, and to have regard to the Council's *High-Level*

Heritage Impact Assessment. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of these assets.

Flood risk & water management

22. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

23. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*, including improved cycle and walking connections along London Road B1464.

    e. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.194 The allocation of London Road, Vange (H11) provides an opportunity for residential development within relative proximity to Basildon Hospital. It is well enclosed, but its location on the edge of the existing settlement requires improvements to active travel and public transport connections to ensure integration with surrounding communities.

Connectivity

15.195 To promote public health and reduce car dependency, active travel access to Basildon Hospital is a priority. Where gradients are steep, these must be addressed through inclusive design features such as rest points and surface treatments. The pedestrian crossing of London Road (B1464) is currently challenging and must be improved to ensure safe and legible access. These measures will support modal shift, improve wellbeing, and enhance connectivity to key destinations.

Landscape sensitivity

15.196 Tompkins Farm Meadow Local Wildlife Site and Nether Mayne Local Wildlife Site are located within the northern and north-western parts of the allocation and will be protected from development, with opportunities taken to enhance their ecological and landscape value.

15.197 The landscape buffers identified in the policy are required to protect the ecological value and landscape character of adjoining Local Wildlife Sites, reinforce defensible edges to the Green Belt, and soften visual impacts where the allocation interfaces with more open land. Their alignment reflects the allocation's most sensitive boundaries, with opportunities for them to contribute to biodiversity enhancement, recreation, and surface-water management as appropriate to their location.

15.198 The strong rectilinear field pattern that characterises much of the allocation is of higher sensitivity and should be retained and reinforced as part of the green infrastructure framework.

15.199 Public Rights of Way 124 and 184 border the allocation, and PRoW 131 passes through the allocation. These should be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety. Within the northern portion of the allocation, where the land rises, long-distance panoramic views should be respected and incorporated into the masterplanning approach.

15.200 Areas of lower landscape sensitivity are located along the southern boundary, where the allocation has a direct visual and functional relationship with the urban edge of Vange to the south-east and the commercial and residential development along London Road.

Green Belt

15.201 The majority of H11 performs moderately against Green Belt purposes (a), (b), and (c), supporting its release for development. The Green Belt (2025) study identifies the majority of the allocation as provisional Grey Belt.

15.202 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.203 Contributions will be secured from development towards mitigation in accordance with the *Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038* and *Essex Coast RAMS Supplementary Planning Document 2020* (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.204 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the *Natural England SANG Guidelines* (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.205 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

Heritage

15.206 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H11 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of the Grade II* listed Church of All Saints, by virtue of building on historically undeveloped land that contributes to the openness of the surrounding landscape and provides important views to and from the asset, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should include the creation of setbacks between development and the asset in order to sustain its open agrarian setting.

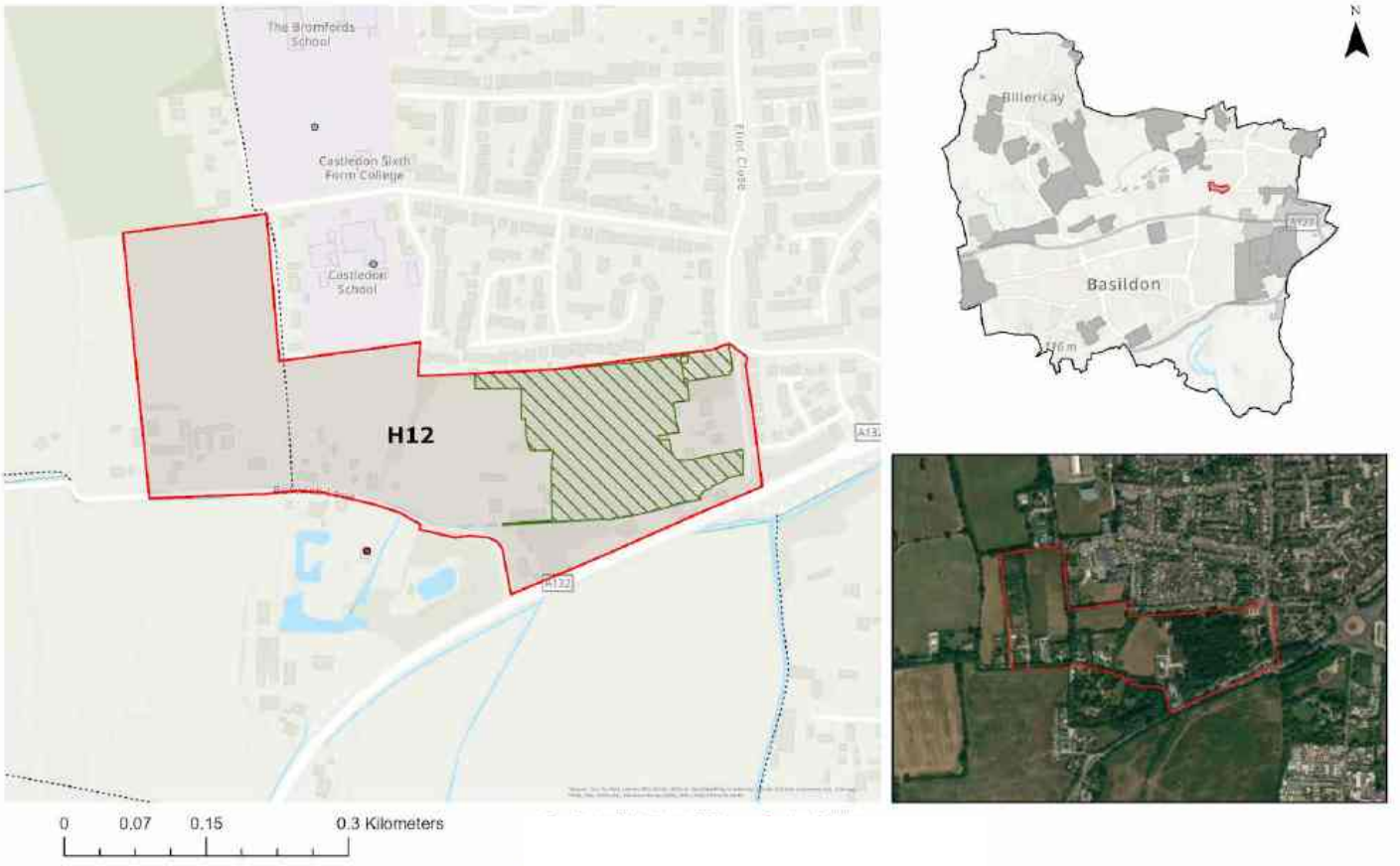
Flood risk

15.207 The entire H11 allocation is located within Flood Zone 1. The primary flood risk is pluvial, with vulnerability due to surface runoff from Basildon Golf Course to the north of the allocation.

15.208 H11 lies entirely within NBAS_008 – Vange Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

15.209 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should evidence how the identified surface water ponding at the north-east and west of the allocation will be managed.

H12, Land Adjacent to Nevendon Road



Site allocation context and description of existing

15.210 Land Adjacent to Nevendon Road (H12) is located to the southwest of Wickford, encompassing a series of medium sized plots at a total of approximately 13 hectares. The allocation is predominantly in agricultural use, contributing to the rural character of the area. In the eastern portion of H12, there is a mix of commercial and residential properties amongst broadleaved woodland.

POLICY H12, Land Adjacent to Nevendon Road

Allocation Information	Details
Location	Wickford
Allocation area (ha)	13.23
Indicative capacity	70 - 80 homes
Indicative net residential density*	40 dph
Indicative phasing	2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land Adjacent to Nevendon Road (H12) is to deliver a modest infill development on low-sensitivity, enclosed land that responds to its semi-rural character. The design will be informed by flood risk considerations and woodland features, ensuring that green infrastructure is retained and enhanced to support biodiversity with its co-benefits and climate resilience. The development will create a safe, attractive, and sustainable neighbourhood that integrates with existing communities.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically-rich planting strategy for the allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
8. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

9. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.
10. Principal vehicular access to be secured from Bromsfords Drive, subject to feasibility. Access via Borwick Lane is not preferred due to space and surface water flooding constraints. Development proposals should demonstrate how access arrangements will be safely and efficiently integrated into the existing highway network.
11. Development must provide safe and direct connections into *LCWIP* Cycle Route 3, reinforcing the strategic north-south link between Wickford and Basildon. Additionally, active travel routes must enable convenient access to Wickford's schools, town centre, and rail station.

Green Belt & landscape

12. Protect and, where appropriate, strengthen existing boundary features

that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secure.

13. Existing field patterns, mature hedgerows, trees and watercourses should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

14. Protect the Priority Habitat deciduous woodland. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

Heritage

15. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of these assets.

Flood risk & water management

16. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

17. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

Reasoned Justification

15.211 H12 allocates Land Adjacent to Nevendon Road to support modest development within a contained urban edge. It lies directly south of a designated Healthy School Streets area, which has delivered significant walking, cycling and traffic-calming improvements. Development must extend the principles of this initiative by promoting safe, low-traffic environments and feeding into the wider active travel network.

Connectivity

15.212 The Healthy School Streets scheme means that the stretch of Nevendon Road to the north of the allocation now functions as a key sustainable movement corridor. In contrast, the sections of Nevendon Road to the east and south of H12 do not currently provide high-quality active-travel conditions. Development at H12 must therefore focus on connecting safely and directly into the improved northern corridor, enabling active-travel routes to Wickford's schools, town centre and rail station, while reducing reliance on car travel and supporting climate and public-health objectives.

Landscape sensitivity

15.213 The Landscape Sensitivity Assessment identifies lower landscape sensitivity across this allocation, with opportunities for small-scale development due to its more direct association with the urban edge of Wickford, particularly when compared with land further south and west. Existing vegetation throughout the allocation, including areas of Priority Habitat, should be retained and incorporated into the green infrastructure network.

15.214 Landscape buffers should create a gradual transition in vegetation structure. Their detailed design and composition will be determined through the planning application process, informed by relevant site-specific assessments.

15.215 The public right of way crossing the allocation must be retained through maintained access points and incorporated into the masterplan so it provides an attractive, safe and well-overlooked route.

Green Belt

15.216 H12 lies within lower-performing Green Belt with the entire allocation contributing weakly to all five purposes of the Green Belt. The *Green Belt study* (2025) identifies the allocation as a provisional Grey Belt site. Its enclosure by woodland to the east and limited visibility from Nevendon Road further support its release for development.

15.217 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.218 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H12 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of Grade II listed Nevendon Manor, by virtue of building on land historically associated with it, the potential erosion of the surrounding landscape's openness, and the obstruction of important views to and from the asset, a detailed HIA must be undertaken at planning application stage.

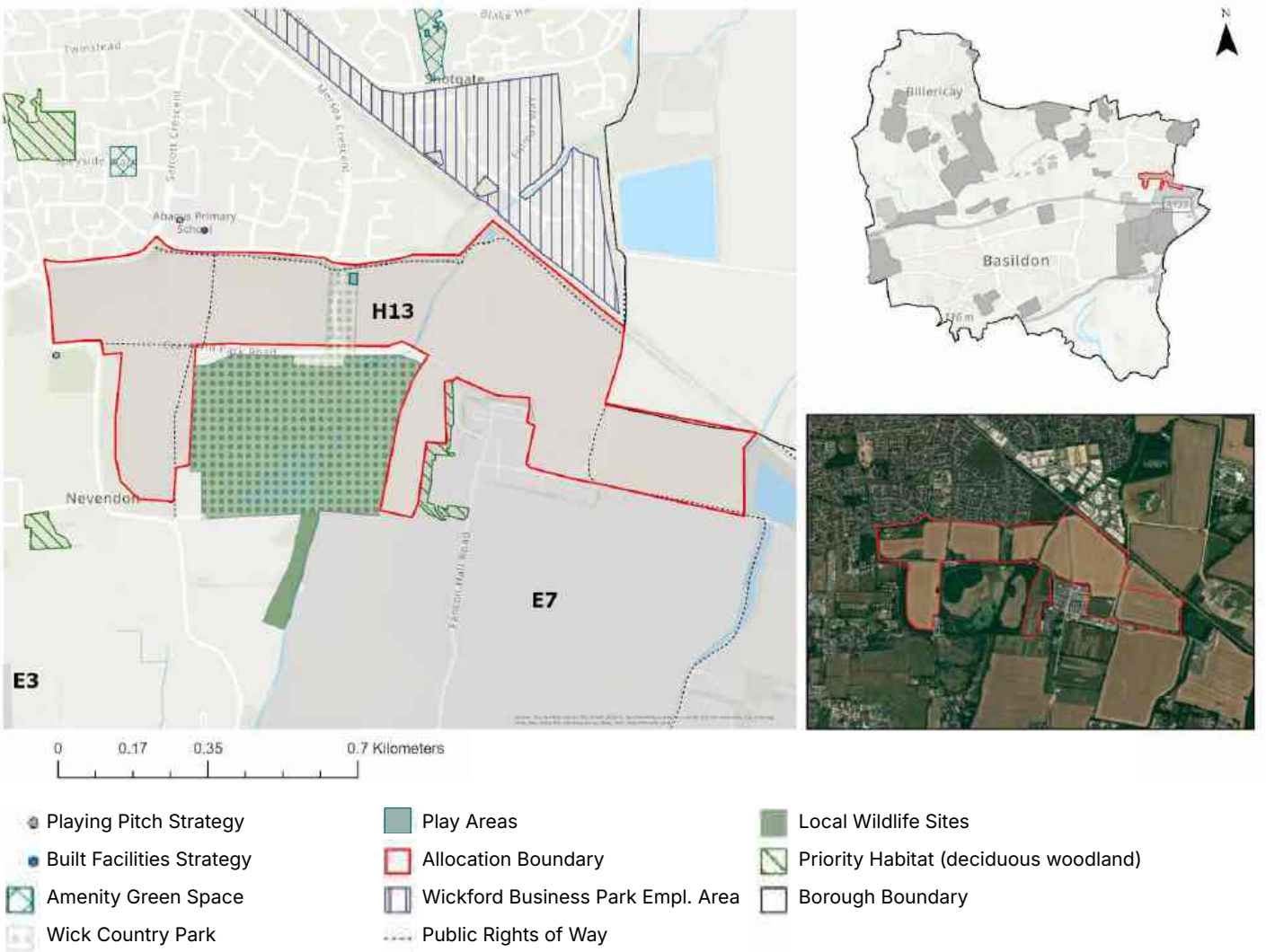
Flood risk and water management

15.219 A significant portion of H12 is located within Flood Zone 2, with areas falling within Flood Zones 3a and 3b towards the south and east of the allocation. H12 is at risk from both fluvial and surface water flooding, along with reservoir flood risk in the northeast due to the New Nevendon Washland. Fluvial flooding is concentrated in the eastern part of the allocation. A tributary of Nevendon Brook flows west to east along the southern boundary of H12.

15.220 The entire allocation lies within NBAS_012 – Bromfords Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

15.221 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. It should be evidenced that the sequential test has been passed and the exception test should be applied. Development should have safe access and egress and should be flood resilient. Any development should not increase flood risk elsewhere.

H13, Land Adjacent to Wick Country Park



Site allocation context and description of existing

15.222 Land Adjacent to Wick Country Park (H13) is located to the southeast of Wickford and covers approximately 50 hectares. The allocation consists primarily of agricultural fields enclosed by mature hedgerows. Several minor roads cross the allocation, providing access to the Wick Country Park, scattered dwellings, farmland and nearby industrial areas including Fanton Hall Farm.

15.223 Benfleet Brook flows through The Wick Country Park and the eastern parcel of the allocation, flowing from south to north. Access has been promoted alongside the brook via a network of paths and boardwalks.

15.224 Fanton Hall Farm, together with employment allocation E7, forms the southern boundary, with the A127 located beyond. The railway line defines the northeastern edge,

while the A130 lies further east. The allocation wraps around three sides of The Wick Country Park, which currently sits separate from the existing built-up area.

POLICY H13, Land Adjacent to Wick Country Park

Allocation Information	Details
Location	Wickford
Allocation area (ha)	50.31
Indicative capacity	1050 – 1100 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2036-40, 2041-3

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land Adjacent to Wick Country Park (H13) is to deliver a well designed urban extension that provides new homes supported by a Local Centre, school, and workspace, forming a vibrant and sustainable neighbourhood. The development will reconnect Wick Country Park with the surrounding community through enhanced green infrastructure, permeability and improved active travel routes, allowing the park to function as an accessible and well-used asset.

Public spaces within the development will be designed to complement and extend the semi-natural character of the park and Benfleet Brook, supporting biodiversity and creating a distinctive, inclusive, and climate-resilient neighbourhood that integrates seamlessly with the wider landscape.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically-rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces, and enhancements to local biodiversity.

Infrastructure

7. Provide land for a new primary school with associated early years and childcare provision or required financial contributions to existing local primary schools to enable the expansion to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority. All new facilities must be safely and conveniently accessible by inclusive pedestrian and cycle routes that connect with surrounding residential areas.
8. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
9. Site new housing to overlook Wick Country Park to increase natural surveillance and improve perceptions of safety, supporting greater use of this open space.
10. Provide retail spaces, services, and facilities for health, leisure, culture, and community use, principally focused around a new Local Centre. The design of the Local Centre and primary school must create a safe, inclusive, traffic-free public space.
11. A legal agreement will be required to secure the implementation and phasing of infrastructure required for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.
12. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

13. Improve access to Wick Country Park from Tresco Way with landscaping, active travel infrastructure, and biodiversity enhancements. Proposals

must ensure that new or improved access points are designed to feel safe, well-overlooked and welcoming, incorporating appropriate measures to support positive use of the park.

14. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

15. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

16. Provide primary vehicular access from Tresco Way. Doublegate Lane is to be used only for active travel connections to Rochford and must not serve general vehicular access.

Green Belt & landscape

17. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

18. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

19. A permanent semi-natural buffer must be provided to prevent coalescence between Basildon, Wickford, and neighbouring authorities. Its location must be agreed and coordinated with adjoining employment allocation E7 to ensure a continuous and effective separation.

Ecology & biodiversity

20. Watercourses must be retained and incorporated as part of the allocation's blue/green infrastructure.

21. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

22. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4.

Heritage

23. Development is required to respond sensitively to the allocation's heritage context, including the World War II GHQ line and pillboxes, and to have regard to the Council's *High-Level Heritage Impact Assessment*.

Flood risk & water management

24. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

25. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

    f. Improvements to the cycle path off Wick Drive at the Salcott Crescent roundabout to enhance safety and usability for continuous cycling to Wickford Station.

    g. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.225 The allocation of Land Adjacent to Wick Country Park (H13) represents a strategic opportunity to deliver a sustainable urban extension to the south-east of Wickford. It benefits from large, coherent land parcels and has been subject to master-planning in collaboration with developers, confirming its capacity to deliver approximately 1050-1100 dwellings across the plan period.

Education

15.226 Essex County Council (ECC) require the provision of suitable land of 2.18ha to locate a Use Class F1(a) primary school with two forms of entry, co-located with a 72-place early years and childcare provision.

15.227 These figures reflect ECC's current pupil yield forecasts and site size standards. Detailed requirements will be confirmed at the planning stage in consultation with the education authority.

15.228 Financial contribution may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with *ECC's Developers' guide to Infrastructure Contributions* (or any updated equivalent).

Connectivity & cross-boundary collaboration

15.229 A coordinated approach to movement and access will be required between H13 and employment allocation E7 to ensure a comprehensive masterplan that protects residential amenity. Access solutions are also likely to require collaboration with neighbouring authorities. A design-led masterplan will be needed to coordinate infrastructure, movement, and environmental mitigation, ensuring the allocation is delivered as a high-quality, connected, and resilient new neighbourhood.

15.230 Opportunities to use the existing railway crossing, Doublegate Lane, to Rochford District for an active travel connection may be explored, subject to feasibility and effective cross-boundary collaboration.

Landscape sensitivity

15.231 The allocation sits at the edge of the Basildon Borough boundary, with the eastern part of the allocation being particularly sensitive due to its proximity to Rochford and Castle Point. This area should remain as open as practicable to help prevent coalescence with neighbouring authorities.

15.232 A permanent semi-natural buffer must be provided to prevent coalescence between Basildon and Wickford. The precise location of this buffer will need to be agreed and coordinated with the adjoining employment allocation E7 to ensure an effective separation between settlements.

15.233 The allocation's proximity to Wick Country Park and the North Benfleet Brook provides opportunities to enhance green infrastructure and biodiversity, while ensuring that development integrates appropriately with the semi-natural character of the park.

15.234 New areas of public open space should be designed to create welcoming, well-used environments that feel safe and

inclusive for all users. Local concerns about safety can be addressed through good design, incorporating natural surveillance, clear sightlines, appropriate lighting, and well-defined movement routes to ensure that the public realm and sustainable travel connections are easy to navigate and feel secure.

15.235 The Public Rights of Way crossing the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

Green Belt

15.236 The central portion of H13 performs poorly against Green Belt purposes (a), (b), and (c). A portion of the allocation adjoining the central parcel contributes strongly to purposes (a) and (c) but only moderately to purpose (b).

15.237 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.238 Contributions will be secured from development towards mitigation in accordance with the *Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038* and *Essex Coast RAMS Supplementary Planning Document 2020* (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.239 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the *Natural England SANG Guidelines* (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.240 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

Heritage

15.241 The presence of the WWII GHQ Line on the western edge of the allocation requires a sensitive approach to layout and design, with interpretation measures incorporated to promote public understanding of its significance. Mitigation and enhancement measures should include preserving and, where possible, enhancing the extant pillboxes located within the allocation.

15.242 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H13 as part of the Regulation 18 consultation to consider the site's suitability for allocation. The proposed allocation is unlikely to impact the setting or significance of any designated heritage assets.

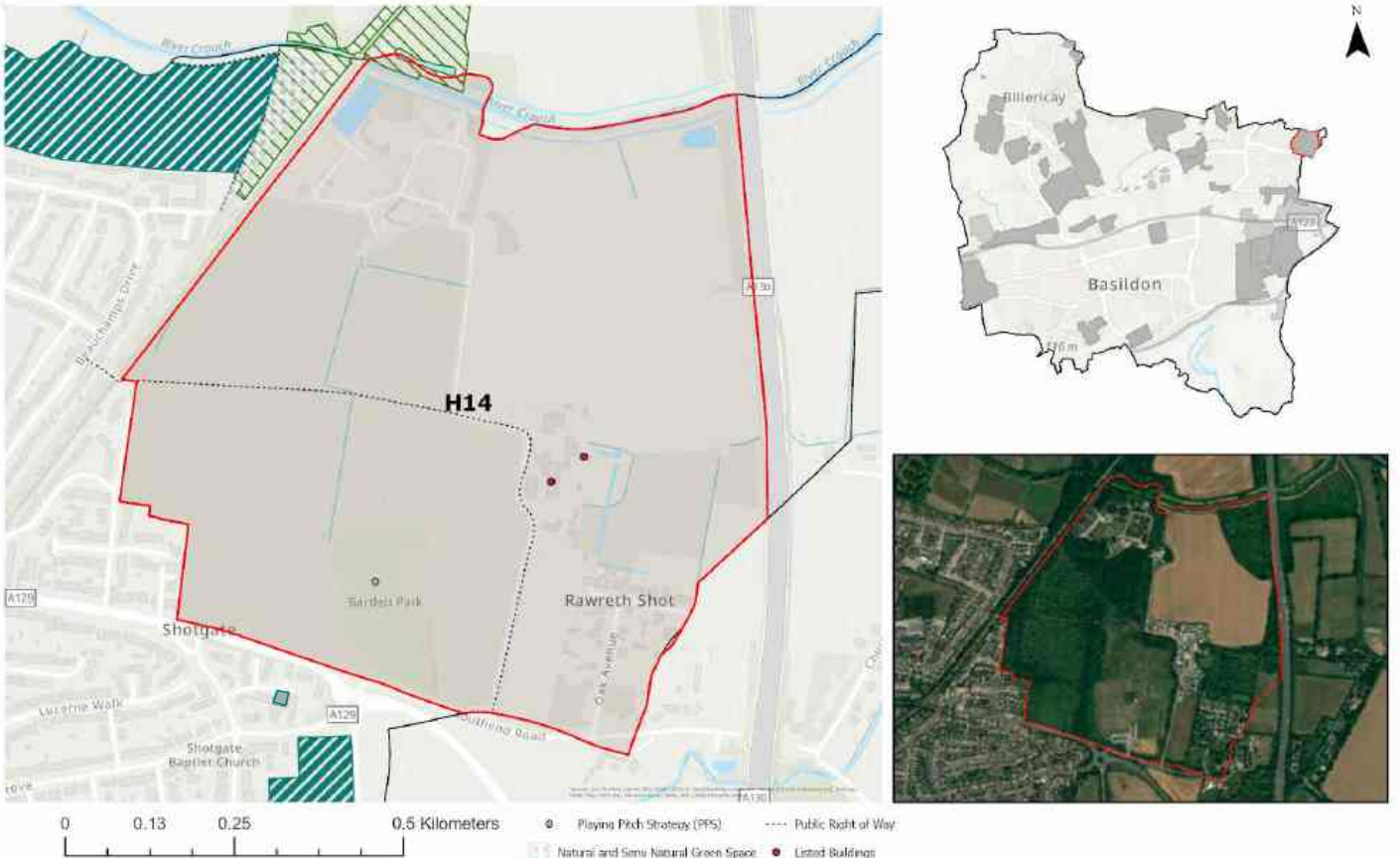
Flood risk

15.243 The majority of H13 lies within Flood Zone 1, with a small portion falling within Flood Zones 2, 3a, and 3b. The allocation is primarily at risk from pluvial flooding, though fluvial and surface water flood risks are also present. Surface water flooding is mainly constrained near the existing watercourse. North Benfleet Brook flows south to north through H13, while Chichester Hall Brook runs adjacent to its eastern boundary. Both brooks are tributaries of the River Crouch.

15.244 A portion of the allocation on the western boundary lies within NBAS_013 – Cranfield Park Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

15.245 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H14, Land North of Southend Road, Shotgate



- Playing Pitch Strategy
- Natural/Semi Natural Green Space
- Parks and Gardens
- Play Area
- Allocation Boundary
- Public Rights of Way
- Listed Buildings
- Priority Habitat (deciduous woodland)
- Borough Boundary

Site allocation context and description of existing

15.246 Land North of Southend Road, Shotgate (H14) lies on the northeastern edge of Wickford and extends to approximately 70 ha. The allocation comprises a mix of agricultural land, scrub and woodland (both plantation and mature), sports facilities, the Wickford Water Recycling Centre, an industrial site, and an area of Plotland residential development. It is bounded by the River Crouch to the north, the A130 to the east, Southend Road to the south, and existing residential areas of Wickford and Shotgate to the west and southwest.

15.247 The Shenfield-Southend railway line forms part of the northwestern boundary on a raised embankment. Bartlett Park, home to Wickford Town Football Club, lies to the south and is excluded from development, creating a separation between the two principal developable areas within the allocation. To the southeast, the allocation adjoins Plotlands development around Oak Avenue and Enfield Road.

15.248 A public footpath (Shotgate 104) runs across the allocation, connecting to nearby schools and local services. Open countryside lies beyond the northern boundary.

POLICY H14, Land North of Southend Road, Shotgate

Allocation Information	Details
Location	Shotgate
Allocation area (ha)	70.17
Indicative capacity	615 – 670 homes
Indicative net residential density*	45 dph
Indicative phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land North of Southend Road (H14) is to deliver sustainable residential development that integrates with Wickford and Shotgate, strengthens east-west connectivity and enhances and creates safe connections to the wider active travel network. Development will respond to the existing landscape structure, protecting key ecological assets while delivering new multifunctional green spaces for recreation and nature.

New and existing habitats will be managed and enhanced through long-term stewardship. The development will introduce a mosaic of biodiverse habitats, such as species-rich grassland, native scrub and wildlife ponds, supporting ecological resilience and landscape character.

The neighbourhood will prioritise safe and high-quality active travel routes, improve walking and cycling connections to schools, local services and surrounding communities.

CORE PRINCIPLES

Development proposals are expected to deliver the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

Sustainability

4. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

5. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.

6. Provide land for new standalone early years and childcare provision, and/or make the required financial contributions to existing early years and childcare provision to enable expansion sufficient to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority.

7. Land must be reserved within the allocation to accommodate a future expansion of the Wickford WRC later in the plan period. The reserved area must adjoin the existing facility to allow a co-located expansion and to deliver the additional wastewater treatment capacity required.

8. Protect the existing quality of the Wickford Town FC pitches and provide at least one new 3G football pitch within the allocation in accordance with the latest adopted *Playing Pitch and Outdoor Sport Strategy*.

9. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. Sufficient usable open space must be provided beyond areas required for SuDS.

10. A legal agreement will be required to secure the implementation and phasing of infrastructure required for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.

11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

12. Collaboration will be required with Rochford District Council on cross-boundary strategic matters and mitigation measures.

Connectivity

13. A coordinated approach to transport and access to improve connectivity to Wickford and strengthening the east-west route into Rayleigh, with safe and inclusive routes linking key destinations.

14. A coordinated approach to allocation-wide movement should prioritise people over vehicles, ensuring safe, inclusive access for all users. The transport strategy must balance the needs of emergency services, public transport, servicing, and people with limited mobility.

15. Maximise connectivity between parcels and avoid single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

16. Primary vehicular access to the allocation must be secured from Southend Road (A129).

17. Development must support the closure of the public railway level crossing by providing safe and accessible replacement pedestrian routes. This must include:

    a. Enhanced active-travel routes along the A129 to support strategic east-west movement and improve access to Wickford Station.

    b. The diversion of Footpath 104 Shotgate northwards toward the River Crouch to connect with Footpath 219 Wickford.

    c. Enhancements to the existing underpass in the north-west corner of the allocation to provide a suitable alternative crossing, that is passable year round.

Green Belt & landscape

18. A landscape buffer to the east of the allocation should be designed to screen noise and air pollution arising from the A130. Landscape buffers should be multi-functional and should also seek to deliver social, ecological and surface water management benefits.

19. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

20. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Health impact

21. Designs must address the Wickford Water Recycling Centre (WRC) by providing a landscape buffer to reduce noise and odour, using Odour Plume Modelling for any homes within 400m (to Anglian Water's satisfaction), completing required mitigation before occupation.

22. The design layout must minimise the visual and health impacts of the High Voltage Transmission Lines. Development should incorporate appropriate buffers and

landscape treatments to mitigate their presence and ensure high-quality living environments. As such, the development will include a strategy for responding to the NGET Overhead Cable Route present within the allocation, demonstrating how the NGET Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design.

Ecology & biodiversity

23. Proposals must protect adjacent Local Nature Reserves, including Gidding Copse and Beauchamps Meadow.

24. Provide a Habitat Regulations Assessment of potential recreational impacts on the nearby SPA, SAC, and Ramsar sites and provide mitigation where required.

25. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

26. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and the delivery of Suitable Alternative Natural Greenspace (SANG), is required in accordance with Policy NE1 part 4. The SANG must be located and designed to meet all relevant Natural England requirements.

27. A Functionally Linked Land Assessment must be provided to assess the likelihood of the application site and/or adjacent land being Functionally Linked to a Habitats Site.

Heritage

28. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & water management

29. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

30. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and

nearby facilities and to help reduce air pollution.

e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.249 Land North of Southend Road, Shotgate (H14) allocates land at the eastern edge of Wickford to deliver 615-670 homes alongside essential infrastructure and green space.

Education

15.250 Essex County Council (ECC) requires the provision of 0.18ha of suitable land of Use Class E(f) to provide a 56-place standalone early-years and childcare nursery.

15.251 These figures reflect ECC's current pupil yield forecasts and site size standards. Detailed requirements will be confirmed at the planning stage in consultation with the education authority.

15.252 Financial contribution may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in accordance with *ECC's Developers' guide to Infrastructure Contributions* (or any updated equivalent).

Wickford Water Recycling Centre

15.253 Anglian Water has requested through the *Infrastructure Delivery Plan* that land is safeguarded to enable a future expansion of the Wickford Water Recycling Centre. The *IDP* also identifies an established encroachment buffer

around the WRC where sensitive uses may be inappropriate. Development near the WRC should incorporate suitable odour and noise mitigation, informed by Odour Plume Modelling, to ensure residential amenity is protected.

Connectivity

15.254 Closure of the level crossing requires the provision of multiple replacement routes to enable safe and accessible pedestrian movement. Enhancing active-travel provision along the A129 supports *LCWIP* Cycle Route 13A and Wickford Walking Route 3, providing a strategic east-west alignment for local trips and improving access to Wickford Station.

15.255 Rerouting Footpath 104 Shotgate northwards toward Footpath 219 Wickford will create a traffic-free route along the River Crouch, connecting to Wickford Memorial Park and offering the potential for future links into the wider rights-of-way network. Enhancements to the existing underpass in the north-west corner of the allocation will be needed to ensure a safe, accessible and reliable crossing point, providing year-round pedestrian access along this replacement route.

Landscape sensitivity

15.256 A large proportion of the allocation comprises scrub and woodland (both plantation and mature), through which part of the existing PRoW route runs. These areas contribute to the allocation's landscape structure and are identified as being of higher sensitivity. Existing vegetation should be incorporated into the masterplanning framework where practicable, with opportunities taken to enhance habitat connectivity and strengthen the green infrastructure network.

15.257 The River Crouch and its associated riparian corridor along the northern boundary also represent a higher-sensitivity landscape feature and should be protected and integrated as a key part of the allocation's open space network.

15.258 Landscape buffers should create a gradual transition in vegetation structure. Their detailed design and composition will be determined through the planning application process, informed by relevant site-specific assessments.

15.259 Lower-sensitivity areas include land associated with existing light industrial uses in the central portion of the allocation and the established residential plots within the Wickford Lawns Plotland area.

15.260 New areas of public open space should be designed to create welcoming, well-used environments that feel safe and inclusive for all users. Early consideration of natural surveillance, clear sightlines, appropriate lighting, and well-defined movement routes will help ensure that the public realm and sustainable travel connections are easy to navigate and feel secure.

Green Belt

15.261 H14 performs moderately against Green Belt purpose (a) and (c) and poorly against purpose (b) to west of the allocation. The rest of the allocation performs moderately or poorly against purposes (b and (c) but strongly against purpose (a) towards the centre and east. Its release is justified by its contained location and ability to deliver a coherent

settlement edge. A robust Green Belt boundary will be established using natural features and strategic planting to prevent future encroachment.

15.262 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.263 Contributions will be secured from development towards mitigation in accordance with the *Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038* and *Essex Coast RAMS Supplementary Planning Document 2020* (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.264 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the *Natural England SANG Guidelines* (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.265 Parts of the allocation are affected by environmental constraints, including high noise levels arising from the adjacent A130 and areas of odour influence from the Shotgate Water Recycling Centre. Natural England's SANG Guidelines require SANG to provide a high-quality recreational experience, including noise levels below 60 dB and an absence of unpleasant intrusions such as foul odours.

15.266 These environmental constraints limit opportunities for on-site provision of SANG. Given the twin constraints on site of noise and foul odour pollution, the SANG could be provided:

- entirely off-site through financial contributions to an off-site location that fully meets the NE SANG Guidelines
- through a blended approach where the principal SANG (meeting essential criteria such as a 2.3 km circular walk and parking) is delivered off-site, with additional on-site 'doorstep' SANG contributing to the required quantum; or
- through one or more on-site SANG areas where noise mitigation (such as barriers) and site design can ensure compliance with Natural England's requirements, including meeting the 60dB limit for noise pollution and avoidance of the odour plume.

15.267 H14 is within 10km of a Habitats site and is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL). It

requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

Heritage

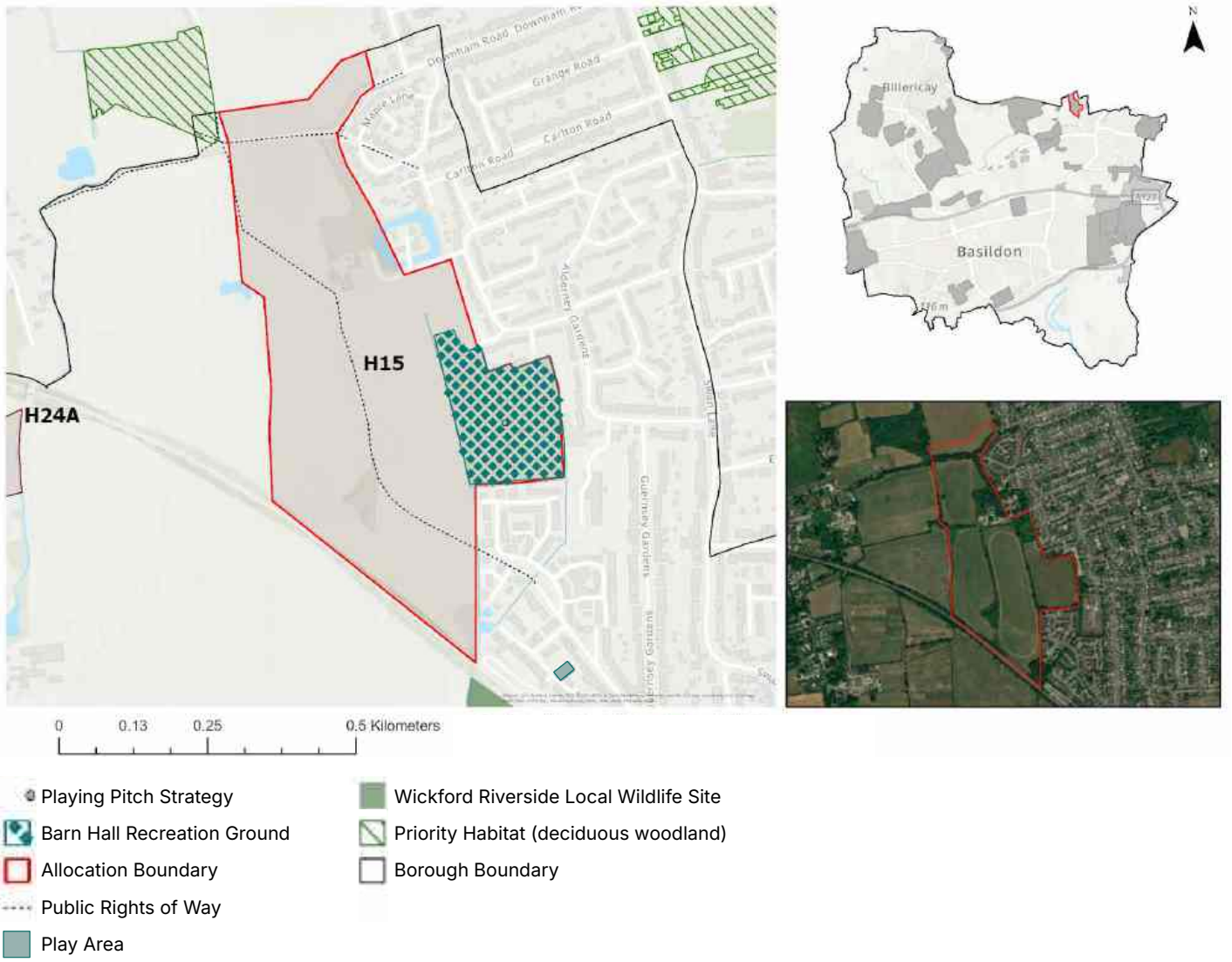
15.268 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H14 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of Shot Farmhouse, the Barn at Shot Farm, and the World War II anti-tank cubes and pillboxes, by virtue of building on land historically associated with them and the potential erosion of the surrounding landscape's openness, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should include focussing the majority of built development on land north of Bartlett Park and its associated woodland, and providing setbacks from the heritage assets to ensure development responds appropriately to the remaining undeveloped elements of their setting.

Flood risk

15.269 A large proportion of H14 lies within Flood Zone 1, while the northern boundary and eastern edge fall within Flood Zones 2, 3a, and 3b. Flooding in this allocation is associated with both the River Crouch to the north and Rawreth Brook to the east. H14 falls outside any designated Critical Drainage Areas.

15.270 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should evidence how the identified areas of surface water ponding will be managed.

H15, Land South of Barn Hall



Site allocation context and description of existing

15.271 Land South of Barn Hall (H15) is situated to the west of Wickford and encompasses approximately 27 hectares, comprising a series of agricultural fields and areas of woodland, interspersed with mature hedgerows. It is bounded to the south by the railway line on an embankment, with open countryside extending beyond the allocation to the north, south, and west. To the east, H15 adjoins the urban edge of Wickford.

POLICY H15, Land South of Barn Hall

Allocation Information	Details
Location	Wickford
Allocation area (ha)	27.72
Indicative capacity	450 – 650 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land South of Barn Hall (H15) is to deliver a sustainably located urban extension close to the centre of Wickford and the railway station, creating a walkable neighbourhood that supports active travel and reduces car dependency. The development will provide high-quality homes alongside green spaces and, where appropriate, new local facilities. Development at H15 will celebrate the varied landscape character, enhance access to nature and the countryside, and deliver a resilient and inclusive community with a strong sense of place.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation. The highest densities should be located to the south of the allocation, closest to Wickford Station and supported by active travel infrastructure.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential

development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces, and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required to meet the needs of future occupiers and foster community. This should be located to the south, closest to Wickford Station.
8. Provide open space in line with the *Open Space Study* and with Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
9. Any designated open space lost as a result of development must be reprovided within Wickford in accordance with HC2.
10. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.
11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

12. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.
13. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

14. Improve wayfinding and active travel to and from Wickford train station, supporting sustainable movement patterns and reducing reliance on private vehicles.

Green Belt & landscape

15. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

16. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

17. Watercourses must be retained and incorporated as part of the allocation's blue/green infrastructure.

Ecology & biodiversity

18. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

19. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4. The SANG is required to mitigate likely impacts on the Essex Coast Habitats Sites, however it will also serve to mitigate recreational pressure on the Hanningfield Reservoir SSSI.

20. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Developer contributions

21. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, allotments and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution with use of urban planting.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in

the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required.

g. Allow for the phased release of land.

h. Provide for the delivery of key infrastructure.

Reasoned Justification

15.272 H15 allocates land to the west of Wickford for 450-650 homes in a location well placed to support sustainable travel patterns, given its close proximity to both Wickford Station and the town centre. This creates the opportunity for a genuinely walkable neighbourhood, with higher density development most appropriately focused towards the southern edge of the allocation where access to the station is strongest.

Connectivity

15.273 The constrained approach through existing residential streets and the relatively narrow Farnham Avenue entrance mean that clear, attractive and legible routes will be essential to support movement to and from the station. Enhancing these connections will improve wayfinding and help encourage modal shift towards rail and other sustainable travel modes, strengthening the allocation's role as a transit-accessible neighbourhood.

Landscape sensitivity

15.274 The northern and western parts of the allocation are of higher landscape sensitivity due to their stronger relationship with the surrounding countryside and, particularly to the north,

their elevated topography. Land adjoining existing housing to the south-east is of lower sensitivity, reflecting its proximity to the railway line and the established urban edge of Wickford. These southern and south-eastern areas are the most suitable locations for taller built form and higher-density development

15.275 The allocation's strong topographical ridge provides a natural organising element for masterplanning. It should be used to contain development along the existing urban edge and inform the creation of a robust, defensible Green Belt boundary. Areas on higher ground and more visually sensitive parcels should remain open or be appropriately landscaped to maintain views and reinforce settlement separation. The Public Rights of Way crossing the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

15.276 This landscape-led approach will integrate the development into its rural context while providing multifunctional green infrastructure that supports biodiversity with its co-benefits, flood resilience, and recreation.

15.277 New areas of public open space should be designed to create welcoming, well-used environments that feel safe and inclusive for all users. While local concerns about anti-social behaviour are noted, good design can support positive community use of open space. Early consideration of natural surveillance, clear sightlines, appropriate lighting, and well-defined movement routes will help ensure that the public realm and sustainable travel connections are easy to navigate and feel secure.

Recreation ground

15.278 Barn Hall Recreation Ground is planned for redevelopment, subject to the relocation of existing recreational uses. In line with the *Open Space Study* and the *Playing Pitch and Outdoor Sport Strategy*, the policy ensures that any loss of designated open space is reprovided within Wickford in accordance with Policy HC2, maintaining equivalent or improved recreational value.

Green Belt

15.279 While the allocation performs strongly against Green Belt purpose (a), it performs poorly against purpose (b), and moderately against purpose (c). Its release is justified by its contained location and ability to deliver a coherent settlement edge. Boundaries will be defined through master-planning to ensure they are robust and defensible beyond the plan period.

15.280 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.281 Contributions will be secured from development towards mitigation in

accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.282 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.283 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Hanningfield Reservoir SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.284 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.285 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

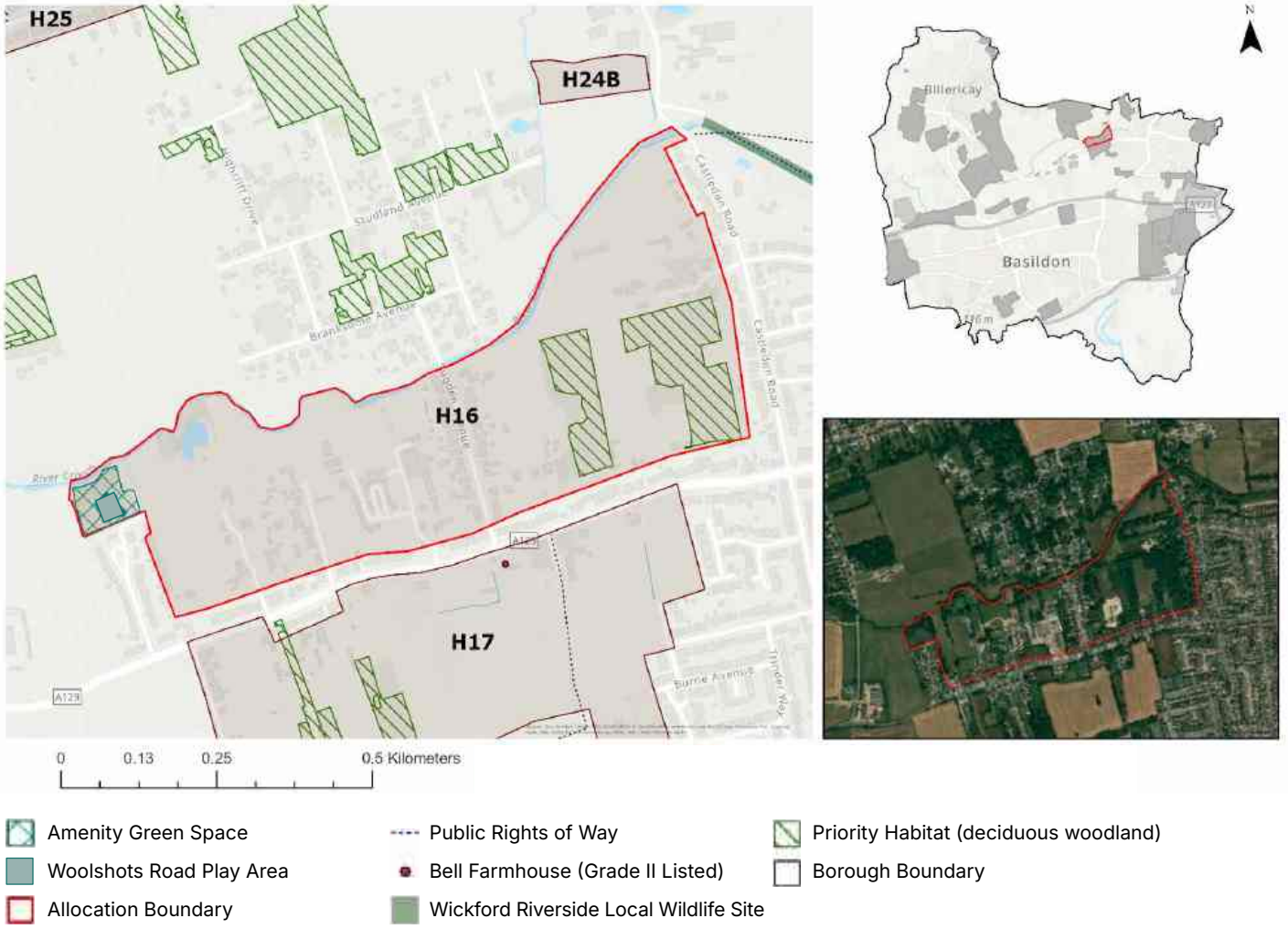
15.286 No built heritage assets have been identified within the allocation or the surrounding 500-metre study area. The allocation is not expected to affect built heritage assets.

Flood risk & water management

15.287 H15 lies entirely within Flood Zone 1 and has been screened as low risk in the borough's Strategic Flood Risk Assessment. Development should accord with Polices CC2 and CC3.

15.288 The allocation falls within two separate Critical Drainage Areas, NBas_011 and NBas_010. Development sites located within a Critical Drainage Area should be designed to deliver additional benefits to the wider community through measures that contribute to flood risk reduction and improved surface water management, as per para 178 of the NPPF (2024).

H16, Land North of London Road, Wickford



Site allocation context and description of existing

15.289 Land North of London Road, Wickford (H16) is approximately 33 hectares and is a mix of extensive residential and industrial areas, interspersed with grass paddocks and open fields, and includes small areas of woodland at its eastern end. It is bounded to the north by the River Crouch and to the south by the A129. Beyond the northern boundary lies further residential development and the settlement of Ramsden Bellhouse, while to the south, a line of residential properties transitions into open countryside.

POLICY H16, Land North of London Road, Wickford

Allocation Information	Details
Location	Wickford
Allocation area (ha)	32.96
Indicative capacity	320 – 350 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land North of London Road (H16) is to deliver a landscape-led infill development that consolidates existing ribbon development along London Road while enhancing the River Crouch corridor. Development will respect and reinforce the wooded areas and landscape structure, improve access to nature, and create multifunctional green spaces that support the co-benefits of nature including biodiversity, recreation, and climate resilience.

CORE PRINCIPLES

Development proposals are expected to deliver the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

Sustainability

4. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography for climate resilience.

    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

5. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.

6. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. Sufficient usable open space must be provided beyond areas required for SuDS.

7. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

8. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

9. Principal vehicular access must be secured from both Castledon Road and London Road. Development proposals should demonstrate how access arrangements will be safely and efficiently integrated into the existing highway network.

10. Coordinate with and connect into a new active travel route from London Road, connecting directly to Grange Primary, the Bromfords, and Castledon Schools via Elder Avenue Playground. This requires an improved pedestrian crossing of London Road to ensure safe north-south movement and will be fully integrated with LCWIP Cycle Route 3B.

11. Improve and, where appropriate, create new pedestrian access along the River Crouch, designed in consultation with a qualified ecologist to ensure biodiversity is protected while enabling safe and inclusive public access.

Green Belt & landscape

12. Establish a landscape buffer along the northern edge to reduce the risk of coalescence with Ramsden Bellhouse, preserving the distinct identity and separation of settlements.
13. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.
14. Deliver flood resilience and ecological enhancement along the River Crouch corridor, including a landscape buffer along the southern edge to protect the floodplain, new woodland and tree planting, and the enhancement of freshwater habitats.
15. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.
16. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design with innovative planting to support biodiversity and its co-benefits.

Heritage

17. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & water management

18. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

19. Developer contributions must be secured for:
    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.
    b. Park and play improvements at Elder Avenue Playground to enhance this community facility along the new active travel route connecting London Road to the schools.
    c. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.
    d. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where

a need is identified in the Council's evidence base.

e. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

f. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

g. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.290 H16 allocates land north of London Road for 320-350 homes, consolidating existing ribbon development and enhancing the River Crouch corridor. Its existing mix of residential clusters, paddocks, and woodland offers an opportunity for a landscape-led scheme that integrates housing with multifunctional green spaces delivering biodiversity, recreation, and flood resilience, while maintaining settlement separation from Ramsden Bellhouse.

Connectivity & highways

15.291 Development must provide a safe, direct active travel route linking London Road to Grange Primary, Bromfords School, and Castledon Schools via Elder Avenue Playground. This includes an improved pedestrian crossing of London Road, park and play upgrades at Elder Avenue Playground, and integration with LCWIP Cycle Route 3B. These measures will shorten walking and cycling distances, reduce car dependency, alleviate congestion on Nevendon Road, and improve air quality.

15.292 Principal vehicular access will be taken from both Castledon Road and London Road, requiring careful integration with the existing highway network.

Landscape sensitivity

15.293 A significant proportion of the allocation is already developed, and there are opportunities to increase density through the redevelopment or infilling of under-utilised areas. The use of previously developed land should be prioritised. Areas of Priority Habitat and existing mature vegetation should be conserved and enhanced where possible. The River Crouch riparian corridor is a sensitive landscape and ecological asset, and development should be set back to avoid adverse impacts.

15.294 Along the River Crouch, there is potential to improve flood resilience and enhance the ecological value of the riparian corridor. A landscape buffer should safeguard the floodplain and may incorporate new woodland and tree planting, alongside measures to support freshwater habitats. Opportunities to improve public access along the river can be considered where appropriate, subject to ecological assessment and mitigation, to create safe and inclusive routes that connect residents with nature.

15.295 New areas of public open space should be designed to create welcoming, well-used environments that feel safe and inclusive for all users. Early consideration of natural surveillance, clear sightlines, appropriate lighting, and well-defined movement routes will help ensure that the public realm and sustainable travel connections are easy to navigate and feel secure.

Green Belt

15.296 The northeastern part of the allocation performs moderately against Green Belt purposes (a), (b) and (c), while the south-eastern part performs poorly against all Green Belt purposes. The western and central portions of the allocation performs moderately against purposes (a), and (c), but weakly against purpose (b). The entire allocation has been identified as provisional Grey Belt by the 2025 Green Belt Study.

15.297 A landscape buffer along the northern edge will prevent coalescence with Ramsden Bellhouse, preserving settlement identity and maintaining a strong Green Belt edge. Boundaries will be defined through master-planning to ensure they are robust and defensible beyond the plan period.

15.298 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.299 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H16 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of Grade II listed Woolshot's Farmhouse, by virtue of building on agricultural land historically associated with it and the potential erosion of the surrounding landscape's openness, a detailed HIA must be undertaken at

planning application stage.

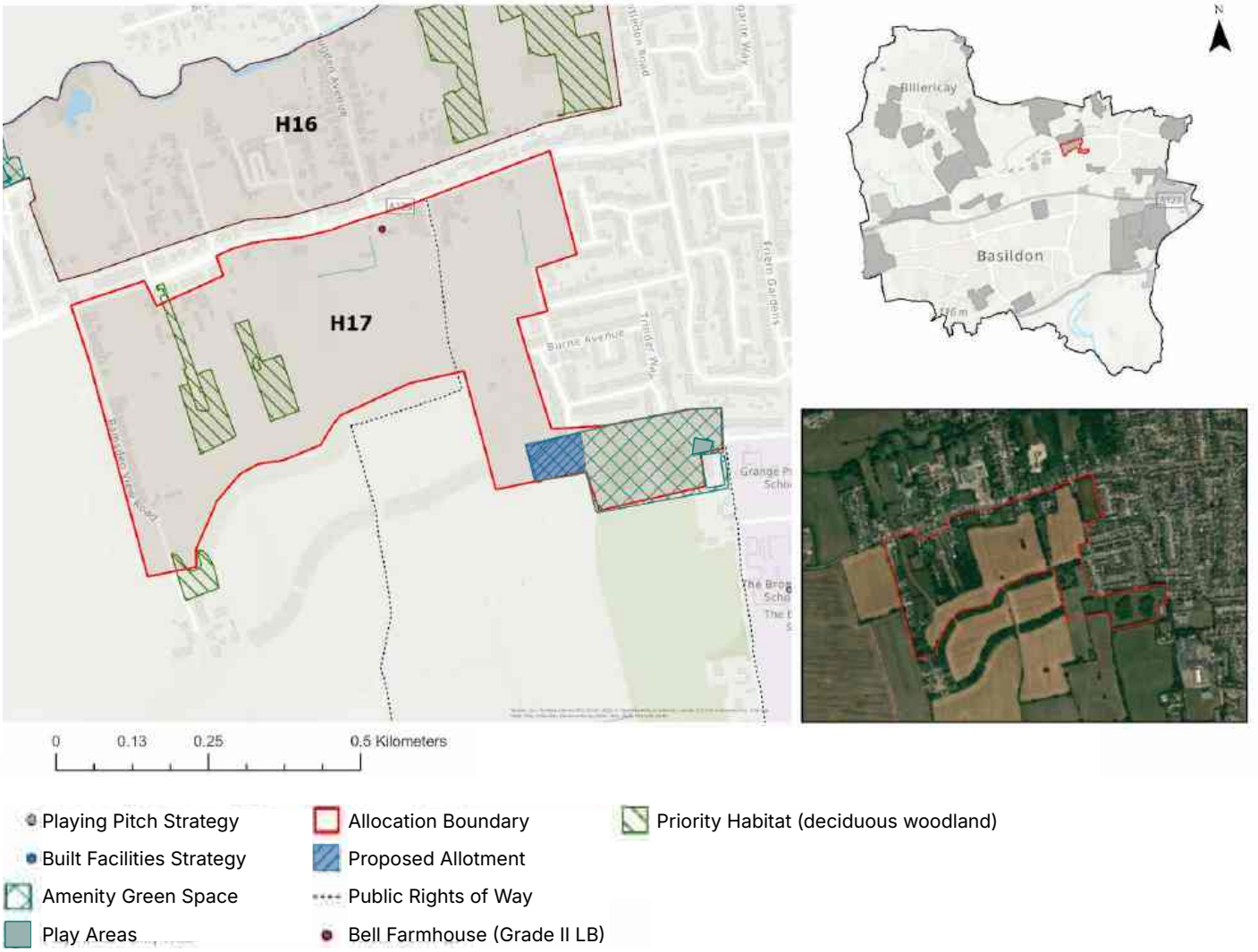
Flood risk & water management

15.300 A small proportion of H16 is located within Flood Zone 3a to the north, while the majority of the allocation lies within Flood Zone 1. The River Crouch (a main river) flows west to east and forms the northern boundary of the allocation.

15.301 H16 lies entirely within NBAS_011 – Wickford Centre Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

15.302 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. Where there may be ponding of surface water the strategy should evidence how this will be managed.

H17, Land South of London Road, Wickford



Site allocation context and description of existing

15.303 Covering an area of approximately 31 hectares, Land South of London Road (H17) comprises a sequence of agricultural fields defined by wide woodland boundaries and hedgerows, with pockets of residential properties, some featuring extensive rear gardens. It is bounded by the A129 to the north, providing strategic access, while the southern edge transitions into open countryside, reinforcing its rural context.

POLICY H17, Land South of London Road, Wickford

Allocation Information	Details
Location	Wickford
Allocation area (ha)	31.19
Indicative capacity	390 – 430 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2035-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land South of London Road (H17) is to create a sustainable neighbourhood that transforms linear infill into a connected, people-focused place. The development will deliver safe, attractive, and direct routes to Elder Avenue Park and local schools, prioritising attractive green, pedestrian-friendly routes, play spaces, and active travel networks that encourage healthy lifestyles. Development will respect heritage assets and landscape character while enhancing biodiversity with its co-benefits and public realm.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation. Lower densities may be located to the south, closest to the open countryside.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate,

while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.
8. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
9. Land identified as "Proposed Allotments" on the Policies Map is safeguarded for the potential delivery of new allotment facilities, subject to further technical assessment demonstrating the site's suitability for such use.
10. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.
11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

12. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.
13. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

14. Principal vehicular access must be secured from London Road. Development proposals should demonstrate how access arrangements will be safely and efficiently integrated into the existing highway network.

15. Deliver a new active travel route from London Road, connecting directly to Grange Primary, the Bromfords, and Castledon Schools via Elder Avenue Playground. This will be achieved by establishing a safe pedestrian and cycle link to Elder Avenue Playground (with a preferred link via The Chase and Alma Close), supported by an improved pedestrian crossing at London Road. The route will connect into and enhance *LCWIP* Cycle Route 3B.

Green Belt & landscape

16. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

17. Existing field patterns, mature hedgerows and trees should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

18. Protect the Priority Habitat, with loss only accepted where there is no alternative and fully compensated. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

Ecology & biodiversity

19. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

20. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4. The SANG is required to mitigate likely impacts on the Essex Coast Habitats Sites, however it will also serve to mitigate recreational pressure on the Hanningfield Reservoir SSSI.

21. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Heritage

22. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Developer contributions

23. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Park and play improvements at Elder Avenue Playground to enhance this community facility along the new active travel route connecting London Road to the schools.

g. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.304 H17 allocates land south of London Road for the delivery of 390-430 homes, creating a sustainable neighbourhood that transforms linear infill into a connected, people-focused place. It's proximity to Wickford town centre and schools makes it well-suited for a walkable community, with active travel routes forming a core component of the design.

Connectivity

15.305 Development must provide a safe, direct active travel route linking London Road to Grange Primary School, the Bromfords School, and Castledon Schools via Elder Avenue Playground. This includes an improved pedestrian crossing of London Road, park and play upgrades at Elder Avenue Playground, and integration with LCWIP Cycle Route 3B. These measures will shorten walking and cycling distances, reduce car dependency, alleviate congestion on Nevendon Road, and improve air quality.

Landscape sensitivity

15.306 Priority Habitat deciduous woodland and other mature and semi-mature vegetation on and adjacent to the allocation form important landscape features and should be incorporated into the green infrastructure framework. Landscape buffers should create a gradual transition in vegetation structure.

15.307 The southern part of the allocation has a stronger relationship with the surrounding rural landscape and should provide a focus for green infrastructure and open space to help integrate the development with its countryside context. New areas of public open space should be designed to create welcoming, well-used environments that feel safe and inclusive for all users. Early consideration of natural surveillance, clear sightlines, appropriate lighting, and well-defined movement routes will help ensure that the public realm and sustainable travel connections are easy to navigate and feel secure.

15.308 The Public Rights of Way crossing the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

Allotments

15.309 Land to the south of Alma Close and west of Elder Avenue Recreation Ground is identified as having potential to accommodate new allotment provision. Further technical assessment and due diligence will be undertaken to confirm the site's suitability for allotment use, including access arrangements, layout, servicing requirements and any constraints. Subject to these assessments, the site can provide an accessible facility for local residents.

15.310 To promote safety and good connectivity, any future layout should ensure an entrance arrangement that provides natural surveillance from surrounding housing and integrates effectively with nearby residential areas, Elder Avenue Recreation Ground and the planned direct active travel link between London Road and local schools.

Green Belt

15.311 H17 performs moderately against Green Belt purpose (a) and (c) and weakly against purpose (b). Its release is justified by its contained location and ability to deliver a coherent settlement edge. The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.312 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.313 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on

Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.314 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Hanningfield Reservoir SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.315 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.316 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

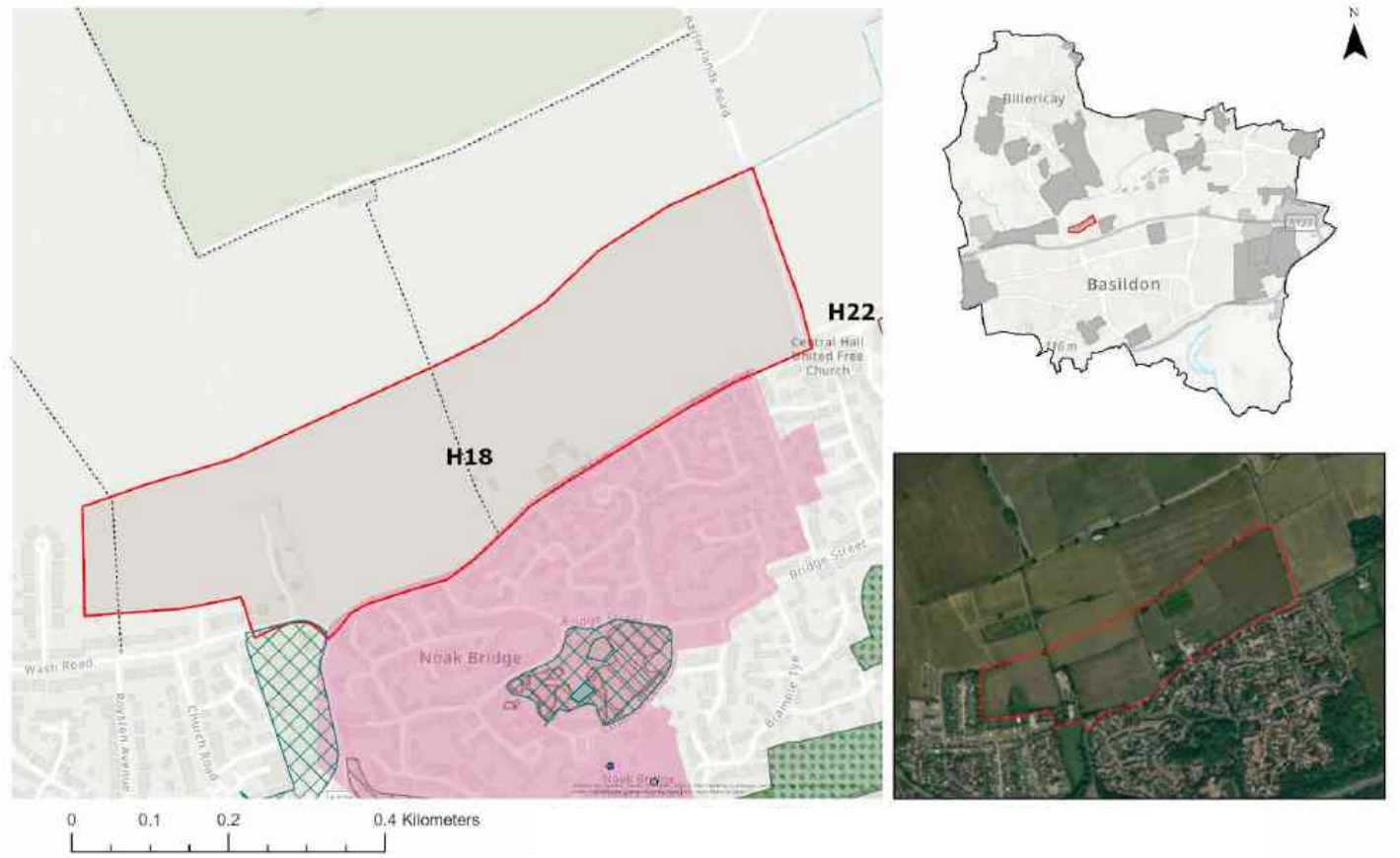
15.317 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H17 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of Grade II listed buildings: Woolshot's Farmhouse and Bell Farmhouse by virtue of building on agricultural land historically associated with them and compromising the openness of the surrounding landscape, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should include providing setbacks of development closest to the asset in order to sustain its open agrarian settings.

Flood risk

15.318 H17 lies entirely within Flood Zone 1 and has been screened as low risk in the borough's Strategic Flood Risk Assessment. Development should accord with Polices CC2 and CC3.

15.319 The allocation is within Critical Drainage Area NBas_011 and the Basildon SFRA should be referred to. Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

H18, Land North of Wash Road



- Playing Pitch Strategy
- Built Facilities Strategy
- Amenity Green Space
- Natural/Semi Natural Green Space
- Play Areas
- Allocation Boundary
- Public Rights of Way
- Noak Bridge Conservation Area
- Noak Bridge Reserve Local Wildlife Site
- Priority Habitat (deciduous woodland)

Site allocation context and description of existing

15.320 Land North of Wash Road (H18) covers approximately 21 ha and lies immediately north of Noak Bridge. The allocation comprises predominantly agricultural fields with internal hedgerow and ditch boundaries. Wash Road forms the southern boundary, beyond which lies the built-up area of Noak Bridge.

15.321 The allocation is separated from Wash Road by a varied belt of hedgerow and tree planting, which becomes more open between Bridge Road and Benson's Farm and again towards Barleylands Road at the eastern end. Barleylands Road defines the eastern boundary and is similarly lined by a hedgerow with occasional trees. The northern boundary follows an established field edge, beyond which sports playing fields used by several football clubs are located.

15.322 A minor road crosses the allocation, providing access to the local football club.

Two public rights of way pass through the area: Footpath 62 runs through the central part of the allocation adjacent to Benson's Farm, while Footpath 201 crosses the southwest corner behind the Noak Bridge public house and neighbouring residential properties. A telecommunications mast is situated near Footpath 62, and overhead power lines and pylons traverse the allocation.

POLICY H18, Land North of Wash Road

Allocation Information	Details
Location	Noak Bridge
Allocation area (ha)	21.49
Indicative capacity	300 – 330 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land North of Wash Road (H18) is to deliver a northern extension to Basildon that creates a strong, defensible Green Belt edge while providing a vibrant, sustainable neighbourhood. The masterplan will incorporate orchards, food-growing spaces, and play areas, alongside downgrading Wash Road to prioritise walking, cycling, and community safety. The development will integrate with Noak Bridge and surrounding communities, enhancing connectivity.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation. Lower densities should be located towards the northern edge of the allocation, where visibility from Great Burstead and Billericay warrants a more sensitive design response.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density

within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities as required to meet the needs of future occupiers and foster a sense of community.
8. A community park must be provided to the north of the allocation, incorporating spaces for play, community orchards, and allotments. This will deliver recreational, social, and environmental benefits for existing and future residents, as well as the wider community. The park shall also function as a landscape buffer and help define a robust Green Belt boundary.
9. Enhance access to adjacent sports facilities located to the north, supporting health and wellbeing for future residents and the wider community.
10. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
11. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.
12. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

13. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

14. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

15. Provide access to the highway network via Wash Road. Wash Road should be traffic-calmed to reduce traffic speeds, improve safety, and ensure strong pedestrian and cycle connections between the development and Noak Bridge.

16. Upgrade active travel infrastructure by supporting the delivery of safe crossings under the A127 and at key roundabouts, and by integrating new routes with *LCWIP* Cycle Routes 5, 5A, 5B, and 5C.

Green Belt & landscape

17. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the allocation's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

18. Existing field patterns, mature hedgerows and trees should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

Heritage

19. Development is required to respond sensitively to the allocation's heritage context, including the setting of the nearby Conservation Area, and to have regard to the Council's high-level Heritage Impact Assessment. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & water management

20. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

21. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing

pitches, and built facilities, where a need is identified in the Council's evidence base.

d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution and prevent traffic build-up.

e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.323 H18 allocates land north of Wash Road for the delivery of 300-330 homes, creating a northern extension to Basildon that integrates with Noak Bridge and enhances connectivity. Its scale and position offer a strategic opportunity to deliver a high-quality, landscape-led development supported by a community park to the north.

Infrastructure

15.324 A community park to the north of the allocation will respond to the sensitivity of the Green Belt in this location, safeguarding against coalescence between Basildon and Billericay, while delivering tangible benefits for existing and future residents. The park will incorporate play areas, community orchards, and allotments, providing recreational, social, and environmental value. Its design will also help define a robust and defensible Green Belt boundary.

Connectivity

15.325 Severance caused by the A127 needs to be addressed as it currently acts as a major barrier to sustainable travel. Improvements to the existing footbridge are required to create a safe, viable, and inclusive crossing for

pedestrians and cyclists. By enhancing the A127 crossings and integrating new active travel routes with LCWIP Cycle Routes 5/5A/5B/5C, the policy enables north-south active travel connecting to Basildon Town Centre.

Landscape sensitivity

15.326 The allocation is visually open, with long views into and out of the area, particularly from the surrounding road network and from the wider countryside to the west, north and east. Views towards landmark buildings and across the Crouch Valley should be respected and incorporated into the masterplanning framework.

15.327 Public Rights of Way within or adjoining the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

15.328 To the north, adjacent football pitches reinforce the open character of this part of the allocation. New public open space should be delivered on land immediately south of these pitches to maintain this sense of openness and provide appropriate recreational provision.

15.329 To the west, a clear and robust Green Belt boundary should be established along the edge of the allocation to help maintain settlement separation between Noak Bridge and properties along Noak Hill Road. Green Belt boundaries will also need to be strengthened to the north and east to provide a defensible, long-term edge.

Green Belt

15.330 The allocation performs strongly against purposes (a), (b) and (c) of the Green Belt. The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.331 The location and topography of H18 makes development visible from Great Burstead Conservation Area, requiring a sensitive approach to layout and edge treatment. A soft northern edge should be created to minimise visual impact, using strategic planting and small blocks of woodland to filter views without significantly altering the landscape character. This approach will help maintain the openness and rural qualities of the wider setting.

15.332 Given the allocation's proximity to Noak Bridge Conservation Area a strong onus is placed on architectural quality, detailing, and material selection. Proposals should demonstrate a preference for high-quality, natural materials and a design approach that respects the area's historic character.

15.333 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H18 as part of the Regulation 18 consultation to consider the site's

suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of Noak Bridge Conservation Area and Grade II listed Laindonponds, by virtue of building on historically undeveloped land and the potential erosion of the surrounding landscape's openness, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should provide setbacks between development and the asset in order to ensure development responds appropriately to the remaining undeveloped elements of their setting.

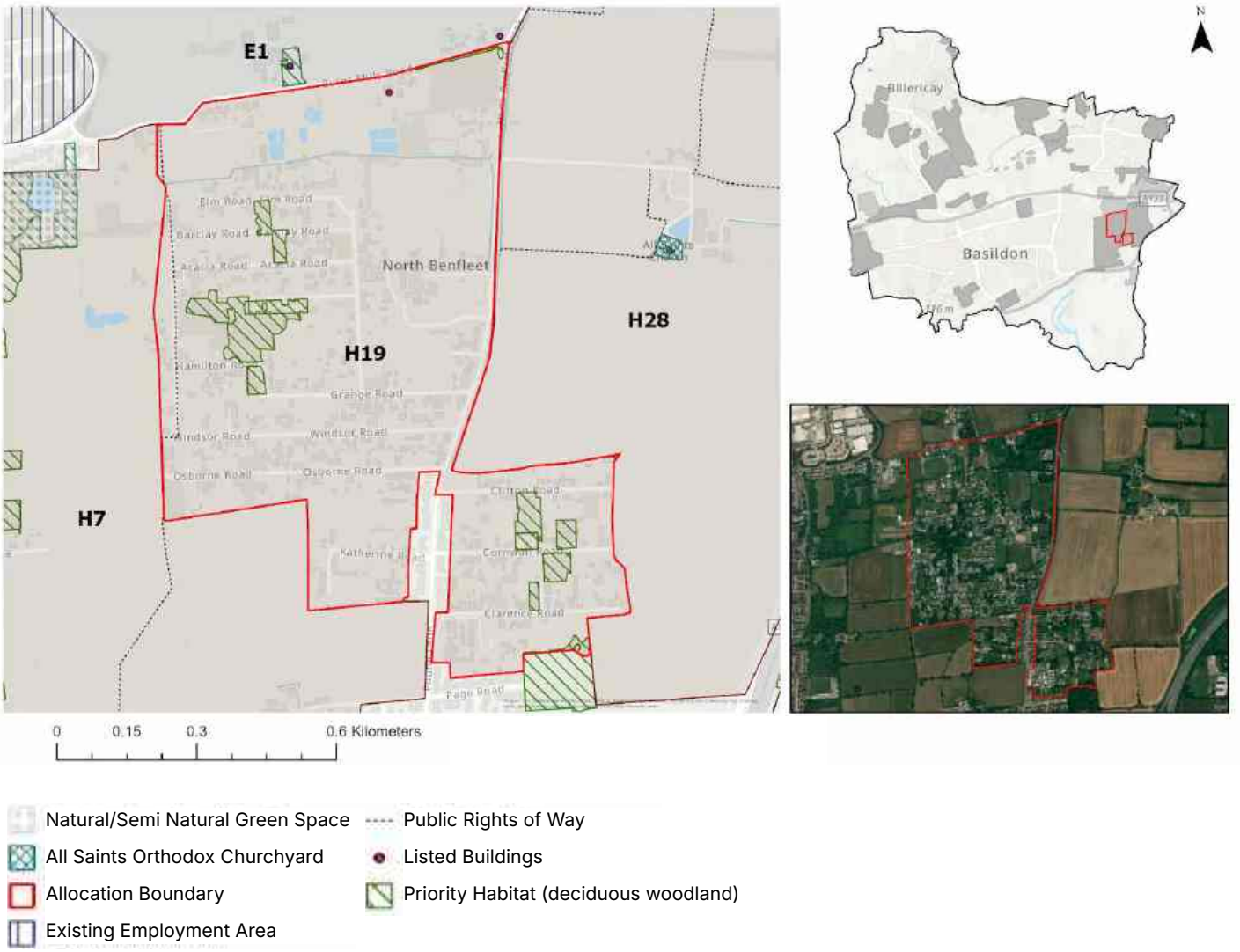
Flood risk

15.334 A small proportion of H18 is located within Flood Zones 2, 3a, and 3b along the northern boundary, while the majority of the allocation lies within Flood Zone 1. The River Crouch (a main river) runs adjacent to the northern boundary of the allocation, encroaching a short distance into the northwestern corner.

15.335 The southwest corner of H18 falls within NBAS_006 – Laindon Critical Drainage Area (CDA). Development sites located within a Critical Drainage Area should be designed to deliver additional benefits to the wider community through measures that contribute to flood risk reduction and improved surface water management as per para 178 of the NPPF (2024).

15.336 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should evidence how the identified overland flow routes across the site will be managed.

H19, North Benfleet Plotlands



Site allocation context and description of existing

15.337 North Benfleet Plotland (H19) lies to the east of Basildon and covers approximately 83 hectares. It comprises a distinctive grid of low-density residential development interspersed with a mosaic of grassland, paddocks, and pockets of woodland. Development here is typically single and two-storey detached dwellings, with some mobile homes and small-scale commercial uses.

15.338 To the south is the established Bowers Gifford neighbourhood, characterised by tight, rectilinear streets of predominantly detached housing. The wider context includes agricultural land to the east and west, with Burnt Mills Road forming the northern boundary and London Road (A132) defining the southern edge. H19 contains areas of Priority Habitat woodland dispersed throughout the allocation, alongside lower-lying land in the north-east that falls within Flood Zone 2, together contributing to its varied landscape and ecological value.

POLICY H19, North Benfleet Plotlands

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	83.33
Indicative capacity	275 – 300 homes
Indicative net residential density*	Not defined. Density must be determined through site-specific contextual analysis, taking into account existing built form, landscape character, constraints, and development potential.
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for North Benfleet Plotlands (H19) is to support the existing community to deliver more homes and essential infrastructure within the plotlands. The development will respect the area's distinctive character while enhancing green infrastructure and creating a new east-west route that links residents to employment areas and Pitsea Station, promoting sustainable travel and better connectivity. The plotlands are characterised by sporadic residential development and a mosaic of scrub, grassland, and woodland habitats.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the north of the allocation and infill development to the south of the allocation that delivers on the following:

1. The delivery of new housing and mixed-use development should be low-rise and reflect the area's informal rural character. Layouts should draw on the traditional geometric pattern of plots, reinterpreting it to support legibility, permeability and placemaking.
2. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

3. Allow for the phased release of land.
4. Provide for the delivery of key infrastructure.

Sustainability

5. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

6. Provide a new Local Centre offering an appropriate range of shops, services, and facilities to meet the needs of future residents. The location of the centre must be coordinated with the masterplans for H7, H19 and H27, and may be provided within one or more of those site allocations if appropriate. The Local Centre should be sited to support placemaking.
7. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
8. A legal agreement will be required to secure the implementation and phasing of infrastructure required for the scheme, as well as the provision and phasing of Gypsy and Traveller pitches. The latter must be in accordance with Policy HOU4.
9. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

10. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.
11. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. The movement network must be designed to manage vehicle access and prevent traffic build-up.
12. Enhance existing routes and create new active travel connections to key local destinations, including community facilities, open spaces, Pitsea Station

and employment areas (such as the A127 corridor and Basildon Hospital). Active travel routes should provide safe, attractive and direct links to reduce traffic pressure on Pound Lane. In particular, establish an east–west route via Trenham Avenue and Pound Lane linking to the A130 underpass at H27, improving access to Basildon Town Centre and Benfleet.

Ecology & biodiversity

13. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.
14. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, is required in accordance with Policy NE1 part 4.
15. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.
16. Protection of the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

Heritage

17. Development is required to respond sensitively to the allocation's context, including the setting of nearby heritage assets, and to have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of these assets.

Flood risk & water management

18. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

19. Developer contributions must be secured for:
    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.
    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.
    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.
    d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to Pitsea Railway Station, town centres and nearby facilities and to help reduce air pollution.
    e. Active travel infrastructure to support sustainable movement

patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required. allocation by optimising density

Reasoned Justification

15.339 North Benfleet Plotlands (H19) allocates land east of Basildon to deliver new homes and essential infrastructure. Development must deliver tangible benefits for existing communities by prioritising sustainable transport, creating safe and inclusive active travel routes, and supporting equitable access to jobs and services.

Plotlands

15.340 H19 provides an opportunity to optimise underused plots and deliver a coordinated approach to growth that respects the area's informal, semi-rural character while improving access to services and sustainable transport. Proposals should retain the geometric pattern of plots and low-rise building form, while enhancing green infrastructure. Reference should be made to the Basildon Plotlands Potential Growth Study (2024).

Connectivity & highways

15.341 In terms of movement and connectivity, the site allocation presents an opportunity to address longstanding infrastructure challenges. Many roads within the area are currently unadopted and unsurfaced, and development would contribute to their improvement.

15.342 A new active travel route via Trenham Avenue and Pound Lane would improve east-west connectivity across Basildon and link to the A130 underpass at H27, improving access to Benfleet. This intervention will reduce traffic pressure on Pound Lane, enable safe and inclusive walking and cycling routes, and strengthen connections to employment areas along the A127 corridor and Pitsea Station. Contributions towards sustainable transport improvements will support modal shift and reduce car dependency.

Landscape sensitivity

15.343 A significant proportion of the allocation consists of previously developed land, and the presence of existing built form lowers the overall landscape sensitivity in these areas. New development should be focused where it would not increase visual influence on the surrounding rural countryside setting.

15.344 Several areas of Priority Habitat deciduous woodland and other mature vegetation are present across the site. These features should be protected and incorporated into the green infrastructure network, as they provide important links to wider ecological and landscape corridors.

15.345 PRoW Basildon 143 runs along the western edge of the northern part of the site, and sections of the North Benfleet Brook are located to the north and north-east. These riparian and recreational features are more sensitive and should be safeguarded and integrated into the site's landscape structure.

Green Belt

15.346 North Benfleet lies within the Green Belt and performs strongly against purposes (a) and (b), and moderately against purpose (c). The proposed release of Green Belt land at North Benfleet has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.347 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.348 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation

objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

Heritage

15.349 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H19 as part of the Regulation 18 consultation to consider the site's suitability for allocation. A detailed HIA must be undertaken at planning application stage to ensure the allocation does not affect or cause unacceptable harm to the setting and significance of the Grade II listed assets Tiffanye's Farmhouse, the Cottage at the Junction with Burnt Mill Road and Horseshoe Cottage, and Bradfield's Farmhouse, by virtue of building on historically undeveloped land that contributes to their setting and overall significance. Mitigation and enhancement measures should explore how any potential harm can be minimised by providing setbacks between development and the assets in order to sustain their rural setting.

Flood risk

15.350 A small proportion of H19 is located within Flood Zone 3b in the northern half of the allocation, while the majority lies within Flood Zone 1. North Benfleet Brook, a main river and tributary of the River Crouch, runs directly adjacent to the northeast of the allocation.

15.351 H19 lies entirely within NBAS_019 – Critical Drainage Area (CDA). Development sites located within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management as per para 178 of the NPPF (2024).

15.352 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy must evidence how the identified overland flow route will be managed.

Neighbourhood plan

15.353 In July 2016, the Bowers Gifford and North Benfleet Neighbourhood Area was formally designated by the Council. The Parish Council is currently preparing a Neighbourhood Development Order. In areas with active Neighbourhood Development Orders or emerging Neighbourhood Plans, Basildon Borough Council will support collaborative approaches to delivery that align with local aspirations. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider site and should demonstrate how the remainder could be delivered in a coordinated and comprehensive manner.

H20, Land North of Dry Street



Site allocation context and description of existing

15.354 Land North of Dry Street (H20) is approximately 47 hectares and is located 1.5 km south of Basildon Town Centre, directly adjacent to the existing urban edge of Basildon. Its northern boundary adjoins the residential area of Lee Chapel South, while the south-eastern edge borders Basildon and Thurrock University Hospital. St Luke's Hospice is situated along the eastern boundary, which also connects to the major highways infrastructure of Nethermayne (A176) and the Nethermayne roundabout. This roundabout provides key access routes to the College, the Hospice, and serves as the primary entrance to the Hospital.

15.355 To the west of H20 lies Langdon Ridge SSSI, which is also a Priority Habitat and an Area of Particular Importance for Biodiversity, contributing to the local ecological network and landscape character. Within the allocation are two Local Wildlife Sites, Dry Street Pastures and Dry Street Washland, which will be protected.

POLICY H20, Land North of Dry Street

Allocation Information	Details
Location	Basildon
Allocation area (ha)	46.88
Relevant Permissions	**12/01080/OUT Land at Nethermayne:** Outline Planning application for demolition of existing College Buildings (D1) including Sports Hall (D2), Riding School and stable facilities (D1/D2) and development of 725 homes (C3); a primary school (D1); local retail (A1, A2, A3, A4, A5); land set aside for future Hospice expansion (C2); highway and access improvements to Nethermayne roundabout, A176 and Dry Street and internal spine road and bus loop and open space at land at Nethermayne, Basildon SS16 5NN.
Indicative capacity	Consented scheme: 725 (238 units outstanding as of April 2025) Extension: 45-60 homes Total: 770-785 homes

VISION

A residential-led mixed-use development that is resilient and sensitively designed to complement the preservation and enhancement of the Langdon Ridge SSSI. The site will provide inclusive new homes in a quality designed urban environment around nature with local amenities, safe and permeable public realm with well-connected, walkable routes to Basildon Station and its Town Centre.

PLANNING CONTEXT

The majority of this allocation is currently under construction to provide 725 new homes, a Local Centre and a new primary school adjacent to Basildon Hospital (12/01080/OUT). To enable the site to provide an additional 45-60 new homes, the allocation has been extended westwards by approximately 2.5 hectares.

The consented parts of the allocation will continue to be delivered in accordance with the approved planning permission and Section 106 Legal Agreement. The extension lies adjacent to Langdon Ridge SSSI and therefore requires development to incorporate an appropriate buffer with measures to safeguard this designated site.

CORE PRINCIPLES

Development on the consented part of the allocation will deliver the following:

1. A new community comprising 725 homes, a Local Centre, open space and a new primary school. Land to the west of the site will be retained for nature conservation. Development must be aligned with infrastructure delivery as secured through the associated Section 106 Legal

Agreement.

Development within the 2.5 ha extension will deliver on the following:

2. A 2.5 ha residential-led extension that integrates with the existing development through connected layout, access, open space and design principles.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

Sustainability

4. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

5. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments which also deliver the co-benefits of biodiversity. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. Sufficient usable open space must be provided beyond areas required for SuDS.
6. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

7. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. The movement network must be designed to manage vehicle access and prevent traffic build-up.
8. Supporting active travel and contributing to improved bus services to reduce car dependency and traffic build-up.

Ecology

9. Protecting the ecological integrity of

Langdon Ridge SSSI by providing an appropriate buffer and assessing and mitigating any potential impacts on this and other designated sites arising from the site's location within SSSI Impact Risk Zones. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

Heritage

10. Development is required to respond sensitively to the allocation's heritage context. A detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & water management

11. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

12. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

    e. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.356 The majority of H20 is a major development already under construction, delivering 725 homes, social and community infrastructure in high-quality open space adjacent to Basildon Hospital. The allocation has been extended by 2.5 hectares to deliver approximately 45-60 further homes, increasing the indicative capacity to 770-785 homes.

Green Belt

15.357 The 2.5 ha extension lies within the Green Belt and is part of a larger parcel BA32 which is assessed as making a strong contribution to purposes (a), (b), and (c). However, the 2.5 ha extension differs from the wider parcel, being well-contained and physically separated from land to the south of Dry Street.

15.358 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.359 The allocation lies within Natural England's Impact Risk Zone for recreational pressure on Langdon Ridge SSSI and other nearby nationally designated sites, development must therefore demonstrate that any potential impacts are assessed and appropriately mitigated in line with Natural England's guidance.

15.360 Landscape buffers should create a gradual transition in vegetation structure. Their detailed design and composition will be determined through the planning application process, informed by relevant site-specific assessments.

Heritage

15.361 Beyond the southeast corner of the extended site is the Dry Street Farmhouse Grade II listed building. New development should follow the heritage mitigations employed in the consented scheme.

Flood risk

15.362 The 2.5 ha extension is located in Flood Zone 1 and has low pluvial flood risk. It is located within NBAS_020 – Kingswood Critical Drainage Area. Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management.

15.363 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

Consented application

15.364 No changes are proposed to the consented elements of the allocation, which will continue to come forward in accordance with the existing permission and Section 106 legal agreement.

H21, Gardiners Lane South



Playing Pitch Strategy
Amenity Green Space
Whitmore Park
Play Area
Allocation Boundary
Existing Employment Areas
Public Rights of Way
Priority Habitat (deciduous woodland)

Site allocation context and description of existing

15.365 Gardeners Lane South (H21) is an urban site allocation located in Basildon, covering approximately 38 hectares. It has a predominantly industrial setting, bounded by employment land to the east and west, and a popular retail park to the north. To the south, beyond Cranes Farm Road, is a mix of residential development, public open space and sports pitches.

15.366 The allocation currently accommodates a mix of uses including sports pitches, a rifle and pistol club, a small residential area to the east (Braeburn Way and Jazz Lane) and scattered residential development along the southern side of Gardiners Close. It is almost adjacent to the A127 and well-connected to the strategic road network, with access via Gardiners Lane South. The surrounding industrial context presents opportunities for mixed-use regeneration and a walkable neighbourhood.

POLICY H21, Gardiners Lane South

Allocation Information	Details
Location	Basildon
Allocation area (ha)	37.90
Indicative capacity	850 – 950 homes
Indicative net residential density*	55 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Gardiners Lane South (H21) is to deliver a high-quality residential-led mixed-use community that integrates new homes, supporting facilities, and public open space. The scheme will enhance connectivity, green infrastructure, and community facilities, creating a vibrant and sustainable neighbourhood.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities or contribute to improvements to existing facilities as required to meet the needs of future occupiers and foster a sense of community within the development.
8. Provide replacement sports pitch provision of equal or better quantity and/or quality onsite or on an alternative site nearby in line with Basildon Borough's Playing Pitch Strategy. Contributions towards off-site provision or to improve existing facilities will only be acceptable where supported by the Playing Pitch Strategy and in accordance with HC2.
9. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
10. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.
11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

12. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.
13. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed

to manage vehicle access and prevent traffic build-up.

Health impact & amenity

14. Ensure high-quality design and layout that effectively mitigate potential impacts from adjacent employment uses, including noise, air quality, and traffic.

Ecology & biodiversity

15. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value.

16. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

17. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4.

Heritage

18. Development is required to respond sensitively to the allocation's heritage context. A detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Developer contributions

19. Developer contributions will be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. Improvements to the quality, frequency, and accessibility of public transport services, potentially including the diversion of an existing bus service through the allocation, to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

    f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.367 H21 allocates land at Gardiners Lane South for a residential-led mixed-use regeneration scheme, delivering new homes and community facilities. As an underused urban site within Basildon's built up area and close to key routes and services, it represents a sustainable location for growth.

15.368 H21 is not subject to Green Belt constraints, and its allocation reflects the Local Plan's strategy of optimising urban land before releasing Green Belt elsewhere. The scale and location of the allocation make it a strategic opportunity to deliver inclusive, sustainable housing in close proximity to employment opportunities. Given its sustainable location and proximity to services, higher densities are appropriate to make efficient use of the land.

Connectivity

15.369 The site's positioning within an established employment corridor supports new housing alongside nearby jobs, helping to balance homes and employment and reduce longer-distance commuting. Improvements to pedestrian and cycle infrastructure will link the allocation to surrounding neighbourhoods and public transport, reducing car dependency and supporting modal shift.

Landscape sensitivity

15.370 There is a significant influence of built form around the site, along with some existing development within it, which lowers the overall landscape sensitivity and provides opportunities for redevelopment.

15.371 PRoW Basildon 68 runs along part of the western boundary. Although this route is already influenced by surrounding development, proposed schemes should ensure its alignment is maintained and incorporated into the masterplan to ensure it provides an attractive, safe and well-overlooked route.

15.372 Areas of mature vegetation, including sections of Priority Habitat deciduous woodland, are present across the site. These features should be protected and incorporated into the green infrastructure network, as they form important links to wider ecological and landscape corridors.

Ecology & biodiversity

15.373 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.374 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on

Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.375 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

Heritage

15.376 To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of heritage assets, a detailed HIA must be undertaken at planning application stage.

Flood Risk

15.377 H21 lies entirely within Flood Zone 1 and has been screened as low risk in the borough's Strategic Flood Risk Assessment. Development should accord with Policies CC2 and CC3. The allocation falls outside any designated Critical Drainage Areas.

H22, Land South of Wash Road



- Built Facilities Strategy
- Amenity Green Space
- Natural / Semi Natural Green Space
- Allocation Boundary
- Existing Employment Areas
- Public Rights of Way
- Listed Buildings
- Noak Bridge Conservation Area
- Noak Bridge Reserve Local Wildlife Site
- Priority Habitat (deciduous woodland)

Site allocation context and description of existing

15.378 Land South of Wash Road (H22) is located to the east of Noak Bridge, Basildon, and covers approximately 23 hectares. It comprises a sequence of fields characterised by mature hedgerows, areas of pasture, and scrubland, contributing to a semi-rural landscape with ecological and visual value. H22 is bounded by Wash Road to the north, Basildon Brook to the east, and Noak Bridge Reserve Local Wildlife Site (LoWS) to the south and south-west. The LoWS is also identified as Priority Habitat and an Area of Particular Importance for Biodiversity. The established residential area of Noak Bridge lies immediately west, while the built-up area of Basildon lies beyond Noak Bridge Reserve and the A127 to the south.

POLICY H22, Land South of Wash Road

Allocation Information	Details
Location	Noak Bridge
Allocation area (ha)	21.80
Indicative capacity	400 – 425 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land South of Wash Road (H22) is to deliver a sustainable and climate resilient residential neighbourhood that complements the character of Noak Bridge. The development will incorporate nature-based solutions for flood mitigation and water-sensitive design, enhance pedestrian and cycle connectivity, and provide green spaces that support community wellbeing. The scheme will respect heritage assets and contribute to a strong Green Belt boundary.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach to the whole allocation that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required

open-space provision is fully delivered.

4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Create new local facilities or contribute to improvements to existing facilities as required to meet the needs of future occupiers and foster a sense of community within the development.
8. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.
9. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

10. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.
11. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities, including an active travel to Bridge Street. The movement network must be designed to manage vehicle access and prevent traffic build-up.
12. Principal vehicular access must be secured from Wash Road. Development proposals should demonstrate how access arrangements will be safely and efficiently integrated into the existing highway network.
13. Extend the public footpath along Wash Road to provide safe and continuous access to the site entrances.

14. Development must provide safe and direct connections into *LCWIP* Cycle Route 5 and 5A-C, reinforcing the strategic north–south link between Basildon and Billericay supporting a modal shift to active travel.

Green Belt & landscape

15. Protection of Noak Bridge Reserve LoWS, including the creation of an ecological buffer that delivers ecological enhancements and habitat connectivity.

16. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value.

17. Watercourses must be retained and incorporated as part of the site's blue/green infrastructure.

18. Provide a landscape buffer along the eastern edge to prevent coalescence between Noak Bridge and Crays Hill and to establish a robust and defensible Green Belt boundary.

19. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Heritage

20. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & water management

21. Deliver flood resilience and ecological enhancement along Basildon Brook, including the protection of the floodplain, new woodland and tree planting, and the enhancement of freshwater habitats.

22. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

23. Developer contributions will be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing

pitches, and built facilities, where a need is identified in the Council's evidence base.

d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required.

Infrastructure Safeguarding

24. Development proposals must also consider the CHL pipeline within or near the allocation, incorporating appropriate design and layout measures to safeguard its integrity and manage health and safety risks.

Reasoned Justification

15.379 H22 allocates land south of Wash Road for the delivery of 400-425 homes, creating a sustainable residential neighbourhood adjacent to Noak Bridge. Its location adjacent to the built-up area and proximity to services makes it a logical choice for growth, provided development responds sensitively to its environmental and heritage constraints.

Connectivity

15.380 Improving pedestrian and cycle connections is important to integrate the allocation with Noak Bridge and nearby services, and to support sustainable travel choices. The policy therefore requires enhanced active travel links, consistent with the LCWIP and wider movement strategy.

Landscape sensitivity

15.381 The existing settlement of Noak Bridge has an urbanising influence on the western edge of the site. The field south of Portsea House Farm has been used for commercial operations, which affects landscape condition and lowers sensitivity in this central area. The northeastern part of the allocation is influenced by the residential edge of Noak Bridge, resulting in similarly lower sensitivity.

15.382 To the south lies the Noak Bridge Local Nature Reserve and Local Wildlife Site. Development should be set back from this area to avoid adverse effects. Mature vegetation and trees associated with internal field boundaries and the site edges form important links to the wider green infrastructure network and should be protected where practicable.

15.383 Grade II listed Laindonponds and Daniels Farm are located just north of the site. Development should be sensitively designed to protect the setting of these heritage assets. Basildon Brook runs along the eastern boundary, and the riparian habitat should be safeguarded, with development sited appropriately away from the watercourse.

Green Belt

15.384 The site allocation lies within the Green Belt but the majority performs weakly against Green Belt purposes (a), (b), and (c), supporting its release for development. A small portion of the allocation performs strongly against purposes (a) and (c) but moderately against purpose (b).

15.385 A robust and defensible Green Belt boundary will be established through master-planning, using natural features and strategic planting to prevent future encroachment and maintain settlement separation. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage & Conservation Area

15.386 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H22 as part of the Regulation 18 consultation to consider the site's suitability for allocation. A detailed HIA must be undertaken at planning application stage to ensure the allocation does not affect or cause unacceptable harm to the setting and significance of the Noak Bridge Conservation Area and the nearby Grade II listed buildings Laindonponds and Daniel's Farm, by virtue of building on historically undeveloped land and compromising the openness of the surrounding landscape, thereby reducing the contribution this land makes to the asset's historic setting. Mitigation and enhancement measures should include exploring how this harm can be minimised by providing setbacks of development closest to the assets.

15.387 Proximity to Noak Bridge Conservation Area places a strong onus on architectural quality, detailing, and material selection. Proposals should demonstrate a preference for high-quality natural materials and a design approach that respects the area's historic character, ensuring new development integrates seamlessly with its surroundings.

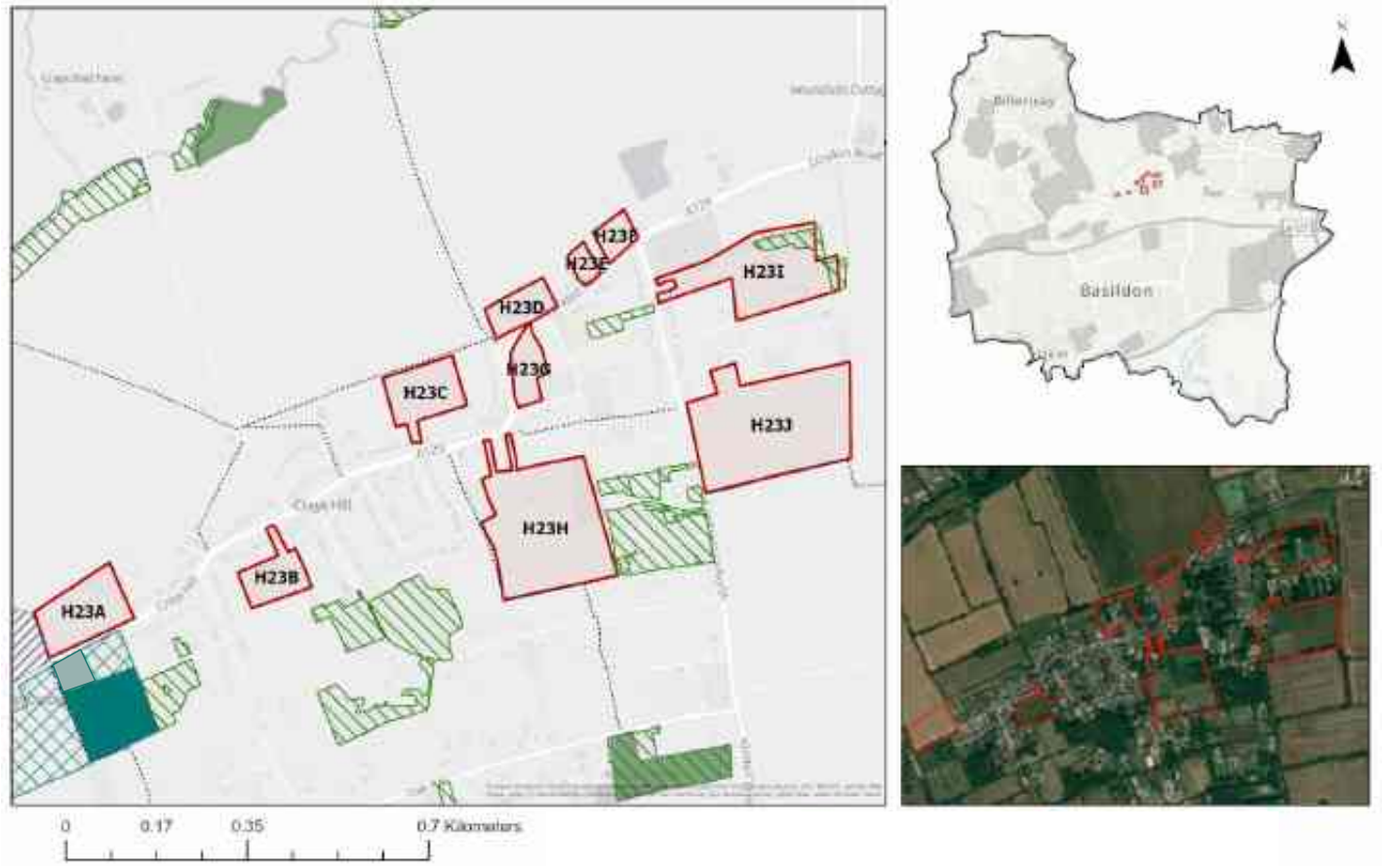
Flood risk

15.388 The northeast corner and a large proportion of the south of H22 lie within Flood Zones 2, 3a, and 3b, with the remainder of the allocation falling within Flood Zone 1. H22 is located directly adjacent to Basildon Brook along its eastern boundary and falls outside any designated Critical Drainage Areas.

15.389 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk

Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should evidence surface water associated with Flood Zones 2 and 3 will be managed and how both on-site and off-site flooding will be mitigated.

H23A-J, Crays Hill



Site allocation context and description of existing

15.390 Crays Hill is a small village centrally located within the Borough, just south of Ramsden Bellhouse and positioned between the larger settlements of Wickford and Billericay, with Basildon a short distance to the south. Crays Hill may be medieval in origin, evidenced by the presence of a moated site, and although some boundary loss has occurred through plotland development, the basic structure of the original field system has survived.

15.391 The village is predominantly residential, focused along London Road as it runs between Wickford and Billericay. Crays Hill contains a small shop, a primary school and limited public transport services. It has very little commercial or industrial activity and only limited provision of public open space. However, its rural setting provides informal opportunities for outdoor recreation in the surrounding countryside.

15.392 To facilitate development and ensure

that Crays Hill remains a distinct rural village, the allocation has been divided into 10 small parcels, labelled H23A to H23J. The parcels provide design parameters to support sensitive proposals that complement and reinforce the traditional pattern of development in the village. The design of each parcel will be informed by its location, the scale of the infill opportunity, whether it benefits from a road frontage.

15.393 The countryside to the north of Crays Hill is of high landscape value, while the countryside to the south performs an important role in separating Crays Hill from Basildon. A plotland settlement exists in this area and, due to inappropriate development over time, parts of the landscape here have become degraded through ad-hoc and unplanned development.

POLICY H23A-J, Crays Hill

Allocation Information	Details
Location	Ramsden Cray s
Indicative capacity	212 – 220 homes
Indicative net residential density*	20 dph
Indicative phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Crays Hill (H23 A - J) is to deliver modest, well-designed growth that strengthens the village core whilst limiting encroachment into the plotlands. Green Belt to the south will continue to play its vital role in separating Crays Hill from Basildon. Development will enhance local character, protect woodland and hedgerows, and ensure that settlement edges are well contained and do not contribute to perception of coalescence. All proposals will contribute positively to the long-term sustainability and distinct rural identity of the village.

Parcels H23A and H23D-H23G:

For reasons of size, location, and their relationship to existing residential areas, new development on these parcels will be sited along the road frontage. Cumulatively, this group of parcels would be able to accommodate between 26 to 34 homes.

Parcels H23B-H23C and H23H-H23J:

These parcels provide opportunities for more substantial infill development. Their depth allows for layouts that create a clearly defined internal structure while reinforcing the traditional pattern of development in the village. Cumulatively, this group of sites would be able to accommodate between 178 and 194 homes.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. On parcels H23B-H23C and H23H-H23J, the delivery of new housing should achieve the indicative Net Residential Density. All new homes will be in keeping with the existing pattern and style of development in the village.

Sustainability

2. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the sites, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest and enhancements to local biodiversity.

Infrastructure

3. Create new local facilities as required to meet the needs of future occupiers and existing residents, with good access from London Road.

4. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include spaces for informal recreation and play, designed to be safe.

5. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

6. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking to key destinations and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

7. Where gradients are steep, designs must include features such as rest points, surface treatments, or alternative routes to ensure accessibility for all.

Green Belt, landscape & ecology

8. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in

order for strong and defensible Green Belt boundaries to be created and secured.

9. Protect and enhance mature tree cover and Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value. Habitat connectivity should be strengthened through native hedgerow planting.
10. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

Heritage

11. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk

12. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

a. Developer contributions must be secured for:

b. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

c. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

d. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

e. Improving the local highway network and active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*. This includes safer pedestrian crossings on the A129 (Crays Hill) and traffic calming on key routes such as Pipps Hill Road North towards Noak Bridge.

f. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

Reasoned Justification

15.394 The allocation of Land at Crays Hill (H23A-J) enables the delivery of approximately 212-220 homes. Development must reflect the low-rise village character of the area and be arranged in keeping with the existing grain/built form. Habitat connectivity should be strengthened through native hedgerow planting, and open space must be provided in line with the Open Space Study.

Connectivity & highways

15.395 To encourage sustainable modes of transport, improvements to the local highway network, including safer pedestrian crossings on the A129 and traffic calming on Pipps Hill Road North, will support sustainable movement and onward travel via Noak Bridge. Contributions will also be required to support public transport access to Wickford and nearby schools.

Green Belt

15.396 All sites within the allocation perform strongly against purposes (a) and (c) of the Green Belt, with half the sites performing strongly against purpose (b) and the other half performing moderately against it. The Plan makes a limited and tightly contained adjustment to the Green Belt boundary in order to include only those sites necessary to meet identified local development needs, while preserving the wider openness and function of the surrounding Green Belt.

15.397 Whilst a larger number of sites were promoted along London Road, some sites have not been included in the Plan due to overriding considerations. Additional sites promoted to the east of the village would extend Crays Hill further in that direction and, in the long term, risk the coalescence of the settlement with Wickford and/or Ramsden Bellhouse. Sites promoted within the Crays Hill Plotlands, other than those identified in the policies map, lie within the Green Belt. While some may be suitable for very small-scale infill, such schemes will be considered against Policy GB2.

15.398 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.399 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

Historic layout & heritage

15.400 To preserve the openness of the wider landscape and prevent coalescence

with Basildon, only sites adjacent to the existing village envelope and some sites on the northern portion of Crays Hill Plotlands are allocated for development. This approach is supported by the Basildon Plotlands Potential Growth Study (2024), which identifies the southern portion of Crays Hill as contributing more strongly to openness and separation. Retaining this land within the Green Belt maintains visual and physical separation between settlements and reinforces the borough's spatial strategy.

15.401 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H23 A - J sites as part of the Regulation 18 consultation to consider their suitability for allocation. A detailed HIA must be undertaken at planning application stage to ensure the allocation does not affect or cause unacceptable harm to the setting and significance of Grade II listed Great Wasketh Farmhouse, by virtue of building on agricultural land historically associated with it and compromising the openness of the surrounding landscape.

Flood risk

15.402 All H23A-J sites fall within Flood Zone 1. The nearest watercourse is Basildon Brook, which runs beyond the western-most site.

15.403 H23D-J lie within NBAS_012 – Bromfords Critical Drainage Area (CDA) and NBAS_011 – Wickford Centre CDA. Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

15.404 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H24A, Land East of Castledon Road and H24B, Land West of Castledon Road



Allocation Boundary

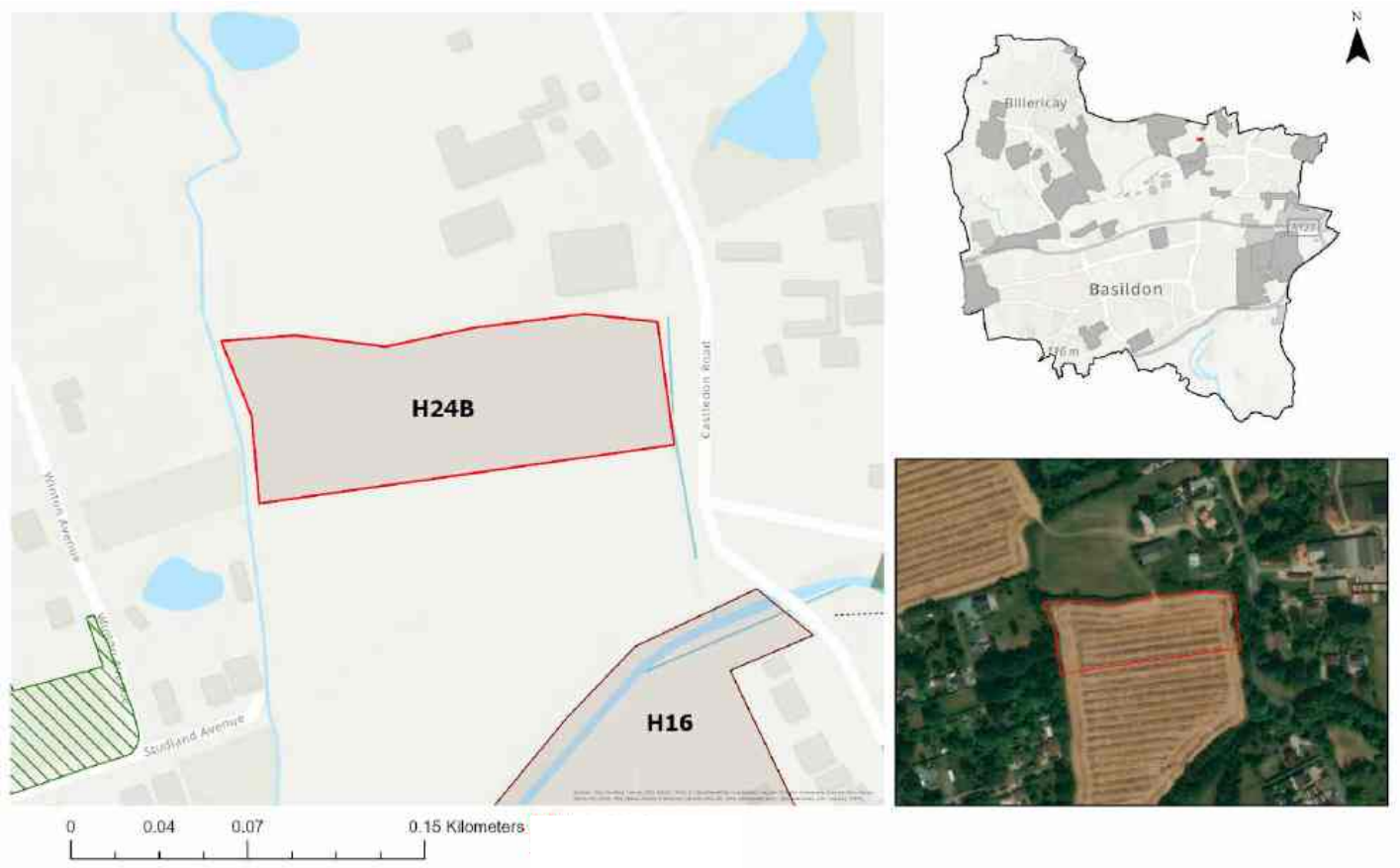
Priority Habitat (deciduous woodland)

Borough Boundary

Site allocation context and description of existing

15.405 Land East of Castledon Road (H24A) is a 1.5-hectare agricultural field on the north-western edge of Wickford, between Castledon Road and the Shenfield-Southend railway line. Agricultural land separates the allocation from Wickford, though the gap is limited, reinforcing the importance of maintaining a strong Green Belt boundary to the east of the site. A watercourse runs along the eastern boundary of the site.

15.406 Land West of Castledon Road (H24B) is 1.1 hectares of agricultural land bounded by Castledon Road to the east, plotland



Allocation Boundary

Public Right of Way

Wickford Riverside Local Wildlife Site

Priority Habitat (deciduous woodland)

development accessed via Sugden Avenue to the west, and the River Crouch to the south.

15.407 Both sites are within the Newhouse Farm and Castledon Road Plotland but are larger fields with more substantial development potential. Development in the plotland is arranged in a grid pattern across two areas: a southern area accessed via Sugden Avenue and a north-eastern area along Castledon Road.

15.408 Housing in the plotland is low-density, mainly bungalows and chalets, interspersed with grassland, paddocks, and overgrown plots. Some larger two-storey homes are found along Castledon Road. Several small-scale planning consents exist, including replacement dwellings and minor infill schemes.

POLICY H24A, Land East of Castledon Road and H24B, Land West of Castledon Road

Allocation Information	Details
Location	Wickford
Total area (ha)	1.58 (H24A), 1.10 (H24B)
Indicative capacity	25 - 30 homes (H24A), 15 – 20 homes (H24B)
Indicative net residential density*	25 dph
Indicative phasing	2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land at Castledon Road (H24A and H24B) is to deliver two modest, sensitively designed residential schemes that complement the existing homes along Castledon Road and integrate well with the surrounding community. Development will provide a high-quality frontage that respects the area's rural character.

Strengthened landscape buffers will define robust, long-term Green Belt boundaries and create a clear transition to the open countryside.

CORE PRINCIPLES

Development proposals will deliver the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. New development must be low-rise and reflect the area's informal, rural character. Layouts should take inspiration from the traditional geometric pattern of plots, reinterpreting it in a way that supports legibility, permeability, and placemaking.

Sustainability

4. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

5. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. Sufficient usable open space must be provided beyond areas required for SuDS.

6. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

7. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking to key destinations and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

8. Ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

Green Belt, landscape & ecology

9. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

10. Protect existing green infrastructure, with any necessary loss limited to areas of lowest ecological value. Habitat connectivity should be strengthened through native hedgerow planting.

11. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

12. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, is required in accordance with Policy NE1 part 4.

13. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Flood risk

14. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

15. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

Reasoned Justification

15.409 H24A and H24B allocate land accessed via Castledon Road for the delivery of 40-50 homes through a sensitive infill approach. The wider plotland area comprises low-density development arranged in a geometric grid, interspersed with paddocks, woodland, and overgrown plots. This mosaic of habitats contributes to the area's semi-rural identity and ecological value, and new development will connect into and enhance this established green infrastructure network.

Green Belt

15.410 H24A and H24B lie within the Green Belt and have been identified as provisional Grey Belt by the 2025 Green Belt study, supporting their release. H24A performs moderately against Green Belt purposes (a) and (c) and weakly against purpose (b). H24B performs moderately against purpose (a) and weakly against all other purposes.

15.411 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.412 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.413 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.414 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot

(SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.415 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.416 The proposed allocations are unlikely to adversely impact the setting or significance of designated heritage assets.

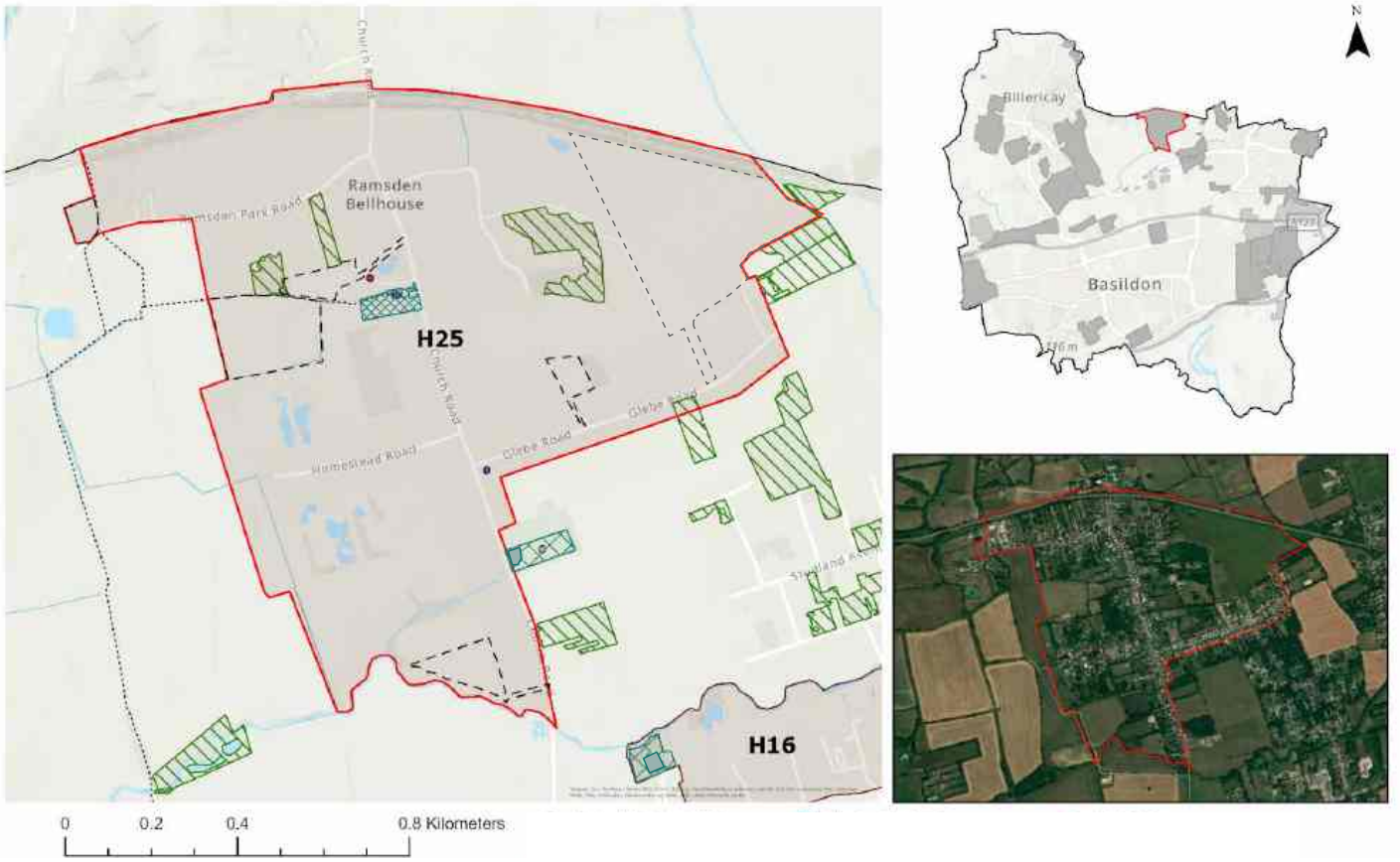
Flood Risk

15.417 H24A and H24B fall within Flood Zone 1. Fluvial flood risk is associated with the River Crouch, which lies beyond the southern boundary of H24B. Pluvial flood risk is aligned with the River Crouch and the two brooks that bound the allocations. The Environment Agency should be consulted with regard to the fluvial flood risk connected to the River Crouch.

15.418 Both allocations lie entirely within NBAS_011 – Wickford Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management, as per para 178 of the NPPF (2024).

15.419 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should evidence how areas of surface water ponding will be managed.

H25, Ramsden Bellhouse



- Playing Pitch Strategy
- Built Facilities Strategy
- Amenity Green Space
- St Mary the Virgin Churchyard
- Play Areas
- Indicative Developable Parcels*
- Allocation Boundary
- Public Rights of Way
- Listed Buildings
- Priority Habitat (deciduous woodland)
- Borough Boundary

** Net indicative capacity calculated from the indicative developable parcels shown.*

Site allocation context and description of existing

15.421 Ramsden Bellhouse is a village located to the north of the Borough, positioned between Wickford and Billericay. The village was recorded in the Domesday Book and contains long-established features such as St Mary's Church, parts of which date from the 14th Century. The village is predominantly residential and local services are limited.

15.422 The allocation H25 is approximately 139 hectares and is bounded by the River Crouch to the south and the Shenfield-Southend railway line to the north, which also marks the boundary between Basildon and Chelmsford Boroughs. This area reflects the Green Belt release boundary defined through the Local Plan, informed by the Green Belt Study and subsequent site-specific assessment. While only some promoted parcels are capable of accommodating larger-scale development, the majority of the land within this boundary comprises existing residential properties that will not be redeveloped as part of the allocation.

15.423 The A129 and A127 run further south beyond the village. The western edge of the parish is defined by agricultural land and paddocks, enclosed by hedgerows. To the southeast, the plotlands meet the edge of Wickford, forming a semi-rural area of dispersed development.

POLICY H25, Ramsden Bellhouse

Allocation Information	Details
Location	Ramsden Bellhouse
Allocation area (ha)	139.19
Indicative capacity	120 – 140 homes
Indicative net residential density*	20 dph
Indicative phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Ramsden Bellhouse (H25) is to support the existing community through sensitive village infill on appropriate sites within the wider allocation boundary. New development will enhance local character, contribute to village sustainability, and incorporate energy-efficient homes and green infrastructure that supports biodiversity and climate resilience. Improvements to community facilities and public transport, including enhanced bus services, will help meet local needs and reduce car dependency.

CORE PRINCIPLES

Development proposals will deliver the following:

1. Low-rise development that will complement the village's built form, in size, scale and layout to preserve its rural and spacious character; with views from Church Street to the surrounding countryside retained.
2. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community, with consideration to meet local needs, first-time buyers and those looking to downsize.
3. All development must support place-shaping and legibility, with parcels capable of accommodating more than road-frontage infill additionally required to achieve the indicative net residential density.

4. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

Sustainability

5. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

6. Create and improve local facilities and infrastructure as required to support a walkable neighbourhood that meets the needs of current and future residents and reduces car trips.

7. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include safe, inclusive areas for informal recreation and play.

8. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

9. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

10. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

11. Introduce traffic-calming measures on Church Street to reduce vehicle speeds and improve safety for pedestrians and cyclists.

Green Belt, landscape & ecology

12. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.
13. Existing field patterns, mature hedgerows, trees and ponds should be retained and integrated into the allocation's blue/green infrastructure design, with any necessary removal limited to areas of lowest ecological value. Watercourses must be retained and incorporated as part of the site's blue/green infrastructure.
14. Protect Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.
15. Deliver flood resilience and ecological enhancement along the River Crouch corridor, including a landscape buffer to safeguard the floodplain, new woodland and tree planting, and the enhancement of freshwater habitats.
16. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.
17. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, is required in accordance with Policy NE1 part 4.
18. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Heritage

19. Development is required to respond sensitively to the village's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk

20. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

21. Developer contributions will be secured for:
    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.
    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.
    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing

pitches, and built facilities, where a need is identified in the Council's evidence base.

d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Improvements to the existing recreation ground.

Reasoned Justification

15.424 H25 allocates land at Ramsden Bellhouse for the delivery of 120-140 homes through a carefully managed village infill approach. It comprises a mix of development parcels, including one larger site to the northeast of the village and several smaller greybelt sites, alongside extensive existing residential areas that will not form part of redevelopment proposals.

Infrastructure

15.425 Given its village location, the sustainability of the allocation is closely tied to the provision of community uses and infrastructure. Development must support a walkable neighbourhood and contribute to improved access to local services, public transport, and recreational facilities. Enhancements to the existing recreation ground and investment in active travel routes will help reduce car dependency and support inclusive access to nearby settlements Billericay and Wickford.

15.426 Infrastructure planning for Ramsden Bellhouse must take account of its proximity to the administrative boundary with Chelmsford Borough, ensuring that development impacts are considered in a wider strategic context and coordinated where necessary.

Landscape sensitivity

15.427 Development should be focused in areas of lower landscape sensitivity, such as the north-eastern edge bound by the railway line and land adjacent to existing residential development, where additional ribbon-style development can fit more comfortably within the established settlement pattern of Ramsden Bellhouse.

15.428 The western edge of the allocation has a more tranquil character and a stronger relationship with the wider countryside, meaning development here should be limited and sensitively designed. This sensitivity also relates to the Public Rights of Way within the western parcel.

15.429 The River Crouch and its associated riparian buffer form the southern boundary of the allocation, and, together with several scattered waterbodies within the site, represent higher-sensitivity landscape and ecological features that should be retained and protected. The Grade II* listed Church of St Mary and the Grade II listed Ramsden Bellhouse Hall are also high-sensitivity heritage features whose settings must be safeguarded through appropriate layout and design.

Green Belt

15.430 The majority of the site allocation lies in moderately to poorly performing Green Belt land, due to its moderate contribution to Green Belt purposes (a) and (c) and weak contribution to all other purposes. The northeastern part of the allocation performs strongly against purpose (a), weakly against purpose (b), and moderately against purpose (c).

15.431 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.432 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.433 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the Natural England SANG Guidelines (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which

includes an Appropriate Assessment.

15.434 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.435 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.436 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.437 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H25 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of a number of heritage assets, by virtue of building on historically undeveloped land and compromising the openness of the surrounding landscape, a detailed HIA must be undertaken at planning application stage. The Grade II* listed Church of St. Mary and Grade II listed Ramsden Bellhouse Hall are of high sensitivity. Mitigation and enhancement measures should explore how this harm can be minimised through the creation of green space to provide setbacks between development and the assets.

Flood risk

15.438 The majority of H25 falls within Flood Zone 1, with parts of the southern boundary lying within Flood Zones 2, 3a, and 3b. Most flood risk is localised to the floodplain of the River Crouch, with two additional surface flow routes crossing the allocation from north to south.

15.439 The western half of H25 lies within NBAS_011 – Wickford Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management as per para 178 of the NPPF (2024).

15.440 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should evidence how the identified flow routes will be managed along with the areas of surface water ponding throughout the site.

Neighbourhood planning

15.441 In August 2018, the designation of the Ramsden Bellhouse Neighbourhood Area was formally approved by the Council. Ramsden Bellhouse Parish Council are currently in the process of preparing a Neighbourhood Plan. This provides a framework for locally-led development that reflects the character and aspirations of the community.

15.442 The allocation is in multiple ownership, which may complicate coordinated delivery. In areas with active Neighbourhood Development Orders or emerging Neighbourhood Plans, Basildon Borough Council will support collaborative approaches to delivery that align with local aspirations. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation and must demonstrate how the remainder could be delivered in a coordinated and comprehensive manner.

H26, Land at Mountnessing Road



Allocation Boundary

Public Rights of Way

Site allocation context and description of existing

15.443 Land at Mountnessing Road (H26) is a small development parcel on the north-western edge of Billericay. It is well enclosed by strong hedgerows, forming a clear boundary with the surrounding Green Belt. To the west lies a converted farmstead and open countryside. To the east along Mountnessing Road and Bluebell Wood, development predominantly comprises two-storey housing.

POLICY H26, Land at Mountnessing Road

Allocation Information	Details
Location	Billericay
Allocation area (ha)	0.98
Indicative capacity	16-20 homes
Indicative net residential density*	40 dph
Indicative phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land at Mountnessing Road (H26) is to deliver a modestly sized, sustainable development that creates a clear Green Belt edge for northwest Billericay.

The scheme will incorporate sustainable design principles, including energy-efficient homes and green infrastructure that supports biodiversity and climate resilience. Improved public transport connections, such as enhanced bus services, will be prioritised to foster inclusivity and reduce car dependency.

CORE PRINCIPLES

Development proposals will deliver the following:

Design

1. New housing will be low-rise and designed to complement the scale and character of the surrounding built environment.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Safeguard neighbouring amenity for homes along Mountnessing Road and Bluebell Wood by protecting privacy, minimising overlooking, and respecting existing garden boundaries.

Sustainability

4. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    b. A holistic approach to green infrastructure that delivers an ecologically-rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

5. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups.

6. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

7. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections to key destinations within the surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

Green Belt, landscape & ecology

8. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

9. Retain and enhance existing hedgerows, with any necessary removal limited to areas of lowest ecological value. Habitat connectivity should be strengthened through new native hedgerow planting.

10. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

11. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, is required in accordance with Policy NE1 part 4.

12. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Heritage

13. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk

14. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

15. Developer contributions must be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

Reasoned Justification

15.444 H26 is a small parcel on the north-western edge of Billericay, enclosed by strong hedgerows and well hidden from public view. The allocation enables sensitive small-scale development that complements the scale and character of surrounding housing. Development must be low-rise and landscape-led, retaining and enhancing existing hedgerows to support biodiversity, climate resilience, and visual integration.

Connectivity

15.445 The location is on the north-western extremity of Billericay so development must support active travel and contribute to improved bus services, reducing car dependency and enhancing access to local services.

15.446 It is bound on the north, south and western sides by Public Rights of Way. These should be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well overlooked routes.

Green Belt

15.447 The site allocation lies on poorly performing Green Belt land and has been assessed as provisional Grey Belt as per the 2025 *Green Belt Study*. The allocation performs moderately against Green Belt purposes (a) and (c) and poorly against all other purposes. The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology

15.448 Contributions will be secured from development towards mitigation in accordance with the *Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038* and *Essex Coast RAMS Supplementary Planning Document 2020* (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.449 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the *Natural England SANG Guidelines* (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.450 An Ecological Impact Assessment

(EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Norsey Wood SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.451 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.452 SSSI: LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

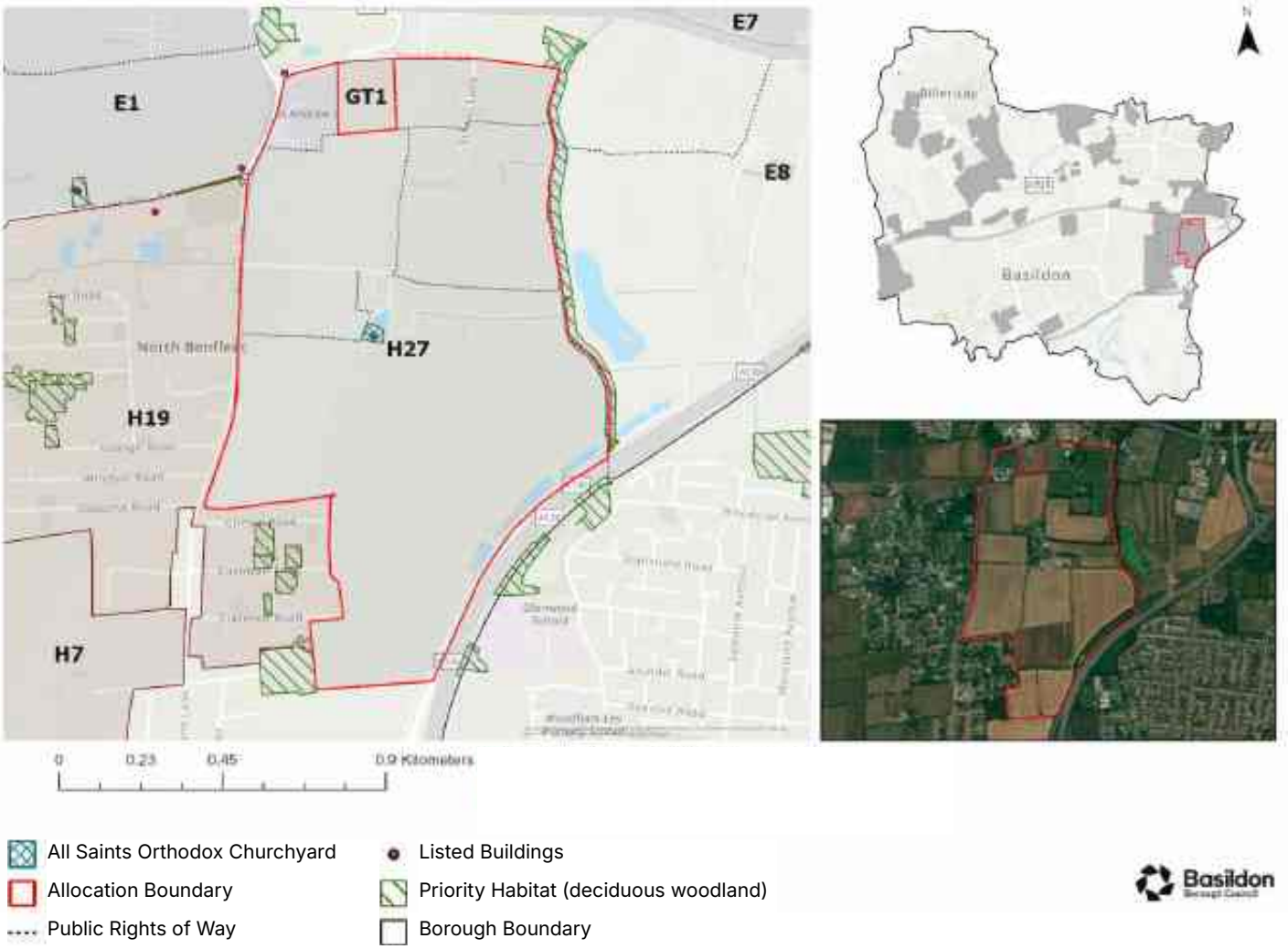
15.453 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for H26 as part of the Regulation 18 consultation to consider the site's suitability for the allocation. Mitigation and enhancement measures should explore how harm can be minimised through the creation of green space to provide setbacks between development and the assets.

Flood Risk

15.454 H26 lies entirely within Flood Zone 1. The eastern half of H26 lies within NBAS_016 – Billericay Critical Drainage Area (CDA). Development within a Critical Drainage Area should deliver additional benefits to the wider community through measures that reduce flood risk and improve surface water management as per para 178 of the NPPF (2024).

15.455 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H27, Land East of Bowers Gifford



Site allocation context and description of existing

15.456 Land East of Bowers Gifford (H27) lies to the east of Basildon, within the parish of Pitsea, and covers approximately 126 hectares. It is bounded by the A127 to the north and the A130 to the east and south, with Sadlers Farm Roundabout at its southern tip. The allocation comprises a wedge-shaped area of predominantly arable fields, interspersed with grassland, woodland, and scattered ponds, contributing to its open, rural character.

15.457 A number of heritage assets are located within the site allocation, including the Grade II* listed Church of All Saints, a historic moated farmstead at North Benfleet Hall and World War II pillboxes. High-voltage power lines run parallel to the A130 along the eastern edge, and several public rights of way (PRoW) cross the northern part of the allocation. To the west, H27 adjoins the North Benfleet Plotlands and Bowers Gifford, with South Benfleet lying beyond the A130 to the east. Applicants should be aware that overhead power lines run across the site.

POLICY H27, Land East of Bowers Gifford

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	126.10
Indicative capacity	1000 - 1100 homes
Indicative net residential density*	30 dph
Indicative phasing	2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land East of Bowers Gifford (H27) is to deliver a conservation-led urban extension that celebrates the area's rich landscape and heritage context. Anchored by the Grade II* listed Church of All Saints and historic farmstead at North Benfleet Hall, the development will create a vibrant neighbourhood that respects the agrarian character and ecological value.

The scheme will prioritise east-west connectivity, improving active travel and sustainable transport links to Basildon and South Benfleet, while maintaining clear physical separation from South Benfleet. A new school, sports pitches, and community spaces will support a walkable, inclusive neighbourhood designed to promote health, wellbeing, and pride of place.

Green infrastructure will be embedded throughout, enhancing biodiversity, reinforcing the Green Belt edge, and framing key views and heritage assets. The development will be shaped by the landscape's natural capital and historic field patterns, creating a distinctive place rooted in its setting and designed for future generations.

CORE PRINCIPLES

Development proposals will come forward as part of a masterplanned approach that delivers on the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation. Higher densities should be guided by a conservation-led approach that responds to landscape and heritage sensitivities. Built form and character areas must reflect high-quality design, shaped by topography, landscape, and local distinctiveness.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.
4. Allow for the phased release of land.
5. Provide for the delivery of key infrastructure.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces and enhancements to local biodiversity.

Infrastructure

7. Provide a new Local Centre offering an appropriate range of retail spaces, services, and facilities to meet the needs of future residents. The location of the centre will be coordinated with the masterplans for H7, H19 and H27, and may be provided within one or more of those site allocations if appropriate. The Local Centre should be sited to support people and placemaking and respond to the site allocation's historic context.
8. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. Sufficient usable open space must be provided beyond areas required for SuDS.
9. Provide land for a new primary school with associated early years and childcare provision or required financial

contributions to existing local primary schools to enable the expansion to accommodate demand arising from the development, as required by the Local Education Authority. Any new or expanded provision must meet the requirements set out by the Local Education Authority. All new facilities must be safely and conveniently accessible by inclusive pedestrian and cycle routes that connect with surrounding residential areas.

10. The safeguarding of land for a 10 FE secondary school should it be required, unless it can be demonstrated that the school provision will be delivered through other ways. Any new or expanded provision must meet the requirements set out by the Local Education Authority. All new facilities must be safely and conveniently accessible by inclusive pedestrian and cycle routes that connect with surrounding residential areas.

11. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.

12. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

13. Maximise connectivity between parcels and avoiding single-access layouts wherever practicable. Where a single-access layout is unavoidable, ensure that pedestrian and cycle permeability into, out of and through the allocation is maximised.

14. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities, including Pitsea Station. The movement network must be designed to manage vehicle access and prevent traffic build-up.

15. Upgrade the existing underpass to South Benfleet to ensure it is safe, inclusive, and welcoming, and integrate it into the allocation's active travel network.

16. Enhance connectivity between residential areas and key employment zones, particularly the A127 employment corridor (including Employment Area E1), with improved access for residents in Benfleet.

17. Support the delivery of a proposed east-west active travel route that connects into Strategic Route H7, strengthening the borough's walking and cycling network.

Green Belt, landscape & ecology

18. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features

it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

19. Development must maintain clear and enduring separation from South Benfleet, with strategic landscape buffers and open space corridors used to reinforce settlement distinctiveness and prevent coalescence to the east of the allocation.

20. Protect the Priority Habitat deciduous woodland, historic field patterns, and veteran trees, with loss only accepted where there is no alternative and fully compensated. Removal of other green infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

21. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

22. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, and delivery of Suitable Alternative Natural Greenspace (SANG) is required in accordance with Policy NE1 part 4.

23. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Heritage

24. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & water management

25. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Health Impact

26. The masterplan must minimise the visual and health impacts of the High Voltage Transmission Lines, including through appropriate buffers and landscape treatments, to mitigate their presence and ensure high-quality living environments. A strategy for the NGET Overhead Cable Route, must show how the NGET Design Guide and Principles have shaped the masterplan and reduced the impact of the assets through good design.

Development Contributions

27. Developer contributions will be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

d. The delivery of high-quality, frequent, and accessible public transport services, including a bus service through the allocation, to provide attractive links to Pitsea Station, town centres and nearby facilities and to help reduce air pollution.

e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

f. Enhancement and capacity improvements to local emergency services, where required.

Reasoned Justification

15.458 H27 allocates approximately 126 hectares of land east of Bowers Gifford for a conservation-led urban extension. It is anchored by significant heritage assets, including the Grade II* listed Church of All Saints, the historic farmstead at North Benfleet Hall and the historic agricultural land which must shape the development's layout, views, and character.

Education

15.459 Essex County Council (ECC) requires the provision of 3.09ha of land to locate a Use Class F1(a) primary school with 3 forms of entry co-located with 72-place early years and childcare provision.

15.460 ECC also requires the provision of 12.4ha of suitable land of Use Class F1(a) for a for a secondary school with 10 forms of entry, or alternatively, the provision of a through school.

15.461 These figures reflect ECC's current pupil yield forecasts and site size standards. Detailed requirements will be confirmed at the planning stage in consultation with the education authority.

15.462 Financial contribution may be required where expansion of existing provision is appropriate. All contributions and land provision will be secured in

accordance with ECC's Developers' guide to Infrastructure Contributions (or any updated equivalent).

Connectivity

15.463 Overall east-west connectivity is a key priority for H27. For residents within the allocation, this includes improved active travel and sustainable transport access westwards to Pitsea Station, Basildon Town Centre and employment areas along the A127 corridor, as well as access eastwards to South Benfleet. The existing underpass to the east provides an important link between boroughs; its improvement will enhance safe and inclusive access, particularly for South Benfleet residents travelling by bicycle towards the A127 employment corridor. While the underpass will support wider connectivity, it will not alter the need to maintain clear separation between H27 and South Benfleet.

Landscape sensitivity

15.464 The area to the north towards Harrow Road has lower sensitivity due to the presence and influence of existing built form. Similarly, the sensitivity of the far south-western part of the allocation is reduced by its proximity to the existing settlement of Bowers Gifford. However, consideration must be given to the amenity and perceptual quality of this area, as spatial constraints, high-voltage transmission lines and the nearby Sadlers Hall Farm Roundabout influence its character

15.465 Areas of Priority Habitat woodland and existing field boundaries within the allocation form important components of the wider green infrastructure network and should be protected from development. The setting of the Grade II* listed Church of All Saints is highly sensitive and requires careful consideration.

15.466 Development must be brought forward through a comprehensive masterplan that embeds landscape and heritage sensitivities, protects Page Wood and veteran trees, and enhances biodiversity through strategic planting and improved habitat connectivity.

15.467 Public Rights of Way within or adjoining the allocation must be retained through maintained access points and incorporated into the masterplan to ensure they provide attractive, safe and well-overlooked routes, with any new road crossings designed to prioritise pedestrian movement and safety.

Green Belt

15.468 The site allocation lies within the Green Belt and has been assessed as making a strong contribution to purposes (a) and (b), with a moderate contribution to purpose (c). It plays an important role in maintaining separation between Bowers Gifford, North Benfleet and South Benfleet. While H27 forms a planned extension to Bowers Gifford and North Benfleet, development must preserve a clear physical and visual break with South Benfleet. Strategic landscape buffers and open space corridors will be required to reinforce long term settlement separation.

15.469 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation,

and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Biodiversity & ecology

15.470 Contributions will be secured from development towards mitigation in accordance with the *Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038* and *Essex Coast RAMS Supplementary Planning Document 2020* (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.471 Depending on the size and location, residential development which attracts the Essex Coast RAMS tariff is likely to need to provide additional mitigation in the form of a Suitable Alternative Natural Greenspace (SANG), in accordance with the *Natural England SANG Guidelines* (2021), to account for impacts of residential development taken 'alone' on Internationally designated sites (Habitats Sites). This requirement reflects the evidence from the recent Visitor Survey update undertaken by Footprint Ecology. The impact of residential development on Internationally designated sites; Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites will need to consider the site's conservation objectives by carrying out a Habitats Regulations Assessment (HRA) which includes an Appropriate Assessment.

15.472 The allocation is bounded by the A127 to the north and A130 to the southeast. NE SANG Guidelines require SANG areas to be below 60dB. Given the noise constraints on site, the SANG could be provided:

- entirely off-site through financial contributions to an off-site location that fully meets the NE SANG Guidelines
- through a blended approach where the principal SANG (meeting essential criteria such as a 2.3 km circular walk and parking) is delivered off-site, with additional on-site 'doorstep' SANG contributing to the required quantum; or
- through one or more on-site SANG areas where noise mitigation (such as barriers) and site design can ensure compliance with Natural England's requirements, including meeting the 60dB limit for noise pollution.

15.473 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Thundersley Great Common and Pitsea Marsh SSSI, and to identify any necessary mitigation measures, unless these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.474 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The

desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.475 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.476 A High-Level Heritage Impact Assessment (HIA) has been undertaken for H27 as part of the Regulation 18 consultation to consider the site's suitability for allocation. A detailed HIA must be undertaken at planning application stage to ensure the allocation responds sensitively to its heritage farmland context and to the setting of designated and non-designated heritage assets, including the Church of All Saints and the associated manorial site and World War II pillboxes, and to ensure it includes a thorough understanding of the historic landscape character, its key elements, relationships, and evolution.

Flood Risk

15.477 The majority of H27 falls within Flood Zone 1, with parts of the western boundary lying within Flood Zones 2, 3a, and 3b. There is pluvial flood risk across the allocation, and a sequential approach should be implemented to steer development towards areas of lower surface water flood risk.

15.478 The proposed allocation boundary intersects two Critical Drainage Areas: the southern part lies entirely within NRoch_005 and part of the western boundary falls within NBAS_019. Development sites located within a Critical Drainage Area should be designed to deliver additional benefits to the wider community through measures that contribute to flood risk reduction and improved surface water management, as per para 178 of the NPPF (2024).

15.479 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H28, Land East of Laindon Road



Allocation Boundary

Site allocation context and description of existing

15.480 The allocation lies to the south of Billericay, covering approximately 0.8 hectares, and is allocated for specialist housing for older people. It comprises a small undeveloped parcel with mature trees to the south and north-east. It is bounded by Laindon Road (A176) to the west and Billericay School and playing fields associated with Billericay Sports and Fitness Centre to the east and south. To the north is residential development running along Laindon Road. Site allocation H4, Land West of Laindon Road, lies immediately west of the site.

POLICY H28, Land East of Laindon Road

Allocation Information	Details
Location	Billericay
Allocation area (ha)	0.78

VISION

Our vision for Land East of Laindon Road (H28) is to deliver high-quality, sustainable specialist accommodation for older people. This can comprise independent living for older people or, where there is an identified local need, care facilities with bed spaces. Development will provide a safe, inclusive and accessible environment for older people and those requiring residential care. The building will integrate sensitively with the surrounding built form by incorporating sustainable design principles; and high-quality landscaping.

CORE PRINCIPLES

Development proposals will deliver the following:

1. Provide an appropriate number of homes for independent living and/or a care home with bed spaces where an identified local need is to be met. The type of home/s provided shall be informed by the Council's evidence on specialist accommodation.
2. Development must demonstrate that internal and external environments provide a high standard of amenity for future residents, including safe outdoor spaces, quiet areas, and appropriate acoustic and air-quality design measures.

Sustainability

3. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating

sustainable drainage that responds to the allocation's topography.

b. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces where appropriate, and enhancements to local biodiversity.

Connectivity & infrastructure

4. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. The movement network must be designed to manage vehicle access and prevent traffic build-up.
5. Connect into and provide financial contributions towards *LCWIP* Cycle Route 5 providing north-south connectivity between Basildon and Billericay.
6. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Flood risk

7. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

8. Developer contributions must be secured for the expansion of local primary and community healthcare services.
9. Support active travel and contribute to improved bus services to reduce car dependency for staff and residents.

Reasoned Justification

15.481 H28 is a small parcel to the south of Billericay, semi-enclosed by mature trees and surrounded by housing and the playing fields associated with Billericay Sports and Fitness Centre. The allocation is partially screened by trees at the site boundary but is still visible from Laindon Road.

15.482 The allocation represents a small, self-contained opportunity site adjacent to H4 (Land West of Laindon Road).

Infrastructure & connectivity

15.483 The allocation supports the delivery of specialist accommodation for older people, supporting identified need. Its position along Laindon Road offers good accessibility to local services and public transport, with Billericay town centre and nearby community facilities within convenient reach. Development must support active travel and improved bus services along Laindon Road, reducing car dependency and enhancing access to local services.

Green Belt

15.484 The allocation lies in the larger Green Belt parcel BI22. BI22 makes a moderate contribution to Green Belt purposes (a) and (b), with a weak contribution to purpose (c) and is identified as provisional Grey Belt in the Green Belt Study 2025.

15.485 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.486 Design must be informed by an arboricultural assessment, with mature trees retained where practicable and integrated into the site's green infrastructure network. The scheme must make efficient use of the site while ensuring a high-quality living environment for future residents.

Heritage

15.487 The proposed allocation is unlikely to adversely impact the setting or significance of designated heritage assets.

Flood Risk

15.488 The allocation lies within Flood Zone 1 and outside the borough's Critical Drainage Areas. Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

H29, Land at Bells Hill Road



Allocation Boundary
The Five Bell Inn (Grade II LB)
Langdon Ridge SSSI
Nether Mayne Verges Local Wildlife Site
Priority Habitat (deciduous woodland)
Borough Boundary

Site allocation context and description of existing

15.489 The site allocation is accessed from Bells Hill Road, which runs parallel to its western boundary and provides direct connections to both the A13 to the south and the A176 to the east. The allocation is enclosed by tree-lined boundaries to the east and west, with a hedgerow forming the southern boundary, beyond which lies the Bells Hill Pub. To the north, the allocation adjoins the Bells Hill Road Plotlands.

15.490 The surrounding area is largely developed on all sides, with a mix of commercial and residential uses located immediately to the north, south, and west. The allocation is also in close proximity to the five-arm Bells Hill Roundabout, providing access to the wider local and strategic road network. Langdon Ridge SSSI lies nearby, forming an important environmental asset to the site's wider landscape and ecological context.

POLICY H29, Land at Bells Hill Road

Allocation Information	Details
Location	Basildon
Allocation area (ha)	2.06
Indicative capacity	35 - 45 homes
Indicative net residential density*	30 dph
Indicative phasing	2026-35

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land at Bells Hill Road (H29) is to deliver a modestly sized, sustainable development on underutilised land to the south of Basildon.

The scheme will incorporate sustainable design principles, including energy-efficient homes and green infrastructure that supports biodiversity with its co-benefits and climate resilience. Improved public transport connections, such as enhanced bus services, will be prioritised to foster inclusivity, reduce car dependency and traffic build-up.

CORE PRINCIPLES

Development proposals will deliver the following:

1. Provide a varied mix of tenures, housing sizes and building typologies to support a balanced and inclusive community.
2. Arrange the built form and building typologies to support place-shaping and site-wide legibility and to achieve the indicative net residential density across the allocation.
3. Take all reasonable measures to achieve the indicative capacity of the allocation by optimising density within the areas planned for residential development, including by applying efficient and space-optimising house types and layouts where appropriate, while ensuring that required open-space provision is fully delivered.

Sustainability

4. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, with a focus on reducing both operational and embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    b. A holistic approach to green infrastructure that delivers an ecologically-rich planting strategy across the whole allocation, providing multiple benefits including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe public spaces for leisure and rest, community garden spaces, and enhancements to local biodiversity.

Infrastructure

5. Provide open space in line with the *Open Space Study* and Policy HC2, ensuring access to high-quality recreational and natural environments. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. Sufficient usable open space must be provided beyond areas required for SuDS.

6. Given the site's proximity to Bells Hill Roundabout and surrounding commercial uses, development proposals must demonstrate through design and layout how potential impacts on residential amenity will be minimised.

7. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Connectivity

8. A coordinated movement and transport strategy must prioritise people over vehicles and ensure safe, inclusive access for all users. It should balance the needs of emergency services, public transport, servicing and people with limited mobility. Routes must provide safe, direct and inclusive active-travel connections linking key destinations within the allocation and surrounding communities. The movement network must be designed to manage vehicle access and prevent traffic build-up.

9. Maximise pedestrian and cycle permeability into, out of and through the allocation.

Green Belt, landscape & ecology

10. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

11. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Removal of other green

infrastructure should be avoided and, where necessary, limited to areas of lowest ecological value. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.

12. Development will be required to make a financial contribution through the Essex Coast RAMS tariff as the allocation lies within the Essex Coast Habitats Sites Zone of Influence.

13. A Habitats Regulations Assessment (HRA), including an Appropriate Assessment, is required in accordance with Policy NE1 part 4.

14. An Ecological Impact Assessment (EcIA) is required to assess the impact of the development on the nearby SSSI and to determine whether any mitigation measures are required.

Heritage

15. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & services

16. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Developer contributions

17. Developer contributions will be secured for:

    a. Early years and childcare, primary, secondary and SEND school places as necessary to meet the need generated by the development.

    b. Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    c. Enhancement and capacity improvements to existing leisure infrastructure, including sports halls, swimming pools, playing pitches, and built facilities, where a need is identified in the Council's evidence base.

    d. The delivery of high-quality, frequent, and accessible public transport services to provide attractive links to town centres and nearby facilities and to help reduce air pollution.

    e. Active travel infrastructure to support sustainable movement patterns, delivering new and improved walking, cycling and wheeling connections as set out in the Connectivity Principles and the Basildon *LCWIP*.

Reasoned Justification

15.491 H29 is a moderately sized parcel to the south of Basildon, enclosed by strong hedgerows, trees and surrounding development. The allocation represents a small, self contained opportunity site and does not form part of the wider strategic regeneration areas in Basildon.

15.492 The allocation enables sensitive small-scale development that complements the scale and enhances the character of surrounding housing. Development must be low-rise and landscape-led for visual integration, retaining and enhancing existing hedgerows and woodland to support biodiversity and climate resilience.

Infrastructure & connectivity

15.493 Development must support active travel and contribute to improved bus services, reducing car dependency and enhancing access to local services. Contributions will be required to support education, healthcare, and leisure infrastructure, ensuring the development meets wider community needs.

Amenity

15.494 Given the site's proximity to Bells Hill Roundabout, nearby commercial uses and the Five Bells Pub, consideration of potential noise, air quality and general amenity impacts is necessary, with mitigation secured through design and layout.

Green Belt

15.495 The allocation lies in the southern tip of larger Green Belt parcel BA32. While parcel BA32 makes a strong contribution to Green Belt purposes (a), (b) and (c) this allocation makes up a small portion of the overall parcel and is enveloped by urbanising development on all four sides. Although BA32 performs strongly against Green Belt purposes overall, this parcel is visually and physically enclosed by surrounding development and has a limited role in preventing sprawl or settlement coalescence.

15.496 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Ecology & biodiversity

15.497 Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020 (or any updated equivalent). The Essex Coast RAMS tariff will be applied to net additional dwellings within the Zone of Influence.

15.498 An Ecological Impact Assessment (EcIA) is required to assess potential impacts on designated sites within Natural England's Impact Risk Zones, including Langdon Ridge SSSI, and to identify any necessary mitigation measures, unless

these matters are addressed within an Environmental Impact Assessment (EIA) submitted under the EIA Regulations.

15.499 Development within 10km of a Habitats site, which is situated on land which could be used by SPA bird species or assemblages as Functionally Linked Land (FLL), requires a desk-based study covering the last 5 years, using local records, to be undertaken. Unless FLL can be ruled out, a wintering bird survey (two full seasons) including nocturnal surveys will be required; Natural England generally advocates the use of NatureScot (SNH) bird survey methodologies. The desk-based study should cover the last 5 years (if possible) such as WeBS counts, information from Essex Field Club, BTO, RSPB, local records centres and local recorders.

15.500 LPAs have a duty to consult Natural England before granting planning permission on any development that is in or likely to affect a SSSI. The SSSI IRZs are used to consider if a proposed development is likely to affect a terrestrial SSSI and those SACs, SPAs or Ramsar sites that they underpin and when to consult Natural England to seek advice.

Heritage

15.501 To the south lies the Grade II listed Five Bells public house. Although the building retains its heritage designation, its setting has been substantially altered by later extensions, a large car park and the adjacent highway infrastructure. A High-Level Heritage Impact Assessment (HIA) has been undertaken for this allocation as part of the Regulation 18 consultation to consider the site's suitability for allocation. Development should respond proportionately to its heritage significance, ensuring that layout and design do not detract from the remaining elements of its setting. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of the heritage asset, a detailed HIA must be undertaken at planning application stage.

Flood Risk

15.502 H29 falls within Flood Zone 1. There is limited pluvial flood risk on the eastern edge of the site. Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

GT1, Land South of Harrow Road



Site allocation context and description of existing

15.503 Land South of Harrow Road (GT1) is located to the northeast of Basildon, immediately south of Harrow Road, and covers an area of approximately 3.11 hectares. The topography is generally flat.

15.504 Access to Harrow Road and the site is available via the A127 to the north and Pound Lane to the west, both of which provide connections to the wider road network. The surrounding context includes an existing Gypsy and Traveller site approximately 50 metres to the east along Harrow Road, as well as several residential properties fronting the same road.

15.505 The site is bounded by public rights of way to the east and south. In terms of heritage context, there are designated assets in close proximity, including the Grade II listed Horseshoe Cottage and the Grade II listed Cottage at Junction with Burnt Mills Road. The western boundary of the site also aligns with the WWII GHQ Stop Line, a historic defensive feature.

POLICY GT1, Land South of Harrow Road

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	3.11
Indicative capacity	25 Gypsy and Traveller Pitches
Phasing	2025-30

** For the purpose of calculating density, the net developable area includes residential plots, local streets, and small incidental open spaces. Larger areas of public open space, green infrastructure, sustainable drainage areas, and primary road corridors are excluded.*

VISION

Our vision for Land South of Harrow Road (GT1) is to deliver a high-quality, council-led Gypsy and Traveller site that meets identified accommodation needs in a safe, inclusive, and well-managed environment. The site will provide 25 permanent pitches with appropriate infrastructure, landscaping, and access arrangements, ensuring long-term sustainability and integration with the surrounding area.

CORE PRINCIPLES

Land South of Harrow Road, Bowers Gifford, is allocated for 25 permanent Gypsy and Traveller pitches. Development proposals will deliver the following:

1. Retain existing hedgerows and deliver a comprehensive landscaping scheme to provide appropriate boundary treatments and mitigate visual impact.
2. Provide for and maintain visibility splay and access arrangements from Harrow Road.
3. Use permeable materials as hardstanding and provide drainage strategy to prevent surface run-off from the site.
4. Deliver high-quality amenity facilities for each pitch along with shared amenity space and provide access to high-quality open space.
5. Respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Reasoned Justification

15.506 Land South of Harrow Road (GT1) allocates council-owned land south of Harrow Road for the delivery of 25 permanent Gypsy and Traveller pitches. The site will be delivered directly by Basildon Borough Council to meet the borough's identified accommodation needs.

Green Belt

15.507 GT1 performs strongly against purposes (a) and (b) of the Green Belt with a moderate contribution to purpose (c). The site is part of the larger Green Belt parcel OA9 and is bound by site allocation H27 on its southern, eastern, and western sides and poorly performing Green Belt on the northern side. The site allocation is well-contained and benefits from existing hedgerows and landscape features that support visual integration and provide a defensible boundary. Development must retain and enhance these features, with a comprehensive landscaping scheme that supports biodiversity, climate resilience, and residential amenity.

Occupation

15.508 Occupation of the site will be restricted to persons meeting the planning definition of Gypsies and Travellers. The layout must provide adequate spacing between accommodation, internal roads, parking, and essential services, in accordance with national design principles and best practice. All infrastructure must be in place prior to first occupation.

Access

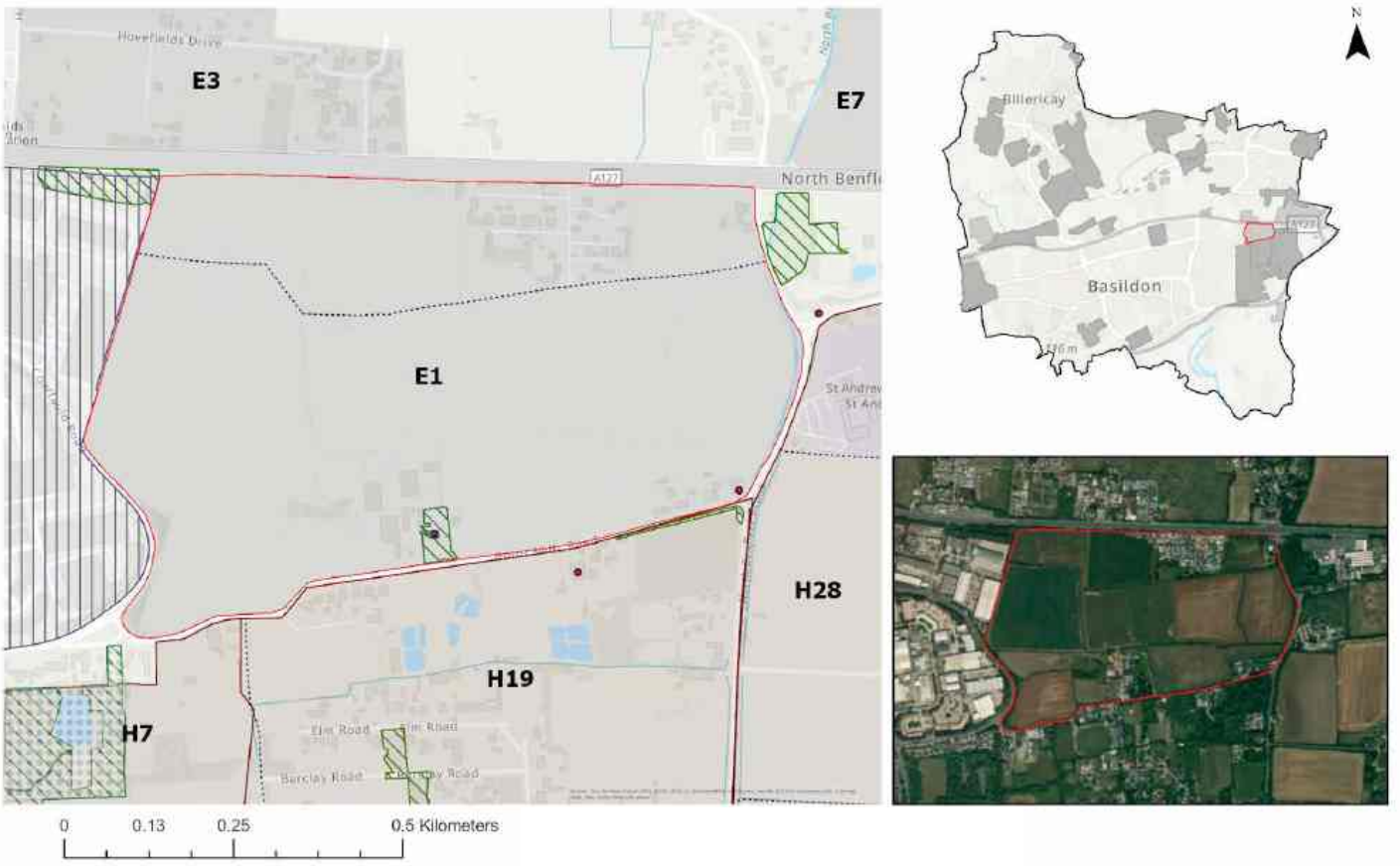
15.509 Vehicular access must be secured from Harrow Road, with appropriate visibility splays and drainage measures to prevent surface water runoff. The site's delivery will contribute to a more balanced and inclusive housing strategy, ensuring that the needs of all communities are met through high-quality, planned provision.

15.510 The proposed allocation has been informed by the Council's assessment of reasonable alternatives and reflects a proactive approach to meeting identified needs. The site will be delivered as part of the Council's strategic commitment to inclusive growth and sustainable development.

Heritage

15.511 A detailed *Heritage Impact Assessment* (HIA) has been undertaken for GT1 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the Allocation does not have the potential to result in the loss of the immediate rural setting, a detailed HIA must be undertaken at planning application stage.

E1, Burnt Mills



Natural/Semi-Natural Green Space

Burnt Mills Employment Area

Public Rights of Way

Listed Buildings

Priority Habitat (deciduous woodland)

Note: Traditional orchard Priority Habitat is also present within the allocation.

Site allocation context and description of existing

15.512 Burnt Mills (E1) is situated east of Basildon, encompassing 54.66 hectares of land currently occupied by a series of small industrial businesses, set within a context of former agricultural fields. It fronts the south side of the A127, bounded by Pound Lane to the east, as well as well-occupied industrial land to the west, and residential plotland sites to the south. Pitsea Station, located approximately three miles to the south, is accessible within a 15-minute cycle ride. In terms of environmental constraints, a portion of the land, primarily in the north-east, is located within Flood Zone 3.

POLICY E1, Burnt Mills

Allocation Information	Details
Location	Basildon / Bowers Gifford and North Benfleet
Total area (ha)	54.66

VISION

Our vision for Burnt Mills (E1) is the delivery of a strategic employment hub within the A127 corridor, focused on research and development and industrial processes. It will provide approximately 122,200 sqm of employment floorspace, creating high-quality, climate-resilient and sustainable locations with ancillary visually attractive amenity uses to support both new and existing businesses and their employees. With improved safe walking, cycling, and public transport links from Pitsea to ensure E1 provides accessible employment opportunities for local people.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Provide a coordinated mix of employment uses that support innovation, industrial activity, and job creation, with the phased and coordinated delivery of infrastructure and employment floorspace.
2. Where employment units are adjacent to residential dwellings, uses will be limited to Use Classes B2, B8, E(g)(ii), E(g)(iii), or work-live units (Sui Generis). Proposals should incorporate green buffers to mitigate impacts.

Sustainability

3. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, reducing both operational and embodied carbon through a whole-life carbon approach, and integrating sustainable drainage measures such as blue-green roofing and vertical planting, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    b. A well-integrated movement network that prioritises sustainable modes of transport, including walking, cycling, and public transport. Safe and inclusive access must be provided in accordance with Local Transport Authority policies.
    c. A holistic approach to green infrastructure that delivers an ecologically-rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt boundaries.
    d. Ensuring development is adaptable to

changing business needs.

Infrastructure & connectivity

4. Provide a minimum of three Travelling Showpeople plots, integrated into the masterplan with associated infrastructure, to be secured by legal agreement.
5. Connect into and contribute towards the improvement of *LCWIP* Cycling Routes 1 and 13 to strengthen active travel links across the Borough. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
6. Development proposals must be supported by a Traffic Impact Assessment (TIA) that identifies proportionate mitigation measures for both the local and strategic highway networks. The layout should allow flexibility for use by larger vehicles, including heavy goods vehicles (HGVs), where necessary. The TIA must also identify and contribute to opportunities to improve pedestrian and cycle infrastructure in line with the Basildon *LCWIP*, including enhancements to crossings and links that support the active-travel aspirations of Active Travel England (ATE).
7. Developer contributions must be secured for the delivery of high-quality, frequent, and accessible public transport services to help reduce air pollution.
8. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Landscape & visual integration

9. Protect and enhance existing landscape features including field patterns, mature hedgerows, trees, and watercourses, ensuring minimal impact on the character and rural setting of the locality. Where loss is unavoidable, proposals must deliver suitable landscape mitigation.
10. Protect Priority Habitat, with loss only accepted where there is no alternative and fully compensated. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.
11. Ensure the siting, form, materials and colour of buildings achieve an appropriately sensitive visual relationship with the surrounding buildings and landscape.

Heritage

12. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & utility services

13. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Reasoned Justification

15.513 Burnt Mills is located within the strategic industrial and logistics corridor along the A127, making it well-placed to support employment growth and investment in Basildon Borough. The site allocation forms a contained extension to the existing employment area, supporting the delivery of identified employment land needs in a highly accessible location.

Visual integration and neighbouring amenity

15.514 The allocation is located on the eastern edge of the Burnt Mills Industrial Estate and marks the eastern extent of the Basildon Enterprise Corridor. As such, the northern and western parts of the allocation are less sensitive to employment development. Higher-sensitivity areas are located around existing residential dwellings, including the Grade II listed Bradfields Farmhouse and Cottage at the junction with Burnt Mills Road, where development should be designed to avoid adverse effects and incorporate appropriate mitigation.

15.515 The proximity of residential areas to the south necessitates the inclusion of a landscape buffer to protect amenity and ensure a sensitive transition between uses.

15.516 Bradfields Farm, a listed building within the allocation, requires a conservation-led approach to ensure its setting is preserved and, where possible, enhanced.

Green Belt

15.517 The allocation performs strongly against purposes (a) and (b) of the Green Belt and moderately against purpose (c). The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.518 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for E1 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of identified heritage assets including the Grade II listed Bradfield's Farmhouse (within allocation), Horseshoe Cottage, Tiffayne's Farmhouse and the Cottage at Junction with Burnt Mills Road and Tiffayne's Farmhouse by virtue of building on historically undeveloped land and compromising the openness of the surrounding landscape, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should explore how this harm can be minimised through the creation of green space to provide setbacks between development and the assets.

Flood Risk

15.519 Part of E1, along the eastern boundary, lies within Flood Zone 3b, while the remainder of the allocation falls within

Flood Zone 1. The allocation is directly adjacent to North Benfleet Brook.

15.520 A significant area across the southern part of E1 is located within NBAS_019 – Critical Drainage Area (CDA). Development sites located within a Critical Drainage Area should be designed to deliver additional benefits to the wider community through measures that contribute to flood risk reduction and improved surface water management, as per para 178 of the NPPF (2024).

15.521 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

Infrastructure

15.522 To ensure E1 can accommodate a flexible range of employment uses, including those requiring HGV access, proposals will need to demonstrate transport impacts through a Traffic and Highways Impact Assessment. This should identify proportionate mitigation measures to support improvements to the local and strategic highway networks.

15.523 For employment uses, early engagement with Anglian Water and Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.

E2, Dunton Boot Sale



Allocation Boundary
Playing Pitch Strategy
Ford Research Development Area
Public Rights of Way
Rose Cottage, Ivy Cottage (Grade II Listed)
Local Wildlife Sites
Priority Habitat (deciduous woodland)
Borough Boundary

Site allocation context and description of existing

15.524 Dunton Boot Sale (E2) is located to the northwest of Basildon and covers approximately 60 hectares. It comprises of the area currently used for the Dunton car boot sale.

15.525 The southern boundary of E2 is defined by Dunton Road, which provides direct access and connectivity to the surrounding area. Beyond the northern edge lie further agricultural fields, reinforcing the open landscape setting. To the southeast, the site allocation is in close proximity to allocation H9 and H10, highlighting its potential strategic relevance within the wider development framework.

15.526 The allocation is adjacent to the Ancient and Semi-Natural Woodlands (ASNW) of Lady Spring Wood and Gravelpit Wood, and the Ancient Wood Pasture at Lady Spring Wood. Along the western edge of the allocation lies St Margarets Wood and Lane Local Wildlife Site (LoWS). These habitats form important ecological features in the vicinity of the allocation.

POLICY E2, Dunton Boot Sale

Allocation Information	Details
Location	Basildon
Total area (ha)	23.81

VISION

Our vision for Dunton Boot Sale (E2) is the creation of a rural enterprise site that accommodates small-scale, low-impact employment uses within a countryside setting. The allocation will provide flexible and adaptable workspaces for rural enterprises, start-ups, green industries, and other employment uses that respond sensitively to the landscape and reinforce a strong rural character. Development should integrate generous soft landscaping, outdoor amenity spaces for workers, and opportunities to frame views to the surrounding countryside.

Its proximity to strategic growth areas, including H9, H10 and Dunton Hills Garden Village, and the existing Dunton Ford Campus, creates opportunities for future operational linkages with nearby communities and employers, where appropriate. In addition to smaller units, the allocation may also support a limited number of moderately larger premises, provided they are designed to respect the rural setting through appropriate massing, form and landscape integration. This enables a broad range of employment formats and supports business growth on the site over time.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Provide low-impact, cohesive and complementary employment uses that support rural enterprise and job creation. The allocation should provide a mix of unit sizes to accommodate both small and moderately larger businesses, where these can be sensitively integrated into the countryside setting. Acceptable uses include those within Use Classes E(g)(i–iii), B2, B8, and Sui Generis where compatible with the rural character of the allocation.

Green Belt, landscape & visual integration

2. Protect the Ancient Woodlands, Ancient Wood Pasture and Local Wildlife Sites, ensuring no loss of these assets. Where required, ecological buffers should accord with Natural England and Forestry Commission standing advice and provide a gradual vegetation transition to support habitat connectivity.
3. An ecological survey must inform layout, avoiding and minimising impacts and identifying areas where green infrastructure removal should be

avoided and, where necessary, limited to areas of lowest ecological value.

4. Development must demonstrate a landscape-led approach, incorporating high-quality structural planting and soft landscape buffers to create visual containment, a strong green setting, and, where appropriate, framed views towards the surrounding countryside.
5. Avoid adverse impacts on nearby residential areas and sensitive receptors, with appropriate mitigation and green buffers where necessary.
6. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order to create secure, strong and defensible Green Belt boundaries.
7. Ensure the siting, form, materials and colour of buildings achieve an appropriately sensitive visual relationship with the surrounding rural landscape.

Sustainability

8. Sustainability is to be at the heart of the proposal and should include:
    a. The design, operation, and adaptability of new buildings, reducing both operational and embodied carbon through a whole-life carbon approach, and integrating sustainable drainage measures such as blue-green roofing and vertical planting where appropriate, and ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    b. A well-integrated movement network that prioritises sustainable modes of transport, including walking, cycling, and public transport. Safe and inclusive access must be provided in accordance with Local Transport Authority policies.
    c. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt boundaries.
    d. Ensuring development is adaptable to changing business needs.

Connectivity & infrastructure

9. Development proposals must be supported by a Traffic Impact Assessment (TIA) that identifies proportionate mitigation measures for both the local and strategic highway networks. The layout should allow flexibility for use by larger vehicles, including heavy goods vehicles (HGVs), where necessary. The TIA must also identify and contribute to opportunities to improve pedestrian and cycle infrastructure in line with the Basildon *LCWIP*, including enhancements to crossings and links that support the active-travel aspirations of Active Travel England (ATE).

10. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Heritage

12. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk

13. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Reasoned Justification

Economy

15.527 The allocation of E2 supports the Council's objective to diversify the local economy and provide opportunities for rural enterprise, particularly in green industries and small-scale manufacturing. Its proximity to the Dunton Ford Campus presents potential for small-scale innovation, green industries, training, and co-working spaces, helping to broaden the local employment offer.

15.528 E2 also sits within the strategic industrial and logistics corridor along the A127, making it well-placed to support employment growth and investment in Basildon Borough. Its location enables the allocation to contribute to the wider economic role of the A127 corridor while delivering development that is sensitive to its rural setting.

Landscape-led

15.529 The areas to the south, where existing employment buildings are located, and to the west and centre of the site, where land is influenced by boot-sale use, are of lower landscape sensitivity.

15.530 The edges of the allocation that border Gravelpit Wood, Lady Spring Wood, and St Margarets Wood and Lane are more sensitive due to the presence of important woodland habitats and associated

ecological value. Development near these features should be carefully managed to avoid adverse effects on landscape and ecological value. The northern part of the allocation is also more sensitive, being more open to the wider countryside with limited built influence.

15.531 Development must be carefully designed to respond to the site's landscape setting, with strong emphasis on visual containment, structural planting and integration with green infrastructure. A landscape-led approach should create a rural business environment that retains countryside character, provides outdoor amenity for workers, and maintains framed views towards the wider landscape.

Green Belt

15.532 Allocation E2 lies to the north of the A127 on land that performs strongly against Green Belt purposes (a), (b), and (c). While it lacks strong boundary features, necessitating the creation of new defensible boundaries, it sits in close proximity to emerging development areas including H9, H10, and Dunton Hills Garden Village, offering opportunities for rural employment to complement planned housing growth.

15.533 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.534 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for E2 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of the heritage asset the Grade II listed Rose Cottage and Ivy Cottage, by virtue of building on historically undeveloped land and compromising the openness of the surrounding landscape, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should explore how this harm can be minimised through the creation of green space to provide setbacks between development and the assets.

Flood Risk

15.535 A small proportion of E2 is located within Flood Zone 3b in the southeast of the allocation, while the majority lies within Flood Zone 1. E2 is at risk from surface runoff originating from Botney Hill to the north, with the greatest impacts occurring in the southern part of the allocation.

15.536 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. Drainage strategies should evidence how the identified overland flow routes will be managed.

Infrastructure

15.537 For employment uses, early engagement with Anglian Water and

Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.

15.538 Given the proximity of the proposed Norwich-Tilbury transmission route, applicants should have regard to emerging infrastructure proposals that may inform the site's masterplanning. Early engagement with National Grid is encouraged to identify any safeguarding requirements. Development near high-voltage transmission infrastructure must comply with the Electricity Safety, Quality and Continuity Regulations 2002 and National Grid's Design Guidelines for Development Near Pylons and High Voltage Overhead Power Lines. These measures will help ensure that, should the Norwich–Tilbury Development Consent Order be granted, both new development and future transmission infrastructure can be safely accommodated without prejudice to either.

E3, Land Adjacent to Hovefields Avenue



Allocation Boundary
Cranfied Park
Burnt Mills Employment Area
Public Rights of Way
Priority Habitat (deciduous woodland)

Site allocation context and description of existing

15.539 Land Adjacent to Hovefields Avenue (E3) is located between Basildon and Wickford and covers approximately 17 hectares. It lies to the south of the Fairmead Plotlands and comprises a series of developed plots interspersed with areas of open scrub and grassland, creating an informal and semi-rural landscape. The allocation is accessed via several minor or unmade roads serving the existing plots, while the A127 forms a prominent southern boundary, providing strong regional connectivity.

15.540 Adjacent land to the east and west consists of grassland and scrub with varying degrees of urban development. It is bounded by the remaining Fairmead Plotlands to the north, which will continue to be protected under Green Belt policy.

POLICY E3, Land Adjacent to Hovefields Avenue

Allocation Information	Details
Location	Wickford
Total area (ha)	16.90

VISION

Our vision for Land Adjacent to Hovefields Avenue (E3) is the delivery of a carefully managed employment allocation that responds to the area's semi-rural plotland character while supporting economic growth. Development will be low-impact, well-contained, and focused previously developed land. The allocation will contribute to Basildon's employment strategy without undermining the openness of the remaining Green Belt. A strong landscape and design strategy will ensure that development is clearly contained and does not give rise to incremental expansion into the Plotlands to the north.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Provision of low-impact, cohesive and complementary employment uses that support local enterprise and job creation. Acceptable uses include those within Use Classes E(g) (i–iii), B2, B8, and Sui Generis.
2. Development should make efficient use of previously developed land while remaining compatible with the scale, form and character of the existing development.

Sustainability

3. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, reducing both operational and embodied carbon through a whole-life carbon approach, and integrating sustainable drainage measures such as blue-green roofing where appropriate, and ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    b. A well-integrated movement network that prioritises sustainable modes of transport, including walking, cycling, and public transport. Safe and inclusive access must be provided in accordance with Local Transport Authority policies.
    c. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt

boundaries.

d. Ensuring development is adaptable to changing business needs.

Connectivity & infrastructure

4. Development proposals must be supported by a Traffic Impact Assessment (TIA) that identifies proportionate mitigation measures for both the local and strategic highway networks. The layout should allow flexibility for use by larger vehicles, including heavy goods vehicles (HGVs), where necessary. The TIA must also identify and contribute to opportunities to improve pedestrian and cycle infrastructure in line with the Basildon *LCWIP*, including enhancements to crossings and links that support the active-travel aspirations of Active Travel England (ATE).
5. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
6. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Green Belt & landscape sensitivity

7. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secure.
8. Avoid adverse impacts on nearby residential areas and sensitive receptors, with appropriate mitigation and green buffers where necessary.
9. The existing planted boundary along the southern edge of the allocation, adjacent to the A127, must be retained and, where appropriate, strengthened to maintain visual containment.

Reasoned Justification

15.541 Land Adjacent to Hovefields Avenue (E3) lies within the southern portion of the Fairmead Plotlands, an area identified in the Basildon Plotlands Potential Growth Study (2024) as having limited development potential due to fragmented ownership, access constraints, and Green Belt sensitivity. However, the allocation consists largely of previously developed land that can be optimised to deliver employment uses, supporting the borough's economic objectives without significantly increasing the perception of urban development from outside the allocation. The allocation contributes to the Council's aim to diversify employment land supply and make use of underutilised land, while ensuring development is sustainable, well-integrated, and sensitive to its context.

Connectivity

15.542 The allocation's proximity to the A127 employment corridor and the consented data centre to the west presents an opportunity to deliver employment uses that support the borough's economic strategy. However, the A127 also creates a significant barrier to movement, limiting active travel connections to the south and requiring careful consideration of any new or improved access arrangements. Development must be supported by access testing and appropriate mitigation to ensure safe and inclusive movement for workers and vehicles.

Landscape

15.543 Much of the allocation is already developed in a plotlands pattern, with additional commercial and employment uses present. As a result, the allocation generally has a lower landscape sensitivity to further employment development. Higher-sensitivity areas are limited, though existing mature vegetation should be retained where practicable, as it contributes to landscape structure and wider green infrastructure.

Green Belt

15.544 E3 lies within a Green Belt parcel that performs strongly against purposes (a), (b) and (c). Its release therefore requires careful justification and a landscape-led approach to ensure development remains contained and does not contribute to coalescence between Basildon and Wickford. While the parcel as a whole is sensitive, parts of the allocation comprise previously developed land, allowing development to be directed to areas where openness has already been eroded and can be optimised without materially increasing the perception of urban development. Strong landscape buffers and effective containment measures will be required to ensure that development remains well-defined and does not encourage incremental expansion into the Plotlands to the north.

15.545 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation and engagement with neighbouring authorities. Any amended Green Belt boundaries will be defined through the masterplanning process to ensure they are robust, defensible and capable of

enduring beyond the plan period.

Heritage

15.546 The proposed allocation is unlikely to impact the setting and significance of the designated heritage asset.

Flood Risk

15.547 E3 lies entirely within Flood Zone 1 and has been screened as low risk in the borough's Strategic Flood Risk Assessment. Development should accord with Polices CC2 and CC3.

Infrastructure

15.548 For employment uses, early engagement with Anglian Water and Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.

E4, Land West of Canvey Way



Allocation Boundary
Bowers Gifford Allotments
Priority Habitat (deciduous woodland)
Borough Boundary

Site allocation context and description of existing

15.549 E4 is situated to the south of the Saddlers Farm roundabout and the A13 corridor, covering approximately 24 hectares. The allocation comprises a series of agricultural fields together with an area currently used for car boot sales. The landscape is predominantly rural in character, with open agricultural land to the west and the urban edge of South Benfleet to the east. Canvey Way (A130) forms the eastern boundary of the site, alongside a band of Priority Habitat deciduous woodland that provides an important landscape and ecological feature.

POLICY E4, Land West of Canvey Way

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Total area (ha)	23.66

VISION

Our vision for Land West of Canvey Way (E4) is to deliver a well-designed employment allocation that capitalises on the site's strategic position along the A13 corridor while responding sensitively to its rural setting. Development will support logistics and industrial uses that benefit from excellent highway access, while being landscape-led, visually contained, and integrated with the surrounding countryside. High-quality planting and green infrastructure will soften built form and manage visual impact, ensuring that development enhances local character rather than eroding it. The allocation will also improve active travel connectivity to new housing areas to the north, supporting sustainable access to employment opportunities.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Support employment uses within Use Classes E(g) (i–iii), B2, and B8, including larger-format logistics and industrial units. Proposals must demonstrate how harm to the rural character will be minimised through careful siting, scale, and design.

Landscape sensitivity & visual integration

2. Development must demonstrate a landscape-led approach, incorporating high-quality structural planting and soft landscape buffers to create visual containment and a strong green setting.
3. Protect and enhance existing landscape features including field patterns, mature hedgerows, and trees, ensuring minimal impact on the character and rural setting of the locality. Where loss is unavoidable, proposals must deliver suitable landscape mitigation.
4. Ensure the siting, form, materials and colour of buildings achieve an appropriately sensitive visual relationship with the surrounding rural landscape.
5. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible Green Belt boundaries to be created and secured.

Sustainability

6. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, reducing both operational and embodied carbon through a whole-life carbon approach, and integrating sustainable drainage measures such as blue-green roofing where appropriate, and ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.

    b. A well-integrated movement network that prioritises sustainable modes of transport, including walking, cycling, and public transport. Safe and inclusive access must be provided in accordance with Local Transport Authority policies.

    c. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt boundaries.

    d. Ensuring development is adaptable to changing business needs.

Connectivity & infrastructure

7. Vehicular access to the allocation will be provided from Canvey Way (A130) on the eastern boundary. Any future application must demonstrate how impacts on the existing Priority Habitat deciduous woodland will be minimised and, where tree loss is unavoidable as a result of creating the access, set out appropriate on- or off-site mitigation measures.

8. Development proposals must be supported by a Traffic Impact Assessment (TIA) that identifies proportionate mitigation measures for both the local and strategic highway networks. The layout should allow flexibility for use by larger vehicles, including heavy goods vehicles (HGVs), where necessary. The TIA must also identify and contribute to opportunities to improve pedestrian and cycle infrastructure in line with the Basildon *LCWIP*, including enhancements to crossings and links that support the active-travel aspirations of Active Travel England (ATE).

9. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.

10. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Heritage

11. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact*

Assessment. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk

12. Designs must be informed by a Flood Risk Assessment, demonstrating there is no direct or cumulative increase in flood risk locally or elsewhere in the catchment arising from the development.

Reasoned Justification

15.550 Land West of Canvey Way (E4) lies to the south of the A13 and Saddlers Farm roundabout, within a predominantly rural landscape. Its strategic location adjacent to the A13 makes it particularly well-suited to logistics, distribution and industrial uses that benefit from direct access to the strategic road network. By utilising the A13 corridor, E4 provides an alternative choice of employment land to sites located along the A127. The allocation supports the Council's objective to diversify employment land supply and explore long-term opportunities for strategic employment growth.

Connectivity

15.551 While the allocation benefits from proximity to the strategic road network, surrounding infrastructure creates severance, limiting active travel options and requiring detailed testing and mitigation to ensure safe and efficient movement for workers and vehicles. Active travel improvements could include enhanced links and upgrades to the underpass route to London Road (including lighting and maintenance), which in turn provides access to the wider walking, cycling and bus network.

Landscape

15.552 The northern edge of the allocation is less sensitive to development owing to the influence of the adjacent major road network and the condition of the field used for the Saddlers Farm Boot Sale. Areas of vegetation along field boundaries and site edges, together with isolated mature trees within the site, should be protected where practicable, as they provide important links to the wider green infrastructure network. The southern part of the allocation is more sensitive due to its increased rural character and its relationship with the wider countryside setting.

15.553 Development must be carefully designed to respond to the site's landscape setting, with strong emphasis on visual containment, structural planting and integration with green infrastructure. A landscape-led approach should create a well-designed employment environment that softens built form, provides outdoor amenity space for workers and maintains framed views towards the wider rural landscape.

15.554 Landscape buffers should create a gradual transition in vegetation structure. Their detailed design and composition will be determined through the planning application process, informed by relevant site-specific assessments.

Green Belt

15.555 The allocation lies on highly performing Green Belt land, contributing strongly to purposes (a), (b), and (c) of the Green Belt. The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.556 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for E4 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of the Grade II* listed Church of St Margaret, by virtue of building on agrarian fields and compromising the openness of the surrounding landscape, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should include focussing built development on the northernmost half of the allocation and should explore how this harm can be minimised through the creation of green space to provide setbacks between development and the asset.

Flood Risk

15.557 E4 lies entirely within Flood Zone 1 and has been screened as low risk in the borough's Strategic Flood Risk Assessment. Development should accord with Polices CC2 and CC3.

Infrastructure

15.558 To ensure E4 can accommodate a flexible range of employment uses, including those requiring HGV access, proposals will need to demonstrate

transport impacts through a Traffic and Highways Impact Assessment. This should identify proportionate mitigation measures to support improvements to the local and strategic highway networks.

15.559 For employment uses, early engagement with Anglian Water and Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.

E5, Friern Manor Farm



Allocation Boundary

Public Right of Way

Priority Habitat (deciduous woodland)

Borough Boundary

Site allocation context and description of existing

15.560 Friern Manor Farm (E5) is located to the northwest of Basildon, covering approximately 12 hectares. It comprises a sequence of agricultural fields defined by tree-lined field boundaries. An isolated employment site lies at the centre of the allocation. Priority Habitat deciduous woodland lies directly to the west, forming an important landscape and ecological feature. To the southwest, the allocation currently adjoins open countryside, although this area is allocated as part of the future Dunton Hills Garden Village. The A127 forms the northern boundary, with residential allocation H9 to the south and the built up area of Basildon to the east. A National Gas Transmission Pipeline intersects the allocation boundary.

POLICY E5, Friern Manor Farm

Allocation Information	Details
Location	Basildon
Total area (ha)	12.17

VISION

Our vision for Friern Manor Farm (E5) is to deliver high-quality employment development within the A127 corridor, supporting industrial and research-based uses that contribute to Basildon's economic growth. Development will complement nearby strategic employment areas, sit comfortably within its rural edge setting, and integrate sensitively with the surrounding landscape and heritage assets.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Support employment uses within Use Classes B2, B8, E(g) (i–iii), and Sui Generis, including industrial, logistics, and research-based activities appropriate to the allocation's strategic location.

Landscape sensitivity & visual integration

2. Respond sensitively to the rural character and field structure. Existing field boundaries, mature hedgerows and trees, particularly those around the site perimeter, should be retained and enhanced wherever practicable to reinforce containment and visual integration. Where loss is unavoidable, proposals must deliver suitable landscape mitigation.
3. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.
4. Ensure the siting, form, materials and colour of buildings achieve an appropriately sensitive visual relationship with the surrounding rural landscape.

Sustainability

5. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, reducing both operational and embodied carbon through a whole-life carbon approach, and integrating sustainable drainage measures such as blue-green roofing where appropriate, and ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.

b. A well-integrated movement network that prioritises sustainable modes of transport, including walking, cycling, and public transport. Safe and inclusive access must be provided in accordance with Local Transport Authority policies.

c. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt boundaries.

d. Ensuring development is adaptable to changing business needs.

Connectivity & infrastructure

6. Development proposals must be supported by a Traffic Impact Assessment (TIA) that identifies proportionate mitigation measures for both the local and strategic highway networks. The layout should allow flexibility for use by larger vehicles, including heavy goods vehicles (HGVs), where necessary. The TIA must also identify and contribute to opportunities to improve pedestrian and cycle infrastructure in line with the Basildon *LCWIP*, including enhancements to crossings and links that support the active-travel aspirations of Active Travel England (ATE).

7. Pedestrian and cycle links within the allocation should be available towards the H9 residential allocation to provide connectivity between the two allocations along direct desire lines.

8. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.

9. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Heritage

10. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk & water management

11. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Reasoned Justification

15.561 Friern Manor Farm (E5) is located within the A127 employment corridor, adjacent to the West Mayne roundabout and in close proximity to strategic growth areas including H9, H10, and Dunton Hills Garden Village. Its location offers excellent connectivity to the strategic road network, making it well-suited to accommodate industrial and logistics uses that benefit from direct access to the A127.

Uses

15.562 While E5 has attracted interest for specialist employment uses, its allocation is intended to support a broad range of industrial and research-based activities within Use Classes B2, B8, E(g)(i-iii), and Sui Generis. Development could complement nearby strategic employers, including Ford, and should contribute to the borough's wider economic objectives.

15.563 The allocation is not considered suitable for residential development due to its location adjacent to the West Mayne roundabout and the A127, which presents challenges in terms of amenity and accessibility. Employment-led development offers a more appropriate and sustainable use of the land, supporting job creation and infrastructure delivery in a strategically important location.

Connectivity

15.564 Pedestrian and cycle connections to the H9 allocation should be provided to support sustainable access to employment.

15.565 Cross-boundary coordination with Brentwood will be essential, particularly in relation to highways, active travel and sustainable transport. This includes ensuring connectivity with Dunton Hills Garden Village and aligning movement strategies to support sustainable transport across administrative boundaries.

Landscape

15.566 The northern edge of the allocation is less sensitive to development owing to the influence of the adjacent major road network, while existing development towards the centre further reduces sensitivity in this area.

15.567 PRoW West Horndon 69 runs along the western edge of the allocation and offers open views across the land. Although the character of the route will change as development comes forward, its alignment and amenity should be retained and enhanced through sensitive design and landscaping.

15.568 Vegetation on the site is limited, but notable mature trees along historic field boundaries contribute to landscape structure and provide links to the wider green infrastructure network. These trees should be retained where practicable. The woodland adjoining the western boundary is Priority Habitat deciduous woodland and should be protected, with development set back to avoid adverse effects on this feature. Where required, landscape buffers should create a gradual transition in vegetation structure.

Green Belt

15.569 The allocation contributes strongly to Green Belt purpose (a), weakly against purpose (b), and moderately against purpose (c). The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has

considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.570 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for E5 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not have the potential to affect, and cause unacceptable harm to the setting and significance of the Grade II listed building to the north of the site, Wayletts, by virtue of building on arable land historically associated with it and compromising the openness of the surrounding landscape, a detailed HIA must be undertaken at planning application stage.

Flood risk

15.571 The entire E5 allocation lies within Flood Zone 1. The primary flood risk is pluvial, with surface water flooding identified in the northeast of the allocation. A tributary of the River Crouch runs adjacent to the northeastern boundary.

15.572 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should demonstrate how areas identified as being at risk of surface water flooding will be managed. Development should have safe access and egress, incorporate flood-resilient design, and should not increase flood risk elsewhere.

Infrastructure

15.573 A National Gas Transmission Pipeline runs along the western boundary of the allocation, and its operational requirements must be fully considered in the layout and design of the allocation. A supporting strategy is therefore required to show how the National Gas Design Guide Principles have informed the masterplanning process, ensuring appropriate stand-offs, access for maintenance, and safe co-existence between new development and the gas infrastructure.

15.574 Given the proximity of the proposed Norwich-Tilbury transmission route, applicants should have regard to emerging national infrastructure proposals that may inform the site's masterplanning. Early engagement with National Grid is encouraged to identify any safeguarding requirements. Development near high-voltage transmission infrastructure must comply with the Electricity Safety, Quality and Continuity Regulations 2002 and National Grid's Design Guidelines for Development Near Pylons and High Voltage Overhead Power Lines. These measures will help ensure that, should the Norwich–Tilbury Development Consent Order be granted, both new development and future transmission infrastructure can be safely accommodated without prejudice to either.

15.575 For employment uses, early engagement with Anglian Water and Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.

E6, South of Nevendon Road



Allocation Boundary
Burnt Mills Employment Area
Public Rights of Way
Fore Riders (Grade II Listed Building)
Local Wildlife Sites
Priority Habitat (deciduous woodland)

Site allocation context and description of existing

15.576 South of Nevendon Road (E6) is to the north-east of Basildon, directly adjoining the Nevendon Roundabout, and covers approximately 7 hectares. The allocation comprises a single agricultural field enclosed by hedgerow-lined roads. To the south and northwest lie the A127 and A132, forming major road boundaries. To the east, Old Nevendon Road serves scattered residential properties and small industrial uses.

15.577 Beyond the A132 to the west lies land occupied by an established animal welfare use. Open countryside extends to the north and west, including Noke Wood Infilled Ancient Wood Pasture, all of which will remain within the Green Belt. Fairmead Plotlands lies to the east and will continue to be protected within the Green Belt. To the south, the land relates to Basildon's A127 employment corridor, providing a strategic economic context for the allocation.

POLICY E6, South of Nevendon Road

Allocation Information	Details
Location	Basildon
Total area (ha)	7.41

VISION

Our vision for South of Nevendon Road (E6) is to deliver a strategic employment allocation that supports technical and innovation-based industries along the A127 corridor. Development will be landscape-led, well-contained and sensitively integrated with surrounding Green Belt land, maintaining a clear separation between Basildon and Wickford. High-quality public realm and planting will create attractive, healthy spaces for workers while supporting biodiversity and climate resilience.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Support employment uses within Use Classes B8, E(g)(i–iii), and appropriate Sui Generis uses, particularly those that support technical innovation and job creation.

Landscape sensitivity & visual integration

2. Ensure the siting, form, materials and colour of buildings achieve an appropriately sensitive visual relationship with the surrounding rural landscape. Development must avoid eroding the perceived separation between Basildon and Wickford. Landscape design should incorporate structural planting to soften built form, reinforce site boundaries, and ensure the development integrates sensitively with the surrounding countryside.
3. Respond sensitively to the rural character and field structure. Existing field boundaries, mature hedgerows and trees, particularly those around the site perimeter, should be retained and enhanced wherever practicable to reinforce containment and visual integration. Where loss is unavoidable, proposals must deliver suitable landscape mitigation.
4. Provide a landscape buffer along the eastern boundary to protect the amenity of nearby homes and ensure sensitive visual integration.

Sustainability

5. Sustainability is to be at the heart of the proposal, including:
    a. The design, operation, and adaptability of new buildings, reducing both operational and embodied carbon through a whole-life carbon approach, and

integrating sustainable drainage measures such as blue-green roofs where appropriate, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.

b. A well-integrated movement network that prioritises sustainable modes of transport, including walking, cycling, and public transport. Safe and inclusive access must be provided in accordance with Local Transport Authority policies.

c. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt boundaries.

d. Ensuring development is adaptable to changing business needs.

Connectivity & infrastructure

6. Development proposals must be supported by a Traffic Impact Assessment (TIA) that identifies proportionate mitigation measures for both the local and strategic highway networks. The layout should allow flexibility for use by larger vehicles, including heavy goods vehicles (HGVs), where necessary. The TIA must also identify and contribute to opportunities to improve pedestrian and cycle infrastructure in line with the Basildon *LCWIP*, including enhancements to crossings and links that support the active-travel aspirations of Active Travel England (ATE).

7. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.

8. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Heritage

9. Development is required to respond sensitively to the allocation's heritage context and have regard to the Council's *High-Level Heritage Impact Assessment*. A further detailed Heritage Impact Assessment must demonstrate how the proposal avoids or minimises conflict with the setting and significance of relevant heritage assets.

Flood risk

10. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Reasoned Justification

15.578 South of Nevendon Road (E6) occupies a strategically important location adjacent to the A127 employment corridor and offers an opportunity to deliver new employment floorspace that supports technical and innovation-based industries. Its position to the north-east of Basildon, proximity to Wickford, and relationship with the Green Belt between them mean that development must be landscape-led and carefully integrated to respect the separation of the two settlements.

Employment Uses

15.579 The allocation is not considered appropriate for any residential development including work-live units. Its proximity to the A127 and Nevendon Junction results in elevated levels of noise and air pollution, and the configuration of nearby road infrastructure constrains safe and convenient residential access, including for active travel. Collectively, these factors would limit the ability to achieve an acceptable residential environment and effective connectivity to local facilities. Furthermore, the more dispersed pattern of built form typically associated with residential urban extensions would be difficult to accommodate without materially altering the character of the settlement edge.

15.580 The site's environmental conditions and physical characteristics lend themselves to employment uses. Consolidated employment parcels can be arranged with appropriate set-backs, landscape buffers and structural planting, allowing building massing and associated activity to be contained within a coherent landscape framework and helping maintain the distinction between surrounding settlements.

15.581 The allocation benefits from direct access to the strategic road network, making it well-suited to accommodate industrial and innovation-led employment uses. Recent planning consents for a data centre and a battery charging facility reflect the allocation's emerging role in supporting technical infrastructure, including Sui Generis uses.

Connectivity

15.582 While the allocation benefits from proximity to the strategic road network, surrounding infrastructure creates severance, limiting active travel options and requiring detailed testing and mitigation to ensure safe and efficient movement for workers and vehicles. Development must therefore prioritise active travel improvements, including enhancements to signalised crossings and underpasses, to ensure safe and inclusive access for workers. Proposals must be supported by a Traffic Impact Assessment to identify proportionate mitigation measures and ensure the allocation can accommodate a range of vehicle types, including HGVs.

Landscape sensitivity

15.583 There are areas of mature vegetation to the field boundaries and around the more developed area to the east. These should be protected as they form important links to the wider green infrastructure. Landscape buffers should create a gradual transition in vegetation structure. Their detailed design and composition will be determined through the planning application process, informed by relevant site-specific assessments.

Green Belt

15.584 Allocation E6 lies to the south of the wider Green Belt parcel BA15, which contributes strongly to Green Belt purposes (a), (b) and (c). Amendment to the Green Belt in this location requires robust, defensible and enduring boundaries to protect the remainder of the parcel.

15.585 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are capable of enduring beyond the plan period.

Heritage

15.586 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken for E6 as part of the Regulation 18 consultation to consider the site's suitability for allocation. To ensure the allocation does not affect or cause unacceptable harm to the setting and significance of heritage assets, Grade II listed Nevendon Manor and Fore Riders, by virtue of building on land historically associated with them, compromising the openness of the surrounding landscape, and obscuring important views to and from the assets, a detailed HIA must be undertaken at planning application stage. Mitigation and enhancement measures should consider how any harm can be minimised, including through the use of green space and appropriate setbacks to help the development respond sensitively to the assets' rural setting.

Flood risk and water management

15.587 The allocation is located in Flood Zone 1. The allocation is at risk from surface water flooding. There are several small watercourses located in and along the allocation. The risk for surface water flooding is distributed across the allocation.

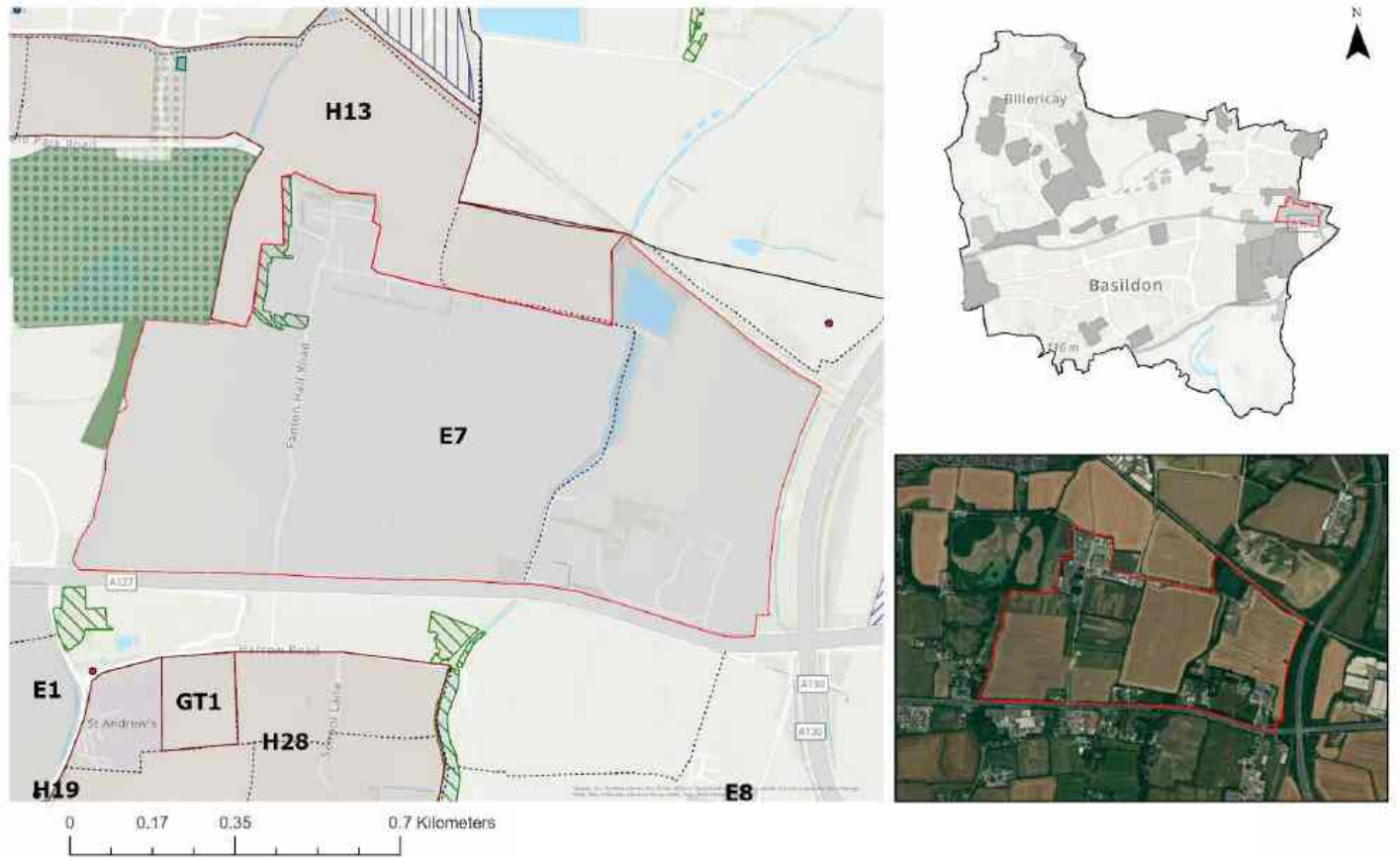
15.588 The majority of the allocation is located within the NBAS_012 – Bromfords critical drainage area (CDA). Development sites located within a Critical Drainage Area should be designed to deliver additional benefits to the wider community through measures that contribute to flood risk reduction and improved surface water management, as per para 178 of the NPPF(2024).

15.589 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures. The drainage strategy should demonstrate how areas identified as being at risk of surface water flooding will be managed.

Infrastructure

15.590 For employment uses, early engagement with Anglian Water and Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.

E7, South of Fanton Hall Farm



Site allocation context and description of existing

15.591 South of Fanton Hall Farm (E7) is located to the southeast of Wickford and north of North Benfleet, covering approximately 85 hectares. It comprises a series of agricultural fields defined by mature hedgerows, contributing to the area's rural character. A number of minor roads cross the allocation, providing access to scattered farms and small clusters of industrial and residential uses. A concentration of commercial activity lies to the southeast of the allocation.

15.592 The A127 forms the southern boundary, while the A130 lies to the east, and the railway line runs along the northeastern edge of the allocation. To the northwest, E7 is adjacent to The Wick Country Park and to the south lies allocation H27, highlighting the site allocation's proximity to planned development areas and its potential role in supporting future growth.

POLICY E7, South of Fanton Hall Farm

Allocation Information	Details
Location	Wickford
Total area (ha)	84.81

VISION

Our vision for land south of Fanton Hall Farm (E7), is for delivery of a cohesive and complementary mix of employment uses. This will optimise the site allocation's full potential to create a strategic employment hub. The development will support job creation, infrastructure improvements and the delivery of high-quality sustainable growth. It will also include ancillary amenity uses for new and surrounding companies; with cycle, walking and new public transport links.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Provide a coordinated mix of employment uses that would support innovation, industrial activities and job creation with phased and complementary delivery of infrastructure and employment floorspace. Employment uses will relate effectively to existing employment provision within the A127 and Cranfield Park Road.
2. Placement of sensitively designed employment uses adjacent to residential buildings shall be limited to Use Classes E(g(ii), E(g)(iii) or work-live units (Sui Generis) with a landscape buffer provided.

Landscape sensitivity & visual integration

3. A permanent semi-natural buffer must be provided to prevent coalescence between Basildon, Wickford, and neighbouring authorities. Its location must be agreed and coordinated with adjoining housing allocation H13 to ensure a continuous and effective separation.
4. Protect and enhance existing landscape features including field pattern, mature hedgerows, trees, and watercourses, ensuring minimal impact on the character and rural setting of the locality. Where loss is unavoidable, proposals shall deliver suitable landscape mitigation.
5. Protect the Priority Habitat deciduous woodland, with loss only accepted where there is no alternative and fully compensated. Where required, ecological buffers should provide a gradual vegetation transition to support habitat connectivity.
6. Ensure the siting, form, materials and colour of buildings achieve an appropriately sensitive visual relationship with the surrounding rural landscape.

7. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order to create secure, strong and defensible Green Belt boundaries.

Sustainability

8. Sustainability is to be at the heart of the proposal, including:

    a. The design, operation, and adaptability of new buildings, reducing both operational and embodied carbon through a whole-life carbon approach, and integrating sustainable drainage measures such as blue-green roofing where appropriate, ensuring no direct or cumulative increase in flood risk locally or to the wider catchment.

    b. A well-integrated movement network that prioritises sustainable modes of transport, including walking, cycling, and public transport. Safe and inclusive access must be provided in accordance with Local Transport Authority policies.

    c. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt boundaries.

    d. Ensuring development is adaptable to changing business needs.

Connectivity & infrastructure

9. Development proposals must be supported by a Traffic Impact Assessment (TIA) that identifies proportionate mitigation measures for both the local and strategic highway networks. The layout should allow flexibility for use by larger vehicles, including heavy goods vehicles (HGVs), where necessary. The TIA must also identify and contribute to opportunities to improve pedestrian and cycle infrastructure in line with the Basildon *LCWIP*, including enhancements to crossings and links that support the active-travel aspirations of Active Travel England (ATE).

10. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.

11. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided.

Heritage

12. Development is required to respond sensitively to the allocation's heritage context, including the World War II GHQ line and pillboxes and have regard

to the Council's *High-Level Heritage Impact Assessment*.

Flood risk

13. Development shall accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

Reasoned Justification

15.593 Allocation E7 lies between Wickford and North Benfleet, adjacent to the A127 and A130, and forms part of the borough's strategic employment corridor. The site's scale and accessible location make it appropriate for industrial and logistics uses that contribute to long-term economic growth, provided the masterplan maintains clear settlement separation between Basildon, North Benfleet and Wickford.

Connectivity

15.594 Given the site's position between the A127, A130 and the railway line, the surrounding infrastructure creates severance that limits active travel opportunities. Access arrangements will therefore need to be informed by robust transport assessment and appropriate mitigation to ensure safe and efficient movement for both workers and vehicles. Development should prioritise improvements to walking and cycling routes, including enhancements to signalised crossings and underpasses, to provide safe and inclusive access. Consideration will also need to be given to the relationship with allocation H13 to ensure a comprehensive and coordinated approach to movement that does not adversely affect residential development within that allocation.

15.595 Proposals must be supported by a Traffic Impact Assessment that identifies proportionate mitigation measures and demonstrates that the allocation can accommodate a range of vehicle types, including HGVs. Basildon Borough Council acknowledges that access solutions may also require coordination with neighbouring authorities. The use of the existing railway crossing to Rochford could be explored an active travel route, subject to viability and meaningful cross-boundary collaboration.

Landscape

15.596 The allocation's rural character, defined by agricultural fields and mature hedgerows, requires a landscape-led approach to ensure visual containment and integration with the surrounding countryside.

15.597 A permanent semi-natural buffer must be provided to prevent coalescence between Basildon and Wickford. The precise location of this buffer will need to be agreed and coordinated with the adjoining housing allocation H13 to ensure an effective separation between settlements.

15.598 Areas to the north of the allocation are influenced by the industrial development at Fanton Hall, creating lower landscape sensitivity in this part of the allocation. Other parts of the allocation are affected by the adjacent road and rail network and by overhead power lines, which further reduce sensitivity in these locations.

15.599 Wick Country Park LoWS and an area of Priority Habitat deciduous woodland lie to the north-west of the site. Mature vegetated field boundaries across the allocation also contribute to green infrastructure connectivity. These features should be protected where practicable and integrated into the landscape framework. Several waterbodies, including a reservoir, Chichester Hall Brook and Benfleet Brook, are located on or adjacent to the site; development should be set back from these riparian features to safeguard their ecological and landscape value.

15.600 The proximity to Wick Country Park and the North Benfleet Brook presents opportunities to enhance green infrastructure with layered planting to support biodiversity, while ensuring development complements the semi-natural character of the park.

15.601 PRoW Bridleway Basildon 192 runs along Doublegate Lane on the northern edge before crossing the eastern part of the allocation. Its route and amenity should be retained and enhanced through sensitive design.

Green Belt

15.602 The site allocation performs strongly against purposes (a), (b), and (c) of the Green Belt. The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.603 A *High-Level Heritage Impact Assessment* (HIA) has been undertaken

for E7 as part of the Regulation 18 consultation to consider the site's suitability for allocation. The presence of the WWII GHQ Line on the western edge of the allocation requires a sensitive approach to layout and design, with interpretation measures incorporated to promote public understanding of its significance. Mitigation and enhancement measures shall include the preservation and, where possible, enhancement of existing pillboxes within the allocation. The proposed allocation is unlikely to impact the setting and significance any designated heritage assets.

Flood risk & water management

15.604 The majority of E7 lies within Flood Zone 1, with a small portion falling within Flood Zones 2, 3a, and 3b. The allocation is primarily at risk from pluvial flooding, though fluvial and surface water flood risks are also present. Surface water flooding is mainly constrained near the existing watercourse. North Benfleet Brook flows along the western boundary of E7, while Chichester Hall Brook runs adjacent to the eastern boundary. Both brooks are tributaries of the River Crouch.

15.605 Site-specific flood risk assessments should take account of the borough's most recent Strategic Flood Risk Assessments, including any recommended mitigation and adaptation measures.

Utilities

15.606 For employment uses, early engagement with Anglian Water and Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.

E8, Bonville Farm Extension



Allocation Boundary

Public Rights of Way

Site allocation context and description of existing

15.607 Bonville Farm Extension (E8) is a small employment allocation of approximately 0.44 hectares, forming a modest eastward extension to the existing Bonville Farm Industrial Estate at the eastern edge of the borough. There are no nearby residential properties, heritage assets, or sensitive landscape features. The allocation benefits from immediate proximity to the existing internal estate road network, allowing straightforward integration with surrounding employment uses.

POLICY E8, Bonville Farm Extension

Allocation Information	Details
Location	North Benfleet
Total area (ha)	0.44

VISION

Our vision for Bonville Farm Extension (E8) is the delivery of a sustainable small-scale flexible employment parcel that provides additional workspace to support the Bonville Farm Industrial Estate.

CORE PRINCIPLES

Development proposals will deliver on the following:

1. Support employment uses within Use Classes B2, B8, E(g)(i–iii), and appropriate Sui Generis uses, where these are compatible with the scale and operational character of the existing industrial estate.
2. Development must not compromise the operational functioning of neighbouring employment uses and should demonstrate how noise, servicing, and vehicle movements will be managed appropriately.

Infrastructure

3. Provide safe and efficient access from the existing estate road network, ensuring adequate servicing, parking, and turning arrangements within the site.
4. Development must have essential services (water, electricity, and foul drainage) available on-site or able to be made available on-site. Foul drainage to a public sewer shall be provided as necessary. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided and sustained.

Climate resilience

5. Incorporate sustainable drainage design measures for surface-water management, appropriate to the small site area, such as blue-green roofing.
6. A holistic approach to green infrastructure that delivers an ecologically rich planting strategy across the whole allocation and provides multiple benefits, including climate resilience, support for active travel and wayfinding, improved air quality, attractive and safe outdoor spaces for leisure, rest and employee wellbeing, and enhancements to local biodiversity and Green Belt boundaries.

Green Belt

7. Protect and, where appropriate, strengthen existing boundary features that are recognisable and

likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order to create secure, strong and defensible Green Belt boundaries.

Reasoned Justification

15.608 E8 represents a modest extension to the Bonville Farm Industrial Estate, providing a small amount of additional employment land in a location that is already well established for commercial and industrial activity. Its limited scale and close relationship with the existing estate mean that the site is visually and functionally influenced by the adjoining industrial uses, distinguishing it from the wider Green Belt parcel of which it forms a part. The allocation supports the Council's broader objective to provide a diverse supply of employment land, including smaller parcels that can accommodate local businesses seeking to expand or relocate within the borough.

15.609 Proposals will be expected to focus on integrating effectively with the existing estate and ensuring suitable access and servicing arrangements. Sustainable drainage and opportunities for biodiversity enhancements should be incorporated proportionately to the size of the site.

Landscape

15.610 The allocation is of a lower sensitivity around areas where there is existing industrial development. It is relatively well screened from the surrounding landscape and therefore development could assimilate in this

location.

Green Belt

15.611 E8 forms part of a larger Green Belt parcel that contributes strongly to purposes (a), (b) and (c). However, the allocation is small in scale and influenced by the urbanising effects of the adjoining Bonville Farm Industrial Estate. These characteristics limit its contribution to openness locally and help to confine the impact of development to land already associated with an established employment area.

15.612 The proposed release of Green Belt land has been informed by Basildon Borough Council's assessment of all reasonable alternatives for meeting identified development needs, in line with the NPPF. The spatial strategy has considered brownfield opportunities, existing urban sites, density optimisation, and engagement with neighbouring authorities. Where Green Belt boundaries are amended, they will be defined through the master-planning process to ensure they are robust, defensible, and capable of enduring beyond the plan period.

Heritage

15.613 The proposed allocation is unlikely to adversely impact the setting or significance of designated heritage assets.

Flood Risk

15.614 E8 lies entirely within Flood Zone 1 and has been screened as low risk in the borough's Strategic Flood Risk Assessment. Development should accord with Polices CC2 and CC3.

Infrastructure

15.615 For employment uses, early engagement with Anglian Water and Essex & Suffolk Water is particularly important, as neither water company has a statutory duty to supply non-domestic water. Applicants should therefore demonstrate that discussions with the relevant water provider have taken place at an early stage to confirm whether a suitable water supply can be secured and to identify any capacity or infrastructure constraints before the planning application is submitted.



PART 5:

Delivery and Monitoring

Chapter 16: Delivery and Monitoring

16.1 The Local Plan sets out how we want Basildon Borough to grow and change. This chapter sets out how the Local Plan will be delivered and how we will measure the impact of our policies.

16.2 Much of the Local Plan will be delivered through new private sector development. The Council will work with the private sector to ensure that development comes forward which fits with the vision and objectives of the Local Plan and to balance policy requirements with site viability.

16.3 In consultation with infrastructure providers the Infrastructure Delivery Plan (IDP) identifies the essential infrastructure required to support the Local Plan and outlines how this will be funded. The Council will continue to work with infrastructure providers to deliver the Local Plan.

MONITORING

16.4 The Local Plan is monitored by an annual Authority Monitoring Report (AMR). The AMR shows if policies are having the intended effect and helps to decide when and how we need to review the Local Plan.

16.5 The following monitoring framework for the Local Plan shows how policies will be monitored:

Strategic Objective 1: Protect and enhance the quality of the Local Environment

RELEVANT POLICIES:

- Policy HE1: Conserving and Enhancing the Historic Environment
- Policy NE1: Conserving and Enhancing the Natural Environment
- Policy HC2: Open Spaces, Local Green Spaces, Sport, and Recreation

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
S.106 contributions to open Space.	As per requirements of the Infrastructure Delivery Plan (IDP)	Basildon Borough Council	80% or less of the identified contributions is achieved.	Consider reasons for noncompliance. Consider review of the IDP and/or Viability Appraisal.
Amount (ha) of new open space provision.	As required by policy HC2	Basildon Borough Council	80% or less of the identified contributions is achieved.	Consider reasons for noncompliance. Consider review of the IDP and/or Viability Appraisal.
Number of Listed Buildings.	No decrease	Historic England	Loss due to development.	Consider reviewing the effectiveness of policy HE1.
Number of Scheduled Monuments.	No decrease	Historic England	Loss due to development.	Consider reviewing the effectiveness of policy HE1.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Number of Listed Buildings on the Essex Heritage at Risk Register. Number of heritage assets in the Borough on the Essex Heritage at Risk Register (HARR) for more than 5 years.	Decrease, with the target of Nil	Historic England and Essex County Council Heritage at Risk Registers (HARR)	Identification of a heritage asset newly listed on the 'at risk' register. Periodic increase in the number of heritage assets on the 'at risk' register in the borough. Identification of a locally listed heritage asset that could be at risk through periodic review.	Consider how the Council can contribute to measures to improve the condition of the 'at risk' heritage assets. Consider whether the policy is contributing to the neglect of the heritage assets, and if so, consider whether the policy should be reviewed.
Planning permission granted in relation to listed building and conservation areas contrary to officer advice.	N/A	Basildon Borough Council	Negative impacts occur on the conservation area/ listed building within the area as a direct result of development.	Assess the reasons why negative impacts have occurred. Consider reviewing the policy wording.
Amount (ha) of Ancient Woodland.	N/A	Natural England	Decrease in amount of Ancient Woodland.	Assess the reasons why decrease in Ancient Woodland have occurred. Consider reviewing the policy wording.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Quality and amount (ha) of SSSIs. % of Boroughs SSSIs in a favourable stable/improving condition. % of Boroughs SSSIs in an unfavourable declining condition.	No decrease	Natural England	Decrease in amount and quality of SSSIs. SSSI(s) falls into unfavourable condition as a result of development.	Assess the reasons why amount and quality of SSSI have occurred. Consider reviewing the policy wording.
% of Local Wildlife Sites (LoWS) under positive management.	Increase	Essex Ecology Services Ltd (EECOS), Basildon Borough Council	Decrease in the annual amount of LoWs under positive management.	Assess the reasons why amount of LoWs under positive management has decreased. Consider reviewing the policy wording.
Amount (ha) of Local Wildlife Sites (LoWS).	No net decrease	Essex Wildlife Trust	Decrease in amount (ha) of Local Wildlife Sites (LoWS).	Assess the reasons why amount of LoWs has decreased. Consider reviewing the policy wording.
Amount delivered of Suitable Alternative Natural Greenspace (SANG).	Eligible site delivery at a rate of 8ha/1000 new population (using ONS data of 2.4 people per dwelling)	Basildon Borough Council	New developments are unable to deliver SANG to the required amount/ standard.	Assess why SANG are not able to be achieved on site(s). Consider a review of how the policy has been applied, and whether the policy should be reviewed.
Percentage of biodiversity net gain (BNG) achieved as part of new development.	Minimum 10%	Basildon Borough Council	New developments are unable to achieve biodiversity net gains.	Assess why biodiversity net gains are not able to be achieved on site(s). Consider a review of how the policy has been applied, and whether the policy should be reviewed.

Strategic Objective 2: Improve the quality and value of the Green Belt

RELEVANT POLICIES:

- Policy GB1: Protecting the Green Belt
- Policy GB2: New Development in the Green Belt
- Policy HC2: Open Spaces, Local Green Spaces, Sport, and Recreation

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
The amount of development permitted on a) land identified as meeting definition of 'Grey Belt' and b) meeting the definition of not be treated as inappropriate in the Green Belt.	N/A	Basildon Borough Council	95% of development in Green Belt to be 'appropriate development' in accordance with National Planning Policy and/or policy GB2.	Assess reason why planning permission was granted to developments which did not meet the requirements of the policy. Consider whether a review of the policy wording is required.

Strategic Objective 3: Minimise our impact on the Environment

RELEVANT POLICIES:

- Policy SG3: Spatial Distribution of Growth
- Policy HOU1: Size, Type and Quality of New Housing
- Policy D1: Design and Place Shaping Principles
- Policy CC2: Addressing Flood Risk
- Policy CC3: Water efficiency and Sustainable Drainage Systems (SuDS)
- Policy AQMP1: Mitigating Environmental Pollution
- Policy AQMP2: Contaminated Land
- Policy AQMP3: Ensuring Health and Safety in Development
- Policy AQMP4: Protecting High Quality Agricultural Land

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Proportion of net dwelling completions on brownfield sites.	50% of development outside of strategic allocations.	Basildon Borough Council	Less than 45% of development outside of strategic allocations.	Consider review to establish if any polices are having an unnecessary negative impact on brownfield development.
Number of entries in Brownfield Land Register.	N/A	Brownfield Land Register	Consistent reduction in number of entries over 5 year period.	Consider further call for sites.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Proportion of net dwellings completed at the relevant policy Indicative Net Residential Density (strategic allocations) or 30dph+ (other development).	95%	Basildon Borough Council	Any strategic allocation delivering less than 95% of the density set out in policy Indicative Net Residential Density.	Assess reason why planning permission was granted to developments which did not meet the requirements of the policy. Consider whether a review of the policy wording is required. Consider additional design codes.
Employment completions on brownfield sites.	Majority of development outside of strategic allocations.	Basildon Borough Council	Less than 80% of development outside of strategic allocations	Consider review to establish if any polices are having an unnecessary negatively impacting on brownfield development.
Proportion of new homes completed on sites with an approved SuDS/ other nature-based solutions scheme.	Increase	Basildon Borough Council	New developments are unable to achieve SuDS/other nature-based solutions.	Assess why SuDS/ other nature-based solutions are not able to be achieved on site(s). Consider a review of how the policy has been applied, and whether the policy should be reviewed.
Monitor the impact of development on air quality indicators: Sulphur Dioxide; Nitrogen Dioxide and other oxides of Nitrogen; Particulate Matter (PM10 and PM2.5); Lead; Benzene; and Carbon Monoxide.	Improve air quality in the six hotspots as identified in the 2023 Basildon Air Quality Management Plan	Air Quality Management Plan Basildon Borough Council	Planning permission is granted to developments where: • An Air Quality Assessment has not submitted; and/or • An unacceptable impact on air quality is identified	Assess reason why planning permission was granted to a development which did not meet the requirements of the policy. Consider whether a review of the policy wording is required.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Monitor the number of planning permissions granted on non-allocated sites classified as the best and most versatile agricultural land.	N/A	Basildon Borough Council	Development permitted on non-allocated sites that has and agricultural land classification of grade 1, 2 or 3a.	Assess the reasons why development on non-allocated sites has been permitted on agricultural land graded 1, 2 or 3a. Consider reviewing the policy wording.
Monitor achieved water efficiency.	Demonstrate the 85 l/p/d household standard has been achieved. Demonstrate how non-household proposals will meet the BREEAM water credit expectations. Demonstrate SuDS, rainwater harvesting, greywater reuse and surface water management are integrated with landscape, biodiversity and amenity design.	A Water Efficient Design Statement / Integrated Water Management Statement set out by Shared Standards in Water Efficiency for Local Plans June 2025	85 l/p/d household standard is not being achieved. Non-households are not meeting the BREEAM water credit expectations. SuDS, rainwater harvesting, greywater reuse and surface water management are not being integrated in new developments with landscape, biodiversity and amenity design.	Assess why standards are not being met. Consider a review of how the policy has been applied, and whether the policy should be reviewed.

Strategic Objective 4: Create vibrant and thriving town centres

RELEVANT POLICIES:

- Policy SG1: Growth Needs
- Policy R1: Supporting Town Centres
- Policy R3: Primary Shopping Areas (PSA)
- Policy R5: Out of Town Retail and Leisure Parks

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Gain, loss and net change in square metres of retail and other town centre uses (Use Class E and town centre appropriate Sui Generis) within town centres.	N/A	Basildon Borough Council	Negative net change over a three-year period.	Review reasons why and consider whether the policy requirements need to be reviewed.
Net dwelling completions per annum within town centres.	3400 dwellings by 2043	Basildon Borough Council	Failure to deliver in line with trajectory.	Review delivery trajectory. Engage with major developers.

Strategic Objective 5: Strengthen the competitiveness of the Local Economy

RELEVANT POLICIES:

- Policy SG1: Growth Needs
- Policy EMP1: Securing Economic Growth
- Policy EMP2: Protecting Employment Areas
- Policy EMP3: Changes of Use of Employment Land or Premises
- Policy EMP4: Rural Enterprise Sites

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Gain, loss and total net change in employment floorspace (Class E(g), B2 industrial, and B8 storage and distribution uses).	289,040 sq.m net increase by 2043.	Basildon Borough Council	Negative net change over a three-year period.	Review reasons why and consider whether the policy requirements need to be reviewed.
Employment floorspace provision (Class E(g)(i) office, B2 industrial, and B8 storage and distribution uses) in employment areas.	As set out in relevant employment allocation policies E1 to E8.	Basildon Borough Council	Negative net change over a three-year period.	Review reasons why and consider whether the policy requirements need to be reviewed.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Net change in employment floorspace (Class E(g)(i) office, B2 industrial, and B8 storage and distribution uses) in rural enterprise sites.	N/A	Basildon Borough Council	Negative net change over a three-year period.	Review reasons why and consider whether the policy requirements need to be reviewed.
Unemployment rates.	Decrease	ONS	A consistent increase in unemployment rates.	Review reasons why and consider whether employment policy requirements need to be reviewed.

Strategic Objective 6: Deliver a range of new homes to meet local needs

RELEVANT POLICIES:

- Policy SG1: Growth Needs
- Policy HOU1: Size, Type and Quality of New Housing
- Policy HOU2: Affordable Housing
- Policy HOU3: Specialist and Supported Housing
- Policy HOU4: Gypsy and Traveller Accommodation
- Policy HOU5: Travelling Showpeople Accommodation
- Policy HOU6: Protecting Existing Housing

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
5 Year Housing Land Supply (Expressed as a % and Years).	100%/ minimum 5 years deliverable housing land supply	5 Year Housing Land Supply Report	Failure to demonstrate within 3 years of adoption of the Local Plan.	Review delivery trajectory. Engage with major developers. Consider further call for sites.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Housing Delivery Test Outcome	100% housing delivery	Housing Delivery Test	Less than 95%	Required actions: • the authority should publish an action plan if housing delivery falls below 95%; • a 20% buffer on the local planning authority's 5 year land supply if housing delivery falls below 85%; and • application of the presumption in favour of sustainable development if housing delivery falls below 75%.
Average house price to income ratio in Basildon Borough.	Decrease from current 10.26 5-year average	ONS- House price to workplace-based earnings ratio	Failure to show a reduction over 5-year period.	Consider amendments to number and type of affordable housing required.
Number of homeless households.	Reduction	Basildon Borough Council	Failure to show a reduction over 5-year period.	Consider amendments to number and type of affordable housing required.
Net dwelling competition per annum.	Average 1,390 per annum (PA) for 2026-2031	Basildon Borough Council	Failure to deliver 95%	Review delivery trajectory. Engage with major developers. Consider further call for sites.
Net Dwelling completions by Area.	Reflect housing delivery trajectory.	Basildon Borough Council	Failure to deliver 95%	Review delivery trajectory. Engage with major developers. Consider further call for sites.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Net Dwelling completions by housing allocation.	Targets in individual allocation policies H1-H30	Basildon Borough Council	Failure to deliver 95%	Engage with relevant site promoters.
Affordable homes granted consent on sites of 11 units or more.	50% or 10% as required by policy HOU2.	Basildon Borough Council	Failure to secure consents for average 521 PA	Review reasons why and reassess viability. Consider whether the policy requirements need to be reviewed.
Proportion of affordable housing completions.	50% or 10% as required by policy.	Basildon Borough Council	Failure to complete average 521 PA	Review reasons why and reassess viability. Consider whether the policy requirements need to be reviewed.
Tenure split of affordable housing.	60% rent (25% of which is social rent, 35% affordable rent) and 40% affordable routes to home ownership.	Basildon Borough Council	Failure to align with policy mix	Review reasons why and reassess viability. Consider whether the policy requirements need to be reviewed.
Delivery of specialist accommodation: a. Number of net new sheltered and extra care dwellings. b. Number of new residential care/nursing beds. c. Number of net new supported housing.	3,532 units of additional sheltered housing 2,456 units of additional extra care housing 608 additional residential care/ nursing beds	Basildon Borough Council	Failure to deliver in accordance with the Essex Supported and Specialist-Housing and Accommodation Need Assessment 2025.	Review reasons why and reassess viability. Consider whether the policy requirements need to be reviewed.
Delivery of homes which meet M4(2) standard and M4(3) standard.	5% M4(3) standard 95% M4(2) standard	Basildon Borough Council	Failure to deliver minimum 80% of new homes at M4(2) standard and/or a minimum of 5% of new homes at M4(3) standard.	Review reasons why and reassess viability. Consider whether the policy requirements need to be reviewed.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Number of net new Gypsy and Traveller pitches.	302 new pitches by 2043	Basildon Borough Council	Failure to deliver 144 pitches by 2029.	Review reasons why. Consider whether the policy requirements need to be reviewed. Consider further 'call for sites'.
Number of net new Travelling Showpeople plots.	14 new plots by 2043	Basildon Borough Council	Failure to deliver 3 pitches by 2029.	Review reasons why. Consider whether the policy requirements need to be reviewed. Consider further 'call for sites'.
Caravan Count.	Change in number of caravans over time.	Caravan Count	N/A	Inform review of policies HOU4 and HOU5.
Number and location of new HMO's.	N/A	Basildon Borough Council	10% of HMOs in one ward.	Consider whether the policy requirements need to be reviewed.

Strategic Objective 7: Mitigate against the impact of Climate Change

RELEVANT POLICIES:

- Policy CC1: Responding to Climate Change
- Policy CC2: Addressing Flood Risk
- Policy CC3: Water efficiency and Sustainable Drainage Systems (SuDS)
- Policy CC4: Operational Energy and Carbon (Net Zero) in Homes and Buildings
- Policy STAT1: Transport
- Policy STAT4: Safe and Sustainable Access

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Department for Transport Connectivity Tool Score of locations of major development.	Proportion with score 50+	Department for Transport Connectivity Tool or any successor tool	Greater than 20% of new dwellings.	Consider review of LCWIP+.
Financial and non-financial S.106 contributions secured towards active and sustainable travel.	As per requirements of the Infrastructure Delivery Plan (IDP)	Infrastructure Funding Statement	80% or less of the identified contributions is achieved.	Consider reasons for noncompliance. Consider review of the IDP and/or Viability Appraisal.
Number of planning permissions secured for major developments with secured Travel Plans.	All development meeting requirements as set out in NPPF (2024) paragraph 111.	Basildon Borough Council	80% or less major developments with secured Travel Plan.	Consider reasons for noncompliance. Consider review of policy STAT1 and/or STAT4.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Percentage of persons commuting by a) car or van, b) public transport and c) active travel.	N/A	Census Data	Review 2031 Census data.	Consider review of LCWIP+
Number of schemes contributing to the achievement of Water Framework Directives.	Increase	Basildon Borough Council	Adverse impact on water courses and/or water bodies as a result of development.	Assess reasons why adverse impacts to water courses and water bodies. Consider reviewing the policy wording.
Percentage of waterbodies achieving 'good' ecological status.	Increase	Dept. for Environment Food and Rural Affairs	Adverse impact on water courses and/or water bodies as a result of development.	Assess reasons why adverse impacts to water courses and water bodies. Consider reviewing the policy wording.
Total amount of carbon dioxide (CO_2) emissions per capita per year.	N/A	ONS	Increase in emissions per capita per year for the Borough.	Assess reasons why there is an increase in emissions per capita per year for the Borough. Consider reviewing the policy wording.
Amount of energy generated from renewable sources.	N/A	ONS	No increase in the amount of energy generated from renewable sources.	Assess reasons why there is no increase in the amount of energy generated from renewable sources. Consider reviewing the policy wording.
Annual average domestic gas and electricity consumption per capita.	N/A	Ofgem	Increase in annual average domestic gas and electricity consumption per capita.	Assess reasons why there is an increase in the annual average domestic gas and electricity consumption per capita. Consider reviewing the policy wording.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Annual average gas and electricity consumption in commercial/ industrial sector.	N/A	Ofgem	Increase in annual average gas and electricity consumption in commercial/ industrial sector.	Assess reasons why there is an increase in the annual average gas and electricity consumption in commercial/industrial sector. Consider reviewing the policy wording.
Number of applications for renewable energy developments.	N/A	Basildon Borough Council	No increase in applications for renewable energy developments.	Assess reasons why there is no increase in applications for renewable energy developments. Consider reviewing the policy wording.
All new residential development of 1 or more new dwellings to be designed and built to operational net zero carbon.	Number of dwellings and percentage of new residential development built to operational net zero carbon	Basildon Borough Council	New residential dwellings are not designed and built to operational net zero carbon.	Assess why new residential dwellings are not being designed and built to operational net zero carbon. Consider reviewing the policy wording.
All new non-residential development of 100+ m2 non-residential floorspace to be designed and built to operational net zero carbon.	Total floorspace and percentage of non-residential development built to operational net zero carbon	Basildon Borough Council	New applicable non-residential development are not designed and built to operational net zero carbon.	Assess why new applicable non-residential development are not being designed and built to operational net zero carbon. Consider reviewing the policy wording.
All new residential buildings (apart from bungalows) to achieve a space heating demand of less than 15 kWh/m^2 GIA/yr.	Number of dwellings (apart from bungalow) and percentage of new residential development achieving a space heat demand of less than 15 kWh/m^2 GIA/yr	Basildon Borough Council	Space heating demand has not been met.	Assess reasons why space heating demands have not been met. Consider reviewing the policy wording.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
All new bungalows to achieve a space heating demand of less than 20kWh/m^2 GIA/yr.	Number and percentage of new bungalows achieving a space heat demand of less than 20 kWh/m^2 GIA/yr	Basildon Borough Council	Space heating demand has not been met.	Assess reasons why space heating demands have not been met. Consider reviewing the policy wording.
All non-residential buildings to achieve a space heating demand of less than 15 kWh/m^2 GIA/yr.	Total floorspace and percentage of non-residential development achieving a space heat demand of less than 15 kWh/m^2 GIA/yr	Basildon Borough Council	Space heating demand has not been met.	Assess reasons why space heating demands have not been met. Consider reviewing the policy wording.
No new development to be connected to the gas grid.	Number of new development (number of dwellings or non-residential development floorspace) connected to the gas grid	Basildon Borough Council	Development has been connected to the gas grid.	Assess reasons why gas has been connected to the grid. Consider reviewing the policy wording.
No new development to be designed to provide space heating, domestic hot water or cooking through the use of fossil fuels on site. Space heating and domestic hot water must be provided through low carbon fuels.	Number of planning permissions where fossil fuels are used on-site to provide space heating, domestic hot water or cooking	Basildon Borough Council	Development has used fossil fuels to provide space heating, domestic hot water or cooking	Assess reasons why fossil fuels have been used for space heating, domestic hot water or cooking. Consider reviewing the policy wording.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
All C3 and C4 new residential development to achieve an Energy Use Intensity of no more than 35 kWh/m^2 GIA/yr.	Number of dwellings and percentage of new residential development achieving an Energy Use Intensity of no more than 35 kWh/m^2 GIA/yr	Basildon Borough Council	Energy Use Intensity target has not been achieved.	Assess reasons why Energy Use Intensity target has not been achieved. Consider reviewing the policy wording.
All new office development to achieve an Energy Use Intensity of no more than 70 kWh/m^2 GIA/yr.	Floorspace and percentage of new office development achieving an Energy Use Intensity of no more than 70 kWh/m^2 GIA/yr	Basildon Borough Council	Energy Use Intensity target has not been achieved.	Assess reasons why Energy Use Intensity target has not been achieved. Consider reviewing the policy wording.
All new schools to achieve an Energy Use Intensity of no more than 65 kWh/m^2 GIA/yr.	Floorspace and percentage of new school achieving an Energy Use Intensity of no more than 65 kWh/m^2 GIA/yr	Basildon Borough Council	Energy Use Intensity target has not been achieved.	Assess reasons why Energy Use Intensity taregt has not been achieved. Consider reviewing the policy wording.
All new light industrial development to achieve an Energy Use Intensity of no more than 35 kWh/m^2 GIA/yr.	Land area and percentage of new light industrial development achieving an Energy Use Intensity of no more than 35 kWh/m^2 GIA/yr	Basildon Borough Council	Energy Use Intensity target has not been achieved	Assess reasons why Energy Use Intensity target has not been achieved. Consider reviewing the policy wording.
All new developments to resubmit as-built information at completion and prior to occupation.	Percentage of new development re-submitting as-built information at completion and prior to occupation	Basildon Borough Council	New developments not submitting as-built information at completion.	Assess why new developments are not submitting as-built information at completion. Consider reviewing the policy wording.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
All new developments (1 or more new dwellings or 100+m^2 non-residential floorspace) must generate renewable on-site.	Percentage of new development generating renewable energy on-site Amount of renewable energy generation through new development (kWh)	Basildon Borough Council	Renewable energy not being generated on-site as part of new developments.	Assess why renewable energy has not been generated on-site as part of new developments. Consider reviewing the policy wording.
All residential extensions and conversions (excluding listed buildings and development within Conservation Areas) to meet the minimum standard approach fabric specifications.	Percentage of residential extensions and conversions meeting the minimum standard approach fabric specifications	Basildon Borough Council	All new residential extensions and conversions (excluding listed buildings and development within Conservation Areas) are not meeting the minimum standard approach fabric specifications.	Assess why all new residential extensions and conversions (excluding listed buildings and development within Conservation Areas) are not meeting the minimum standard approach fabric specifications. Consider reviewing the policy wording.
Residential extensions and conversions to incorporate renewable energy generation technology where practical and feasible.	Percentage of residential extensions and conversions incorporating renewable energy generation technology	Basildon Borough Council	Where planning permission is required, residential extensions and conversions are not incorporating renewable energy generation technology.	Assess why residential extensions and conversions (where planning permission is required) are not incorporating renewable energy generation technology. Consider reviewing the policy wording.
All development proposals to demonstrate how the cooling hierarchy has been integrated into design decisions via the Climate Change and Sustainability Statement.	Percentage of major development proposals meeting the CIBSE TM52 or TM59 standards	Basildon Borough Council	Climate Change and Sustainability Statement not submitted or does not demonstrate how the cooling hierarchy has been integrated into design decisions.	Assess why the Climate Change and Sustainability Statement has not submitted or why the cooling hierarchy has not been integrated into design decisions. Consider reviewing the policy wording.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
All development proposals to demonstrate what measures have been taken to reduce embodied carbon content as far as possible, through the Climate Change and Sustainability Statement.	Percentage of large scale new residential development (100 dwellings or more) meeting 'upfront' embodied carbon emission below or equal to 500kgCO_2/m² and total embodied carbon (excluding modules B6 and B7 below or equal to 800kgCO_2/m² Percentage of large scale new non-residential development (500m² or more non-residential floorspace) meeting 'upfront' embodied carbon emission below or equal to 600kgCO_2/m² and total embodied carbon (excluding modules B6 and B7 below or equal to 970kgCO_2/m²	Basildon Borough Council	Climate Change and Sustainability Statement not submitted or does not identify actions to reduce embodied carbon.	Assess why the Climate Change and Sustainability Statement has not submitted or identify sufficient actions to reduce embodied carbon. Consider reviewing the policy wording.

Strategic Objective 8: Help local people maintain healthier lifestyles

RELEVANT POLICIES:

- Policy HC1: Health and Well-being Strategy
- Policy HC2: Open Spaces, Local Green Spaces, Sport, and Recreation

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Financial and non-financial S.106 contributions secured for health services.	As per requirements of the Infrastructure Delivery Plan (IDP)	Infrastructure Funding Statement	80% or less of the identified contributions is achieved.	Consider reasons for noncompliance. Consider review of the IDP and/or Viability Appraisal.
Improved quality of open spaces.	N/A	Basildon Borough Council	Lack of appropriate projects to improve quality of open spaces.	Consider how the Council can deliver improvements.
Improves accessibility to open spaces.	Proportion of dwellings with improved access to open space.	Basildon Borough Council Infrastructure Funding Statement	80% of less of new dwellings do not have access to open space within 800m walk	Consider reasons why. Consider review of allocation policies.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Net change in the provision of a. Public Open Spaces, b. Local Green Spaces, c. Sport and Recreation facilities d. Cemetery capacity.	Fields in Trust (FIT) Standards (ha per 1,000 pop) Parks & gardens - 0.80 Natural & semi-natural greenspace - 1.80 Amenity greenspace - 0.60 Provision for children & young people - 0.55 Allotments - 0.25	Basildon Borough Council	Failure to meet FIT Standards.	Consider reasons for noncompliance. Consider review of the IDP and/or Viability Appraisal.
Projects completed to improve/create open spaces and recreation facilities.	Progression towards meeting Fields in Trust (FIT) Standards (ha per 1,000 pop) Parks & gardens - 0.80 Natural & semi-natural greenspace - 1.80 Amenity greenspace - 0.60 Provision for children & young people - 0.55 Allotments - 0.25	Basildon Borough Council Infrastructure Funding Statement	Failure to deliver new/improved open spaces in accordance with Policy HC2.	Consider how the Council can deliver improvements.

Strategic Objective 9: Enhance the quality of life for all

RELEVANT POLICIES:

- Policy HC1: Health and Well-being Strategy
- Policy HC2: Open Spaces, Local Green Spaces, Sport, and Recreation
- Policy HC3: Strategic Approach to Education, Skills, and Learning
- Policy INF3: Social and Community Infrastructure

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Change in the provision of Community Facilities (sqm).	N/A	Basildon Borough Council	The loss of a community facility to an alternative use.	Assess why the community facility was lost. Consider reviewing the policy.
Provision of new/expanded education provision.	As per requirements of the Infrastructure Delivery Plan (IDP)	Infrastructure Funding Statement	Ongoing engagement with Local Education Authority to deliver.	Consider reviewing allocation policies and/ or HC3.
Provision of new/expanded healthcare provision.	As per requirements of the Infrastructure Delivery Plan (IDP)	Infrastructure Funding Statement	Ongoing engagement with Integrated Care Board to deliver.	Consider reviewing allocation policies and/ or HC1.

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
S.106 contributions secured for a) education, b) health and c) communities services.	As per requirements of the Infrastructure Delivery Plan (IDP)	Infrastructure Funding Statement	80% or less of the identified contributions is achieved.	Consider reasons for noncompliance. Consider review of the IDP and/or Viability Appraisal.
Number of wards with LSOAs in the bottom 40% most deprived for health deprivation and disability.	Reduction	ONS Indices of Deprivation	Increase in number of wards with LSOAs in the bottom 40% most deprived for health deprivation and disability.	Consider how the Local Plan can contribute to measures to improve

Strategic Objective 10: Secure the delivery of supporting infrastructure

RELEVANT POLICIES:

- Policy HC1: Health and Well-being Strategy
- Policy HC2: Open Spaces, Local Relevant policies:
- Policy INF1: Infrastructure Delivery
- Policy INF2: Securing Infrastructure Contributions
- Policy INF3: Social and Community Infrastructure
- Policy STAT1: Transport
- Policy STAT2: Transport Network Improvements Green Spaces, Sport, and Recreation

Indicator	Target (if applicable)	Source	Trigger for action	Potential actions
Progression towards the delivery of new and improved transport infrastructure.	As per requirements of the Infrastructure Delivery Plan (IDP) and policy STAT2.	Infrastructure Funding Statement	Ongoing engagement with Local Transport Authority to deliver.	Consider reviewing allocation policies and/ or STAT1 and STAT2.
Financial and non-financial contributions collected for specified infrastructure.	As per requirements of the Infrastructure Delivery Plan (IDP)	Infrastructure Funding Statement	80% or less of the identified contributions is achieved.	Consider reasons for noncompliance. Consider review of the IDP and/or Viability Appraisal.
Provision of new and/or improved schemes which provide cultural assets or facilities.	N/A	Basildon Borough Council Infrastructure Funding Statement	Lack of appropriate projects to improve cultural assets or facilities.	Consider how the Council can deliver improvements.

16.6 The Council will continue to work with neighbouring planning authorities to enable good growth in South Essex and to respond to Local Government Reform.

16.7 Within the Basildon Borough there is one Neighbourhood Plan: *Noak Bridge Neighbourhood Plan*, which was officially made (adopted) on 30 January 2026. There are currently no other adopted Neighbourhood Development Plans or Neighbourhood Development Orders in the Borough. However, there are designated neighbourhood areas in the borough which are in the process of preparing neighbourhood plans/orders for their administrative areas.

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Appendices

Appendix 1: Local Plan Glossary

Relevant Abbreviation	Term	Definition
-	Accessibility	Refers to the extent to which employment, goods and services are made available to people, either through proximity, or through providing the required physical links to enable people to be transported to locations where they are available. It also refers to the extent of barriers to movement for users who may experience problems getting from one place to another, including people with disabilities.
-	Active Frontage	Active frontages refer to building edges along the street that engage with the street. This engagement typically involves the visual connection of lively internal spaces with the street through frequent openings and minimal blank walls.
-	Active Travel	Active travel refers to modes of travel that involve some level of physical activity. Some examples are walking, cycling, and travelling using mobility scooters.
-	Amenity	A quality, service, or facility that makes a place more enjoyable and convenient for visitors and residents.
-	Attenuation	The process of storing excess water temporarily and then releasing it at a controlled rate to help prevent flooding and to protect drainage systems.
-	Affordable Housing	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: (a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

Relevant Abbreviation	Term	Definition
-	Affordable Housing (continued)	(b) Starter homes: is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used. (c) Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined regarding local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. (d) Other affordable routes to home ownership are housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to government or the relevant authority specified in the funding agreement.
ASNW PAWS AWP IAWPP	Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. It includes four types: • Ancient Semi-Natural Woodland (ASNW), which retains a native tree and shrub cover, • Plantation on Ancient Woodland Sites (PAWS) where the original tree cover has been felled and replaced by planting, often with conifers, • Ancient Wood Pasture (AWP) where the trees are managed in tandem with a long-established tradition of grazing, characteristically with at least some veteran trees or shrubs, • Infilled Ancient Wood Pasture (IAWPP) – former wood pasture that has naturally regenerated.
-	Ancient or veteran tree	A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Relevant Abbreviation	Term	Definition
AMR	Authority Monitoring Report	A report published annually by the Local Planning Authority showing progress in delivering Local Plan policies and allocations.
AONB	Area of Outstanding Natural Beauty	Is an area of the countryside in England, Wales, or Northern Ireland that has been designated for conservation due to its significant landscape value. These areas are recognised for their national importance by relevant public bodies such as Natural England, Natural Resources Wales, or Northern Ireland Environment Agency.
-	Article 4 direction	A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.
ASELA	The Association of South Essex Local Authorities	The Association of South Essex Local Authorities (ASELA) is a partnership of neighbouring councils Brentwood, Castle Point, Rochford, Southend-on-Sea, Thurrock, and Essex County that have come together to promote growth and prosperity in the region.
AQMA	Air Quality Management Area	Air Quality Management Areas are areas where the national air quality objectives are unlikely to be achieved.
BMV	Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
-	Biodiversity	The variety of life on earth embracing all species, communities, habitats, and ecosystems associated with the terrestrial, aquatic, and marine environments. Usually, the term refers to the variety of species within a specific area.
BAP	Biodiversity Action Plan	A strategy prepared for a local area aimed at conserving and enhancing biodiversity.
BNG	Biodiversity Net Gain	An approach to development that ensures wildlife habitats present at the site are left in a measurable better state than before the project or development took place. A minimum 10% increase in biodiversity net gain is mandatory for most developments under the 2021 Environment Act. More information can be found at: Biodiversity net gain - GOV.UK
-	Blue infrastructure	Infrastructure relating to water, such as pools, rivers, ponds, water courses, etc.
BREEAM	Building Research Establishment's Environmental Assessment Method	BREEAM is used to assess the environmental performance of new and existing non-residential and mixed-use buildings. It is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management.

Relevant Abbreviation	Term	Definition
-	Brownfield Land	Land that has been previously developed. See also 'Previously Developed Land'.
-	Building Regulations	Building regulations set standards for the design and construction of buildings to ensure the safety and health for people in or about those buildings. More information can be found at: Building Control
CFS	Call for Sites	A process by which councils ask for any interested parties (including landowners and developers) to propose land sites which may have potential for future development, to support housing or employment in the area.
-	Care Home	Provides long-term personal care in a communal setting.
-	Circular Economy	An alternative to traditional linear economic models of use (take-make-dispose system) to ensure resources are kept in use for as long as possible with the aim of reducing waste in order to maximise the value of the resource.
-	Climate Change	A long-term change of Earth's climate patterns mainly caused due to human activities. It is an ongoing global crisis that has impacts ranging from rising sea-levels, extreme weather and loss of biodiversity to everyday impacts such as increases in air pollution, heat stress and increased flooding.
-	Co-benefits	The additional advantages that are received from an intervention, beyond the primary aim of the of the intervention. For example, implementing urban planting for the purpose of mitigating climate change provides additional benefits such as natural cooling, drought prevention, support biodiversity, and adds beauty to the local environment.
-	Community Facilities	A shared resource such as buildings, spaces, or series that serve the needs of the residents and support their social, cultural, educational, health, recreational, or civic needs.
CIL	Community Infrastructure Levy	A charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in the area.
-	Comparison Retail	The sale of goods that consumers are likely to evaluate and compare before purchasing. These goods are typically higher value items such as electronics or furniture. Fewer trips are likely to be made for these purchases.
-	Connectivity	The ability to link different places, people, or systems together either physically or digitally.
-	Conservation Area	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under Section 69 of the *Planning (Listed Buildings and Conservation Areas) Act 1990.*

Relevant Abbreviation	Term	Definition
-	Convenience Retail	Retail focused on the sale of essential daily items such as groceries, household items and food. Convenience retail is typically accessible, and open for extended hours. Frequent trips are expected to be made for these purchases.
-	Creative Industries	Economic sectors that rely on creativity, innovation and talent to generate cultural and economic value. Examples of creative industries are performing arts, video game design, and fashion design.
CDA	Critical Drainage Areas	A discrete geographical area (usually a hydrological catchment) where multiple or interlinked sources of flood risk cause flooding during a severe rainfall event thereby affecting people, property or local infrastructure. The CDA comprises the upstream contributing catchment, the influencing drainage catchments, surface water catchments and, where appropriate, a downstream area if this can have influence on CDA.
-	Cross Boundary	Refers to something that crosses or spans a boundary between two or more different jurisdictions/administrative boundaries.
-	Densification	Delivering more homes on a given amount of land thus reducing the overall amount of land need. Housing density is normally measured in number of homes per hectare of land. For example, to deliver 100 homes at 30 dwellings per hectare you would need 3.3 hectares of land. If the density is increased to 40 dwellings per hectare only 2.5 hectares of land is needed. Densification can include building taller buildings, prioritising terrace housing over detached/semi-detached and redeveloping underused areas of land.
-	Design Code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.
-	Designated Heritage Assets	Specific heritage assets that have been formally recognised through the process of designation. Examples include Scheduled Monuments, Conservation Areas, Registered Historic Parks and Gardens, Registered Battlefields and World Heritage Sites (designated by UNESCO). These sites have a higher degree of protection from change as compared to non-designated heritage assets.
-	Development	Development is defined in Section 55 of the Town and Country Planning Act 1990 as the carrying out of building, engineering, mining, or other operation is in, on, over or under land; or the making of any material change in the use of any buildings or other land.

Relevant Abbreviation	Term	Definition
DTC	Duty to Cooperate	This is a legal duty set out in the Localism Act 2011 that requires Local Planning Authorities and other prescribed public bodies to "engage constructively, actively and on an ongoing basis" to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.
-	Edge of Centre	Sites outside the defined town centre or primary shopping area but within 300 metres for retail or 500 metres for office and leisure uses so that these uses remain easily accessible through walking or the use of public transport.
-	Embodied Carbon	The total greenhouse gas emissions released throughout the life cycle of a material, from the raw material and its extraction to processing, transport, usage, and eventual disposal.
-	Employment Area	The main industrial estates and larger core industrial sites and areas which based on condition, environment and location are best suited to long term retention of industry and commerce.
ELNA	Employment Land Needs Assessment	Aims to find out what employment land supply and demand will look like in the borough and sets out recommendations on the best way to meet the demand for the next twenty years.
-	Employment Land and Premises Study	Sets out future need for employment land and examines the existing supply by looking at completions and outstanding planning permissions and reviewing existing employment sites and allocations.
-	Employment Uses	Land or buildings designated for uses such as industrial uses, warehouses, and other uses as defined under use classes B and E(g). More information can be found under '*Use Class*'
-	Encroachment	When development such as housing begins to gradually move from the edge of towns or villages into the open countryside.
-	Energy Efficiency	The ability to use less energy to provide the same output thus minimising waste and maximising the output.
-	Energy Hierarchy	A sequential framework for sustainable energy use that prioritises first, the reduction of demand and improving efficiency, then if this does not meet the energy need, renewable sources of energy must be prioritised before resorting to low-carbon energy sources and only then resorting to fossil fuel use.
EA	Environmental Assessment	A process undertaken to understand the environmental effects of a development. The data collected and analysed in the assessment is considered when deciding if the project should go ahead or not.
EIA	Environmental Impact Assessment	A process that evaluates the potential social, environmental, and health impacts of a development. Once impacts are identified, mitigations may be applied to reduce these impacts.
-	Essex Design Guide	A set of design standards to achieve high quality new development with an identity specific to the Essex context.

Relevant Abbreviation	Term	Definition
ECC	Essex County Council	County wide authority providing strategic services across multiple boroughs in Essex.
-	Evidence base	The collection of information and studies which a Local Planning Authority will use to draw up suitable planning policies for its area.
-	Extra Care Housing	Extra care housing, also known as assisted living, is a specialist type of retirement housing designed for older people. It is similar to sheltered housing but also offers some help with personal care and household tasks.
5YHLS	Five Year Housing Land Supply	The *National Planning Policy Framework (NPPF)* requires authorities to identify deliverable sites to provide a minimum of 5 years' worth of housing against their locally identified housing requirement under the local housing needs assessment.
-	Flood Zone	Depicts how flood risk varies over different areas of land. For rivers, Flood zone 3 has a 1 in 100 probability of flooding or greater in a year; Flood Zone 2 has between a 1 in 100 and 1 in 1000 annual chance of flooding in a year; Flood Zone 1 has the lowest chance of flooding (less than 1 in 1000).
-	Fluvial Flooding	Fluvial flooding refers to river flooding which happens when the flow of water exceeds a river channel's capacity and spills over the banks onto nearby land.
-	Functionally linked land	A term used to describe areas of land or sea occurring outside a designated site and which are critical to, or necessary for, the ecological or behavioural functions in a relevant season of a qualifying feature for which a Special Area of Conservation (SAC)/ Special Protection Area (SPA)/Ramsar site has been designated. These areas are frequently used by qualifying features and support the functionality and integrity of the designated site.
GB	Green Belt	A National Planning Policy designation given to open, undeveloped land that has been specifically designated for long-term protection. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and permanence. Development on Green Belt land is restricted under the National Planning Policy Framework.
-	Green Infrastructure	A network of multi-functional and inter-dependent green spaces, in urban and rural areas, which can deliver a wide range of benefits for the environment and quality of life for local communities.
-	Greenfield Land	A general term used to describe all sites that have not previously been developed.
-	Grey Belt	Grey belt is defined as land in the green belt comprising previously developed land and any other parcels and/or areas of green belt land that make a limited contribution to the five green belt purposes.

Relevant Abbreviation	Term	Definition
-	Gypsy and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
HRA	Habitat Regulations Assessment	The Conservation of Habitats and Species Regulations 2017 (also known as the Habitats Regulations) requires 'appropriate assessment' of plans and projects that are, either alone or in combination with other plans and projects, likely to have a significant impact on sites designated under these regulations.
HIA	Health Impact Assessment	A tool to identify and assess the potential consequences of planning decisions on people's health and wellbeing.
HIA	Heritage Impact Assessment	The Heritage Statement or Heritage Impact Assessment is to ensure that the heritage asset(s) that are or have the potential to be affected by the proposals and their setting are identified.
HMO	Houses in Multiple Occupation	A property is defined as a House of Multiple Occupation (HMO) if both: • at least 3 tenants live there, forming more than one household • toilet, bathroom or kitchen facilities are shared An HMO must have a licence if it is occupied by 5 or more people. A council can also introduce licencing for other types of HMOs. Planning permission is not required to convert a house into an HMO for six unrelated individuals. Larger HMOs are properties occupied by 7 or more unrelated individuals. The construction or conversion of a property into a large HMO requires planning permission.
HELAA	Housing and Employment Land Availability Assessment	The *National Planning Policy Framework (NPPF*) and *Planning Practice Guidance (PPG)* requires every Local Planning Authority to assess the amount of land that is available for housing and economic development in its area. This process is known as the Housing and Economic Land Availability Assessment (HELAA). The HELAA helps to identify future sources of land for housing and economic development to help meet the Borough's future development needs. It was previously referred to as the Strategic Housing Land Availability Assessment, or SHLAA.
-	Housing Need	For a Local Plan, housing need is an assessment of the minimum number of homes needed in an area.

Relevant Abbreviation	Term	Definition
-	Housing Tenure	Describes the occupancy status of a dwelling, that is whether the resident owns, rents, or otherwise occupies their accommodation. The different tenures are Owner-occupation – owned outright, owned with a mortgage or loan, or shared ownership (partly owned by the household), rental - private rent or social rent, rent free accommodation - paid for by an employer or family member, and co-operative housing - occupied under collective ownership or management.
-	Inclusive Design	A design practice that focusses on creating products or spaces with the aim of being usable by as many different people as possible with varying needs. Accessibility and usability are designed into the product or space rather than retrofitting to include different users.
-	Infill Development	Development within an already built-up area that "fills" in a gap between existing buildings.
-	Infrastructure	Any facility, service or physical structure which supports or enables proposed development including (but not exclusively) education, healthcare, emergency services, culture and leisure facilities, churches, open space, transport, telecommunications, security, waste collection, disposal and recycling, energy, water supply and drainage.
IDP	Infrastructure Delivery Plan	A document which assesses the existing provision of infrastructure throughout the Borough and considers what additional infrastructure will be required in the future to support growth allocated in the Local Plan. The IDP also considers how required infrastructure should be delivered, and if there are any gaps in information or funding which need to be addressed.
-	Legibility	The degree to which the layout of a place can be understood and navigated. Spaces with a high degree of legibility have a strong sense of character and are easier to navigate through for new users through the use of clear routes, distinct landmarks and appropriate wayfinding mechanisms.
-	Listed Building	Buildings designated to be of 'special architectural or historic interest' by the Secretary of State under the *Listed Buildings and Conservation Areas Act 1990*.
LCWIP	Local Cycling and Walking Infrastructure Plan	A Strategic Assessment that identifies cycling and walking improvements at a local level.
LDS	Local Development Scheme	A formal timetable for the preparation of the Local Plan.
-	Low Carbon	The utilisation of technologies, processes, or practices that helps limit carbon dioxide emissions as compared to traditional options.

Relevant Abbreviation	Term	Definition
LETI	Low Energy Transformation Initiative	A Community Interest Company formed primarily of volunteers working toward enabling a “zero carbon future”.
LNRS	Local Nature Recovery Strategy	Local Nature Recovery Strategies are a new, England-wide system of spatial strategies that will establish priorities and map proposals for specific actions to drive nature’s recovery and provide wider environmental benefits.
LNR	Local Nature Reserves	Are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities.
-	Local Plan	A comprehensive document outlining the long-term vision for Basildon identifying locations for delivering housing and other strategic development needs such as employment, retail, leisure, community, and transport development.
LoWS	Local Wildlife Sites	Are areas of land that are especially important for their wildlife. They are identified and selected locally using scientifically determined criteria and surveys.
-	Major Development	For residential developments, a major development is classed as being 10 more dwellings or having a site area of 0.5 hectares or more. For non-residential developments, it must create 1000 sqm of new floor space or have a site area of 1 hectare or more. Mineral extraction and waste development are always classed as major developments as per the Development Management Procedure (England) Order 2015.
-	Market Housing	Market Housing includes private rented and sale where prices are set in the open market.
-	Masterplan	A document setting out the long-term vision and framework for the development of an area to guide design, infrastructure placement, and enable sustainable growth.
-	Meanwhile Uses	Short term activities or uses in empty sites or buildings that have the potential to generate value for the community while the space awaits redevelopment or permanent occupation.
-	Minor Development	For residential developments, a minor development is classed as being less than 10 dwellings or having a site area of 1 hectare or less. For non-residential developments, it must less than 1000 sqm of new floor space or have a site area less than 1 hectare. Gypsy and traveller pitches are considered minor developments up to 9 pitches. House holder applications, change of use applications and adverts are considered minor as per the Development Management Procedure (England) Order 2015.
-	Mixed-Use Development	A development that combines more than one use on the same site for example housing, employment and retail.

Relevant Abbreviation	Term	Definition
-	M4(2) Housing	Housing- This refers to the Building Regulations 2010 standard for accessible and adaptable housing. BR_PDF_AD_M1_2015_with_2016_amendments_V3.pdf This means that a home must have certain features to meet the needs of older people and those with disabilities and is built to allow adaptation to meet the changes needs of occupants over time.
-	M4(3) Housing	This refers to the Building Regulations 2010 standard for wheelchair user dwellings.
-	National Design Guide	A document which sets the government's priorities in the form of 10 characteristics which are brought together in a well-designed place and demonstrates what clever design means in practice.
NPPF	National Planning Policy Framework	A document setting out the Government's national planning requirements, policies, and objectives. The NPPF is a material consideration in the preparation of development plans and when considering planning applications.
-	Neighbourhood Plan	A planning tool to help empower communities to shape and manage development in their local areas. Neighbourhood forums and parish councils will be able to develop planning policies that will become part of the planning framework for their area and grant planning permission for certain types of new development.
NEET	Young People Not in Education, Employment or Training	The term NEET refers to young people (aged 16 to 24) who are not in education, employment or training.
-	Net Zero Carbon	Achieving a balance between the carbon emitted into the atmosphere, and the carbon removed from it.
-	Non-Designated Heritage Assets	Locally identified monuments, places, landscapes or buildings identified through local heritage lists, Local Plans, Neighbourhood Plans, conservation area appraisals, or through decision making on planning applications. These assets have a degree of heritage significance but do not meet the criteria for designated heritage assets.
-	Nursing Home	Provides long-term personal care in a communal setting. A Nursing Home also offers nursing care by a qualified nurse.
-	Open Space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes, and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
-	Out of Town Centre	Developments outside the core urban area or town centre.

Relevant Abbreviation	Term	Definition
-	Planning Obligations (Section 106 Agreements)	Planning obligations, also known as Section 106 agreements, are legally binding agreements typically negotiated between local authorities and developers in the context of planning applications to ensure that certain works which are necessary and relevant to a development are undertaken or financial contributions made to facilitate associated infrastructure works and development. They are a mechanism by which measures are secured to make acceptable development which would otherwise be unacceptable in planning terms.
-	Passivhaus	A low energy building standard developed in Germany focussed on high quality construction mixed with passive design principles to achieve comfortable and efficient systems with minimal energy usage.
PDR	Permitted Development Rights	Rights granted by the Town and Country Planning (General Permitted Development) (England) Order 2015 allowing property owners to make certain improvements or extensions without an application for planning permission.
PPG	Planning Practice Guidance	Provides details to support the effective implementation of the *National Planning Policy Framework*.
-	Plotlands	Thirteen Green Belt settlements in the Borough that originated following the agricultural depression of the early 20th Century. Following the arrival of the railways, many people bought smallholdings, buildings, small shacks, and dwellings they could visit at the weekends and for holidays to escape East London. Following the Second World War, many people moved to these areas on a permanent basis despite the majority not having running water, electricity, or fuel connections. The majority of Plotlands were cleared during the building of Basildon New Town in the mid-late 20th Century, however, thirteen remain and are home to about 2000 people.
-	Pluvial Flooding	Pluvial flooding refers to surface water flooding caused by heavy rainfall that exceeds the capacity of drainage systems.
-	Policies Map	A map to show the geographic application of policies in the Local Plan in compliance with part 4(9) of the Town and Country Planning (Local Planning) (England) Regulations 2012.
-	Public Realm	The shared and publicly accessible outdoor environment that constitutes the space between buildings. This includes streets, parks, footpaths, and public plazas.

Relevant Abbreviation	Term	Definition
PDL	Previously Developed Land	Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
PSA	Primary Shopping Area	A defined area of retail concentration within the town centre.
-	Priority habitats and species	Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
RAMSAR	RAMSAR sites	Wetlands of international importance designated under the RAMSAR convention.
-	Registered Parks and Gardens	Registered Parks and Gardens are designated heritage assets documented on the National Heritage List for England (NHLE). These may include planned open spaces, grounds of a private house, public parks, or cemeteries.
RIA	Retail Impact Assessment	An assessment used to evaluate the economic impact and viability of a proposed retail development. RIA's may be necessary for large retail developments, or for retail developments outside of the town centre.
-	Scheduled Monument	Designated heritage assets documented on the National Heritage List for England (NHLE). They may be above or below ground and may be remains of a structure or a structure still in use. Scheduled Monument consent is required to carry out any work on a Scheduled Monument.
-	Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Relevant Abbreviation	Term	Definition
-	Sequential Test	Planning policies that require particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. Defined in the National Planning Policy Framework, in relation to planning applications for town centre uses and in relation to flood risk.
-	Serviced Village	A village developed with basic infrastructure and services to meet the needs of its residents, such as schools, healthcare facilities, retail, and/or community facilities.
-	Settlement	A place, typically one which has previously been uninhabited, where people establish a community
-	Sheltered Housing	Sheltered housing, sometimes referred to as retirement housing, is self-contained dwellings which offer some support to live independently. They generally offer some support from a scheme manager and an emergency alarm, communal areas, such as gardens or lounges and social activities for residents. They do not offer help with meals and personal care.
-	Significance (for heritage):	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
SSSI	Sites of Special Scientific Interest	SSSIs are areas of land and water that are considered to best represent the lands natural heritage in terms of the flora, fauna, geomorphology and natural features.
SME	Small and Medium Enterprises	A business with less than 250 employees and with either an annual turnover not exceeding 44 million or a balance sheet total not exceeding 38 million.
SEHNA	South Essex Housing Needs Assessment	A report commission to assess the need for housing, including size, type, affordable and specialist housing in the South Essex housing market area.
-	Spatial	Refers to the organisation and arrangement of physical space and the relationships between different elements within that space. It refers to the distribution and arrangement of land uses, buildings, infrastructure, natural features, and other physical components within a given area.
-	Spatial Strategy	An approach to delivering the vision for Basildon. It sets out the amount and location of new development, and how places will change and be shaped throughout the Plan period.
SAC	Special Areas of Conservation	Are protected areas designated under the habitat's directive. They aim to conserve natural habitats and wild fauna and flora.
SPA	Special Protection Areas	Are designated to protect rare, threatened, or vulnerable bird species in the UK under the Conservation of Habitats and Species Regulations 2017 in England and Wales.

Relevant Abbreviation	Term	Definition
-	Specialist Housing	Housing designed or modified to meet the needs of residents who may need additional considerations or social care requirements such as older individuals, individuals with learning disabilities, disabled or vulnerable individuals.
-	Stakeholders	A person, group or organisation that has interest in planning for the area.
-	Standard Method	The national standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply. The standard method identifies a minimum annual housing need figure.
-	Strategic	Identification of long-term or overall aims and interests and the means of achieving them.
-	Streetscape	The design and character of all of the physical and visual elements along a street that shape the character and utility of a street.
-	Sui Generis	"Sui Generis" which is Latin for "in a class by itself" is used for building or land uses that do not fit into any of the existing land use classes. Some examples are casinos, large HMOs with more than 6 occupants and hot food takeaways. More information can be found here: Use Classes - Change of use - Planning Portal
SPD	Supplementary Planning Document	Planning documents that build upon the policies adopted in the local plan and provides additional detailed guidance on existing policies. They are considered material considerations in the decision-making process.
SuDS	Sustainable Drainage Systems	Sustainable drainage is the practice of controlling surface water runoff as close to its origin as possible by slowing flows, allowing adequate settlement and biological action to take place before water is discharged to a watercourse or to ground.
-	Sustainable	Able to be maintained at a certain rate or level.
-	Sustainable Development	Development which meets the need of the present without compromising the ability of future generations to meet their own need.
-	Sustainable Transport	Any efficient, safe, and accessible means of transport with overall minimal impact on the environment, including walking, cycling and public transport.
-	Test of Soundness	This means that the Local Plan will be tested on whether it is realistic, deliverable, and based on strong, up-to-date evidence.
-	Town	A built-up area with a name, defined boundaries, and local government, that is larger than a village and smaller than a city.
-	Town Centre	A defined area, including the primary shopping area where retail development is concentrated, and areas occupied by main town centre uses adjacent to the primary shopping area.

Relevant Abbreviation	Term	Definition
-	Town Centre Hierarchy	The classification of town centres in the borough. The hierarchy in the borough starts with Basildon Town Centre and is followed by Pitsea, Wickford, Billericay and Laindon.
-	Town Centre Uses	Uses such as retail, leisure, offices and other commercial uses, community spaces, markets, and cultural offerings that help maintain the vitality and viability of the town centre.
-	Transport Assessment	A report of the potential implications of a development proposal on transport and movement along with mitigation strategies to help reduce the transport load and support sustainable travel practices.
-	Travel Plan	A long-term management strategy that integrates sustainable travel into the planning process. It must support active travel and help reduce reliance on cars as the primary mode of transport.
TPO	Tree Preservation Order	Basildon Borough Council has the power to protect trees with amenity value by granting a Tree Preservation Order.
-	Travelling Show people	Members of a group organised for the purpose of holding fairs, circuses or shows (whether travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, education, or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.
-	Unserviced Village	A small village which lacks facilities such as schools, healthcare facilities, retail and/or community facilities and has limited or no access to public transport.
-	Urban Capacity	The ability of an urban area to accommodate population growth and economic development while maintaining a high quality of life for its residents.
-	Urban Densification	Refers to increasing the intensity of people, jobs, housing, or other measures of human occupation and development within a defined area.
-	Urban Greening	The integration of greenery into the urban environment through interventions such as green roofs, pocket parks, or green walls.
-	Use Class	A system that places land or buildings into different classes. Each class covers a range of activities. Further information can be found here: Use Classes - Change of use - Planning Portal
-	Viability	A development is viable if taking account of all costs, including complying with all policy requirements, developing the scheme would provide a competitive profit for the developer. Viability is linked to deliverability as it ensures the developer is incentivised to ensure development takes place and persuades landowners to sell land.
-	Village	A small, often rural community or settlement that typically consists of a small group of houses and associated buildings, such as a church, school, or community centre.

Relevant Abbreviation	Term	Definition
-	Vitality	Creating and maintaining a high intensity of activities implemented at various times of the day.
-	Wayfinding	A set of tools and design strategies that allow people to orient themselves and navigate through a new or unfamiliar environment.
-	Wheeling	A form of pedestrian mobility utilising wheels rather than walking. Wheeling includes the use of wheelchairs, mobility scooters, and other forms of mobility aid.
-	Windfall Site	A site not specifically allocated for development through a development plan but becomes available for development during the lifetime of a plan.
-	Work-live units	Mixed-use properties that combine living and working spaces. The workspace forms a permanent component of the accommodation. This is different from regular home working due to the intensity of business use that may be involved. It is within the use class 'Sui Generis'.

Appendix 2: Site Allocations Policy Number and Name Change

Regulation 18		Regulation 19	
Policy Number	Name of Allocation	Policy Number	Name of Allocation
AS1	North Billericay – Queens Park	Removed	
AS4	Land South of A127	Removed	
H1	South East Billericay	H1	Southeast Billericay
-	-	H2A	Land at Kennel Lane
H2	Land West of Great Burstead	H2B	Land West of Great Burstead
H3	Land South of Great Burstead	H3	Land South of Great Burstead
H4	Land West of Laindon Road	H4	Land West of Laindon Road
H5	Land adjacent to Laindon Common Road	Removed	
H6	Land South of London Road, Billericay	H5	Land Adjacent to Tye Common Road and South of London Road
H7	Land North of London Road, Billericay	H6	Land North of London Road, Billericay
H8	Land West of Bowers Gifford	H7	Land West of Bowers Gifford
H9	Land South of A13	Removed	
H10	Land North of A13	H8	Land North of A13
H11	Land West of West Mayne	H9	Land West of West Mayne
H12	Land adjacent to Dunton Road	H10	Land adjacent to Dunton Road
H13	Land North of London Road, Vange	H11	London Road, Vange
H14	Land South of London Road, Vange	Removed	
H15	Land adjacent to Nevendon Road	H12	Land Adjacent to Nevendon Road
H15A	Land adjacent to Nevendon Road	Removed	
H16	Land West of Wick Country Park	Removed	
H17	Land adjacent to Wick Country Park	H13	Land Adjacent to Wick Country Park
H18	Land North of Southend Road, Wickford	H14	Land North of Southend Road, Shotgate

Regulation 18		Regulation 19	
Policy Number	Name of Allocation	Policy Number	Name of Allocation
H19	Barn Hall, Wickford	H15	Land South of Barn Hall, Wickford
H20	Land North of London Road, Wickford	H16	Land North of London Road, Wickford
H21	Land South of London Road, Wickford	H17	Land South of London Road, Wickford
H22	Land North of Wash Road	H18	Land North of Wash Road
H23	Bowers Gifford Plotland	H19	North Benfleet Plotlands
H24	Land North of Dry Street	H20	Land North of Dry Street
H25	Gardiners Lane South	H21	Gardiners Lane South
H26	Land South of Wash Road	H22	Land South of Wash Road
H27	Land South of Crays Hill	H23A-J	Crays Hill
H28	Land West of Castledon Road	H24A	Land East of Castledon Road
		H24B	Land West of Castledon Road
H29	Ramsden Bellhouse Neighbourhood Area	H25	Ramsden Bellhouse
H30	Land West of Noak Hill Road	Removed	
H31	North Billericay - Land at Mountnessing Road	H26	Land at Mountnessing Road
H32	Potash Road	Removed	
H33	Land East of Bowers Gifford	H27	Land East of Bowers Gifford
-	-	H28	Land East of Laindon Road
-	-	H29	Land at Bells Hills Road
GT1	Land South of Harrow Road	GT1	Land South of Harrow Road
E1	Burnt Mills Extension	E1	Burnt Mills
E2	Dunton Bootsale	E2	Dunton Boot Sale
E3	Land adjacent to Hovefields Avenue	E3	Land Adjacent to Hovefields Avenue
E4	Land West of Canvey Way	E4	Land West of Canvey Way
E5	Friern Manor Farm	E5	Friern Manor Farm
E6	South of Nevendon Road	E6	South of Nevendon Road
E7	South of Fanton Hall Farm	E7	South of Fanton Hall Farm
-	-	E8	Bonvilles Farm Extension

Appendix 3: Saved Policies to be Superseded

This sets out the local planning policies originally adopted by Basildon District Council in 1998 (with selected Alterations in 1999), which were saved by a Secretary of State Direction in September 2007 and will be replaced by policies in the Local Plan 2023-2043 with their corresponding references.

Local Plan Saved Policy 2007		Local Plan 2023-2043 Replacement Policy	
Policy Ref.	**Title**	**Policy Ref.**	**Title**
Green Belt			
BAS GB1	The Definition of the Green Belt	GB1	Protecting the Green Belt
BAS GB3	Replacement Dwellings in the Green Belt	GB2	New Development in the Green Belt
BAS GB4	Extensions to Dwellings in the Green Belt		
BAS GB5	Definition of a Dwelling	-	-
BAS GB6	Agricultural Workers Dwellings	GB2	New Development in the Green Belt
BAS GB7	Re-Use of Dwellings in the Green Belt		
Settlement and Housing			
BAS S2	Housing Sites for Development During the Plan Period	H1	Southeast Billericay
		H2A	Land at Kennel Lane
		H2B	Land West of Great Burstead
		H3	Land South of Great Burstead
		H4	Land West of Laindon Road
		H5	Land Adjacent to Tye Common Road and South of London Road
		H6	Land North of London Road, Billericay
		H7	Land West of Bowers Gifford
		H8	Land North of A13
		H9	Land West of West Mayne
		H10	Land Adjacent to Dunton Road
		H11	London Road, Vange
		H12	Land Adjacent to Nevendon Road
		H13	Land Adjacent to Wick Country Park

Local Plan Saved Policy 2007		Local Plan 2023-2043 Replacement Policy	
Policy Ref.	Title	Policy Ref.	Title
Settlement and Housing			
BAS S2	Housing Sites for Development During the Plan Period	H14	Land North of Southend Road, Shotgate
		H15	Land South of Barn Hall, Wickford
		H16	Land North of London Road, Wickford
		H17	Land South of London Road, Wickford
		H18	Land North of Wash Road
		H19	North Benfleet Plotlands
		H20	Land North of Dry Street
		H21	Gardiners Lane South
		H22	Land South of Wash Road
		H23A-J	Crays Hill
		H24A	Land East of Castledon Road
		H24B	Land West of Castledon Road
		H25	Ramsden Bellhouse
		H26	Land at Mountnessing Road
		H27	Land East of Bowers Gifford
		H28	Land East of Laindon Road
		H29	Land at Bells Hills Road
BAS S3	Areas of Special Reserve - Long Term Development Sites Post 2001	H15	Land South of Barn Hall, Wickford
		H20	Land North of Dry Street
BAS S5	Affordable Housing	HOU2	Affordable Housing
Natural Environment & Nature Conservation			
BAS C1	Protected Areas	NE1	Conserving and Enhancing the Natural Environment
BAS C2	Country Parks		
BAS C5	Trees and Woodlands		
BAS C7	The Marshes Area		
BAS C13	Water Wildlife		
BAS C15	Hazardous Substances – Population's Health and Safety	AQMP3	Ensuring Health and Safety in Development
BAS C16	Hazardous Substances – Hazardous Installations		

Local Plan Saved Policy 2007		Local Plan 2023-2043 Replacement Policy	
Policy Ref.	Title	Policy Ref.	Title
Employment			
BAS E1	Comprehensive Development Areas	E1	Burnt Mills
		E2	Dunton Boot Sale
BAS E2	Proposed Employment Sites – Terminus Drive, Pitsea	E3	Land Adjacent to Hovefields Avenue
		E4	Land West of Canvey Way
BAS E3	Proposed Employment Sites – North of Courtauld Road, Basildon	E5	Friern Manor Farm
		E6	South of Nevendon Road
		E7	South of Fanton Hall Farm
		E8	Bonvilles Farm Extension
BAS E4	Existing Employment Areas	EMP2	Protecting Employment Areas
BAS E5	Ford Research and Development Centre		
BAS E6	Untidy Industry	-	-
BAS E7	Alternative Uses of Industrial Premises	EMP3	Change of Use of Employment Land or Premises
		EMP7	Non-B or E(g) Use Classes in Employment Areas
BAS E10	General Employment Policy	EMP6	Locations for Employment Development
Retailing			
BAS SH1	New Retail Development	R3	Primary Shopping Areas
		R4	Locations for new Retail and Leisure Development outside of Town Centres
		R5	Out of Town Retail and Leisure Parks
		R7	Ensuring the Vitality of Town Centres
BAS SH3	Town Centre Retail Development Sites	-	-
BAS SH4	Town Centre Shopping Frontages – Primary Shopping Frontage	R1	Supporting Town Centres
BAS SH5	Town Centre Shopping Frontages – outside Primary Shopping Frontage		
BAS SH6	Retailing on Industrial Estates		

Local Plan Saved Policy 2007		Local Plan 2023-2043 Replacement Policy	
Policy Ref.	Title	Policy Ref.	Title
Retailing			
BAS SH7	Local Shopping Centres - new development and extension to existing	R8	Local Centres
BAS SH8	Local Shopping Centres - Protection		
BAS SH9	Temporary Retail Uses	R3	Primary Shopping Areas
Town Centres			
BAS TC1	District Wide Town Centre Policy	R1	Supporting Town Centres
		R7	Ensuring the Vitality of Town Centres
BAS TC3	Wickford Town Centre	-	-
BAS TC4	Pitsea Town Centre	-	-
BAS TC5	Markets	-	-
BAS TC6	Residential Development in Town Centres	R1	Supporting Town Centres
		R2	Development in Basildon Town Centre
Recreation			
BAS R1	Open Space	HC2	Public Open Spaces, Local Green Spaces, Sport and Recreation
BAS R4	Proposed Open Space		
BAS R11	Sports Facilities		
BAS R15	Golf Courses	-	-
BAS R16	Noisy and Disturbing Sports	AQMP1	Mitigating Environmental Pollution
		HC2	Public Open Spaces, Local Green Spaces, Sport and Recreation
Transport			
BAS T5	Public Transport	STAT1	Strategic Transport
		STAT3	Safe and Sustainable Access
		INF1	Infrastructure Delivery
Built Environment			
BAS BE12	Development Control	D1	Design and Place Shaping Principles
		AQMP1	Mitigating Environmental Pollution
		STAT2	Managing Congestion

Local Plan Saved Policy 2007		Local Plan 2023-2043 Replacement Policy	
Policy Ref.	Title	Policy Ref.	Title
Built Environment			
BAS BE13	Areas of Special Development Control Policy – Ramsden Bellhouse	-	-
BAS BE14	Areas of Special Development Control Policy – Sugden Avenue, Wickfork	-	-
BAS BE15	Areas of Special Development Control Policy – Bowers Gifford	-	-
BAS BE17	Shop Fronts	D1	Design and Place Shaping Principles
		HE1	Conserving and Enhancing the Historic Environment
BAS BE18	Advertisements - General	D4	Advertisements
BAS BE19	Advertisements – Green Belt		
BAS BE20	Telecommunications	INF5	Digital Infrastructure
BAS BE21	Healthcare Developments – New Primary and Community Health Facilities	HC1	Health and Well-Being Strategy
BAS BE22	Healthcare Developments – Extension to Hospital Facilities	INF3	Social and Community Infrastructure
BAS BE24	Crime Prevention	D1	Design and Place Shaping Principles

Appendix 4: Local Plan Delivery Trajectory

Source	Net Capacity	Comments	Delivered April 2023 - March 2026	Expected Delivery in April 2026 - March 2031	Expected Delivery in April 2031 - March 2036	Expected Delivery in April 2036 - March 2040	Expected Delivery in April 2040 -March 2043
Completed housing development	1329		1329				
Planning Consents	3699	This includes consents granted on Strategic Allocations.		3006	308	385	0
Brownfield land (not consented)	2665			80	1745	840	0
Urban Capacity Sites	2000			816	1131	53	0
Infill within the Green Belt	54			31	23	0	0
Windfall	378		0	0	0	0	378
H1 - Southeast Billericay	2566	Less consent granted for 99 dwellings	0	549	1415	602	0
H2A - Land at Kennel Lane	0	Less consent granted for 200 dwellings	0	0	0	0	0
H2B - Land West of Great Burstead	238		0	0	180	58	0
H3 - Land South of Great Burstead	1358	47	0	173	555	495	135
H4 - Land West of Laindon Road	465	Less consent granted for 250 dwellings	0	0	358	107	0

Source	Net Capacity	Comments	Delivered April 2023 - March 2026	Expected Delivery in April 2026 - March 2031	Expected Delivery in April 2031 - March 2036	Expected Delivery in April 2036 - March 2040	Expected Delivery in April 2040 -March 2043
H5 - Land Adjacent to Tye Common Road and South of London Road	1805			133	606	734	332
H6 - Land North of London Road, Billericay	510			150	250	110	0
H7 - Land West of Bowers Gifford	2125			31	951	751	392
H8 - Land North of A13	48			0	48	0	0
H9 - Land West of West Mayne	1395			255	526	375	239
H10 - Land Adjacent to Dunton Road	1271	Less consent granted for 269 dwellings		92	729	450	0
H11 - London Road, Vange	525			75	432	18	0
H12 - Land Adjacent to Nevendon Road	75			0	75	0	0
H13 - Land Adjacent to Wick Country Park	1075			125	457	375	0
H14 - Land North of Southend Road, Shotgate	643			150	445	48	0
H15 – Land South of Barn Hall, Wickford	550			75	370	105	0

Source	Net Capacity	Comments	Delivered April 2023 - March 2026	Expected Delivery in April 2026 - March 2031	Expected Delivery in April 2031 - March 2036	Expected Delivery in April 2036 - March 2040	Expected Delivery in April 2040 -March 2043
H16 - Land North of London Road, Wickford	238	Less consent granted for 97 dwellings		0	238	0	0
H17 - Land South of London Road, Wickford	410			150	260	0	0
H18 - Land North of Wash Road	315			150	165	0	0
H19 - North Benfleet Plotland	270	Less consent granted for 18 dwellings		69	162	39	0
H20 - Land North of Dry Street	53	Less consent granted for 725 dwellings		53	0	0	0
H21 - Gardiners Lane South	900			150	375	375	0
H22 - Land South of Wash Road	0	Less consent granted for 400 dwellings		0	0	0	0
H23 - A-J Crays Hill	206			75	128	3	0
H24 - A and B Castledon Road	43			20	23	0	0
H25 - Ramsden Bellhouse	123	Less consent granted for 7 dwellings		93	30	0	0
H26 - Land at Mountnessing Road	18			18	0	0	0
H27 - Land East of Bowers Gifford	1050			260	375	415	0

Source	Net Capacity	Comments	Delivered April 2023 - March 2026	Expected Delivery in April 2026 - March 2031	Expected Delivery in April 2031 - March 2036	Expected Delivery in April 2036 - March 2040	Expected Delivery in April 2040 -March 2043
H28 – Land East of Laindon Road	35			35	0	0	0
H29 – Land at Bells Hill Road	38			30	8	0	0


Basildon
Borough Council