Basildon Borough Council

Basildon Borough Local Plan 2023-2043

Regulation 18.3



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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 This version of the Local Plan is being published for consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

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

1.8 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.

1.9 As set out in Paragraph 21 of the NPPF (December 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 Objectives, and the Settlement Hierarchy. These Strategic Objectives form the overarching Strategic Policies for the Plan.
- **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.

1.10 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.

1.11 Furthermore, the Local Plan can be supplemented by *Neighbourhood Plans*, 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", Neighbourhood Plans are part of the statutory Development Plan for the Borough.

1.12 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.

1.13 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.

1.14 As part of the evidence base, an *Infrastructure Delivery Plan* (IDP) will be 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

1.15 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.


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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, including the east-west A127 and A13 and the north-south A130, connecting to London, Southend Airport, Stansted, and the ports of Felixstowe, Tilbury, Harwich, 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 primary schools and 8 secondary schools, five of which have and 5 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 learning are provided at South Essex College, SEEVIC, 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. The range of needs covered is not comprehensive and further provision may be required based on a further growth in the pupil population.

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.



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: Issues and Options Consultation 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: Issues and Options Consultation.

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. • 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 • Integrate new urban greening of our town centres with climate resilience and other co-benefits
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. • Improve access to education, skills, and training opportunities for the local workforce. • Capitalise on local tourism opportunities. • Protect major strategic employment sites.

Strategic Objectives	Main Tasks
SO6: Deliver a range of new homes to meet local needs	• Identify sufficient land for new housing. • 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. • 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.
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.

Strategic Objectives	Main Tasks
SO9: Enhance the quality of life for all	• Ensure equitable access to education, skills, and training. • Tackle social exclusion and inequalities in healthcare and education. • 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; climate resilience design through nature-based solutions; education and skills, play space provision; health services; emergency services and fire and rescue; and community facilities. • Set clear and transparent timescales for the delivery of new and improved infrastructure, phased appropriately to ensure both timely provision and development viability.



PART 3:

Themed Planning Policies

Chapter 4: Meeting our Growth Needs

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:

- Make provision for a minimum of 26,909 dwellings in order to meet the assessed housing need calculated using the Standard Method.
- Make provision for a minimum of 10,420 of these to be affordable homes.
- 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 69 hectares of new employment land.

Supply	Up to no. of Dwellings
Net delivery in the period 1/4/2023 to 31/3/2025	589
Current development consents deliverable in the next five years	3,021
Development consents on stalled sites and long-term deliverable sites	360
Potential additional capacity in the Urban Area and on brownfield sites	3,305
Windfall Allowance	378
Housing Allocations H1 to H33 (excluding sites already delivered or granted planning consent)	20,571
Infill within the Green Belt	23
Total	28,247

Reasoned Justification

4.1 Basildon Council is committed to meeting the housing needs of everyone in our Borough in full. National planning policies requires that, to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance.

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 1,285 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 1,542 homes per year. The following table 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	1/4/2024 - 31/3/2029	1/4/2029 - 31/3/2043	Total
Need per annum	1,039	1,285	1,285	
20% Buffer	208	257	0	
Total need PA	1,247	1,542	1,285	
No. of Years	2	5	13	
Total Need	2,494	7,710	16,705	26,909

HOUSING SUPPLY

4.5 So far, 564 dwellings have been completed in the plan period and a further 3,150 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 306 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. This review concluded that appropriate sites within the urban area, alongside brownfield land, could potentially deliver around 2,797 additional homes.

4.9 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 26,909 new homes. 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).

4.10 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.

Location	Consents	Capacity
The Wick, Wickford	BAS/0961/88/O, 90/01473/OUT, BAS/1765/85	276
Laindon 14 & 14B, Basildon	BAS/9003/85/O	84

EMPLOYMENT

4.11 The Council's Employment Land Review identifies a need to deliver a minimum of 69 hectares (ha) of new employment land allocations. This could increase to up to 197ha if the Council seeks to address historic under-provision. In delivering sustainable development, there is a need to maintain a balance between housing and employment growth.

Alternatives Considered

4.12 One option considered was adding a 20% buffer to the minimum housing need over the entire plan period. This would increase the total number of homes required to 30,250. This approach is not recommended, as it does not consider the anticipated increase in housing delivery that will result from the allocation of sufficient land to fully meet the identified minimum housing need.

Policy Links

- SGx – Growth Needs
- EMP - Building a Strong Competitive Economy
- HOUx – Meeting our Housing Needs
- CCx - 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 an adopted 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 an adopted 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.

Settlement Hierarchy and Spatial Strategy

4.13 This policy sets out how growth will be distributed throughout the Borough in order to deliver sustainable development.

Reasoned Justification

4.14 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.

4.15 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.

4.16 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 adopted 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.

Alternatives Considered

4.17 No policy - however this would not meet the objective of ensuring growth is directed to the most sustainable locations.

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 Bell House		✓	✓	✓			✓						✓		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

- SGx – 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
- CCx - Meeting the Challenge of Climate Change: resilience, flood risk and greenhouse gas reduction
- Dx - Achieving Well Designed Places
- 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

This policy sets out how growth will be distributed throughout the Borough in the most sustainable locations.

The Council will require all new development to accord with the following Spatial Principles:

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

To provide for at least 27,212 new homes, growth will be distributed through densification of the existing urban area and as urban extensions to the settlements listed on the tables overleaf.

To provide for at least 69ha 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 Bootsale E3 - Land Adj to Hovefields Avenue E4 - Land West of Canvey Way E5 - Friern Manor Farm	175.6 Ha
Wickford (incorporating Shotgate)	E6 - South of Nevendon Road E7 - South of Fanton Hall Farm	88.41 Ha

Settlement	Proposed Allocation	Dwellings
Basildon Town (incorporating Laindon, Langdon Hills, Noak Bridge and Pitsea)	Current planning consents	2,223
	Capacity in Basildon Town Centre (excluding current planning consents)	1,612
	Additional urban capacity, brownfield land and infill	1,544
	H8 - Land West of Bowers Gifford H10 - Land North of A13 H11 - Land West of West Mayne H12 - Land Adj to Dunton Road H13 - Land North of London Road, Vange H22 - Land North of Wash Road H23 - Bowers Gifford Plotland H24 - Land North of Dry Street H25 - Gardiners Lane South H26 - Land East of Noak Bridge H27 - Crays Hill H33 - Land East of Bowers Gifford	9,296
	Total	14,675
Billericay (incorporating Great Burstead & South Green, and Break Egg Hill)	Current planning consents	546
	Capacity in Billericay Town Centre (excluding current planning consents)	5
	Additional urban capacity, brownfield land and infill	7
	H1 - South-East Billericay H2 - Land West of Great Burstead H3 - Land South of Great Burstead H4 - Land West of Laindon Road H6 - Land South of London Road, Billericay H7 - Land North of London Road, Billericay H30 - Land West of Noak Hill Road H31 - Land at Mountnessing Road H32 - Potash Road	7,418
	Total	7,976

Settlement	Proposed Allocation	Dwellings
Wickford (incorporating Shotgate)	Current planning consents	604
	Capacity in Wickford Town Centre (excluding current planning consents)	46
	Additional urban capacity, brownfield land and infill	91
	H15 - Land Adj to Nevendon Road H17 - Land Adj to Wick Country Park H18 - Land North of Southend Road, Shotgate H19 - Land Adj to Barn Hall, Wickford H20 - Land North of London Road, Wickford H21 - Land South of London Road, Wickford H28 - Land West of Castledon Road	3,820
	Total	4,561

Reasoned Justification

4.18 Paragraph 147 of the *NPPF 2* 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 HOU1, 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 Spatial Growth Options Report 2025 considered the following options for distributing growth throughout the Borough:

- 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 *National Planning Policy Framework (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 towns1. '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.

Alternatives Considered

4.27 Do not amend Green Belt Boundaries to accommodate growth - evidence shows that Basildon Borough's future need for new homes and employment space could not be met under this option. For this reason, it is not recommended.

4.28 Distributing growth within a new settlement to be inset within the Green Belt- The National Planning Policy Framework (Paragraph 177) sets out that when it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously developed and/or is well-served by public transport. Therefore, it is recommended that the Council first seeks to meet growth needs though urban extensions to Basildon Town, Billericay, and Wickford.

Policy Links

- SGx – 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


ESQUIRES
COFFEE HOUSES

Chapter 5: Building a Strong Competitive Economy

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.

5.1 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.

5.2 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'.

5.3 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.

5.4 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.

5.5 The Council defines 'employment' 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.

5.6 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, such as 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.

5.7 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. The Council will also seek to retain employment-generating uses as defined by the *Use Classes Order 2020* (or any subsequent update).

5.8 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.

5.9 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.

5.10 To allow for flexibility, it is recognised that some non-Class E(g), B2 and B8 uses may, in certain circumstances, be appropriate within designated Employment Areas. Such uses can still provide valuable employment 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 12 months 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.

5.11 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.

5.12 The impacts generated by new use will need to be carefully assessed in particular their impact 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.

5.13 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 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 facilities and amenities to meet the needs of businesses and workforces where these are proportionate and complementary to the primary employment functions of the site.

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

5.15 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.

5.16 If no such amendments occur, the definition of B2, B8 and E 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 office, B2 industrial, and B8 storage and distribution uses, in line with Policy EMP2;
2. Make provision for a minimum of 69 ha of land to deliver additional employment development for office, industrial and 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

5.17 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.

Alternatives Considered

5.18 No allocation or restriction of designated Employment Areas: Not allocating or restricting designated Employment Areas would likely lead to the loss of employment sites and their conversion to other uses, including housing, at a greater rate than occurs through the planning application process. Retaining a sufficient supply of viable employment land, and allocating sites through a needs-led assessment, is vital in supporting sustainable economic growth. The policy is suitably flexible to avoid the blanket protection of sites, while ensuring that it can respond to changing market conditions. As such, the failure to designate Employment Areas would not be a reasonable alternative.

Policy Links

- SGx – 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)

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 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.

Alternatives Considered

5.20 No allocation or restriction of designated Employment Areas: Not allocating or restricting designated Employment Areas would likely lead to the loss of employment sites and their conversion to other uses, including housing, at a greater rate than occurs through the planning application process. Retaining a sufficient supply of viable employment land, and allocating sites through a needs-led assessment, is vital in supporting sustainable economic growth. The policy is suitably flexible to avoid the blanket protection of sites, while ensuring that it can respond to changing market conditions. As such, the failure to designate Employment Areas would not be a reasonable alternative.

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)

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; and
9. On-site servicing and space for waiting goods vehicles is provided to an adequate standard;
10. The premises have been vacant and pro-actively marketed for B or E(g) class use for at least 12 months;
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, and
14. The proposed use is compatible with other existing uses within the employment area, having regard to any potential harm to local amenity.

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

Reasoned Justification

5.21 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.

Alternatives Considered

5.22 No allocation or restriction of designated Employment Areas: Not allocating or restricting designated Employment Areas would likely result in the loss of employment sites and their conversion to other uses, including housing, at a greater rate than occurs through the planning application process. However, the retention of sufficient and viable employment land, and allocations of sites as shown through a needs-led assessment, is vital for economic growth. The policy is suitably flexible to avoid the blanket protection of sites, while ensuring that is can respond to changing market conditions. As such, the failure to include a criteria-based policy would not be a reasonable alternative.

5.23 Restricting changes of use would not take account of operational and market-led circumstances where companies become insolvent, or where mergers result in premises becoming surplus to requirements. It also would not recognise that, due to 'churn' newer premises may also become more attractive to occupiers or a better fit for operational requirements. Therefore, this is not considered a reasonable alternative.

Policy Links

- SG1 - Growth Needs
- SG3 - Spatial Distribution of Growth
- EMP7 - Non-B or E(g) Class Uses in Employment Areas
- Dx - Achieving Well Designed Places
- 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

5.24 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.

5.25 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.

5.26 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.

5.27 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).

5.28 Where rural employment locations remain in active 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:
    - Guildprime Business Park, Great Burstead & South Green, Billericay;
    - Vange Wharf, Pitsea;
    - Blue House Farm, Pitsea;
    - Whites Bridge Farm, Crays Hill;
    - Annwood Lodge, Wickford;
    - Barleylands Farm;
    - 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:
    - Extension or expansion of an existing business or intensification of employment uses within the defined site boundary;
    - Agricultural diversification;
    - Change of use or conversion of a permanent and soundly constructed agricultural building; or
    - 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:
    - The proposal would improve the balance of jobs to working age population within the immediate vicinity, and
    - The scale of employment is appropriate to the accessibility of the site by public transport, cycling and walking, and the standard of highways, and
    - 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

5.29 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.

Alternatives Considered

5.30 Rely on NPPF: This approach would not identify any specific local areas and so would not offer sufficient policy coverage. It is not considered to be a reasonable alternative.

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

5.31 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.

5.32 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.

5.33 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.

5.34 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. 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 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 local 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.
6. The Council will 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.

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

5.35 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 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.

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

5.36 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.

5.37 The NPPF also 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.

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:

   2.1 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;

   2.2 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 latest Needs Assessment to identify need;

2.3 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 280m^2.

2.4 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.

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 will 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. 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 robustly justified and demonstrated to the Council. Consideration will be given to schemes proposing a different housing mix where they relate to urban regeneration to ensure the most effective use of urban land is achieved.

3. The mix, size, type, and cost of affordable homes must meet the identified housing need of the Council's area as established by the most recent Housing Need Assessment.

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.

Reasoned Justification

6.3 The Council needs to make provision for at least 26,909 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 an appropriate mix of homes, the Council will also consider the character of each site. 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 a balanced communities, including provision for residents wishing to downsize.

6.5 To support the needs of an aging 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 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.

6.7 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.

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)

Alternatives Considered

6.8 No policy requirement - this is not recommended as it would leave the mix of future homes up to the open market and may not meet the Council's obligations to plan for different groups in the community.

6.9 Require a lower percentage of homes to meet Part M4(2) Accessible and adaptable standards – this would likely limit the choice of new homes available to an ageing population and residents with disabilities.

6.10 Limiting Part M4(3) Wheelchair user dwellings to larger strategic allocations - this would likely limit the choice of locations of new homes available to wheelchair users.

6.11 Require a different proportion of homes to be delivered to Part M4(3) Wheelchair user dwellings standard - a higher requirement would add significantly to the cost of new development and would require robust justification, while a lower requirement may not meet the needs of an aging population.

6.12 Require a higher proportion of 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
- Dx - Achieving Well Designed Places
- 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 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 35% 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:
7. Partial on-site provision and a proportionate financial contribution.
8. Full off-site delivery via a donor site.
9. A full financial contribution.
10. The Council will require all affordable housing to be:
    - 10.1 designed and built to the same standard as market housing,
    - 10.2 be indistinguishable from market housing in external appearance and have vehicle parking provided at the same ratio as for the development as a whole,
    - 10.3 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.
11. 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.
12. On all other sites, viability assessments will be considered on a case-by-case basis. Where a lower provision is justified:
    - 12.1 Affordable housing will be required at the level and tenure mix where the development becomes viable, and
    - 12.2 Early and/or Late-Stage reviews of viability up to policy compliance will be secured by the Council through legal agreement.

Reasoned Justification

6.13 Paragraph 67 of the *NPPF* 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 b 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.

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

6.15 To deliver mixed and balanced communities, 35% affordable housing will also be required on other major developments.

6.16 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.

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

6.18 Housing delivery on strategic housing allocations where the 'Golden Rules' apply can be expected to deliver around 10,480 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.

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

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

6.21 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.

6.22 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.

Alternatives Considered

6.23 No policy on tenure and types of affordable housing - this is not recommended as it would leave the market to determine the range of affordable housing and risk not meeting local needs.

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:

    1.1 Delivers high quality accommodation suitable for the needs of the intended occupiers

    1.2 Is integrated into the local community with good access to public transport and local facilities and services. Meets a local need for the specified form of specialist accommodation.

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:

    2.1 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.

    2.2 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

    2.3 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:

    4.1 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.

    4.2 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. 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:

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

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

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

Reasoned Justification

6.24 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.

6.25 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.

6.26 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.

6.27 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.

6.28 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

Alternatives Considered

6.29 No policy on older people's housing - this is not recommended as it would leave the market to determine the range of specialist housing and risk not meeting local needs.

6.30 Require sites delivering only older peoples housing - this is not recommended as it could result in sites which are isolated from the wider community.

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)

POLICY HOU4: Gypsy and Traveller Accommodation

This policy sets out how the Council will meet the needs of Gypsy and Traveller households in the Borough.

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:

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.
3. GT1 Land South of Harrow Road will be allocated to deliver around 25 pitches.

Period	2023-2028	2029-2034	2035-2039	2040-2043
Est. no of pitches delivered	144	Up to 360	0	0

To meet this need:

- 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.
- The calculations for this policy will be two Gypsy and Traveller pitches per 100 units.
- Proposals that would sub-divide or under-develop sites in order to avoid making the pitch contribution will be refused permission.
- Pitches are required to be delivered in the phase set out in the relevant Strategic Allocation Policy.

Reasoned Justification

6.31 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. "

6.32 The South Essex Gypsy Traveller Accommodation Assessment 2024 (GTTA 2024) identified that there will be a need for sufficient pitches to accommodate 302 households.

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

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

6.35 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.

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

6.37 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.

6.38 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.

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**

6.39 The GTTA 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 the need for Gypsy and Traveller accommodation.

6.40 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.

6.41 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.

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

6.43 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 the above policies.

6.44 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.

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
Gypsy and Traveller Allocation (GT1)	25	25	0	0	0
Potential new sites on strategic housing allocations (two pitches per 100 dwellings on sites delivering 400+ dwellings)	Up to 360	0	360	0	0
Total potential capacity	**Up to 504**	**144**	**Up to 360**	**0**	**0**

Alternatives Considered

6.45 No policy - this would not meet the Council's obligation under national planning policy to make provision for Gypsy and Travellers households.

Policy Links

- SG1 - Growth Needs
- 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 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:

    4.1 be reasonably accessible to community services and facilities;

    4.2 if located in the Green Belt, make use of previously developed land and/or Grey Belt Land;

    4.3 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;

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

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

    4.6 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 unacceptable risk of flooding;

    4.7 have or be provided with safe and convenient vehicular access to the local highway network;

    4.8 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;

    4.9 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	6

Reasoned Justification

6.46 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").

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

6.48 A 'Call for Sites' for Gypsy Traveller and Travelling Showpeople's sites was held, and land was promoted for 3 pitches. This was within the draft emerging strategic employment allocation E3.

6.49 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.

2023-2027	2028-2032	2033-2037	2038-2040	Total
8	3	1	1	**14**

Alternatives Considered

6.50 No Policy - this would not meet the Council's obligation under national planning policy to make provision for Travelling Showpeople households.

6.51 Policy to deliver additional plots on strategic housing allocations - this has merit but mixed-use plots for Travelling Showpeople, which will need to incorporate space or to be split to allow for the storage of equipment, can be more effectively delivered on employment allocations.

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:

    1.1 the accommodation provided is of a high standard and does not harm the visual amenity of the area;

    1.2 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;

    1.3 the location is well-served by local services and accessible by sustainable transport modes.

    1.4 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:

    2.1 they meet an identified need for smaller accommodation;

    2.2 the accommodation provided is of a high standard and does not harm the visual amenity of the area;

    2.3 the internal layout would minimise possible noise disturbance and/ or overlooking to immediate neighbors;

    2.4 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;

    2.5 the location is well-served by local services and accessible by active and sustainable transport modes.

Evidence Base

6.52 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

6.53 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.

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

6.55 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.

6.56 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.

Reasoned Justification

6.57 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 HMO's with a total capacity for 1,036 households. This accounts for about 1% of the dwellings in Basildon Borough.

6.58 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.

6.59 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.

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

6.61 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)

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:

    1.1 be reasonably accessible to community services and facilities;

    1.2 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;

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

    1.4 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 or unacceptable risk of flooding;

    1.5 have or be provided with safe and convenient vehicular access to the local highway network;

    1.6 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.

    1.7 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.

    1.8 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:

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

    2.2 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;

    2.3 there is no significant loss of

soft landscaping and amenity provision within the existing site;

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

Policy Links

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

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
THAI GUAVA
2.75 EACH
2.50
1.99
1.75
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, 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 followed by Pitsea, Wickford, Billericay and Laindon; whilst local centres are those within serviced villages, as set out by Policy SG2 (Settlement Hierarchy).

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. 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 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 a 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 Basildon, and, in particular 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. The Primary Shopping Areas is defined on the Policies Map.

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.

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

The overall strategy for retail and other main town centre uses within the borough is to:

- support and regenerate Basildon Town Centre, in order to promote its viability and vitality and to maintain its position at the top of the retail hierarchy;
- 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.

Following the Hierarchy of Centres, proposals that focus new development for retail, 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.

Residential proposals will be supported where they can contribute to the vitality of the Town Centre.

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.

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

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

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 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, 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.

7.19 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

Alternatives Considered

7.20 Rely solely on National Policy: This would not fully support the Council's aims and ambitions for Basildon Town Centre, so would not be a reasonable alternative.

Policy Links

- SGx – 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

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
- Local Centres Review - Link to be added
- Settlement Hierarchy Review (2024)

Development in Basildon Town Centre

7.21 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.

7.22 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's has its challenges and obstacles to overcome.

7.23 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 onto 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.

7.24 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. .

7.25 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.

7.26 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);
- 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); and,
- health facilities (e.g. hospitals or social care facilities).

7.27 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.

7.28 New development is expected to be

supported by new and improved infrastructure as set out in the Infrastructure Delivery Plan.

7.29 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:
    - 3.1 contributes to the Town Centre's diversity, vitality, viability, and environmental quality and climate resilience;
    - 3.2 provides a mix of uses which may include retail, residential, employment, recreational, leisure, civic, cultural and health facilities;
    - 3.3 contributes to its role as a public transport hub for the Borough;
    - 3.4 creates a high quality, distinctive and well-designed environment and public realm that helps reduce crime and the fear of crime;
    - 3.5 provides necessary infrastructure including public transport services, pedestrian and cycle facilities, green spaces, and affordable housing;
    - 3.6 improves existing access and connectivity within, to and from the Town Centre, and
    - 3.7 does not harm the vitality, viability, or role of Basildon town centre.
4. The Masterplan for Basildon Town Centre highlights a number of key principles, including:
    - 4.1 Diversifying Basildon Town Centre through the introduction of new commercial and residential uses to attract more people throughout the day and to meet the changing demands of town centres.
    - 4.2 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.
    - 4.3 The desire to strengthen connectivity by providing improved routes for pedestrians, cyclists and public transport that are high quality, legible and safe.
    - 4.4 The importance of creating legible, distinctive, flexible, attractive, safe, and inclusive public realm throughout the town centre.
    - 4.5 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.
    - 4.6 The value of good urban design and green infrastructure for the town centre.

5. Applications for development in Basildon Town Centre will be expected to set out how they conform to the latest Basildon Town Centre Masterplan.
6. New development will be expected to make a reasonable and proportionate contribution to the cost of providing and maintaining necessary town centre infrastructure, including pedestrian access, cycling access, public transport, the public realm and key highway links and junctions which serve Basildon Town Centre. These will be secured by legal agreement.

Reasoned Justification

7.30 Paragraph 90 of the NPPF 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.

7.31 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.

7.32 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.

7.33 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.

7.34 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.

7.35 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.

Alternatives Considered

7.36 Rely solely on National Policy. This would not fully support the Council's aims and ambitions for Basildon Town Centre and so would not be a reasonable alternative.

Policy Links

- SG3 - Spatial Distribution of Growth
- EMP1 - Securing Economic Growth
- R1 - Supporting Town Centres
- R3 - Primary Shopping Areas (PSA)
- R6 – Hotels
- R7 - Ensuring the Vitality of Town Centres
- Dx - Achieving Well Designed Places
- HC1 - Health and Well-being Strategy
- 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
- Local Centres Review - Link to be added

Primary Shopping Areas in Town Centres

7.37 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'.

7.38 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) .

7.39 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.

7.40 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.

7.41 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.

7.42 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.

7.43 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 Basildon Town Centre, Billericay, Wickford, Pitsea Centres 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:
    - 1.1 sustain and enhance the general vitality of the centre;
    - 1.2 attract vibrancy, activity and generate pedestrian footfall to the centre;
    - 1.3 be compatible with surrounding uses;
    - 1.4 not result in adverse amenity impacts;
    - 1.5 provide an active frontage at ground floor level;
    - 1.6 be readily accessible by the public from the front of the premises;
    - 1.7 make a positive contribution to the townscape of the centre;
    - 1.8 not create smaller units through sub-division; and
    - 1.9 not harm the character and function of the town centre.
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 Basildon Town Centre's 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:
    - 5.1 separate access from the ground floor is maintained or created,
    - 5.2 a separate recycling and waste store is provided, and
    - 5.3 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 construction of click and collect 'hubs' or lockers, or e.g. 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

7.44 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.

Alternatives Considered

7.45 Not to designate Primary Shopping Areas or designated centres as set out in the retail hierarchy, and let the market respond. These designations are required to accord with the NPPF, to protect the vitality and viability of the area's designated centres and to identify uses that will be considered acceptable in these areas. This option, therefore, is not a reasonable alternative.

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. While 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 2,500m² 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 oof classesA1 (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 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 280m2. The Retail Impact Assessments should include an assessment of:
5. 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;
6. Individual and cumulative impact of the proposal on the vitality and viability of the borough's centres taking into consideration:
    - 6.1 Its impact on linked trip spending between different town centre uses or businesses;
    - 6.2 Its impact on local consumer choice;
    - 6.3 The potential for relocation of businesses currently trading in town centres to locations out of centre;
    - 6.4 The extent to which the market profile of the development proposed will compete with existing facilities in town centres; and
    - 6.5 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 280m² and 372m² (circa 3,000 - 4,000 sqft).
- The 280m² 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 280m².
- 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 280m² 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 292m².

Alternatives Considered

7.57 Set a larger impact threshold: Impact Assessments are required for planning applications for retail, leisure and office development outside of town centres to ensure they would not detrimentally impact the function, vitality and viability of the Borough's centres. With the average unit size in town centres falling far below the 2,500m2 default, the national threshold could therefore cause a significant adverse impact on Basildon and other centres depending on the occupier and location.

7.58 Promote growth of out-of-town retail and leisure facilities: An alternative of not seeking to limit the growth of these locations could not comply with the 'town centre first' direction of national policy. This would not be a realistic alternative as it would contravene national policy.

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
- Local Centres Review - Link to be added
- Settlement Hierarchy Review (2024)

Out of Town Retail and Leisure Parks

7.59 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.

7.60 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.

7.61 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

7.62 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.

Alternatives Considered

7.63 Promote the growth of out-of-town retail and leisure facilities: An alternative of not seeking to limit the growth of out-of-centre locations could not comply with the 'town centre first' direction of national policy. This would not be a realistic alternative as it would contravene 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

7.64 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 Paragraph 8 (the economic and social objectives) are highly relevant to town centres and town centre uses.

7.65 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.

7.66 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.

7.67 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.

7.68 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:
   - 3.1 this will assist in maintaining the vitality of the centre;
   - 3.2 this will not result in the loss of any residential accommodation;
   - 3.3 there will be no unacceptable harm to amenity or to the residential character of an area.

Reasoned Justification

7.69 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.

Alternatives Considered

7.70 None.

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

7.71 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.

7.72 The NPPF requires planning policies to guard against the unnecessary loss of valued facilities and services such as local shops, 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.

7.73 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.

7.74 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 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:
    - 1.1 Where the use and scale is consistent with the role and function of the town centre;
    - 1.2 Are compatible with surrounding uses;
    - 1.3 Makes a positive contribution to the townscape of the centre, and
    - 1.4 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 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

7.75 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

7.76 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.

7.77 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.

7.78 The Local Centres in Basildon Borough are identified through the Settlement and Town Centre Hierarchy paper, as well as the Local Centres Review (2025).

7.79 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.

7.80 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:
    - 1.1 The development retains or creates an active frontage at ground floor level;
    - 1.2 The development does not result in the retail-led focus of the local centre being significantly diluted;
    - 1.3 There will be no material adverse impact upon the amenities of nearby residential uses; and
    - 1.4 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:
    - 2.1 The proposal does not undermine the vitality and viability of the local centre;
    - 2.2 Where relevant, they do not alter the character, setting and special qualities of local residential amenity; and can mitigate any resulting environmental nuisance
    - 2.3 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.

Reasoned Justification

7.81 The Retail and Leisure Needs Study (2024) indicates 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.

7.82 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
- Local Centres Review - Link to be added



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.

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 local communities. The co-benefits of quality urban planting have also been highlighted in by our Retail and Leisure Survey (2024) in relation to making our town centres more welcoming and vibrant.

POLICY CC1: Responding to Climate Change

The Council will seek interventions for 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 e.g. SUDs which includes blue-green roofing;
6. Provide opportunities for renewable and low carbon energy technology development and decentralised energy and heating systems;
7. 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
8. Minimise the impact of flooding from all sources.
9. All urban planting, including SuDs, must be accompanied by a planting management and maintenance plan.

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.

Alternatives Considered

8.9 No Policy - rely on NPPF and Building regulations. The NPPF identifies the transition to a low-carbon future as a core planning principle. However, it does not provide detailed guidance on how local authorities should implement this through new development. Policy CC1 therefore seeks to provide clarity to developers and local communities on how this principle can be embedded within future development proposals.

8.10 Current Building Regulations do not yet require new buildings to achieve net zero carbon. However, the Council is committed to progressing towards net zero development at the earliest opportunity. As such, maintaining the current regulatory baseline is not considered a reasonable alternative to achieving the Borough's climate objectives.

Policy Links

- SGx – 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

8.11 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.

8.12 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.

8.13 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.

8.14 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.

8.15 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)*.

8.16 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.

8.17 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.

8.18 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.

8.19 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.

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) and:

    1.1 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;

    1.2 Require a site-specific flood risk assessment for:

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

    1.3 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;

    1.4 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 Strategy (2022), such as woodland or wetland creation; and

    1.5 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:

    2.1 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

    2.2 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. Where development is exceptionally permitted within a washland, the following mitigation must be secured:

   3.1 The area of washland lost must be replaced with an area of water storage of an equivalent size within the development; and

   3.2 The replacement provision must serve the same Critical Drainage Area as that which is lost and must not result in flood risk increasing elsewhere on the drainage network.

Reasoned Justification

8.20 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.

8.21 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.

8.22 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.

8.23 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.

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

8.25 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.

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

8.27 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.

Alternatives Considered

8.28 No Policy - rely on NPPF. The NPPF requires that strategic policies be informed by a Strategic Flood Risk Assessment and that they address flood risk from all sources. Policies should consider the cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards. The NPPF also requires local planning authorities to safeguard land needed for both existing and future flood management. This is currently only verified at a local level and cannot be allocated through the NPPF. Policy CC2 is required to set out the Borough's approach to managing flood risk in the Borough. This is not a reasonable alternative to policy CC2.

Policy Links

- SGx – 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 - Link to be added
- 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)

8.29 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.

8.30 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.

8.31 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 findings of the Basildon Borough Water Cycle Study 2025, which also promotes the 85l/p/d standard to ensure long-term water sustainability.

8.32 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)

8.33 Sustainable Drainage Systems (SuDS) not only support flood prevention in urban areas 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).

8.34 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. 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; and then 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.

8.35 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).

8.36 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, in line with the Sustainable Drainage Systems Design Guide for Essex.

8.37 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 ensuring that:

    1.1 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).

    1.2 New, extended or redeveloped non-household* buildings achieve full credits under the 4 water categories (WAT01, WAT02, WAT03, and WAT04) for BREAAM 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 BREAAM. 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. Minor developments should, where feasible, 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.

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.

6. For all major development proposals, it must demonstrated that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site.

** Note: 'non-household' means all development except residential dwellings.*

Reasoned Justification

8.38 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.

8.39 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.

8.40 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.

8.41 Anglian Water requires 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 our water supply and wastewater networks to minimise the impact on existing communities and the environment.

Alternatives Considered

8.42 No Policy. The Integrated Impact Assessment and Habitat Regulations Assessment for this Local Plan have identified the need for a dedicated policy on water efficiency and water management. This will help to reduce pressure on local water resources, which are already under significant stress, and ensure that future development within the Borough is delivered in a sustainable and resilient manner.

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 - Link to be added
- 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)

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

8.43 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.

8.44 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)*.

8.45 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.

8.46 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.

8.47 Basildon Borough Council's proposed policy approach to net zero carbon operational development is closely aligned with an Essex-wide policy approach being developed by 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.

8.48 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.

8.49 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/m²/yr) = or > predicted annual energy use (kWh/m²/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 9 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)

8.50 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.

8.51 To meet Requirements 1- 5 of Policy CC4, development must be designed with a 'fabric first approach'. They must embed 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

8.52 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.

8.53 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.

8.54 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.

8.55 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

8.56 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.

8.57 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.

8.58 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

8.59 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.

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

8.61 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.

8.62 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 3i applies to residential uses which include: dwellinghouses, flats, self-contained residential units (C3) and houses of multiple occupation (C4).

8.63 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) and appropriate EUI limits identified.

8.64 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

8.65 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.

8.66 Evidence (Report 1: Essex Net Zero Policy – Technical Evidence Base (July 2023)) 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.

8.67 The Report 1: Essex Net Zero Policy – Technical Evidence Base July 2023 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.

8.68 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

8.69 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

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

8.71 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.

8.72 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 (July 2023) and includes the indicators listed in Table 6 below.

8.73 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.

8.74 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 gap, and to aid learning, innovation and

#	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.'*

skills development in the design and construction industry.

8.75 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

8.76 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 (2025).

8.77 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.

8.78 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.

8.79 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

8.80 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.

8.81 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.

8.82 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 is expected to achieve the full certified

Residential Development		Block of Flats Low Rise	Terrace/Semi-Detached/Detached House	Bungalow
Fabric	Floor U-value	<0.10		
	External Wall U-value	<0.14	<0.13	<0.12
	Roof U-value	<0.11		<0.10
	Windows U-value	<0.90		
	Windows G-value*	<0.55		
	External doors U-value**	-	<1.20	
	Thermal bridging	0.04		
	Air permeability	<1m³/m²h @ 50 pascals		
System	Ventilation System (VS)	Mechanical Ventilation with Heat Recovery		
	VS Heat Recovery Efficiency	>90%		
	VS Specific Fan Power (W/l/s)	<0.85		
	Space Heating System (SHS)	Heat Pump		
	SHS Flow Temperature	<45ºC		
	Domestic hot water system	Heat Pump		
	Lighting Efficacy (lm/W)	>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 (July 2023)

Passivhaus Classic standard (or higher). Proposals are still required to meet policy Requirements 2, 4 and 5.

BREAM

8.83 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.

8.84 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)

8.85 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.

8.86 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

8.87 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

8.88 To support the implementation of Policy CC4 in Greater Essex, the County Council will publish an 'Implementation and Monitoring Guide'. 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 Climate and Planning Unit 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.

8.89 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?

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

MITIGATING OVERHEATING RISK

8.91 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.

8.92 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.

8.93 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.

Alternatives Considered

8.94 Rely on NPPF or building regulations. The Council could rely solely on the NPPF to ensure that sufficient measures are carried out with new development. However, this is not considered prescriptive enough and policy CC4 explores net zero development requirements at a locally specific level, which also gives due consideration to viability, on an Essex-wide evidence base.

8.95 The Council could rely on Building Regulations and the Future Buildings and Homes standard due in 2025, however the Planning and Energy Act 2008 empowers LPAs to set reasonable requirements above that of building regulations. This has been considered a legally acceptable approach through the Essex-wide evidence base.

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 (2023)
- Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (2023)

Embodied Carbon and Circular Economy in Homes and Buildings

8.96 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).

8.97 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.

8.98 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.

8.99 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.

8.100 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.

8.101 The Essex Embodied Carbon Policy Study (EECPS) was completed in June 2024 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.

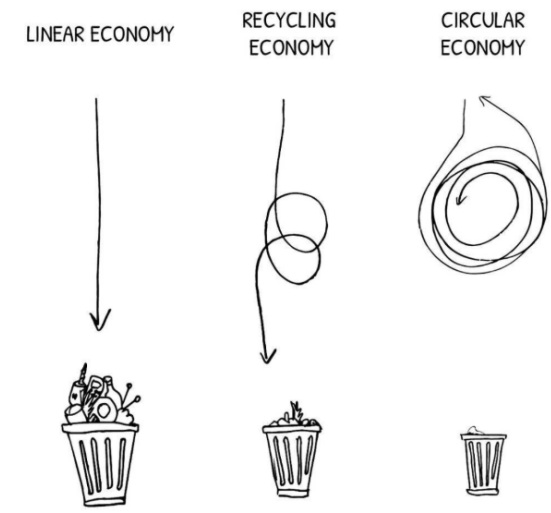
8.102 Policy CC5 and supporting evidence has been prepared to align carefully with Policy CC4 on operational energy and carbon. Both

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.

8.103 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.

8.104 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 5000m²):

3.1 Low rise residential (up to 11m): ≤500 kgCO2e/m2 (GIA**) or subsequent update;

3.2 Mid and high rise residential (over 11m) - ≤500 kgCO2e/m2 (GIA) or follow NZCBS*** limits when available;

3.3 Non-residential buildings: offices ≤600 kgCO2e/m2 (GIA); education ≤500 kgCO2e/m2 (GIA); and retail ≤550 kgCO2e/m2 (GIA) or follow NZCBS limits when available; and

3.4 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

8.105 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 EAC encourages Local authorities to include a requirement for embodied carbon assessments in their Local Plans ahead of the introduction of national planning requirements.

8.106 In Essex, policies are already adopted 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 particular aspects of embodied carbon in new development, such as resource efficiency.

CLAUSE 1 – PRESUMPTION AGAINST DEMOLITION AND PROMOTING CIRCULAR ECONOMY

8.107 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.

8.108 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.

8.109 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.

8.110 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.

8.111 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

8.112 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.

8.113 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.

8.114 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.

8.115 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 (kgCO2e/m2) 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

8.116 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.

8.117 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.

8.118 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.

8.119 However, the evidence also demonstrates that a typical net zero operational home (one that meets Policy NZ1) that uses commonly specified construction materials can achieve the limit set in Policy NZ2 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.

8.120 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).

8.121 The study draws upon the work of Low Energy Transformation Initiative (LETI) and 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 B and C. 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.

8.122 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.

8.123 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 Page 120 of the EECPS.

REPORTING AND MONITORING POLICY COMPLIANCE

8.124 The assessment and reporting of embodied carbon for the purposes of compliance with Policy NZ2 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.

8.125 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.

8.126 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.

8.127 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 CO2e, 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[3]) been carried out using CIBSE TM65 methodology?
- Have the NZCBS limits for global warming potential refrigerants been met? (Clause 3d)

8.128 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] 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.

Alternatives Considered

8.129 No Policy - rely on national guidance. Embodied carbon emissions are not covered by national planning guidance or the Building Regulations and there is no Government policy requiring the assessment or control of embodied carbon emissions from buildings. There are also currently no universal standard targets for embodied carbon due to a limited evidence base across multiple typologies. However, the evidence base work Essex Embodied Carbon Study (June 2024) sets out clearly what is considered achievable through the Local Plan. The Council's priorities are to move towards net zero carbon development as soon as possible. Therefore, relying on national guidance is not a suitable alternative.

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 (2024)

Development Management Policies

Renewable and Low Carbon Energy Infrastructure

8.130 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.

8.131 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.

8.132 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.

8.133 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.
2. There will be a presumption in favour of proposals that contribute towards the transition to net zero. Proposals will be supported provided they:
    - 2.1 Do not cause demonstrable harm to residential amenity;
    - 2.2 Avoid or minimise impacts to the historic environment;
    - 2.3 Have no adverse impacts on the natural environment including designated sites;
    - 2.4 Do not have an unacceptable visual impact harmful to the landscape and character of an area; and
    - 2.5 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.
5. 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.

Reasoned Justification

8.134 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.

8.135 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.

8.136 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.

Alternatives Considered

8.137 Rely on NPPF - The NPPF sets out that strategic policies should promote energy from renewable or low carbon development. However, a local policy is required to set out the approach to the delivery of renewable and low carbon energy infrastructure in the Borough.



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, 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.

9.3 Design Codes will be used to provide detailed parameters for development, particularly in areas earmarked for growth or enhancement. These codes, which will be prepared as Supplementary Planning Documents (SPDs), offer certainty for developers and a platform for community involvement. All design, including that guided by future Neighbourhood Plan codes, must be based on a sound understanding of the site and conform with the forthcoming *Basildon Borough Design Code* in addition to the well-established urban design principles set out in Essex-wide policy, as well as national policy and guidance in the *Essex Design Guide*, *NPPF*, *National Design Guide* and *National Model Design Code*.

POLICY D1: Design and Place Shaping Principles

All development must 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), to support climate resilience and the co-benefits of urban planting, street furniture and public art;
9. Create safe, accessible, and inclusive environments;
10. Minimise the use of natural resources in accordance with Policy CC1;
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

9.4 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.

9.5 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.

9.6 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.

9.7 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.

9.8 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.

9.9 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.

9.10 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

- SGx – 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
- 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 - Link to be added
- 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, which should reflect the following principles:

1. Respect the natural environment of biodiversity and amenity interests through the provision of a range of green spaces with urban planting for co-benefits;
2. Respond positively to local character and context to preserve and enhance the quality of existing communities in line with Essex-wide standards and Government guidance, on which the forthcoming *Basildon Borough Design Code* will be based. Development that is not well-designed will be refused where it fails to reflect Government guidance on design, local design policies, and the Code;
3. Have a positive visual impact, being visually coherent, interesting, and attractive; create well-connected places that prioritise cycling, walking, wheeling, and public transport services above the use of the private car;
4. Where possible, provide a mix of land uses and densities with well-defined public and private space;
5. Encourage site design and individual building design that minimises energy consumption and provides climate resilience , with reference to Policy D1 and Policy CC1;
6. 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;
7. Provide streets and spaces that are overlooked, active and promote inclusive access including parking facilities that are well integrated as part of the overall design;
8. Public and private accessible amenity space must be distinct, safe, inclusive, secure and provide opportunities for social interaction and recreation that contributes to the health and wellbeing of communities. Natural surveillance should be provided for public amenity spaces where practical in order to enhance security;
9. Provide good quality access to public open space and contribute to green infrastructure in line with existing Essex-wide standards. Open space should include good quality provision for play and recreation that is safe, inclusive, and accessible to all age groups. Sufficient usable open space must be provided beyond land required for SuDS,
10. Retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting;
11. Provide opportunities to promote healthy living and to improve health and wellbeing, including community gardens with food growing;
12. Ensure buildings address the street and provide a suitable level of enclosure to surrounding streets and spaces;
13. 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.

ALLOCATION-WIDE COORDINATION

14. Where proposals relate to allocated sites or land adjacent to allocated sites, initial applications must be supported by an allocation-wide framework or masterplan. This must demonstrate how the development will be delivered in a coordinated and comprehensive manner, incorporating the design principles set out above. In particular, the framework should:

    14.1 Show how movement networks (including active travel), green and blue infrastructure, and housing densities will be coordinated across and between the wider allocations;

    14.2 Ensure that existing and proposed individual parcels are physically and functionally connected;

    14.3 Set out the location and phasing of strategic infrastructure, including schools, utilities, and community facilities;

    14.4 Provide design coding principles to guide consistency in character and quality;

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

15. All subsequent applications must be in general accordance with the 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.

16. 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

9.11 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.

9.12 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.

9.13 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.

9.14 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, 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.

9.15 Active street frontages should be provided. Monolithic or uniform buildings will not be permitted. Bin storage should not appear conspicuous within a development proposal. 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.

9.16 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

- SGx – 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
- 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 - Link to be added

Design on Smaller Scale Projects

9.17 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.

9.18 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.

9.19 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; and
6. protects and incorporates trees that are desirable for retention.

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

Reasoned Justification

9.20 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.

9.21 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.

9.22 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.

9.23 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.

Alternatives Considered

9.24 No policy - Chapter 12 of the NPPF emphasises the importance of high-quality design in placemaking, with Paragraph 132 specifically stating that plans should, at the most appropriate level, establish a clear design vision and expectations to provide applicants with certainty about what is likely to be acceptable. Without a policy, there would be no guidance or framework to articulate design standards, which would not be a reasonable alternative.

Policy Links

- SGx – 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 - Link to be added

Development Management Policies

Advertisements

9.25 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

1. 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:
    - 1.1 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;
    - 1.2 They will not result in a proliferation of advertisements or added clutter within the public realm;
    - 1.3 Any illumination respects the impact on visual amenity, potential light pollution, character of the area and buildings and functional need; and
    - 1.4 The proposal does not have an adverse effect on highway safety.
2. Within Conservation Areas, on buildings identified as heritage assets, and residential areas, only one internally illuminated box fascia sign and one projecting sign will be permitted per property and should successfully relate to the design and detailing of the building and positively contribute to the street.
3. 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 whether they affect the openness or purposes of Green Belt land.

Reasoned Justification

9.26 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.

9.27 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.

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.

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, covers Basildon Borough, is responsible for commissioning primary and secondary/acute healthcare 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. 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. There is a need for the ICB and health service providers to review how they deliver their services to respond to current and emerging patterns of demand, and also new technologies.

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 contribute (either as a financial contribution or provide serviced land in line with Policy IF2) towards the expansion of services necessary to support growth. 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 For all major development schemes, a Health Impact Assessment (HIA) should be carried out in accordance with the latest *Healthy Places Guidance* (as promoted locally through the Essex Planning Officers' Association). The HIA should respond to the latest local public health data and community insights gathered by the applicant's team.

10.8 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, will improve the health and well-being of residents by:

1. 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;
2. providing better service integration, locating services where access can be improved, particularly for vulnerable groups and communities;
3. directing new development to sustainable locations that incorporate active travel principles;
4. requiring a Health Impact Assessment (HIA) on all development sites delivering:
    - 4.1 50 or more dwellings;
    - 4.2 all development in Use Class C2 (Residential Institutions);
    - 4.3 all non-residential developments delivering 1,000 square metres or more gross internal floor space; and
    - 4.4 'Sui Generis' hot food takeaways
5. 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.

Reasoned Justification

10.9 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.

10.10 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.

10.11 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.

Alternatives Considered

10.12 No policy - The NPPF requires planning policies to aim to achieve healthy spaces. Therefore, this is not a reasonable alternative.

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

10.13 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.

10.14 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 for these uses will continue to be important as the Borough's population grows. These spaces also serve as carbon sinks that can help store and reduce greenhouse gas emissions. Furthermore, enhancements to these green spaces can serve as interventions towards climate resilience, air quality improvements, and supporting biodiversity.

OPEN SPACES

10.15 Open space in the Borough can be defined as publicly accessible land consisting of Urban 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, Community Gardens and City Farms; Churchyards and Cemeteries; and Urban Civic Spaces. 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.

LOCAL GREEN SPACES

10.16 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

10.17 The Council's most recent Basildon Playing Pitch Strategy and Action Plan (2025), the Basildon Playing Pitch Strategy Assessment Report (2025), Basildon Indoor Sports Strategy and Action Plan (2025) and Basildon Indoor Built and Sport Assessment Needs (2025) considered the quantity, quality and accessibility of open spaces, and playing pitches, in the Borough and advised on the approach that should be taken to each site. In particular, 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

10.18 There are allotment sites across the Borough with over 500 plots. The Council manages some of these sites and the others are run by allotment associations under a devolved management arrangement. Spatially, they are concentrated to the south and north-east of the Borough.

PLAYING FIELDS ASSOCIATED WITH EDUCATION FACILITIES

10.19 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

10.20 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 should be safe, inclusive and easily accessible through walking, cycling, and public transport for all users, and supportive infrastructure such as crossings, cycle parking, bus stops, and clear signage should be provided appropriately near 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:
    - 3.1 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
    - 3.2 The development is for education and/or sports provision, and opportunities to ensure the remaining provision is of a high quality are incorporated into the proposals; or
    - 3.3 As part of the change of use or redevelopment of individual education facilities; or
    - 3.4 The development proposal is for regeneration or estate renewal.
4. All major and strategic development should contribute to the delivery of sufficient new publicly accessible open space on-site which should:
    - 4.1 meet the needs of current and any future residents;
    - 4.2 be of a high-quality that is accessible to all;
    - 4.3 provide multiple benefits, including recreation, food growing, SuDS, improvements to biodiversity, nature recovery, and links to create, maintain and encourage high-quality green infrastructure, as well as any blue infrastructure, on and adjacent to the development site.
5. The existing 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. The locations of existing allotment gardens are identified on the Policies Map with the notation HC2a, and a schedule of these allotment gardens is included in Appendix 1. These areas are to be retained for use as allotment gardens, and opportunities to improve these spaces and create more plots through the delivery of strategic housing allocations will be pursued, having regard to other relevant policies

set out in this plan.

7. The locations of private open spaces with conditional access for primary users are identified on the Policies Map with the notation HC2c and listed within Appendix 1.

    7.1 These will be retained for their primary sport or recreation uses;

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

    7.3 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.

Reasoned Justification

10.21 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.

10.22 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 within this plan which prevents new development being permitted on these spaces unless very special circumstances exist.

Alternatives Considered

10.23 No policy – An alternative option would be not to provide a policy on open spaces, local green spaces, recreation, and sport. This would not facilitate the aims of the NPPF and Sports England in providing high-quality open spaces (both public and private) with opportunities for sport and recreation, new and enhanced open space to meet community needs, designated green space of particular importance to the community, or opportunities to preserve or enhance allotments. Therefore, this is not a reasonable alternative.

10.24 Absolute retention - A second option is to provide stronger protection and insist that all existing areas of open and green space are retained in perpetuity may result in the persistence of such areas which are undersized, impractical, difficult to put to an effective recreational or other use, or not cost effective to maintain. In these circumstances open and green spaces are more likely to become unsightly, neglected and disused. It would also reduce opportunities to improve local recreational facilities if these are offered by new development.

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

10.25 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.

10.26 At a local level meanwhile, the Council recognises the vital role that good education opportunities at all stages - including early years - 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 others, including neighbouring authorities, as part of its Corporate Plan and ambitions.

POLICY HC3: Strategic Approach to Education, Skills and Learning

The Council will work with the Lead Authority for Education (including Early Years and Childcare), and other education and skills development providers to provide new, continued, and where appropriate, enhanced provision of schools and other educational and skills facilities which seek to improve the quality and choice of education, skills development and learning opportunities in the Borough.

In particular, the Council will support in principle, proposals which:

1. Provide new or expanded early years and childcare, primary and secondary schools (including SEND provision) as required to accommodate residential growth;
2. Enable local people to better access employment opportunities within the Borough;
3. Provide opportunities for community activity and engagement to reduce social isolation, particularly amongst older people. This should be considered at the inception of the development, provided through Community Use Agreements; and
4. Encourage additional or existing joint use of education land, buildings or facilities by other community groups or activities. Such uses should not compromise the educational interests of the pupils.

The Council will require the provision of new early years and childcare, primary and secondary schools as set out in the Infrastructure Delivery Plan.

Reasoned Justification

10.27 The retention of existing education facilities is an important objective of the Local Plan. The colleges, schools (including SEND) Early Years provision and Adult Community Learning provide education provision to the whole community and contribute significantly to the local economy. This is supported by the wider culture and community provision provided by libraries offering cultural, lifelong learning and skills and access to services within the community, and the provision of youth services.

10.28 The Lead Authority for Education has the responsibility for early years and school place planning, including SEND. Their annual 10 Year Plan for School Places forecasts change in pupil numbers based on a number of factors including census data, number of places offered for the latest school year, historical trends and GP registrations. The number of additional pupils likely to be generated by new housing growth is also considered within the forecasts. The 10 Year Plan makes reference to additional provision proposed in the Local Plan to accommodate planned growth. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case-by-case basis. In respect of Early Years Child Care, they also prepare a Childcare Sufficiency Assessment which looks at local demographics, demand and the quality of childcare available across Essex.

10.29 The Council will work collaboratively with developers, the lead Authority for Education and other relevant bodies to deliver the schools required to support the growth arising from this plan.

Alternatives Considered

10.30 No policy – the alternative approach is to have no policy on the provision of educational facilities and to rely on the NPPF. It is not considered that the NPPF provides sufficient guidance for the appropriate consideration of proposals involving the provision of schools and other educational facilities in order to meet local needs. It is therefore considered that policy HC3 is necessary because its objectives provide a local interpretation of the NPPF in favour of widening choice in education for existing and new communities.

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.

ESSEX COAST RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION STRATEGY (RAMS)

11.5 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.

11.6 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 defined Zones of Influence.

BIODIVERSITY AND BIODIVERSITY NET GAIN (BNG)

11.7 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).

11.8 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.

11.9 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.

11.10 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)

11.11 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.

11.12 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.

11.13 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.

LANDSCAPE

11.14 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.

11.15 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

11.16 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.

11.17 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.

11.18 Local Wildlife Sites in the Borough can be negatively affected by actions 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.

11.19 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

11.20 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.

11.21 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 meters 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 Strategy 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. 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.
5. Development is required to protect and enhance biodiversity through:
    - 5.1 Demonstrating biodiversity enhancements that contribute to the objectives of the latest Basildon Council Local Biodiversity Action Plan;
    - 5.2 Protecting and increasing the provision of trees by:
        - i. protecting all trees, including street trees ;
        - ii. incorporating native trees, wherever possible; and
        - iii. providing replacement trees, including street trees, where the loss of or impact on trees in a development is considered acceptable.
    - 5.3 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.
6. The Council, as a supporting authority, will work with the Responsible Authority (currently Essex County Council)to deliver the Essex Local Nature Recovery Strategy (LNRS), and development proposals will be required

to have regard to the LNRS to support effective nature recovery.

7. 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:

    7.1 The landscapes historical, biodiversity, and cultural features, scenic quality, condition and tranquillity;

    7.2 The distinctive setting of, and relationship between, settlements, buildings, and the landscape, including important views, landmarks and the degree of openness;

    7.3 The nature conservation value of the area, including the composition, pattern, and extent of woodland, trees, field boundaries, vegetation and other features;

    7.4 The recreational value of the landscape;

    7.5 The special qualities of rivers, waterways, wetlands, and their surroundings; and

    7.6 The existing topography including sensitive skylines, hillsides, and geological features.

8. 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.

9. The extents of the Local Wildlife Sites, Local Geological Sites, and Potential Local Wildlife Sites in the Borough are identified on the Policies Map. A schedule of the Local Wildlife Sites can be viewed in the Basildon Borough Local Wildlife Sites 2020 Register (2021).

Reasoned Justification

11.22 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.

11.23 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.

11.24 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.

11.25 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.

11.26 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.

11.27 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.

11.28 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.

11.29 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.

11.30 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.

11.31 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.

11.32 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. Thesey are sites of geological interest with potential for geological education. Any significant excavations in the reserves should be recorded.

Alternatives Considered

11.33 No Policy - rely on NPPF – The NPPF requires local planning policies to contribute to conserving and enhancing the natural environment. Failing to include a policy identifying what is valued at a local and national levels, and reflecting local context, would therefore likely be contrary to the NPPF. This is not a reasonable alternative to policy NE1.

11.34 The NPPF also requires local planning authorities to identify, map, and protect local wildlife-rich habitats and wider ecological networks, such as Local Wildlife Sites. Failing to include a policy addressing these would be contrary to the NPPF. This is not a reasonable alternative to policy NE1.

11.35 Require at least 20% Biodiversity Net Gain for all major developments – There is no current evidence to demonstrate that exceeding the statutory minimum will be deliverable in all circumstances. This option is therefore not a reasonable alternative at this time.

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)
- Landscape Sensitivity Study - Link to be added
- Green Belt Study - Link to be added
- Policy Map

Green Belt

11.36 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

11.37 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.

11.38 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.

11.39 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.

11.40 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[1]. '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.

11.41 Where a site is identified as Grey Belt, 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

11.42 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.

Alternatives Considered

11.43 The only alternative would be to adopt a position contrary to national policy bynot protecting Green Belt. This would not be a reasonable alternative.

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

- Green Belt Study - Link to be added
- Policy Map

New Development in the Green Belt

11.44 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:

2.1 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.

2.2 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.

2.3 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.

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(a), 2(b) and 2(c) above (treated as not inappropriate in the Green Belt) will be granted where there are no other harms outweigh the grant of planning permission.

3. Replacement of a building in the Green Belt will be granted planning permission provided that:

   3.1 the existing building being replaced is of permanent and sustainable construction, and is lawful;

   3.2 the new building is in the same use as the existing; and

   3.3 the new building is not materially larger than the one it replaces; and

   3.4 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

REMOVAL OF PERMITTED DEVELOPMENT RIGHTS

openness of the Green Belt.

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:

   5.1 Be subject to design guidance in a forthcoming Plotlands Planning Document (SPD);

   5.2 Provide contributions through a Community Infrastructure Levy regime (CIL) and, where appropriate, be secured by legal agreement.

Reasoned Justification

11.45 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.

11.46 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

- Green Belt Study - Link to be added
- 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 Areas1. 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 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

12.3 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 125 listed buildings located within Basildon Borough.

SCHEDULED MONUMENTS

12.4 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.

12.5 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

12.6 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.

12.7 There is a draft Local Heritage List currently being produced for Basildon Borough which will form part of the evidence base in due course.

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:
    - 2.1 Conserve or enhance, the significance, character, setting and local distinctiveness of the heritage asset and mitigate any adverse impacts;
    - 2.2 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
    - 2.3 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:

    8.1 Do not lead to substantial harm to, or total loss of, the significance of the building, including its setting;

    8.2 Harmonise with the period, style, materials and detailing of the building;

    8.3 Retain and repair existing features and fabric, or, if missing, replace them in a sympathetic manner;

    8.4 Do not harm the structural integrity or stability of the building, or that of adjoining buildings or structures; and

    8.5 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:

    9.1 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;

    9.2 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

    9.3 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

12.8 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.

12.9 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.

12.10 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.

Alternatives Considered

12.11 No policy - the NPPF expects local planning authorities to set out a strategy in their Local Plans for the conservation and enjoyment of the historic environment. To not include a policy setting out a strategic approach would not therefore be a reasonable alternative, as the plan would not be consistent with the NPPF. In the absence of this policy there would be a strategic policy which sets out the framework for preserving and enhancing the Borough's heritage assets. However, it does not set out criteria specifically relating to Conservation Areas, Listed Buildings, Scheduled Monuments or Archaeology and locally identified NDHAs that applications should accord with.

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 conservation and enhancement of 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 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 take into account of 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)5 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 is currently being developed by the Essex Air Quality Consortium and outlines a comprehensive plan to address air pollution. 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. Once adopted, the Strategy will strive for measurable improvements in air quality, supporting healthier lives and a sustainable future.

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, Noak Bridge and Sunnymede, which are identified on the Policies Map. In accordance with guidelines provided by Anglian Water, a safety zone 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 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).

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 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 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.

Alternatives Considered

13.22 Rely on NPPF - The NPPF deals with general and multiple types of pollution. However, this could not fully address local circumstances, so a local policy is the preferred approach.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP6 - Locations for Employment Development
- HOU4 - Gypsy and Traveller Accommodation
- HOU5 - Travelling Showpeople Accommodation
- HOU7 - Gypsy and Traveller and Travelling Showpeople Accommodation
- R8 - Local Centres
- CC4 - Operational Energy and Carbon (Net Zero) in Homes and Buildings
- D2 - Major Developments - Design
- 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

13.23 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.

13.24 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".

13.25 With regards to contaminated land and the pollution of controlled waters the Environment Agency recommends that consideration is given to their guidance on Groundwater Protection: Principles and Practice (GP3), the LCRM (Land contamination risk management) guidance and Guiding Principles for Land Contamination6. Proposals or 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.

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

13.26 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.

13.27 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.

Alternatives Considered

13.28 Rely on NPPF - The NPPF deals with general and multiple types of pollution. However, this could not fully address local circumstances, so a local policy is the preferred approach.

Policy Links

- HOU4 - Gypsy and Traveller Accommodation
- HOU5 - Travelling Showpeople Accommodation
- 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 the planning application 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.

Alternatives Considered

13.34 Rely on NPPF - The NPPF deals with general and multiple types of pollution. However, this could not fully address local circumstances, so a local policy is the preferred approach.

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

13.35 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.

13.36 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.

13.37 Natural England's Agricultural Land Classification Map for the Eastern region (shown below as Figure 1) shows that there is a small area of land to the south within the Borough that is Grade 4, whereas the rest of the land is Grade 3. However, it does not provide information relating to the subgrades 3a and 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. Where land is classified as grade 3, the site survey must distinguish whether the land is grade 3a or 3b.

Development of the best and most versatile agricultural land (grades 1 to 3a) shall be avoided, unless it can be demonstrated to be the most sustainable choice from reasonable alternatives.

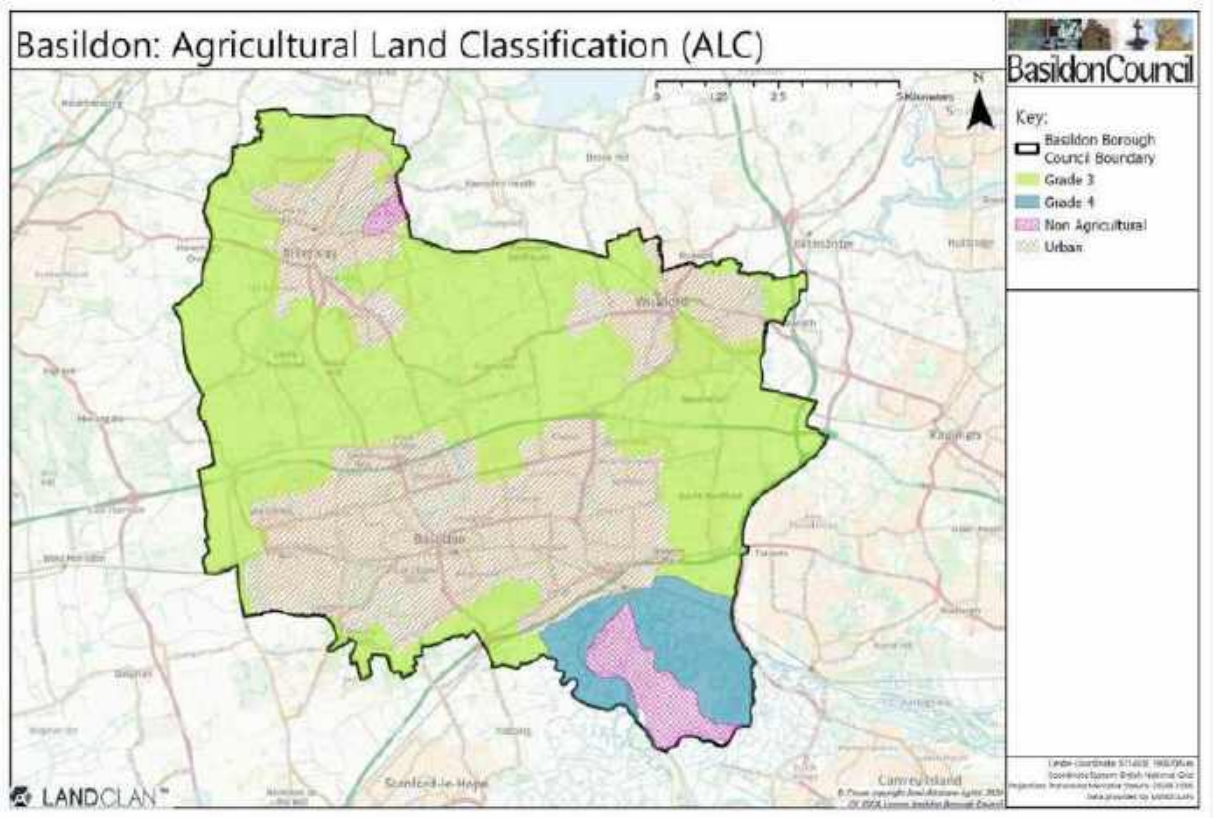


Figure 1: Basildon Agricultural Land Classification (ALC)

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 ALC maps which detail what agricultural land is graded from 1 to 5 within the borough, it does not however include the subcategories 3a and 3b. This subgrade information is not readily available which makes it difficult to assess which land, if any, would be grade 3a. ALC site surveys are therefore required when development proposals are on grade 3 land to establish the quality of the agricultural land.

Alternatives Considered

13.41 Rely on NPPF - The NPPF sets out that strategic policies should contribute to and enhance the natural environment. However, a local policy is required to set out the approach to protecting agricultural land in the Borough.

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



Chapter 14: Sustainable Transport and Infrastructure

14.1 This chapter sets out how the Local Plan will enable and deliver active and sustainable transport options. The National Planning Policy Framework requires that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a. the potential impacts of development on transport networks can be addressed;

b. 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;

c. opportunities to promote walking, cycling and public transport use are identified and pursued;

d. 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

e. 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. Ensuring that new development is located to minimise the need for travel and enable the use of sustainable and active modes of travel as an alternative to the private car;
2. Ensuring that new development provides or contributes towards necessary transport infrastructure, including local and strategic highways mitigation and sustainable and active travel services, routes, and facilities and encourage increased use of sustainable modes of travel, such as walking, cycling and wheeling and public transport;
3. Ensure 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 Network Rail 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 Transport and Local Highway Authority Essex County Council, and neighbouring Planning Authorities and Highways Authorities, to promote growth in sustainable locations. Together, we will deliver timely integrated transport measures 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 Transport 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.

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. 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.

14.3 The Local Plan seeks to prioritise access by active travel (walking, cycling and wheeling) and sustainable public transport.

14.4 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 walking, cycling, and wheeling.

14.5 A new review of the cumulative impact of growth on Basildon Borough been commissioned. This will identify where it is necessary for individual development schemes to make localised improvements to the highways and transportation network and to sustainable transport, including public transport and infrastructure for walking, cycling, and wheeling. These localised improvements will be identified in conjunction with the Highway Authority, and supported by ongoing engagement between Basildon Council and Essex County Council.

14.6 The Local Transport 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". The draft strategy sets out three key themes:

- Supporting people, health, wellbeing, and independence
- Creating sustainable places and communities
- Connecting people, places and businesses

14.7 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.

14.8 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.

14.9 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.

14.10 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;
- Unlocking our global gateways.

14.11 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.

14.12 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.

14.13 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.

14.14 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.

14.15 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.

14.16 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.

Alternatives Considered

14.17 Rely on NPPF- The NPPF sets out requirements for promoting sustainable transport. However, this does not fully address local circumstances, so a local policy is the preferred approach.

Policy Links

- SGx - 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

- Draft Infrastructure Delivery Plan - Link to be added
- Basildon Borough Local Cycling and Walking Infrastructure Plan Plus (2021)

Infrastructure Delivery

14.18 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 Highways and Transportation Authority and lead authority for education, or NHS England and the Mid and South Essex Integrated Care Board as healthcare providers.

14.19 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."

14.20 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.

14.21 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;
- Emergency Services – fire, ambulance, and police;
- 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.

14.22 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.

14.23 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: New development must 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 drainage and flood risk management, including the provision and use of SuDS
- Community Facilities: New development must provide a range of 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:
    - Early years, primary, secondary, and post-16 education provision;
    - Healthcare provision;
    - Sport, leisure, and recreational facilities;
    - Community buildings and space;
    - Emergency services infrastructure;
    - Waste and recycling facilities;
    - Emergency services infrastructure.
- 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;
    - 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;
    - The provision of areas for nature recovery;
    - 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).

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.

TRANSPORT AND HIGHWAYS

4. 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:
    - 4.1 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;
    - 4.2 Bus Priority schemes;
    - 4.3 Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.

FLOOD RISK MANAGEMENT

5. These include but are not limited to:
    - 5.1 Local flood mitigation measures within or as part of development sites including the use of SuDS.

COMMUNITY FACILITIES

6. These include but are not limited to:
    - 6.1 Primary, Secondary, Tertiary and Special Education Needs Provision;
    - 6.2 Early Years and Childcare Facilities;
    - 6.3 Primary and Community Healthcare Facilities;
    - 6.4 Sports, Recreation and Community Facilities;
    - 6.5 Cultural facilities including public libraries.

GREEN AND BLUE INFRASTRUCTURE

7. These include but are not limited to:
    - 7.1 Provision of publicly accessible

amenity open space;

7.2 Provision of new public realm and enhancements at town centre locations;

7.3 Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites as identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy.

UTILITIES INFRASTRUCTURE

8. This includes but is not limited to:

8.1 electricity and gas distribution and supply;

8.2 water supply, foul drainage and waste water treatment;

8.3 waste management facilities;

8.4 digital infrastructure.

Reasoned Justification

14.24 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.

14.25 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.

Alternatives Considered

14.26 Rely on NPPF - This would risk required infrastructure improvements not being delivered. This is not a reasonable alternative.

Policy Links

- SGx - 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

- Draft Infrastructure Delivery Plan - Link to be added

Securing Infrastructure and Mitigation

14.27 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. Essex County Council's Developer's Guide to Infrastructure Contributions sets out ECC's standards for the receipt of relevant infrastructure funding.

14.28 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.

14.29 Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions. Where a developer feels that any planning obligation requirements will render a proposal unviable, they must supply a viability appraisal to the Council which will be independently assessed. In the first instance, the Council will consider whether the type, means, phasing and timing of any planning obligation can be altered to improve the viability of the development, before considering any adjustment to the identified requirements for planning obligations.

14.30 Where grounds of viability can be demonstrated to justify a downward adjustment to the planning obligation requirement, the Council will liaise with the relevant service providers to determine whether any alternative, less costly, approach can be taken to render the proposal acceptable in planning terms.

POLICY INF2: Securing Infrastructure Contributions

1. Where a development proposal is shown to require additional infrastructure capacity, 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:
    - 1.1 On-site provision, or off-site capacity improvement works;
    - 1.2 The provision of land;
    - 1.3 Financial contributions towards new or expanded facilities and associated maintenance.
2. Where new development necessitates a highways, transport, education, or healthcare contribution, these will be sought in line with the latest advice or policy guidance from the relevant authorities.
3. 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.
4. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, may be required to ensure that new development meets this principle. Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased. Conditions or planning obligations may be used to secure this phasing arrangement.
5. Developers may be required to enter into obligations which provide for appropriate additional mitigation in the event that scheme viability improves prior to completion of the development. In negotiating planning obligations, the Council will account for local and strategic infrastructure needs, as well as being mindful of viability.
6. 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

14.31 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 (in its capacity as the relevant authority for Minerals and Waste, Education, Highways and Transportation Authority, and as lead local flood authority), National Highways, the Environment Agency, utility companies, Mid and South Essex Integrated Care System, and Sport England.

14.32 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.

Alternatives Considered

14.33 Rely on NPPF - This would result in uncertainty over how developer contributions will be secured. In addition, sites may be affected by constraints on a case-by-case basis and viability will vary dependent on the nature of the development proposal, and some parts of the Borough have lower viability than others. As such, relying on national policy is not a reasonable alternative.

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

- Draft Infrastructure Delivery Plan - Link to be added

Social and Community Infrastructure

14.34 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.

14.35 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.

14.36 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.

14.37 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:
    - 4.1 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
    - 4.2 they will be replaced by alternative and well-located facilities that will continue to serve the needs of the neighbourhood and wider community;
    - 4.3 the affected premises, or site, will be repurposed to an alternative community use.

Reasoned Justification

14.38 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.

Alternatives Considered

14.39 No policy - The NPPF promotes healthy and safe communities, and that the social, recreational, and cultural facilities and services the community needs are provided. This policy seeks to ensure that existing social and community infrastructure provision and services in the borough are protected and only lost in exceptional circumstances. Therefore, this is not a reasonable alternative.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP3 - Changes of Use of Employment Land or Premises
- HCx – Healthy Communities

Evidence Links

- Draft Infrastructure Delivery Plan - Link to be added
- 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

14.40 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.

14.41 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.

Alternatives Considered

14.42 No policy - The NPPF Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, will be delivered and upgraded over time. Therefore, this is not a reasonable alternative.

Policy Links

- D1 - Design and Place Shaping Principles
- INF5 – Digital Infrastructure

Evidence Links

- Draft Infrastructure Delivery Plan - Link to be added
- International Commission Guidelines

Managing Congestion

14.43 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.

14.44 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 STAT2: 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 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 on highway and junction capacity to the satisfaction of the Highway Authority.
6. Development should only be prevented or refused on highways grounds if there 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

14.45 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.

Alternatives Considered

14.46 No policy - Do not have a specific policy for managing congestion and rely on other Local Plan policies and national policy and guidance. However, congestion has been identified as a prevalent issue within the Borough in the Highway Impact Assessment. If congestion is not tackled through a specific local plan policy, which ensures that potential congestion is appropriately mitigated prior to the development being occupied, this could cause severe queueing at major junctions within the Borough. This would not accord with the requirements of the NPPF to support reductions in greenhouse gas emissions and congestion.

Policy Links

- STAT1 - Strategic Transport
- STAT3 – Safe and Sustainable Access
- INF1 - Infrastructure Delivery

Evidence Links

- Draft Infrastructure Delivery Plan - Link to be added

Safe and Sustainable Access

14.47 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.

14.48 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.

14.49 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.

14.50 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.

Evidence Base

14.51 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.

14.52 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.

14.53 The Local Transport 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.

14.54 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.

14.55 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. It is therefore expected that Travel Plans are prepared for all proposals which also require a Transport Assessment or Transport Statement.

14.56 Essex County Council has produced guidance on the production of Travel Plans for businesses entitled 'Helping you Create a Business Travel Plan' (2010). This guidance is particularly aimed at destination developments such as retail and commercial developments, but may also be useful when considering residential development proposals.

POLICY STAT3: 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:

    1.1 Safe access to the highway network;

    1.2 Safe access to the site for cyclists and pedestrians, including the approach to the site from the nearest public transport node;

    1.3 No significant adverse impact on local air quality, once mitigation measures have been taken into account in line with policy AQMP1;

    1.4 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

    1.5 Access to public transport services within 400m of any home or non-residential development, with the exception of infill development within the Green Belt.

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

14.57 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.

Alternatives Considered

14.58 No policy - The NPPF is clear on how local planning authorities should promote sustainable transport, and how they should facilitate sustainable development. This includes through effective transport policies, sustainable modes of transport, and develop strategies for the provision of infrastructure necessary to support sustainable development. Therefore, not having a policy which addresses safe and sustainable access would contravene the requirements of the NPPF.

14.59 Set out this policy as a strategic objective of this plan, rather than a development management policy for determining planning applications - The requirements set out in this policy are imperative to providing a safe and sustainable transport infrastructure to support the impact of future growth in the Borough. Therefore, it is important that all applications submitted during the plan period give sufficient regard to the specific requirements of this policy, rather than consider them as an overarching ideology behind how a proposal should be considered.

Policy Links

- AQMP1 - Mitigating Air Quality and Wider Environmental Pollution Issues
- STAT1 - Strategic Transport
- STAT2 – Managing Congestion

Evidence Links

- Draft Infrastructure Delivery Plan - Link to be added
- Essex Transport Strategy (2011)

Parking Standards

14.60 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.

Evidence Base

14.61 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.

14.62 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.

14.63 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.

14.64 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.

14.65 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.

14.66 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 STAT4: Parking Standards

The Council will have regard to the vehicle parking standards set out in the 2024 Essex Parking Guidance, (or any updated guidance prepared by either Essex County Council or a successor body) when determining planning applications.

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

14.67 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.

14.68 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.

Alternatives Considered

14.69 No policy - rely on the Essex parking standards and national policy and guidance. Car ownership in the Borough is relatively high and adequate provision of parking is an important issue for the Borough's residents. Therefore, whilst the Essex parking standards are sufficient for this Plan to meet the requirements of the NPPF, it is important for the plan to consider the standards against the wider local context of the Borough.

Evidence Links

- Essex Parking Guidance - Part 1 (2024)

Digital Infrastructure

14.70 Chapter 10 of the NPPF 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 5Gand its successor technologies) and full fibre broadband connections where not covered by permitted development rights

14.71 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.

14.72 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.

14.73 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.

14.74 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.

14.75 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:

    3.1 Seek to limit street clutter through minimising the number, size and prominence of equipment cabins;

    3.2 Minimise the impact of equipment on the visual amenity, character and appearance of the surrounding area;

    3.3 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.

    3.4 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,

    3.5 Not have a detrimental impact on the movement of pedestrians and cyclists or on the safe and effective functioning of highways;

    3.6 Not result in the International Commission guidelines on non-ionising radiation protection being exceeded;

    3.7 Undertake appropriate pre-application consultation in accordance with national policy and

    3.8 Avoid adverse impacts on the successful functioning of any existing digital infrastructure. Where this is not practicable, appropriate mitigation must be provided.

Reasoned Justification

14.76 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

- Draft Infrastructure Delivery Plan - Link to be added
- International Commission Guidelines

Culture and Cultural Infrastructure

14.77 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.

14.78 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.

14.79 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:

    1.1 Protecting existing heritage, cultural and community venues, facilities and uses.

    1.2 Supporting the development of new cultural venues in town centres and places with good public transport connectivity from public transport and active travel routes.

    1.3 Supporting the use of the public realm and green spaces as outdoor venues for cultural events and festivals.

    1.4 Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being.

    1.5 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, encourages 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:

    2.1 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

    2.2 They will be replaced by alternative and well-located facilities that will continue to serve the needs of the neighbourhood and wider community; or

    2.3 The affected premises, or site, will be repurposed to an alternative cultural use.

Reasoned Justification

14.80 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.

14.81 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.

14.82 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 be red to 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

- Draft Infrastructure Delivery Plan - Link to be added
- National Design Guide (2021)
- Creative Estuary Toolkit



PART 4:

Detailed Site Allocation Policies

Housing Allocations

H1	Southeast Billericay
H2	Land West of Great Burstead
H3	Land South of Great Burstead
H4	Land West of Laindon Road
H6	Land Adj to Tye Common Road and South of London Road
H7	Land North of London Road, Billericay
H8	Land West of Bowers Gifford
H10	Land North of A13
H11	Land West of West Mayne
H12	Land Adj to Dunton Road
H13	Land North of London Road, Vange
H15	Land Adj to Nevendon Road
H17	Land Adj to Wick Country Park
H18	Land North of Southend Road, Shotgate
H19	Land Adj to Barn Hall, Wickford
H20	Land North of London Road, Wickford
H21	Land South of London Road, Wickford
H22	Land North of Wash Road
H23	Bowers Gifford Plotland
H24	Land North of Dry Street
H25	Gardiners Lane South
H26	Land East of Noak Bridge
H27	Crays Hill
H28	Land West of Castledon Road
H29	Ramsden Bellhouse
H30	Land West of Noak Hill Road
H31	Land at Mountnessing Road
H32	Potash Road
H33	Land East of Bowers Gifford

Gypsy and Traveller Allocations

GT1	Land South of Harrow Road

Employment Allocations

E1	Burnt Mills
E2	Dunton Bootsale
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

Site Allocations

Our Local Plan presents 37 development site allocations 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.

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.

All other policies in the plan apply to the site allocations in the usual way.

SCALE OF DEVELOPMENT

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

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.

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

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 conditions have on our everyday lives and biodiversity. 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.

H1, Southeast Billericay

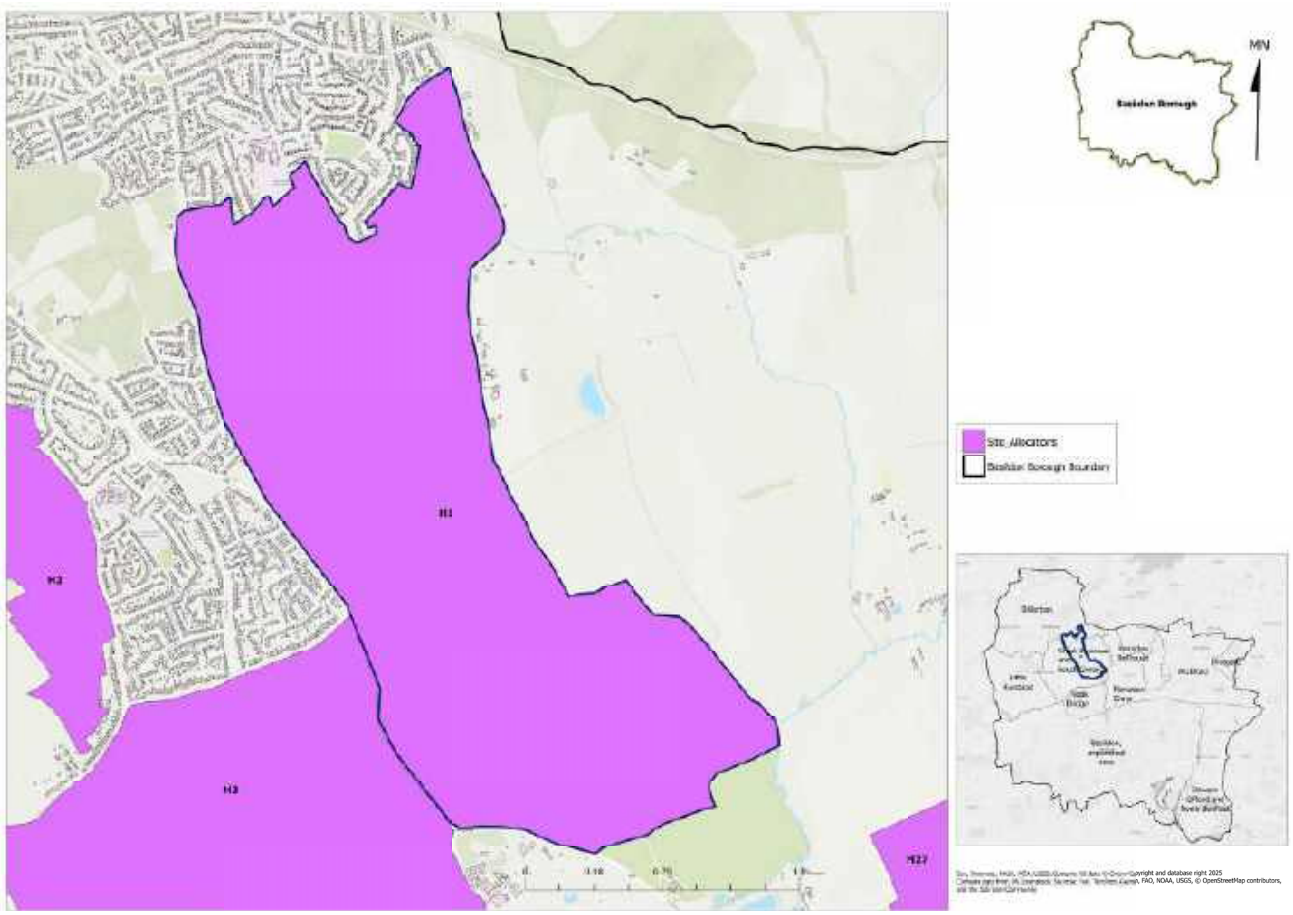


Figure 1: Extract from Policies Map

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	220.59
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	2600 – 2800 homes
Indicative Net Residential Capacity*	45 dph
Phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

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.

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

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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The creation of new public spaces across the allocation for the benefit of the local community and to reduce pressure on the Mill Meadows SSSI. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. A new east-west wildlife corridor must link Mill Meadows and the extension 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.
    - 2.3 An innovative approach to urban planting across the whole allocation with multiple benefits to encompass climate resilience, encourage active travel, improve air quality, create attractive and safe public spaces for leisure and rest, create community gardens for food growing, enhancements to support local biodiversity and a 16ha extension to the east of Meadow Mills.

2.4 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution. Where gradients are steep, designs must include features such as rest points, surface treatments, or alternative routes to ensure accessibility for all.

2.5 A new cycle path will be delivered connecting Southend Road to The Billericay School. This route must integrate with LCWIP Cycle Route 5 to ensure seamless connectivity, particularly in relation to the H2 site allocation. This will prioritise cycle safety along Southend Road, with particular attention given to the junctions at Coxes Farm Road and Outwood Common Road.

2.6 Protecting and enhancing existing field boundaries, hedgerows and areas of Priority Habitat deciduous woodland, contributing to biodiversity, landscape quality and climate resilience.

2.7 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Provision of a new on-site nursery and primary school within a 3.09-hectare area allocated for Use Class F1. The facility must meet development needs, connect to surrounding housing via safe, inclusive pedestrian and cycle routes, and be delivered prior to the occupation of agreed housing numbers.

4. Provision of a new Local Centre towards the south, where higher-density housing and community facilities are expected.

5. Development should be phased to ensure timely delivery of infrastructure, movement routes, and public spaces.

6. Retain St. Peter's Catholic Primary's football pitch and netball courts in accordance with the Playing Pitch and Outdoor Sports Strategy.

7. Development to respond sensitively to the allocation's heritage farmland context and setting of Grade II listed buildings: Coxes Farmhouse; Oak Hill Barn; Southend Farmhouse and Barn to the Northeast of Southend Farmhouse; and Elm Cottages.

8. Create strategic landscape buffers along the southern edge to preserve the rural setting of Barleylands Farm Park.

9. Developer contributions will be required to support:

   9.1 Secondary school places to meet the needs arising from the development.

   9.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

   9.3 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.

   9.4 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.

9.5 A new cycle route connecting South End Road to The Billericay School and connecting into LCWIP Cycle Route 2 and improving cycle safety at junctions with Coxes Farm Road and Outwood Common Road.

9.6 Improvements to make the A176 underpass more accessible, inclusive, and safe for all users.

10. 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.

11. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.

12. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.

13. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

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 (220.59 ha), 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.

H1 can deliver between 2,600 and 2,800 homes the plan period, alongside a new Local Centre, primary education provision, and enhanced public transport connectivity. These elements are critical to ensuring the development functions as a cohesive and sustainable neighbourhood.

This allocation includes land for a new school to ensure that planned growth is supported by essential infrastructure and contributes to the creation of a cohesive, walkable neighbourhood. The school site has been sized in accordance with ECC's Scenario Test Response and must meet the criteria set out in the Essex School Design Guidance, including a centrally located position, strong connections to surrounding homes via safe, inclusive active travel routes, and a car-free public space at the entrance to support safety, accessibility and placemaking.

Connectivity must prioritise north–south active travel, with inclusive routes linking all parts of the allocation to the Local Centre, primary school, 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 between H1 and H2.

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.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

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.

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.

H1 lies adjacent to Mill Meadows SSSI, a sensitive ecological asset. Strategic mitigation includes a 16-hectare extension to Mill Meadows and the creation of a new east-west wildlife corridor to enhance habitat connectivity and manage recreational pressure. Due to its proximity to Mill Meadows SSSI and its location within other SSSI Impact Risk Zones, any residential development on the allocation would require consultation with Natural England. Design must respond sensitively to the allocation's heritage context, including adjacent Grade II listed buildings. Layout, massing, and mitigation should be addressed through the coordinated masterplan.

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. The allocation is partially located within NBAS_014 – South Green Critical Drainage Area (CDA), and NBAS_015 – Sunnymede CDA. 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.

Alternatives Considered

Subdivision into northern and southern parcels was considered to improve deliverability. However, this approach risked piecemeal development and compromised infrastructure coordination. A single allocation supported by a comprehensive masterplan remains the preferred approach.

H2, Land West of Great Burstead

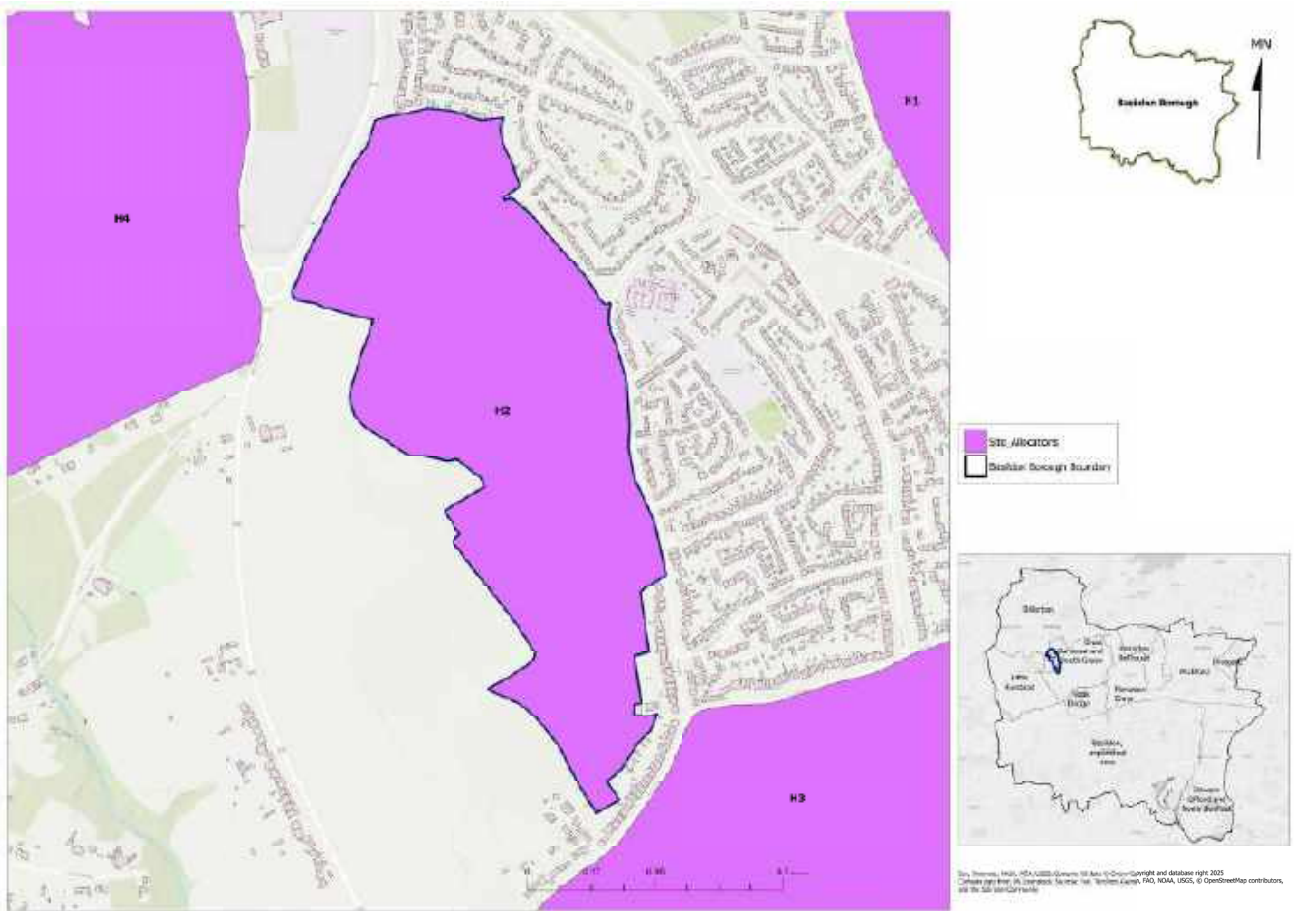


Figure 2: Extract from Policies Map

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	35.70
Relevant Permissions	**20/01614/OUT 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	520 – 550 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

H2 covers approximately 36 hectares and comprises a sequence of agricultural fields and woodland with mature hedgerows. Kennel Lane forms the eastern boundary and dissects the northern portion of the site allocation. The built-up area of Billericay 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 H2, Land West of Great Burstead

VISION

Our vision for Land West of Great Burstead (H2) 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 provide 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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. Higher densities may be located to the east of the allocation, closest to existing development.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 An innovative approach to urban planting that supports climate resilience, active travel, air quality, biodiversity, and safe, attractive public spaces.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.4 Protect the Priority Habitat deciduous woodland to the east and provide compensatory provision for any loss.

2.5 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution.

2.6 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

2.7 Connecting into and providing financial contributions towards LCWIP Cycle Route 5 providing north-south connectivity between Basildon and Billericay.

3. Create new local facilities as required to meet the needs of future occupiers and foster community.

4. Development to respond sensitively to the allocation's Great Burstead Conservation Area setting, the setting of the Grade I listed Church of St Mary Magdalene and the setting of Grade II listed buildings: 124 and 126, Church Street; 120, Church Street; and The Village Stores.

5. Developer contributions will be required for:

5.1 Nursey, primary and secondary school places to meet the needs arising from the development.

5.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

5.3 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.

5.4 Improvements to make the A176 underpass more accessible, inclusive, and safe for all users.

5.5 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.

6. 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.

7. Provide access to the allocation from the two-carriageway stretch of Kennel Lane and Church Street, subject to detailed transport analysis. Other access (e.g. the single-carriageway stretch of Kennel Lane) is not preferred.

8. 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. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.

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.

Reasoned Justification

The allocation of Land West of Great Burstead (H2) provides a logical and contained urban extension to the west of South Green. While it lies within the Green Belt, it performs relatively weakly against Green Belt purpose (a) and purpose (b), and is characterised by lower landscape sensitivity, supporting its release for development.

The allocation can deliver approximately 520–550 homes across the plan period, supported by appropriate contributions to education and healthcare infrastructure. Development must come forward in a coordinated and design-led manner to ensure the creation of a well-integrated and sustainable neighbourhood.

The location of H2 makes it a critical component in improving north–south connectivity between Basildon and Billericay, a key objective of the Local Cycling and Walking Infrastructure Plan (LCWIP). Enhancing active travel routes through and around H2 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. A coordinated approach is required to ensure the underpass is

upgraded to provide safe, accessible, and legible connections between H2 and H1, supporting the delivery of a cohesive and well-integrated neighbourhood.

A residential development is currently under construction to land north of Kennel Lane, within the site allocation boundary. While this scheme was not brought forward as part of a comprehensive masterplan, it must be effectively integrated into the wider development strategy to ensure cohesion in movement, landscape, and infrastructure delivery.

Access must avoid reliance on narrow rural lanes, with primary access taken from the two-carriageway stretch of Kennel Lane and Church Street. H2's proximity to designated heritage assets and areas of Priority Habitat requires a sensitive approach to layout, design, and green infrastructure. Due to its proximity to Mill Meadows SSSI and its location within other SSSI Impact Risk Zones, residential development to the north of the allocation may require consultation with Natural England.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

H3, Land South of Great Burstead

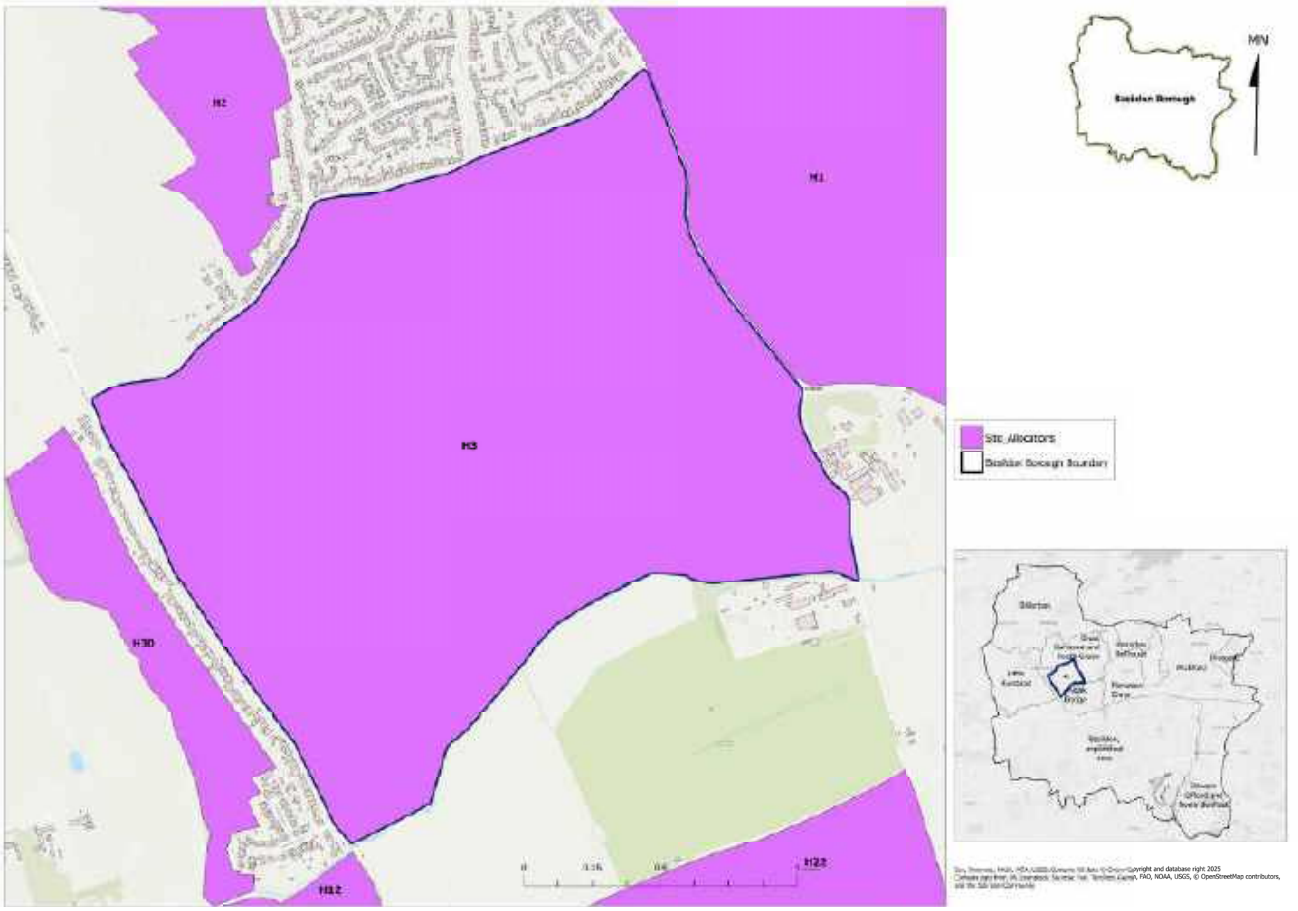


Figure 3: Extract from Policies Map

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	154.20
Indicative capacity	750 – 850 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land South of Great Burstead is allocated for residential-led development. The allocation comprises approximately 154 hectares of land and is bounded by H1 to the east and H2 to the south. It lies adjacent to the built-up area of Billericay, offering proximity to local services, facilities, and public transport.

POLICY H3, Land South of Great Burstead

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 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 while promoting climate resilience and biodiversity.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. Higher densities should be guided by a conservation-led approach that responds to landscape and heritage sensitivities.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds allocation's topography.
    - 2.2 An innovative approach to urban planting that supports climate resilience, active travel, air quality, biodiversity, and safe, attractive public spaces.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

2.4 Protect the Priority Habitat deciduous woodland in the southeastern corner of the allocation and provide compensatory provision for any loss.

2.5 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution.

2.6 Establishing 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.

2.7 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.

2.8 Improved and, where appropriate, 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.

2.9 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Create new local facilities as required to meet the needs of future occupiers and foster community.

4. Safeguard land for the potential future extension of Burstead Cemetery, subject to further assessment of need and feasibility.

5. Development must respond sensitively to the Great Burstead Conservation Area, the Grade I listed Church of St Mary Magdalene, and nearby Grade II listed buildings: Brick Farm Building About 50 Metres North Northwest of The Grange; 124 and 126, Church Street; and 120 Church Street. Proposals should be informed by a heritage baseline and demonstrate how heritage assets have shaped the layout, views, quality and character of development.

6. Developer contributions will be required for:

   6.1 Nursery, primary and secondary school places to meet the needs arising from the development.

   6.2 local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

   6.3 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.

   6.4 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.

7. A coordinated 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.
8. must secure infrastructure implementation and phasing of the scheme, as well as the provision and phasing of gypsy and traveller pitches.
9. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.
10. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

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 750 - 850 dwellings, alongside supporting infrastructure and community facilities.

The allocation has been assessed as having medium landscape sensitivity in the Basildon Borough Landscape Sensitivity Assessment (2025), with the central and western areas offering the greatest potential for development. The northern and southern edges are more sensitive and will require careful treatment through layout and landscape design to minimise visual impact on heritage and ecological assets.

To the north of H3 lie designated heritage assets, including the Grade I listed Church of St Mary Magdalene and 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 allocation site, with development focused in areas of lower topography.

The River Crouch runs along the southern

allocation boundary. Development must enhance the river corridor and freshwater habitats. Elsewhere, the allocation is of lower ecological sensitivity.

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. The northwestern part of the allocation falls within the NBAS_018 – Billericay Critical Drainage Area (CDA). 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.

Noak Hill Road is a key north–south active travel corridor between Basildon and Billericay, but its narrow bridge 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.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

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. Importantly, the northern parcel has been assessed as performing poorly against Green Belt purpose (a), 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.

H4, Land West of Laindon Road

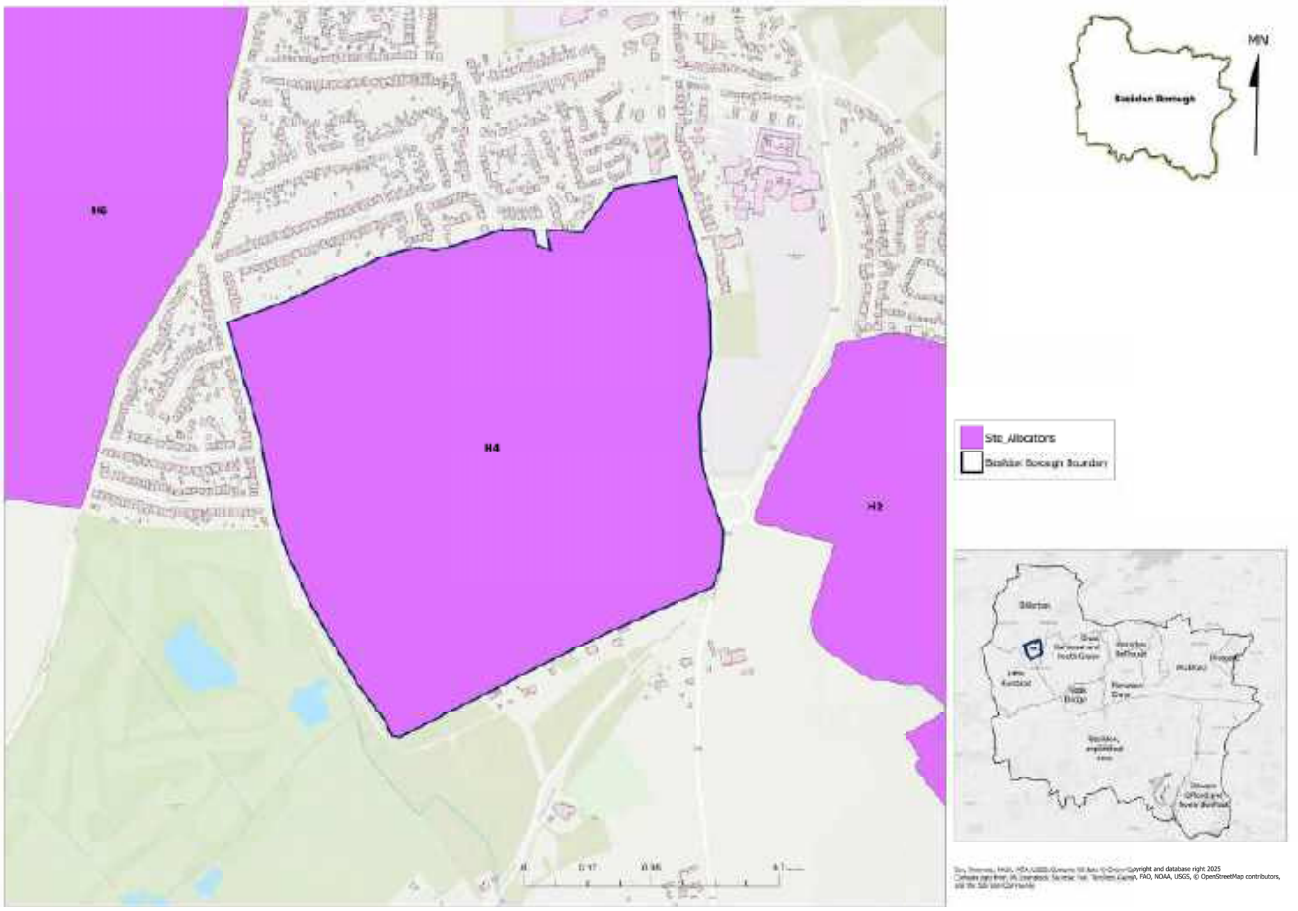


Figure 4: Extract from Policies Map

Allocation Information	Details
Location	Billericay / Little Burstead
Allocation area (ha)	53.42
Indicative capacity	730 – 760 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land West of Laindon Road, covering approximately 53 hectares, is allocated for residential-led development. It comprises a sequence of agricultural fields, mature hedgerows, wet ditches, scrub, and historic woodland. It is bounded by the A176 to the east and a golf course to the south, with Billericay's urban area to the north.

Frith Wood, an ancient and semi-natural woodland and designated 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

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 ancient woodland and Laindon Common LoWS into a connected green infrastructure network that supports biodiversity and climate resilience.

By embedding nature and heritage into the design, 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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. The design should be guided by a landscape-led approach to landscape and ecology.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds allocation's topography.
    - 2.2 The protection and active woodland management of Frith Wood Ancient Woodland. Access for recreational use should be restricted and a strategic buffer created around the woodland. New on-site public open space must be provided to meet residents' needs and reduce pressure on Frith Wood and Laindon Common LoWS.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

2.4 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution.

2.5 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.

2.6 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Create new local facilities as required to meet the needs of future occupiers and foster community.

4. 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.

5. Developer contributions will be required for:

5.1 Nursery, primary and secondary school places to meet the needs arising from the development.

5.2 Local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

5.3 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.

5.4 Improvements to LCWIP Cycle Routes 5 and 8.

5.5 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.

6. A coordinated 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.

7. Must secure infrastructure implementation and phasing of the scheme, as well as the provision and phasing of Gypsy and Traveller pitches.

8. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.

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.

Reasoned Justification

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, low flood risk, 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.

Frith Wood, an ancient woodland and designated Area of Particular Importance for Biodiversity, adjoins the allocation. Development must avoid 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.

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. The development's relationship to Laindon Road should minimise harm to this setting through sensitive layout and landscape design.

Master-planning undertaken in collaboration with developers demonstrate the allocation's capacity to deliver approximately 730 - 760 homes, alongside supporting infrastructure, ecological protection and green space. The first phase of the masterplan has a consented outline application.

The proposed release of Green Belt land has been informed by the 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.

H6, Land Adjacent to Tye Common Road and South of London Road

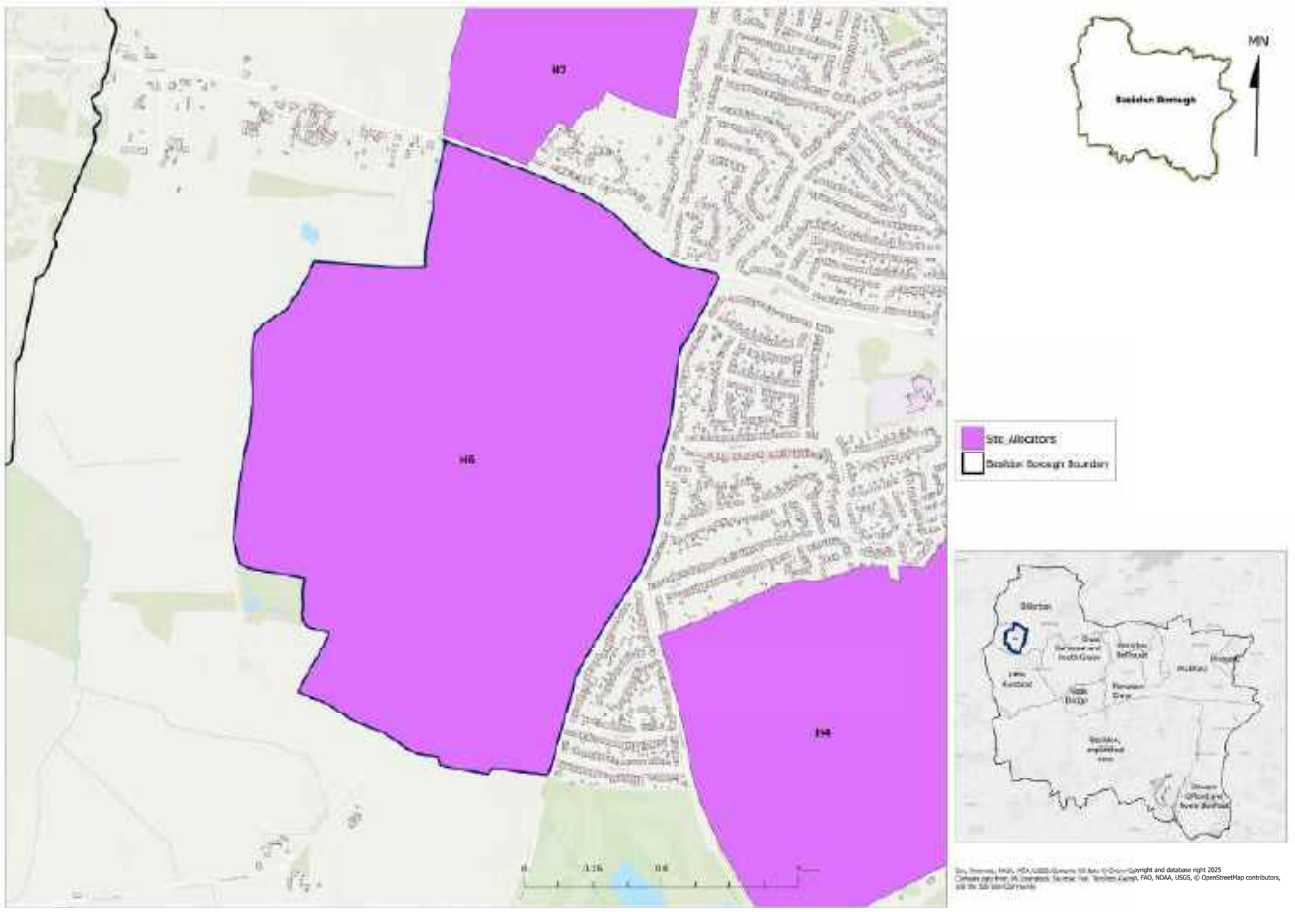


Figure 5: Extract from Policies Map

Allocation Information	Details
Location	Billericay
Allocation area (ha)	100.45
Indicative capacity	1880 – 2000 homes
Indicative Net Residential Capacity*	45 dph
Phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

The allocation lies to the west of Billericay and covers approximately 100 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, and small woodland areas, 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.

H6 is intersected by several minor roads and bounded to the east by Tye Common Road. To the north-east 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.

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 H6, Land adj. to Tye Common Road and South of London Road

VISION

Our vision for Land Adjacent to Tye Common Road and South of London Road (H6) 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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. Higher densities may be located to the north and east of the allocation, closest to existing development, and around the new Local Centre.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 An innovative approach to urban planting across the whole site with multiple benefits to encompass climate resilience, encourage active travel, improve air quality, create attractive and safe public spaces for leisure and rest, create community gardens for food growing and enhancements to support local biodiversity.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

2.4 Minimise impacts on Priority Habitats, Bluntwall Shaws LoWS and other Areas of Particular Importance for Biodiversity.

2.5 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution. Routes should link key destinations such as the Local Centre, schools, and open spaces and connect with LCWIP Cycle Route 8 to ensure integration with the wider cycling network.

2.6 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Provide shops, services and facilities for health, leisure, culture and community use to meet residents' needs and foster community. This should be principally focused around a new local centre.

4. Sustain the quality of the Billericay Cricket Club, Billericay Town Football Club, Billericay Tennis Club in line with the Playing Pitch and Outdoor Strategy. Enhance access to support health and wellbeing for residents and the wider community.

5. A coordinated 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.

6. Development to respond sensitively to the heritage farmland context and setting of listed buildings. The allocation is adjacent to a Basildon Protected Lane (BASLANE 1) which could be affected by any development given an increase in traffic in the area. The appropriate traffic management plan should ensure that this heritage asset is not impacted by the development.

7. Developer contributions will be required to support:

7.1 Secondary school places to meet the needs arising from the development.

7.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

7.3 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.

7.4 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.

7.5 Improvements to LCWIP Cycle

Route 8.

8. Maintain landscape buffers to prevent coalescence with Havering's Grove.
9. Developers must submit an appropriate contamination assessment due to the presence of MSA chalk and MSA brick to the west of the allocation.
10. 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. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.
12. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

The allocation of Land Adjacent to Tye Common Road and South of London Road (H6) represents a strategic opportunity to deliver a significant and sustainable urban extension to the west of Tye Common. Its proximity to existing infrastructure and its large, relatively unconstrained field parcels make it well-suited to accommodate a new residential-led community supported by essential services, education provision, and green infrastructure.

H6 can deliver between 1,880 and 2,000 homes across the plan period (2025–2043), with capacity to support a new Local Centre, nursery, primary school, and enhanced public transport connectivity.

These elements are critical to ensuring the development functions as a cohesive and sustainable neighbourhood, rather than a series of disconnected parcels. There is also an opportunity to provide green space that is well integrated with existing sports and leisure facilities.

This allocation includes land for a new school to ensure that planned growth is supported by essential infrastructure and contributes to the creation of a cohesive, walkable neighbourhood. The school site has been sized in accordance with ECC's Scenario Test Response and must meet the criteria set out in the Essex School Design Guidance, including a centrally

located position, strong connections to surrounding homes via safe, inclusive active travel routes, and a car-free public space at the entrance to support safety, accessibility and placemaking.

H6 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 and heritage context.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The northernmost parcel fronting London Road performs weakly to moderately against Green Belt purposes (a) and (b), the remainder of the allocation contributes strongly under purpose (a) and moderately against purpose (b). H6 currently has a high level of openness, and new, defensible Green Belt boundaries will need to be established through the master-planning process. The relationship with Haverings Grove must also be carefully managed to avoid coalescence and maintain settlement separation.

The proposed release of Green Belt land has been informed by the 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.

The majority of H6 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. Havering's Grove Brook runs along the western boundary of H6. The eastern half of the allocation is located within NBAS_016 – Billericay Critical Drainage Area (CDA). 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 North of London Road, Billericay

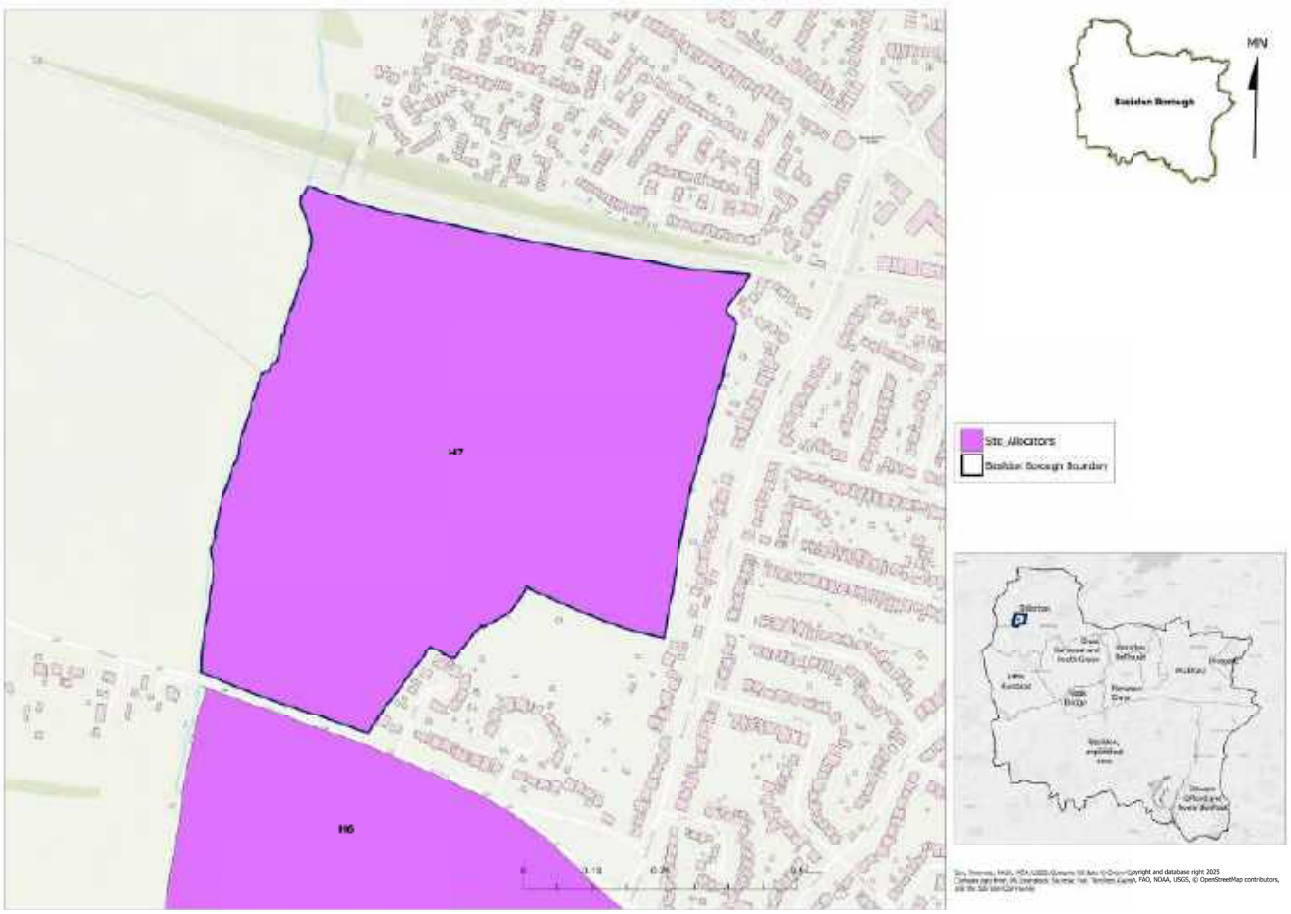


Figure 6: Extract from Policies Map

Allocation Information	Details
Location	Billericay
Allocation area (ha)	24.67
Indicative capacity	480 – 640 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land North of London Road, Billericay totals approximately 25 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 H7, Land North of London Road

VISION

Our vision for Land North of London Road, Billericay (H7) 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 and support biodiversity.

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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 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.
    - 2.3 A coordinated approach to transport and access improving connectivity to Billericay, local schools, and public transport services, and supporting active travel to reduce air pollution.
    - 2.4 Protect and enhance existing valuable landscape features including field patterns, mature hedgerows, trees, and watercourses. Development should minimise the impact on the landscape and reflect the character and rural setting of the surrounding area. Three trees within the allocation have been identified as Areas of Particular Importance for Biodiversity and

must be protected.

2.5 Providing infrastructure that enables safe and direct active travel routes from the allocation to the centre of Billericay. This route must connect with Cycle Route 8 to ensure integration with the wider cycling network and facilitate sustainable movement across the town.

2.6 A crossing point should be provided to ensure safe and convenient access to H6.

3. 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.

4. Developer contributions will be required for:

4.1 Nursery, primary and secondary school places to meet the needs arising from the development.

4.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.3 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.

4.4 Improvements to LCWIP Cycle Route 8.

4.5 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.

5. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

6. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.

7. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

Land North of London Road, Billericay (H7) 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. It benefits from low ecological and heritage sensitivity, good access, and a favourable noise and air quality environment.

H7 performs weakly against Green Belt purpose (a) and (b) and has been identified as Grey Belt. It is considered that the development can be accommodated without undermining the wider function of the Green Belt in this location.

Development must be brought forward through a comprehensive and design-led masterplan, ensuring the delivery of a high-quality, connected, and sustainable neighbourhood that responds positively to its landscape context and supports the wider vision for growth in Billericay.

The proposed community park on the western part of the allocation will serve multiple functions, including recreation, flood management, and biodiversity enhancement, and will act as a key landscape buffer. This will create the new defensible Green Belt boundary.

The proposed release of Green Belt land has been informed by the 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.

The entire H7 allocation falls within Flood Zone 1. The primary flood risk is pluvial, alongside some fluvial flood risk that is channelised along existing watercourses. H7 is adjacent to Mountnessing Brook, a main river, which flows northward along the western boundary of the allocation. The whole of H7 lies within NBAS_016 – Billericay Critical Drainage Area (CDA). 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 West of Bowers Gifford

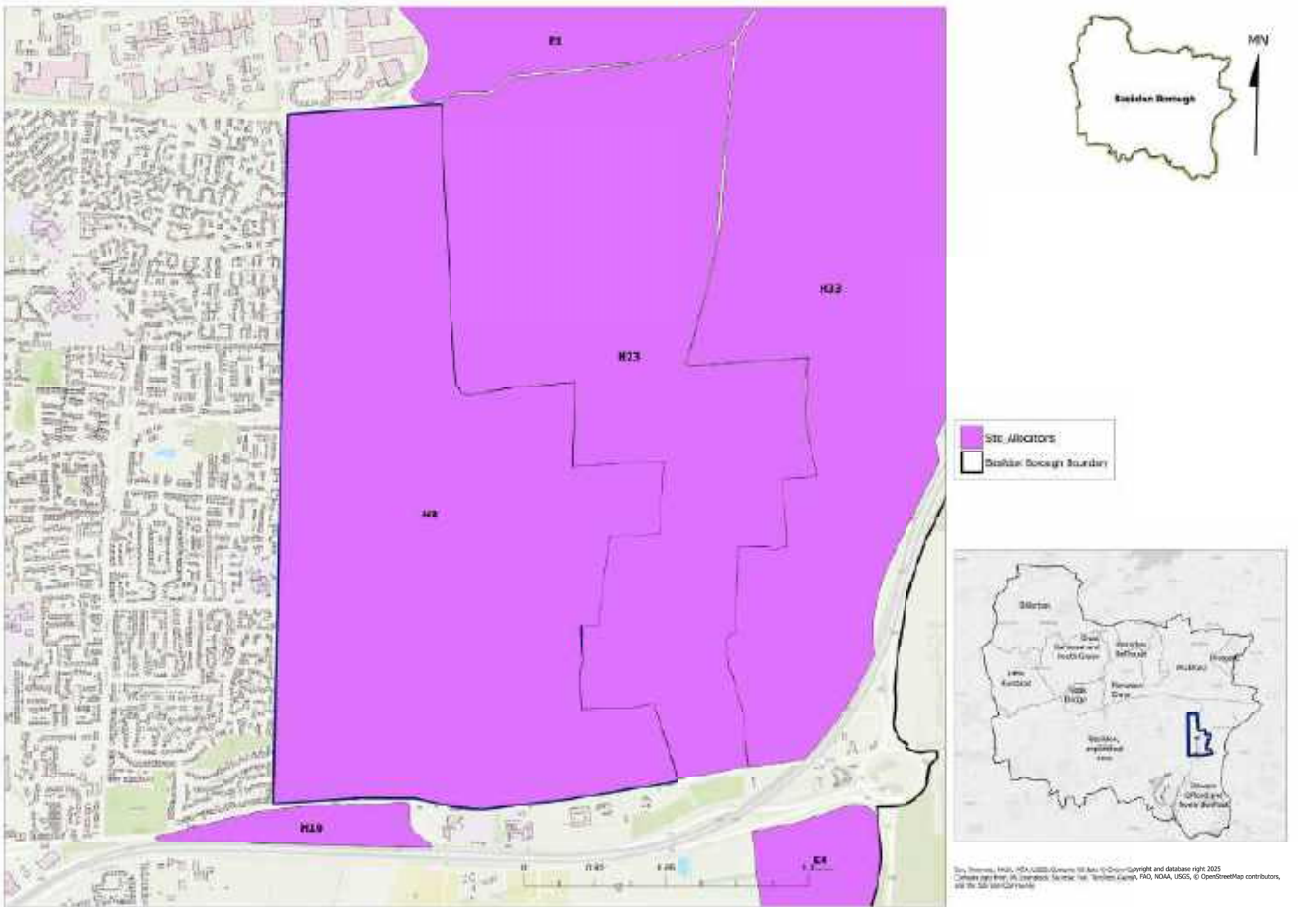


Figure 7: Extract from Policies Map

Allocation Information	Details
Location	Basildon / Bowers Gifford and North Benfleet
Allocation area (ha)	148.75
Indicative capacity	1900 – 2500 homes
Indicative Net Residential Capacity*	45 dph
Phasing	2025-30, 2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

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 H8, Land West of Bowers Gifford

VISION

Our vision for Land West of Bowers Gifford (H8) is to deliver two distinctive urban extensions that respect and enhance the character of the plotlands and Pitsea while creating a sustainable, connected community. The developments will provide tangible benefits for existing and neighbouring communities by prioritising green infrastructure, access to healthy food options, and improved connectivity across the east of Basildon, including a new east–west route linking residents to employment areas and onwards travel to Pitsea Train Station.

Blocks of woodland and existing landscape features will be protected and strengthened, ensuring biodiversity and climate resilience are embedded at the heart of the design.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. Development to the southwest of the allocation must be designed as an extension to Pitsea, while development to the east must be designed as an extension to Bowers Gifford.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, ensuring access to high-quality recreational and natural environments. A strategic open space gap must provide visual separation between Bowers Gifford and Pitsea and should be a minimum of 80m wide.
    - 2.3 Green infrastructure must protect and enhance existing features such as Rushley Park, Priority Habitat deciduous woodland, hedgerows, and ponds, and be complemented by innovative urban planting that supports climate resilience, active travel, air quality, biodiversity, and community food growing. Any

necessary removal of existing green infrastructure shall be targeted at the weakest ecological points.

2.4 A coordinated transport strategy must enhance existing and create future routes for active travel, reduce traffic pressure on Pound Lane, and establish an east–west route via Trenham Avenue linking to the A130 underpass at H33, improving access to Benfleet. This strategy must also enhance local access to employment areas (including the A127 corridor and Basildon Hospital), open space, healthy food options, and Pitsea Station.

2.5 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. 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 H8, H23 and H33 and may be provided within one or more of those site allocations if appropriate.

4. Retain or appropriately re-provide and enhance the sports pitches at Eversley Leisure Centre in line with Basildon Borough's Playing Pitch Strategy and forthcoming Open Space Strategy, either on-site or at an agreed alternative location within the borough.

5. 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.

6. Development to respond sensitively to the allocation's heritage context, including historic farmsteads and designated and non-designated assets such as the WWII pillboxes.

7. Developer contributions will be required to support:

7.1 Nursery, primary and secondary school places to meet the needs arising from the development.

7.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

7.3 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.

7.4 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.

7.5 Active travel infrastructure that connects to LCWIP Cycle Route 15, which links to allocation E1 and Pitsea Station. Contributions will be required to support the delivery and enhancement of this strategic cycling corridor, ensuring integration with the wider sustainable transport network.

8. 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 should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

The allocation of Land West of Bowers Gifford (H8) presents a strategic opportunity to deliver two distinct but coordinated urban extensions: one to the west of Bowers Gifford and one to the east of Pitsea. Together, they will deliver approximately 1,900–2,500 homes, supported by new local facilities, education provision, and green infrastructure. A central strategic open space will provide a clear visual and functional separation between the two extensions, maintaining the distinct identities of Bowers Gifford and Pitsea. This multifunctional space will incorporate recreation, biodiversity, and flood risk management functions, and must be designed to integrate with existing parks and playing fields. The open space shall be located within the area of highest sensitivity identified in the Basildon Borough Landscape Sensitivity Assessment (2025).

H8 contains heritage assets, including 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. It also includes areas of ecological and landscape value, including Rushley Park, broadleaved woodland, and scattered ponds, which must be protected and enhanced through sensitive design and

layout. Due to its proximity to Pitsea Marsh SSSI and its location within other SSSI Impact Risk Zones, higher volume residential development may require consultation with Natural England.

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 will be essential to coordinate access, movement, and infrastructure delivery across both development parcels.

The active travel connectivity for H8 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.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

The majority of H8 lies within Flood Zone 1. The primary flood risk is pluvial across the allocation. The entire allocation is located The entire allocation is located within NBAS_019 – Bowers Gifford Critical Drainage Area. 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.

H10, Land North of A13

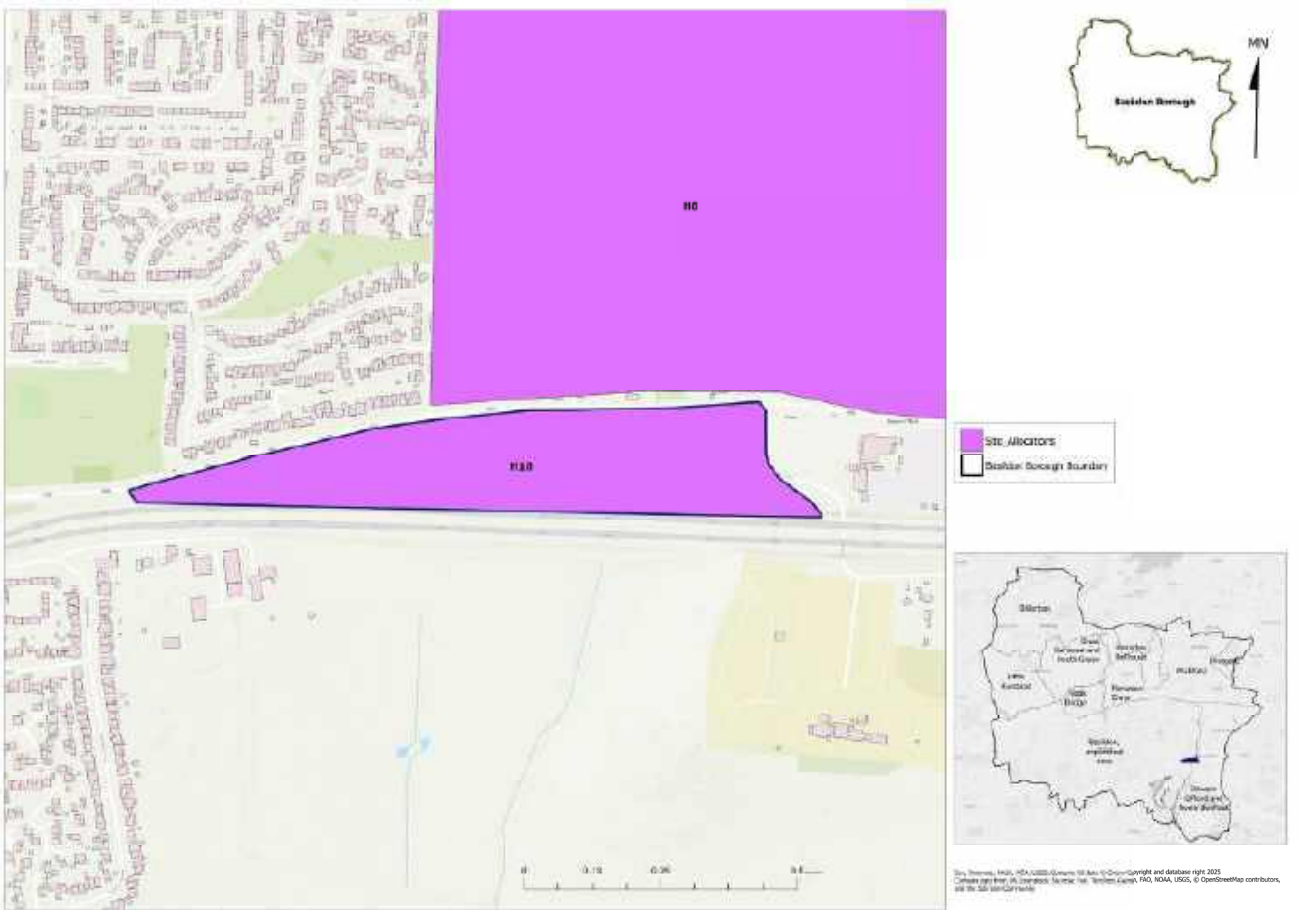


Figure 8: Extract from Policies Map

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	6.58
Indicative capacity	45-60 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land north of the A13 (H10) is a 6.58 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 surrounding area is semi-rural in character, with good connectivity to the strategic road network via the A13.

POLICY H10, Land North of A13

VISION

Our vision for Land North of A13 (H10) 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 provide green buffers to mitigate road noise and traffic from the A13, while maximising opportunities for active travel and improved connectivity. This approach will deliver an attractive, climate-resilient place that complements its surroundings.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

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. Residential development must be located in the eastern part of the allocation only. The western portion, affected by surface water flood routes, may be used for rural enterprise purposes, subject to appropriate flood mitigation.
3. Sustainability to be at the heart of the proposal in relation to:

    3.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    3.2 The retention and protection of the natural and semi-natural woodland to the west of the allocation as part of the green infrastructure network. Scrub and grassland should be protected and enhanced where possible. Prior consultation with Natural England is likely to be required due to proximity to the Bowers Gifford Grasslands LoWS.

    3.3 The provision of open space in line with the emerging Open Space Strategy, 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.

3.4 A coordinated approach to transport and access will activate both existing and future routes, ensuring strong connections to public transport. Priority will be given to improving connectivity to the west, particularly towards the Pitsea retail area and the Basildon Upper Academy.

3.5 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

4. 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.

5. 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.

6. Developer contributions will be required for:

6.1 Nursery, primary and secondary school places to meet the needs arising from the development.

6.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

6.3 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.

6.4 Pedestrian and cycle infrastructure along London Road including the ongoing maintenance of the shared-use cycle path along the southern side of London Road, to support safe and continuous active travel.

6.5 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.

7. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

8. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

The allocation of Land North of A13 (H10) 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 low landscape and heritage sensitivity. Existing landscape features, including the tree-lined edge along London Road, should be retained and enhanced. Due to its proximity to Pitsea Marsh SSSI and its location within other SSSI Impact Risk Zones, any residential development on the allocation would likely require consultation with Natural England.

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.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

The entire H10 allocation falls within Flood Zone 1. The area at risk of surface water flooding is located along the southern boundary of the allocation, adjacent to the A13. H10 lies entirely within NBAS_009 – Critical Drainage Area (CDA). 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.

H11, Land West of West Mayne

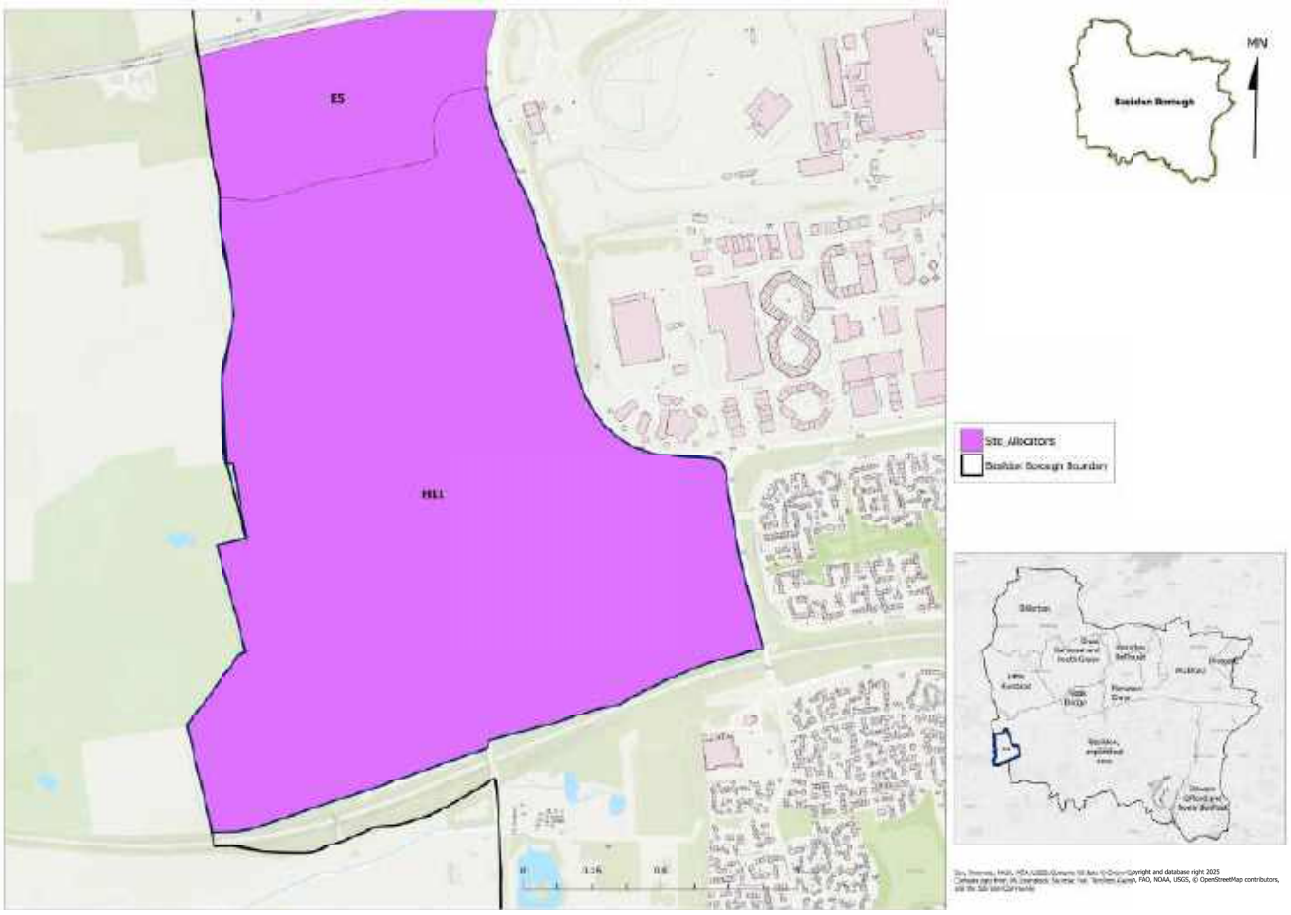


Figure 9: Extract from Policies Map

Allocation Information	Details
Location	Basildon
Allocation area (ha)	128.81
Indicative capacity	1600 – 1800 homes
Indicative Net Residential Capacity*	55 dph
Phasing	2025-30, 2031-35, 2036-40, 2041-3

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land West of West Mayne (H11) lies to the west of Basildon and spans approximately 129 hectares of agricultural land, defined by mature hedgerows and intersected by minor roads serving local properties, including Dunton Hall. It is bounded to the north by the A127 and adjoins the built-up area of Basildon to the east, marking a transition from rural to urban land uses.

To the west, the allocation will border Dunton Garden Village, a planned settlement that will significantly alter the currently rural setting.

POLICY H11, Land West of West Mayne

VISION

Our vision for Land West of West Mayne (H11) is to create a sustainable, walkable neighbourhood that complements the emerging Dunton Garden Village. The development will integrate new high-quality homes with green infrastructure and active travel routes, encouraging connectivity between the two communities.

The masterplan will embed nature and heritage into the design, delivering a resilient, future-proofed neighbourhood supported by essential infrastructure and public spaces that foster social cohesion and environmental stewardship.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 An innovative approach to urban planting across the whole allocation with multiple benefits to encompass climate resilience, encourage active travel, improve air quality, create attractive and safe public spaces for leisure and rest, create community gardens for food growing and enhancements to support local biodiversity.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, ensuring access to high-quality recreational and natural environments, including around the Dunton Hall / Church of St Mary complex. This should include spaces for informal recreation and play, designed to be safe, inclusive, and accessible for all age groups. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

2.4 A coordinated approach to movement and access that activates existing and future routes for active travel and public transport, reducing air pollution. Routes must link key destinations such as the Local Centre, schools, and open spaces, and be safe, inclusive, and accessible for all users.

2.5 Upgrading Lower Dunton Road (including potential realignment) or delivering a new route to provide suitable primary access, as the existing road is not appropriate in its current form.

2.6 Cycle access to LCWIP Cycle Route 1 and the extension of this east–west route to enable seamless non-motorised access into the core cycle network of Dunton Garden Village.

2.7 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Reserve land within the allocation for a potential primary school and early years and childcare facility to be delivered later in the plan period. The reserved area must be suitable for Use Class F1 and located to ensure safe and convenient access via pedestrian and cycle routes.

4. Provide shops, services and facilities for health, leisure, culture and community use to meet residents' needs. This should be principally focused around a new local centre.

5. Development should be phased to ensure timely delivery of infrastructure, movement routes, and public spaces.

6. Dunton Garden Village is being delivered to the west of the allocation. As such, collaboration is required on cross-boundary strategic matters (including National Grid infrastructure and traffic impacts on the A127), sustainable development objectives (including active travel and green infrastructure), and proposed mitigation measures.

7. Development to respond sensitively to the allocation's heritage context, including Grade II listed buildings: Dunton Hall; Wayletts; and Church of St Mary.

8. 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.

9. Developer contributions will be required to support:

9.1 Secondary school places to meet the needs arising from the development.

9.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

9.3 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.

9.4 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.

10. 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. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.
12. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

The allocation of Land West of West Mayne (H11) provides a sustainable urban extension to the west of Basildon. It is adjacent to the existing urban area and benefits from good access to employment areas, Laindon railway station, and Laindon Town Centre, making it a well-connected location for growth.

H11 can deliver approximately 1,000 – 1,600 homes, supported by a new local centre and green infrastructure. 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 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.

Its scale and proximity to Dunton Garden Village present opportunities for higher density development and efficient land use, while also enabling coordinated delivery of infrastructure and mitigation measures across both areas. Cross-boundary coordination with Brentwood will be essential, particularly in relation to

infrastructure delivery and active travel integration.

The active travel strategy for H11 aims to support safe and inclusive access to key destinations. A central component is the east-west connection across Basildon along LCWIP Cycle Route 1, with an extension to Dunton Garden Village. The link will help integrate new community from the outset and contributes to wider sustainable transport objectives.

H11 contains heritage assets including the historic settlement of Dunton, with listed buildings such as Wayletts, the Church of St Mary, and Dunton Hall. 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. Due to its proximity to Langdon Ridge SSSI and its location within other SSSI Impact Risk Zones, development on the allocation may require consultation with Natural England.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

The entire H11 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 H11, towards the northeast and west of the allocation respectively. 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.

H12, Land Adjacent to Dunton Road

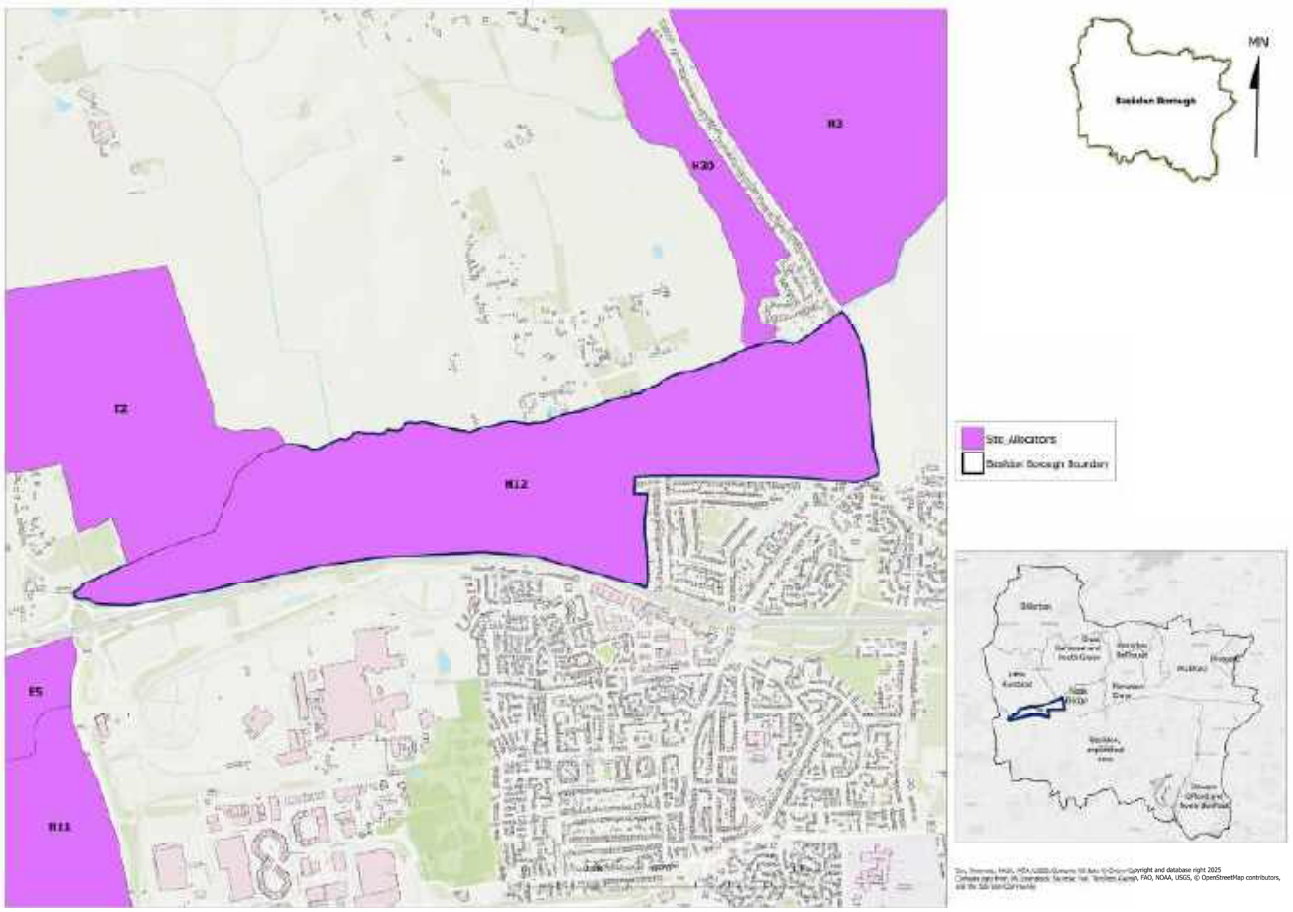


Figure 10: Extract from Policies Map

Allocation Information	Details
Location	Basildon
Allocation area (ha)	105.14
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 Capacity*	50 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land Adjacent to Dunton Road (H12) is located to the north of Basildon and spans approximately 105 hectares. It comprises a mix of agricultural fields, small, developed plots, and fishing lakes, contributing to a varied landscape character.

Dunton Road bisects the allocation, with several minor roads providing access to scattered properties throughout the area. To the north, H12 is bordered by open countryside, 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.

POLICY H12, Land Adjacent to Dunton Road

VISION

Our vision for Land Adjacent to Dunton Road (H12) 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 movement 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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 An innovative approach to urban planting across the whole allocation with multiple benefits to encompass climate resilience, encourage active travel, improve air quality, create attractive and safe public spaces for leisure and rest, create community gardens for food growing and enhancements to support local biodiversity.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.4 Protect and buffer Poles Wood LoWS, Gravel Pit Wood LoWS and the River Crouch Areas of Particular Importance for Biodiversity.

2.5 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.

2.6 Improved and, where appropriate, 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.

2.7 Dunton Road must be redesigned using a softer, design-led approach to reduce car dominance and enhance safety for pedestrians and cyclists. This should form part of a coordinated movement strategy, with improvements delivered early in the phasing strategy to support modal shift and access to key destinations. Improvements to cycling, walking, wheeling and public transport should maximise north-south connectivity across the A127.

2.8 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Provision of a new on-site nursery and primary school within a 3.09-hectare area allocated for Use Class F1. The facility must meet development needs, connect to surrounding housing via safe, inclusive pedestrian and cycle routes, and be delivered prior to the occupation of agreed housing numbers.

4. Provide shops, services, and facilities for health, leisure, culture, and community use, principally focused around a new local centre. The local centre and primary school must create a safe, inclusive, car-free public space that responds to the allocation's topography.

5. 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.

6. Development must respond sensitively to the allocation's heritage context, including the setting of Little Burstead Conservation Area, Grade II listed buildings, and views to and from St Mary the Virgin Church. A heritage assessment must inform layout, building heights, and massing, particularly around the school and local centre.

7. 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.

8. 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.

9. Developer contributions will be required to support:

   9.1 Secondary school places to

meet the needs arising from the development.

9.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

9.3 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.

9.4 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.

10. A legal agreement must 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. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.

12. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

The allocation of Land Adjacent to Dunton Road (H12) 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.

H12 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.

This allocation includes land for a new school to ensure that planned growth is supported by essential infrastructure and contributes to the creation of a cohesive,

walkable neighbourhood. The school site has been sized in accordance with ECC's Scenario Test Response and must meet the criteria set out in the Essex School Design Guidance, including a centrally located position, strong connections to surrounding homes via safe, inclusive active travel routes, and a car-free public space at the entrance to support safety, accessibility and placemaking.

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.

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.

The allocation lies to the north of the A127, which has historically defined the northern edge of Basildon. Development in this location represents a significant expansion of the town and must be carefully master-planned to ensure it is well-contained and does not lead to further encroachment into the countryside. Views from Little Burstead and the surrounding landscape must be considered, with layout, building heights, and massing designed to minimise visual impact and preserve the rural setting.

The proposed release of Green Belt land has been informed by the 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.

The majority of H12 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 H12, 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). H12 lies partially within NBAS_006 – Laindon Critical Drainage Area (CDA). 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.

H13, Land North of London Road, Vange

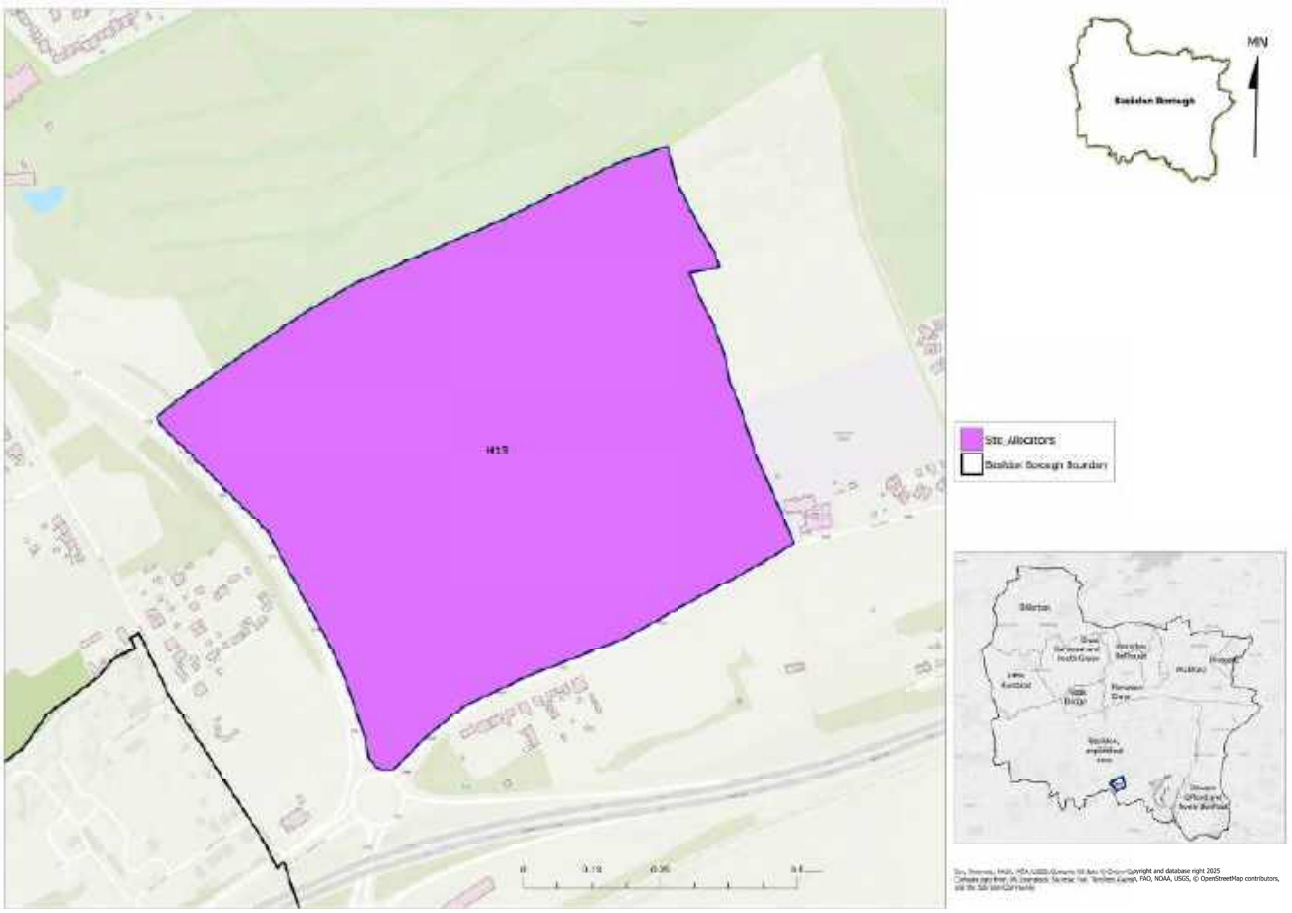


Figure 11: Extract from Policies Map

Allocation Information	Details
Location	Basildon
Allocation area (ha)	27.41
Indicative capacity	300 – 340 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land North of London Road, Vange (H13) is located to the south of Basildon and extends across approximately 27 hectares, comprising a series of fields and grass paddocks interspersed with areas of woodland and mature hedgerows.

It is bounded by Nethermayne Road to the west and the B1464 to the south. To the north, the allocation adjoins woodland, with a golf course situated beyond. To the east lies Vange Primary School and the landscape transitions into further woodland and residential development. Beyond the golf course to the north lies the urban area of Basildon.

POLICY H13, Land North of London Road, Vange

VISION

Our vision for Land North of London Road, Vange (H13) 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 and community facilities to promote health and wellbeing.

H13 will deliver a high-quality environment that respects heritage assets and strengthens the ecological value of surrounding landscapes.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. The southwestern corner of the allocation must deliver employment uses that support innovation, industrial activity, and job creation, while protecting residential amenity. Employment units adjacent to residential dwellings must be limited to Use Class E(g) or work-live units, or otherwise be separated by green buffers to mitigate impacts.
3. Sustainability to be at the heart of the proposal in relation to:

    3.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    3.2 A coordinated approach to transport and access improving connectivity to Basildon Town Centre, Basildon Hospital, local schools, and public transport services, supporting active travel to reduce air pollution. Routes must link key destinations and be safe, inclusive, and accessible for all users. Avoid isolated, single-access parcels that encourage car dependency.

    3.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

4. Development must respond sensitively to the allocation's heritage context, including the setting of Grade II* listed Church of All Saints.
5. Protect and enhance existing LoWS with considerations for the active management and improvement of biodiversity within the allocation, and establish and maintain landscape buffers along the following boundaries:
    - 5.1 Northern and northeastern edges, where the site allocation abuts Vange Hill & Golf Course (Local Wildlife Site (LoWS) and Area of Particular Importance for Biodiversity (APIB)).
    - 5.2 Western edge, where the site allocation abuts Nethermayne Verges (LoWS and APIB).
    - 5.3 Around Tompkins Farm Meadow (LoWS and APIB).
    - 5.4 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.
    - 5.5 Where appropriate, these buffers should be multifunctional, delivering recreational, social, ecological and surface water management benefits.
6. Development proposals must also consider the CHL pipeline within the allocation, incorporating appropriate design and layout measures to safeguard its integrity and manage health and safety risks.
7. Developer contributions will be required for:
    - 7.1 Nursery, primary and secondary school places to meet the needs arising from the development.
    - 7.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.
    - 7.3 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.
    - 7.4 Improvements to London Road B1464 to reduce traffic speeds, increase pedestrian and cycle safety and improve sustainable transport to local facilities.
    - 7.5 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.
8. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.
9. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

The allocation of Land North of London Road, Vange (H13) provides an opportunity for residential development within relative proximity to Basildon Hospital. It is well enclosed, but its location is somewhat isolated, requiring improvements to active travel and public transport connections to ensure integration with surrounding communities.

To promote public health and reduce car dependency, active travel access to Basildon Hospital is a priority. The steep gradients 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.

H13 performs moderately against Green Belt purposes (a) and (b), supporting its release for development. It contains heritage assets, including the Grade II* listed Church of All Saints, and lies adjacent to several Areas of Particular Importance for Biodiversity. Development must respond sensitively to these constraints, with landscaped buffers provided along key boundaries to protect ecological value and mitigate noise and air

pollution from the A13. Due to its location within several SSSI Impact Risk Zones, development on the allocation is likely to require consultation with Natural England.

The southwestern corner is allocated for employment uses. This location, adjacent to the roundabout, is not considered suitable for residential development due to potential impacts on quality of life. Employment uses must be compatible with nearby housing, with Use Class E(g) or work-live units preferred, and green buffers used to mitigate impacts.

Master-planning work is underway with a developer to confirm capacity and delivery strategy. A comprehensive, design-led approach will be required to coordinate residential and employment uses, infrastructure provision, and environmental mitigation.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

The entire H13 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. H13 lies entirely within NBAS_008 – Vange Critical Drainage Area (CDA). 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.

H15, Land Adjacent to Nevendon Road

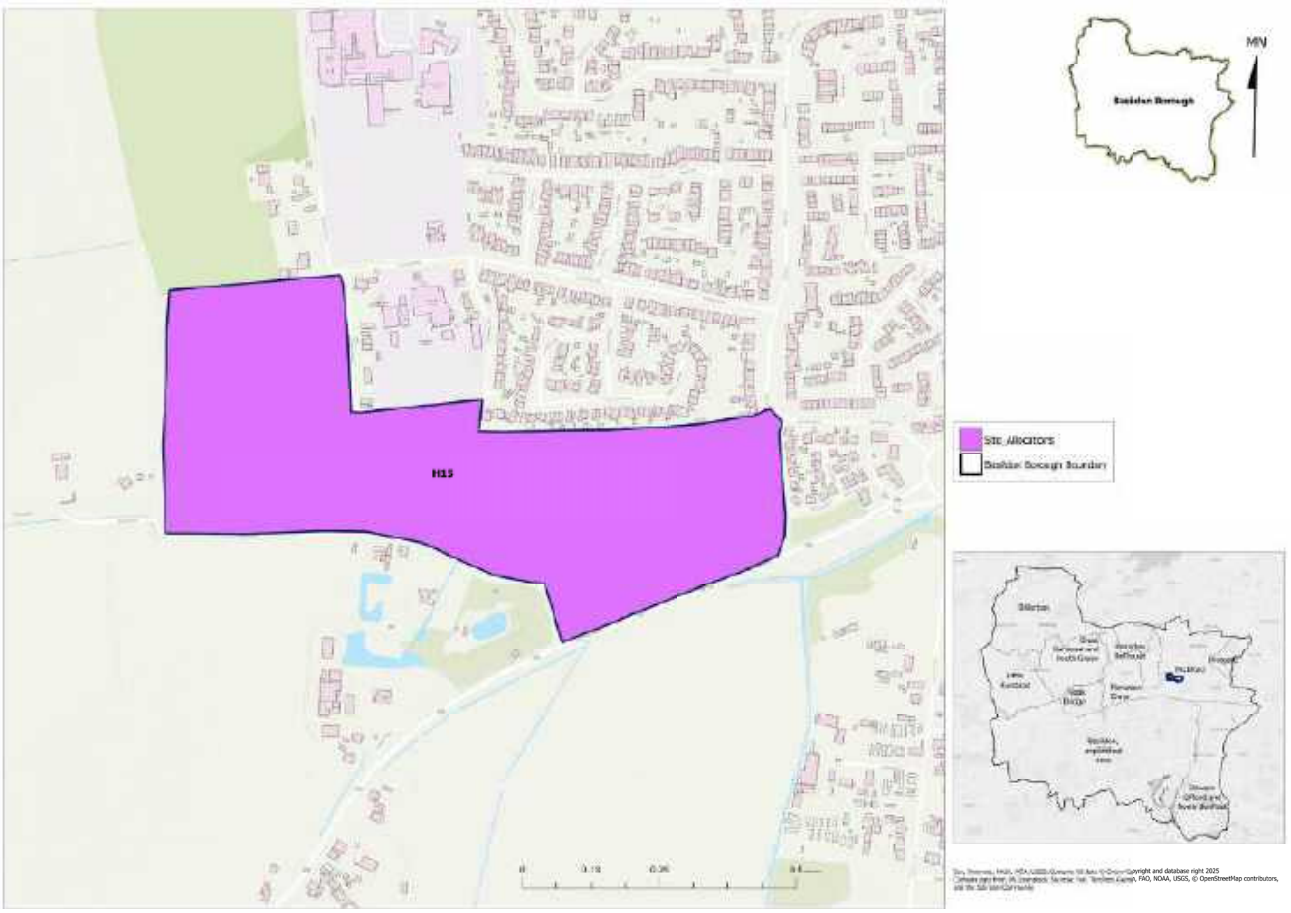


Figure 12: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Allocation area (ha)	14.62
Indicative capacity	90 - 110 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land Adjacent to Nevendon Road (H15) is located to the southwest of Wickford, encompassing a series of medium sized plots at a total of approximately 15 hectares. The allocation is predominantly in agricultural use, contributing to the rural character of the area. In the eastern portion of H15, there is a mix of commercial and residential properties amongst broadleaved woodland.

POLICY H15, Nevendon Road

VISION

Our vision for Land Adjacent to Nevendon Road (H15) 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 and climate resilience.

The development will create a safe, attractive, and sustainable neighbourhood that integrates with existing communities.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.3 A coordinated approach to transport and access to activate existing and future routes throughout the allocation to support active travel, reduce car dependency, and improve air quality. 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, high street, and rail station.

2.4 The natural and semi-natural woodland located to the east of the allocation must be retained and protected as part of the allocation's green infrastructure network.

3. Development must respond sensitively to the allocation's heritage context, including the setting of Grade II listed Nevendon Manor.

4. Developer contributions will be required for:

4.1 Nursery, primary and secondary school places to meet the needs arising from the development.

4.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.3 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.

4.4 Improvements to cycling and public transport provision within the vicinity of the allocation to facilitate a modal shift towards active and sustainable transport modes.

4.5 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.

5. 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.

6. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

7. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

H15 allocates land adjacent to Nevendon Road to support modest infill development within a contained urban edge. It lies directly south of a designated Healthy School Streets area, which has delivered significant traffic calming and walking/cycling improvements. Development must extend the principles of this initiative by promoting safe, low-traffic environments and feeding into the wider active travel network.

These improvements make Nevendon Road a key corridor for sustainable movement. Development at H15 must build on this by enabling safe, direct active travel connections to Wickford's schools, high street, and rail station, reducing reliance on car travel and supporting climate and public health objectives. It can also strengthen school travel connections from the west, complementing the movement strategy set out in H21.

H15 lies within lower-performing Green Belt under purposes (a) and (b) and exhibits low landscape sensitivity. Its enclosure by woodland to the east and limited visibility from Nevendon Road support its release for development. Development must retain and enhance the natural woodland to the east and respond sensitively to the setting of Grade II listed Nevendon Manor.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

A significant portion of H15 is located within Flood Zone 2, with smaller areas falling within Flood Zones 3a and 3b towards the north and northeast of the allocation. H15 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 northeastern part of the allocation. A tributary of Nevendon Brook flows west to east through the northeast of H15. The majority of the allocation lies within NBAS_012 – Bromfords Critical Drainage Area (CDA). 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.

Alternatives Considered

An alternative option was considered, extending the allocation southwards to include a wider 69.83-hectare area. This would have delivered an additional 400–650 homes. However, the extended allocation lies within high-performing Green Belt, presented higher landscape sensitivity, and raised concerns regarding road noise and settlement coalescence. For these reasons, the smaller, more contained allocation was selected.

H17, Land Adjacent to Wick Country Park

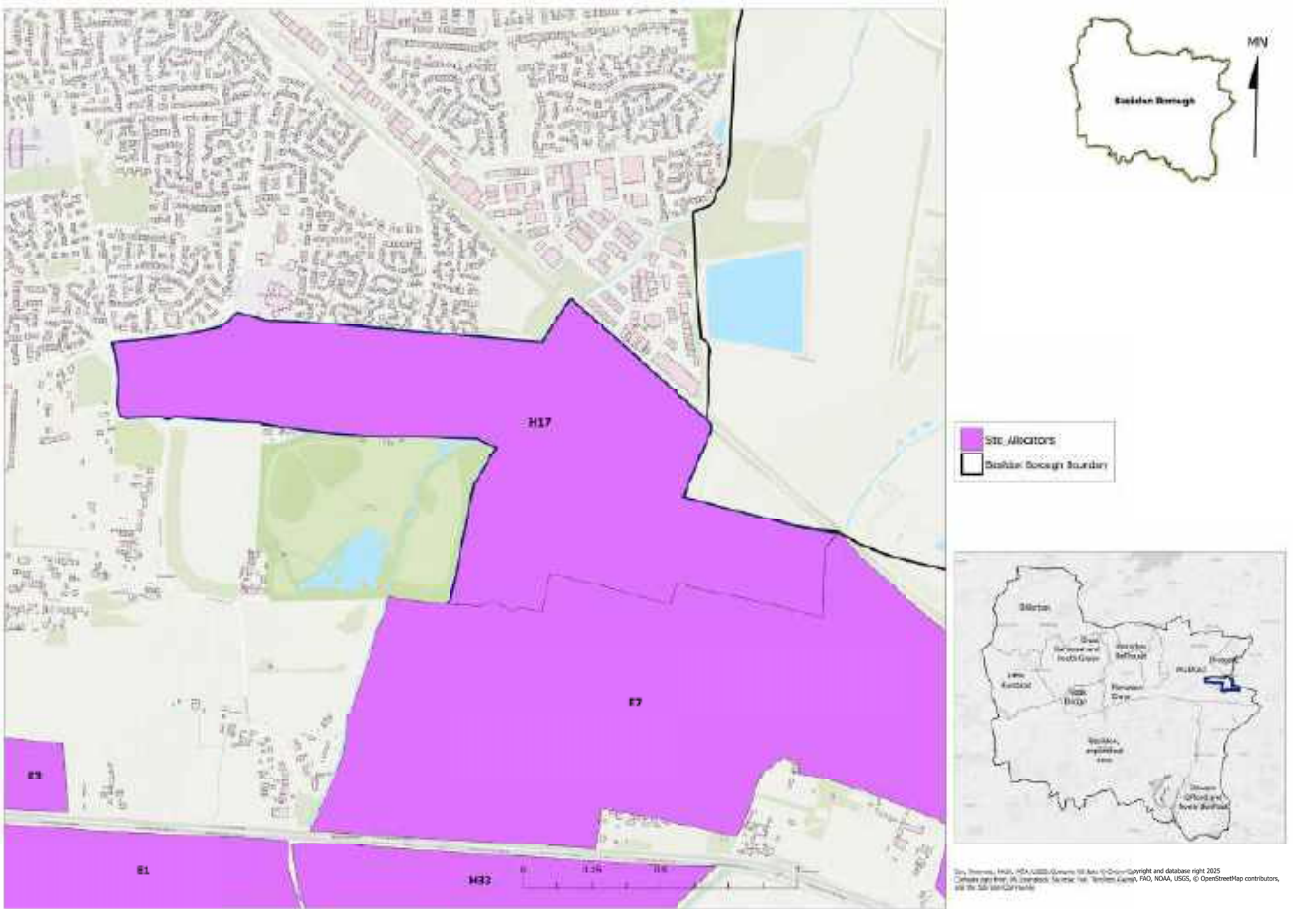


Figure 13: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Allocation area (ha)	52.47
Indicative capacity	1200 – 1300 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35, 2036-40, 2041-3

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land Adjacent to Wick Country Park (H17) is located to the southeast of Wickford and covers approximately 52 hectares, consisting primarily of agricultural fields bordered by mature hedgerows. A number of minor roads traverse the allocation, providing access to farms and small industrial areas. The A127 forms the southern boundary, while the A130 lies to the east, and the railway line runs along the northeastern edge. To the west is Wick Country Park, and to the south lie the allocation H33.

POLICY H17, Land Adjacent to Wick Country Park

VISION

Our vision for Land Adjacent to Wick Country Park (H17) is to deliver a significant urban extension that provides new homes alongside a local centre, school, and workspace, creating a vibrant and sustainable community. The development will integrate with Wick Country Park through enhanced green infrastructure, promoting biodiversity and active travel.

Public spaces will be designed to complement the semi-natural character of the park, ensuring the neighbourhood is distinctive, inclusive, and climate-resilient.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 Innovative urban planting to improve air quality, encourage active travel, create safe and attractive public spaces, provide community gardens, and enhance biodiversity and climate resilience.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, wet ditches and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.4 Provide open space and amenities that complement Wick Country Park and deliver ecological enhancements.
    - 2.5 A coordinated approach to movement and access that

activates existing and future routes for active travel and public transport, reducing air pollution. Routes should link key destinations such as the Local Centre, schools, and open spaces.

2.6 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Provision of a new on-site nursery and primary school within a 2.18-hectare area allocated for Use Class F1. The facility must meet development needs, connect to surrounding housing via safe, inclusive pedestrian and cycle routes, and be delivered prior to the occupation of agreed housing numbers.

4. Provide shops, services, and facilities for health, leisure, culture, and community use, principally focused around a new local centre. The local centre and primary school must create a safe, inclusive, car-free public space.

5. Improve access to Wick Country Park from Tresco Way with landscaping, active travel infrastructure, and biodiversity enhancements.

6. 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.

7. Provide primary vehicular access from Tresco Way; access via Doublegate Lane is not preferred.

8. Retain land to the west of Wick Country Park as protected Green Belt open space in a semi-natural state to maintain landscape separation from Fairmead Plotlands.

9. Development must respond sensitively to the allocation's heritage context, including the Word War II GHQ line and pillboxes.

10. Developer contributions will be required to support:

    10.1 Secondary school places to meet the needs arising from the development.

    10.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    10.3 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.

    10.4 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.

    10.5 Improvements to the cycle path off Wick Drive at the Salcott Crescent roundabout to enhance safety and usability for continuous cycling to Wickford Station.

11. A legal agreement must 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. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened. Provide a permanent semi-natural buffer to the south to prevent coalescence between Basildon and Wickford.
13. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

The allocation of Land Adjacent to Wick Country Park (H17) represents a strategic opportunity to deliver a sustainable urban extension to the south-west 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 1200 – 1300 dwellings across the plan period.

This allocation includes land for a new school to ensure that planned growth is supported by essential infrastructure and contributes to the creation of a cohesive, walkable neighbourhood. The school site has been sized in accordance with ECC's Scenario Test Response and must meet the criteria set out in the Essex School Design Guidance, including a centrally located position, strong connections to surrounding homes via safe, inclusive active travel routes, and a car-free public space at the entrance to support safety, accessibility and placemaking.

The northern part of H17 performs relatively weakly against Green Belt purpose (b), and its release is considered capable of being accommodated without significant harm to the overall function of the Green Belt in this location. Permanent landscape buffers to the west and south will ensure separation from Fairmead

Plotlands and prevent coalescence between Basildon and Wickford.

The proximity to Wick Country Park and the North Benfleet Brook presents opportunities to enhance green infrastructure and biodiversity, while ensuring development complements the semi-natural character of the park. 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.

Cross-boundary collaboration with Rochford District Council will be essential, particularly in relation to the delivery of Dollyman's Farm and cumulative transport impacts. A comprehensive, design-led masterplan will be required to coordinate infrastructure, movement, and environmental mitigation, ensuring the allocation is delivered as a high-quality, connected and resilient new neighbourhood.

The proposed release of Green Belt land has been informed by the 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.

The majority of H17 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 H17, while Chichester Hall Brook runs adjacent to its eastern boundary. Both brooks are tributaries of the River Crouch. 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.

H18, Land North of Southend Road, Shotgate

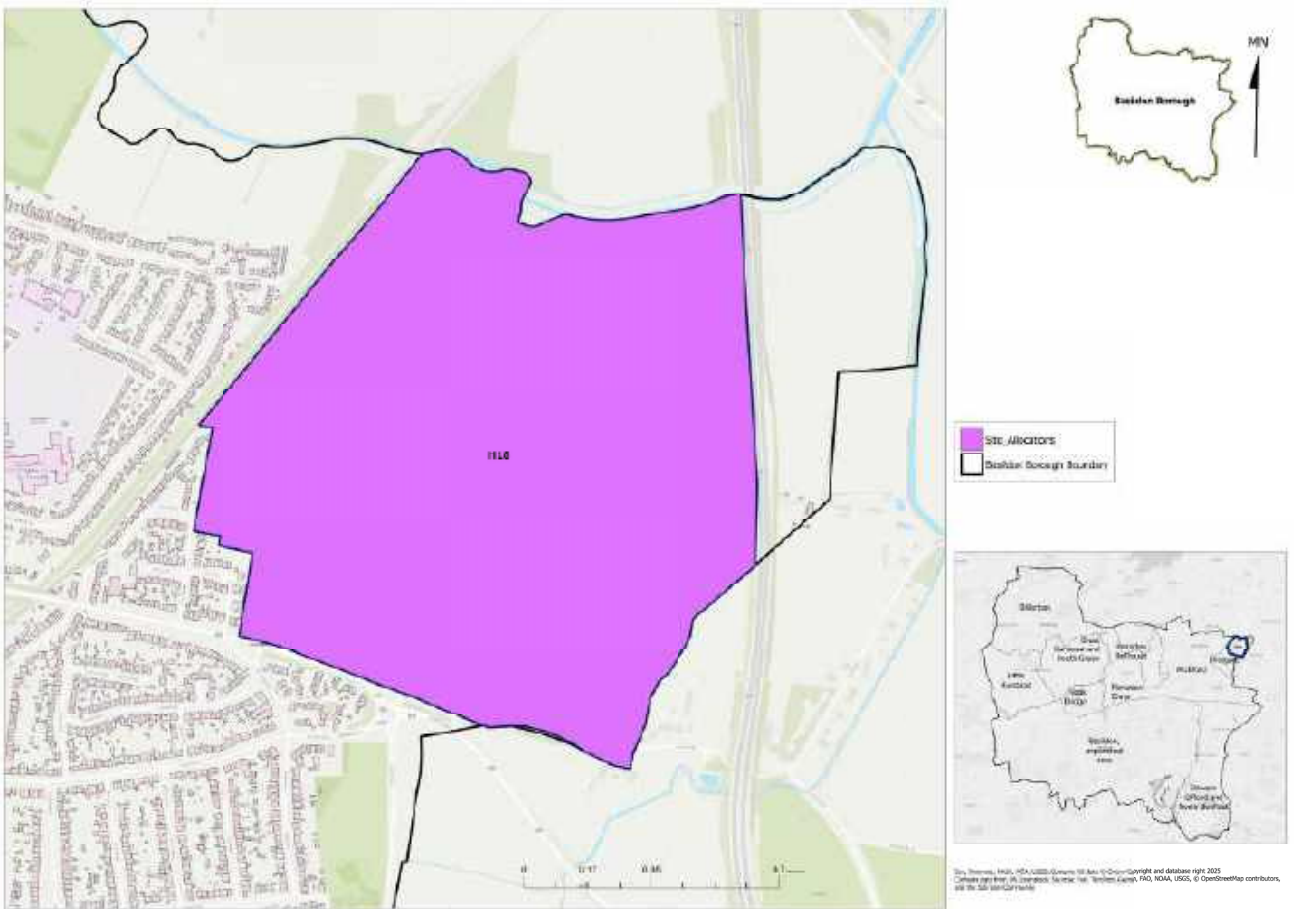


Figure 14: Extract from Policies Map

Allocation Information	Details
Location	Shotgate
Allocation area (ha)	70.14
Indicative capacity	625 – 650 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land North of Southend Road, Shotgate (H18) is located to the northeast of Wickford and spans approximately 70 hectares. It comprises a mix of scrubland and woodland, playing fields, Shotgate Water Recycling Centre, an industrial area surrounding a farm, and a small cluster of residential dwellings. Additionally, there are several agricultural fields bordered by mature hedgerows. H18 is bounded by the A130 to the east, Southend Road to the south, and the River Crouch to the north. Beyond the northern boundary lies open countryside, while the western edge adjoins the built-up area of Wickford.

POLICY H18, Land North of Southend Road, Shotgate

VISION

Our vision for Land North of Southend Road (H18) is to create a sustainable residential neighbourhood that strengthens east–west connectivity and integrates with the wider active travel network. The development will enhance the existing landscape structure, protect ecological assets, and deliver new green spaces that support recreation and biodiversity.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds allocation's topography.
    - 2.2 A coordinated approach to transport and access improving connectivity to Wickford and strengthening the east-west route into Rayleigh. Routes must link key destinations and be safe, inclusive, and accessible for all users. Isolated, single-access parcels that encourage car dependency should be avoided.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.4 Proposals must also protect adjacent Local Nature Reserves, including Gidding Copse and Beauchamps Meadow.

2.5 Designs must address the Shotgate 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, and safeguarding land for potential future expansion.

3. 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.

4. 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.

5. 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.

6. Vehicular access to the allocation must be secured from Southend Road (A129).

7. Development must respond sensitively to the allocation's heritage context, including the Word War II anti-tank cubes and pillboxes.

8. 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.

9. Provide a Habitat Regulations Assessment of potential recreational impacts on the nearby SPA, SAC, and Ramsar sites and provide mitigation where required.

10. Developer contributions will be required for:

    10.1 Nursery, primary and secondary school places to meet the needs arising from the development.

    10.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

    10.3 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.

    10.4 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.

11. Collaboration will be required with Rochford District Council on cross-boundary strategic matters and mitigation measures, particularly in relation to the delivery of Dollyman's Farm.

12. A legal agreement must 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. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.
14. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

Land North of Southend Road, Shotgate (H18) allocates land at the eastern edge of Wickford to deliver 625–650 homes alongside essential infrastructure and green space. While environmental constraints exist, such as proximity to the Shotgate Water Recycling Centre and designated ecological assets, the allocation benefits from good access and limited heritage sensitivity.

The Shotgate Water Recycling Centre is a critical piece of infrastructure for the borough, and its continued operation and potential future expansion must be safeguarded. Development proposals must incorporate odour and noise mitigation measures, informed by Odour Plume Modelling, and deliver these before occupation of affected homes. This ensures residential amenity while maintaining the integrity of this essential facility.

The movement strategy prioritises permeability within H18 and strengthens strategic links to Wickford and Rayleigh, embedding the development within the wider sustainable transport network. This approach reduces car dependency, promotes healthier lifestyles, and supports modal shift.

H18 performs moderately against Green Belt purpose (a) and (b) to west of the allocation, but strongly against purpose (a) to the east of the allocation. 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.

The scale and context of H18 allow for a landscape-led approach that integrates existing hedgerows, watercourses, and woodland into a multifunctional green infrastructure network. This will deliver biodiversity enhancements, flood resilience, and high-quality public spaces. Due to its proximity to Crouch and Roach Estuaries SSSI/SPA/Ramsar and Essex Estuaries SAC, development on the allocation would likely require consultation with Natural England. Plans for residential development will be expected to require a Habitat Regulations Assessment of potential recreational impacts on nearby SPA, SAC, and Ramsar.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

A large proportion of H18 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. H18 falls outside any designated 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.

H19, Land Adjacent to Barn Hall, Wickford

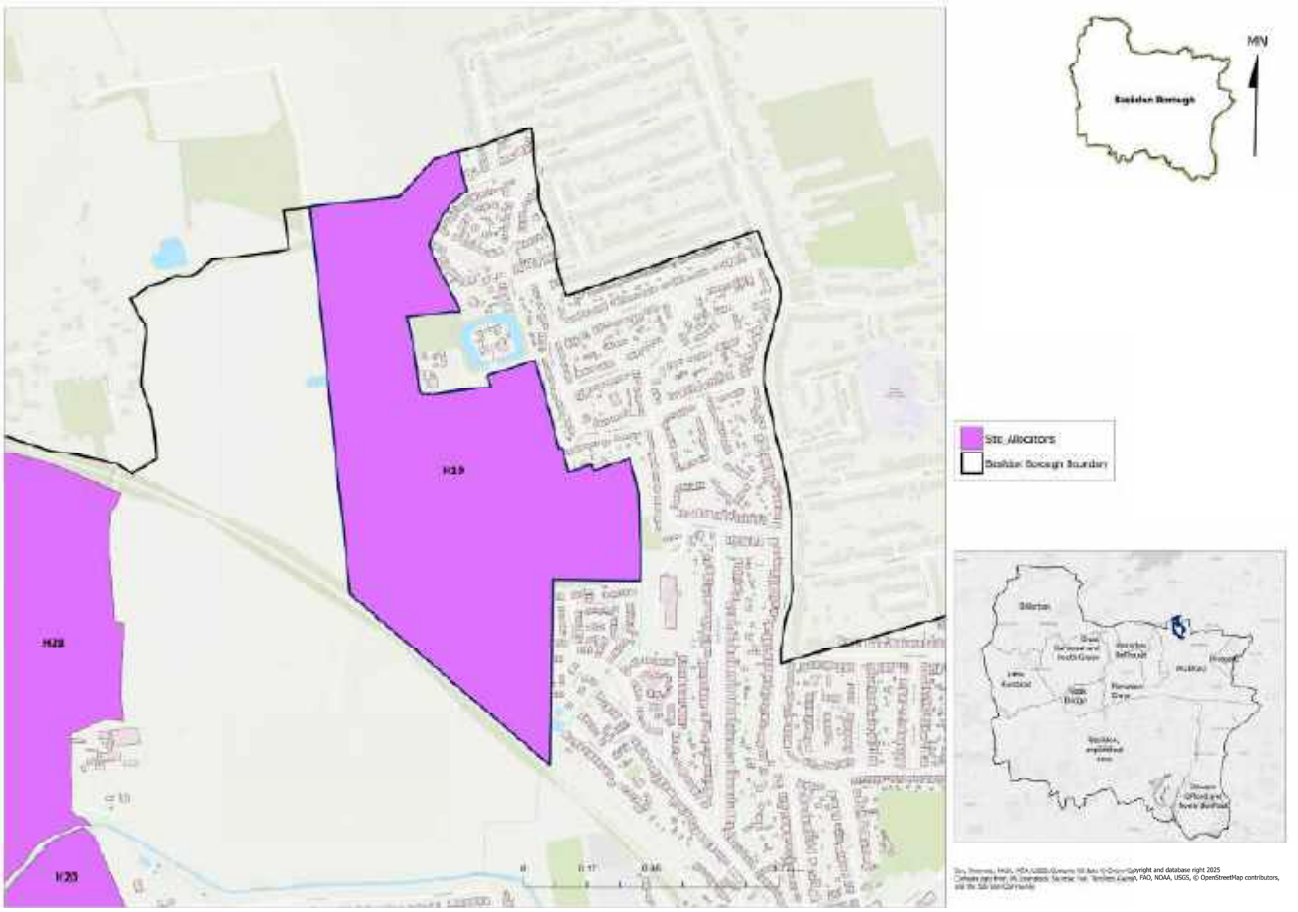


Figure 15: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Allocation area (ha)	27.07
Indicative capacity	450 – 650 homes
Indicative Net Residential Capacity*	50 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land Adjacent to Barn Hall (H19) 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, with open countryside extending beyond the allocation to the north, south, and west. To the east, H19 adjoins the urban edge of Wickford.

POLICY H19, Land Adjacent to Barn Hall, Wickford

VISION

Our vision for Land Adjacent to Barn Hall (H19) is to deliver a sustainably located urban extension close to the centre of Wickford, 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. H19 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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. The highest densities should be located to the south of the allocation, closest to Wickford Station and supported by active travel infrastructure.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 An innovative approach to urban planting that supports climate resilience, active travel, air quality, biodiversity, and safe, attractive public spaces.
    - 2.3 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.4 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones

throughout the allocation for active travel and connection to existing public transport to reduce air pollution. Improve wayfinding and active travel to and from Wickford train station, supporting sustainable movement patterns and reducing reliance on private vehicles.

2.5 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. 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.

4. Any development proposal affecting Barn Hall Recreation Ground or the Allotments site must ensure the full and equivalent reprovision of these facilities on suitable, accessible alternative sites for the local community. The land on which the allotments are located shall be retained as public open space for community use and safeguarded from redevelopment for other purposes.

5. Provide a Habitat Regulations Assessment of potential recreational impacts on the nearby SPA, SAC, and Ramsar sites and provide mitigation where required.

6. Developer contributions will be required for:

6.1 Nursery, primary and secondary school places to meet the needs arising from the development.

6.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

6.3 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.

6.4 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.

7. 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.

8. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.

9. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.

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.

Reasoned Justification

H19 allocates land to the west of Wickford for the delivery of 450-650 homes in a location that supports sustainable travel patterns. Its proximity to Wickford Station and town centre makes it well-suited for a walkable neighbourhood, with higher densities concentrated towards the southern edge to maximise access to public transport. The constrained access through existing housing and a relatively narrow site entrance at Farnham Avenue means improvements to wayfinding and legibility from the station will be essential.

H19 contains existing allotments and Barn Hall Recreation Ground. If reprovision of either facilities is necessary, it must be equivalent or better in quality, accessible, and delivered in a timely manner to avoid disruption. This approach safeguards continuity of facilities and supports health and wellbeing objectives.

The allocation's strong topographical ridge should be used to contain development closest to the existing urban edge and inform the creation of a robust, defensible Green Belt boundary. Higher ground and visually sensitive areas should remain open or be landscaped to maintain views and reinforce settlement separation. This landscape-led approach will integrate the development into its rural context while providing multifunctional green infrastructure that supports biodiversity, flood resilience, and recreation.

Due to its proximity to Crouch and Roach Estuaries SSSI/SPA/Ramsar, Essex Estuaries SAC, and Hanningfield Reservoir SSSI, development on the allocation would likely require consultation with Natural England. Plans for residential development will be expected to require a Habitat Regulations Assessment of potential recreational impacts on nearby SPA, SAC, and Ramsar.

Connectivity is a key priority. Development must deliver safe, direct active travel routes to Wickford Station and local destinations, reducing reliance on private vehicles. Contributions towards education, healthcare, and leisure infrastructure will ensure the development supports wider community needs.

The allocation performs weakly against Green Belt purpose (b), and 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.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

H20, Land North of London Road, Wickford

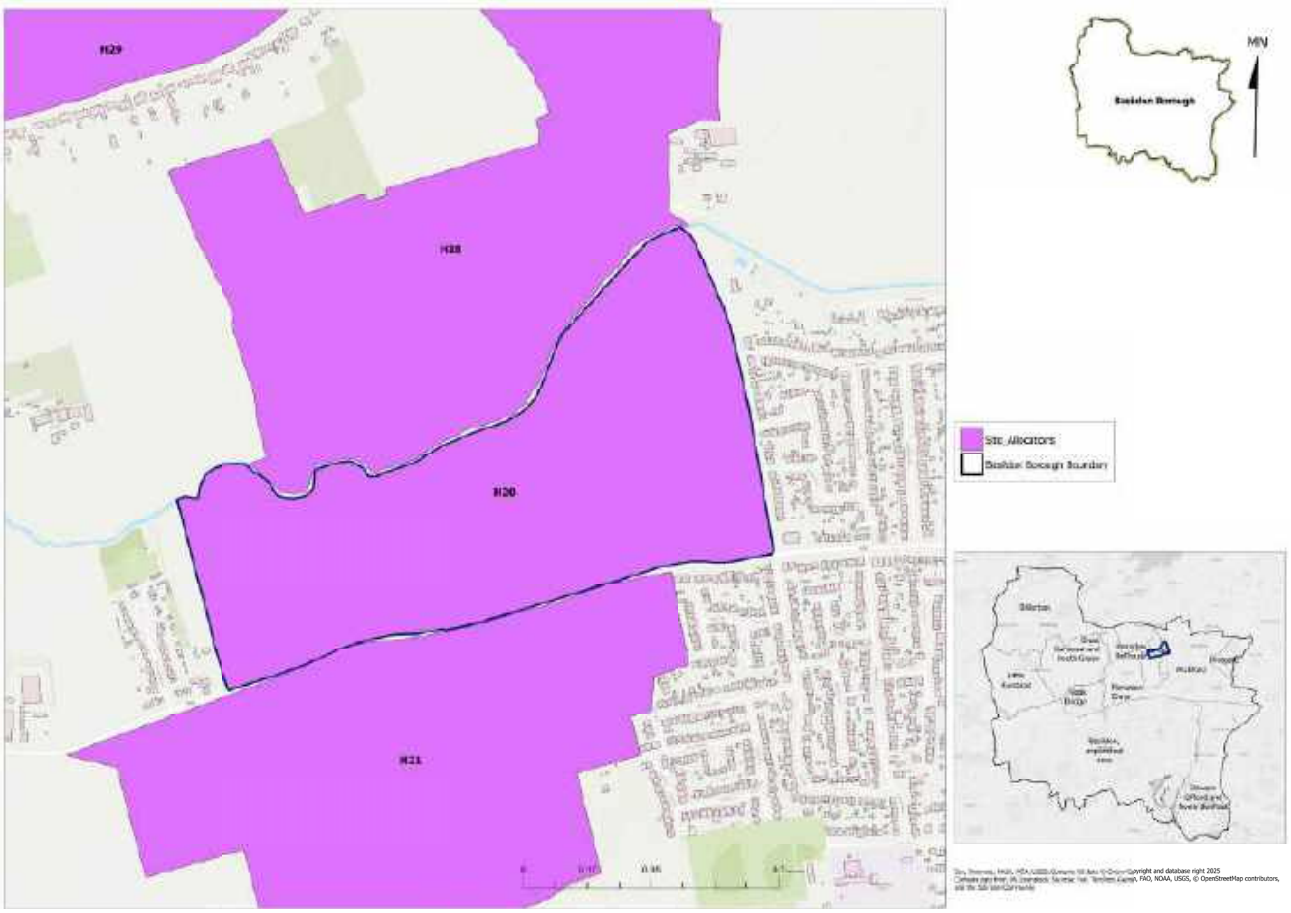


Figure 16: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Allocation area (ha)	36.02
Indicative capacity	350 – 400 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land North of London Road, Wickford (H20) comprises is approximately 36 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 H20, Land North of London Road, Wickford

VISION

Our vision for Land North of London Road (H20) is to deliver a landscape-led infill development that consolidates existing ribbon development along London Road while enhancing the River Crouch corridor. It will integrate clusters of housing within blocks of woodland, improve access to nature, and create multifunctional green spaces that support biodiversity, recreation, and flood resilience.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.3 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution. Avoid isolated, single-access parcels that encourage car dependency.
    - 2.4 Coordinate 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.

2.5 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.

2.6 Activate, enhance, and where appropriate, establish pedestrian access along the River Crouch in consultation with a certified ecologist to ensure necessary mitigation measures are in place to protect biodiversity while also providing a safe and accessible public route.

2.7 The Priority Habitat deciduous woodland located to the east must be retained, protected and buffered as part of the allocation's green infrastructure network.

3. Create new local facilities as required to meet the needs of future occupiers and foster community of the development.

4. Developer contributions will be required for:

4.1 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.

4.2 Nursery, primary and secondary school places to meet the needs arising from the development.

4.3 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.4 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.

4.5 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.

5. Development must respond sensitively to the allocation's heritage context, including the setting of Grade II listed building Woolshots' Farmhouse.

6. 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.

7. A landscape buffer must be established along the northern edge to reduce the risk of coalescence with Ramsden Bellhouse, preserving the distinct identity and separation of settlements.

8. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

9. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

H20 allocates land north of London Road for 350–400 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 is a critical priority. Development must provide a safe, direct active travel route linking London Road to Grange Primary, Bromfords, 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.

Flood resilience and ecological enhancement along the River Crouch corridor are essential. A landscape buffer must safeguard the floodplain, incorporate new woodland and tree planting, and

enhance freshwater habitats. Public access along the river should be improved where appropriate, subject to ecological mitigation, to provide safe and inclusive routes that connect residents with nature.

Natural and semi-natural woodland at the eastern end must be retained and buffered as part of the green infrastructure network, protecting biodiversity and reinforcing rural character. Development must also respond sensitively to heritage assets, including nearby Grade II listed buildings, with layout and design informed by a heritage assessment.

Principal vehicular access will be taken from both Castledon Road and London Road, requiring careful integration with the existing highway network. A landscape buffer along the northern edge will prevent coalescence with Ramsden Bellhouse, preserving settlement identity and maintaining a strong Green Belt edge.

H20 performs moderately against Green Belt purpose (a) and weakly against purpose (b) and some of the development sites comprise of brownfield land. Boundaries will be defined through master-planning to ensure they are robust and defensible beyond the plan period.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

A small proportion of H20 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. H20 lies entirely within NBAS_011 – Wickford Centre Critical Drainage Area (CDA). 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.

H21, Land South of London Road, Wickford

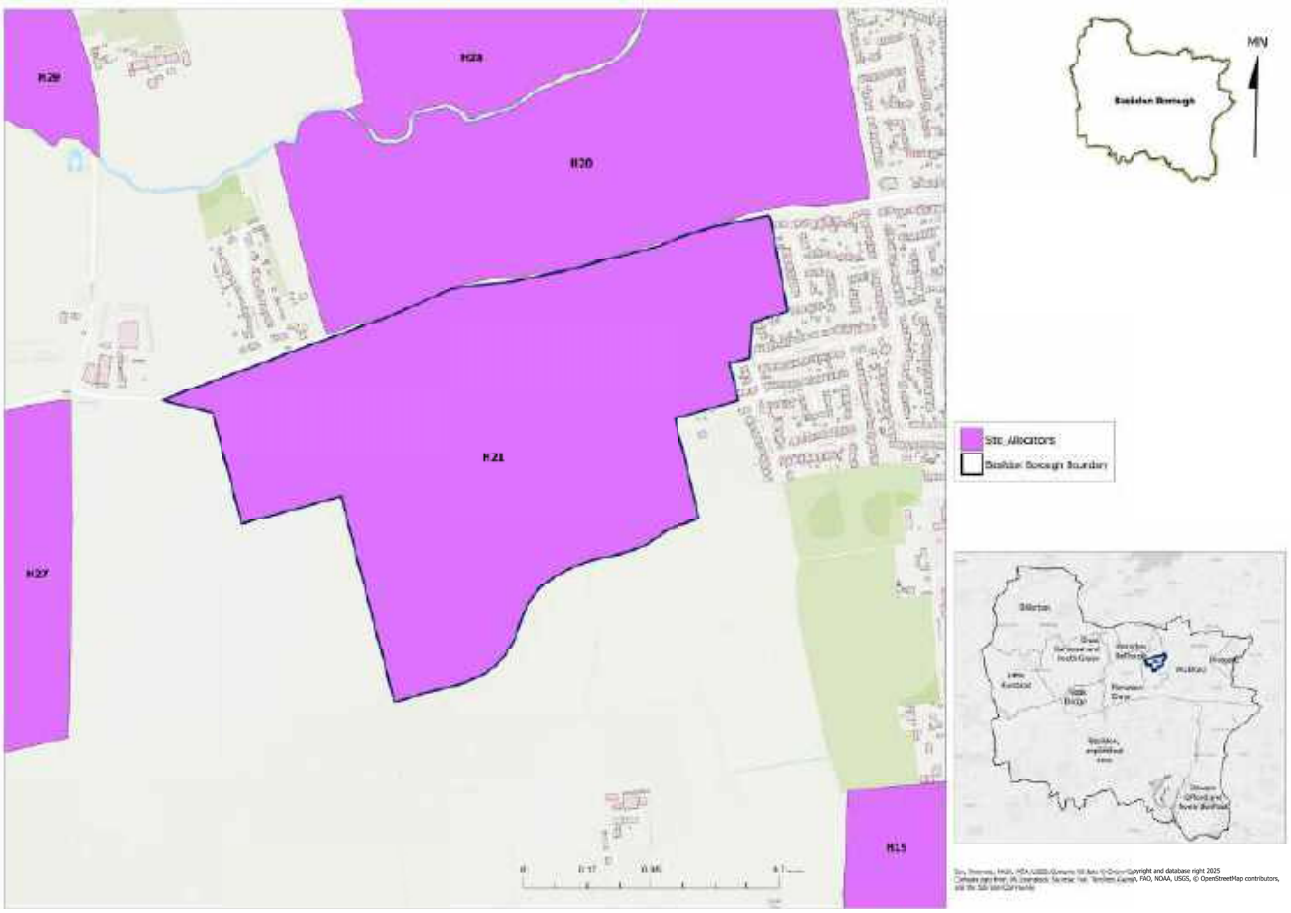


Figure 17: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Allocation area (ha)	41.92
Indicative capacity	635 – 670 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Covering an area of approximately 42 hectares, Land South of London Road (H21) 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 H21, Land South of London Road, Wickford

VISION

Our vision for Land South of London Road (H21) 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 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 and public realm.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. Lower densities may be located to the south, closest to the open countryside.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.3 The Priority Habitat deciduous woodland located to the centre must be retained, protected and buffered as part of the allocation's green infrastructure network.
    - 2.4 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution.

2.5 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

2.6 Delivering 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.

3. Create new local facilities as required to meet the needs of future occupiers and foster community of the development.

4. Developer contributions will be required for:

4.1 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.

4.2 Nursery, primary and secondary school places to meet the needs arising from the development.

4.3 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.4 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.

4.5 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.

5. Development must respond sensitively to the heritage context, including the setting of Grade II listed buildings: Woolshots' Farmhouse and Bell Farmhouse.

6. Provide a Habitat Regulations Assessment of potential recreational impacts on the nearby SPA, SAC, and Ramsar sites and provide mitigation where required.

7. 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.

8. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

9. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with 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.

Reasoned Justification

H21 allocates land south of London Road for the delivery of 635–670 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 is a critical priority. Development must provide a safe, direct active travel route linking London Road to Grange Primary, Bromfords, 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.

Development will also contribute to park and play improvements at Elder Avenue Playground, enhancing this community facility along the new active travel corridor. Contributions towards education, healthcare, and leisure infrastructure will ensure the development supports wider community needs.

Due to its proximity to Crouch and Roach Estuaries SSSI/SPA/Ramsar, Essex Estuaries SAC, and Hanningfield Reservoir SSSI, development on the allocation would likely require consultation with Natural England. Plans for residential development will be expected to require a Habitat Regulations Assessment of potential recreational impacts on nearby SPA, SAC, and Ramsar.

H21 performs moderately against Green Belt purpose (a) and weakly against purpose (b). 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.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

H22, Land North of Wash Road

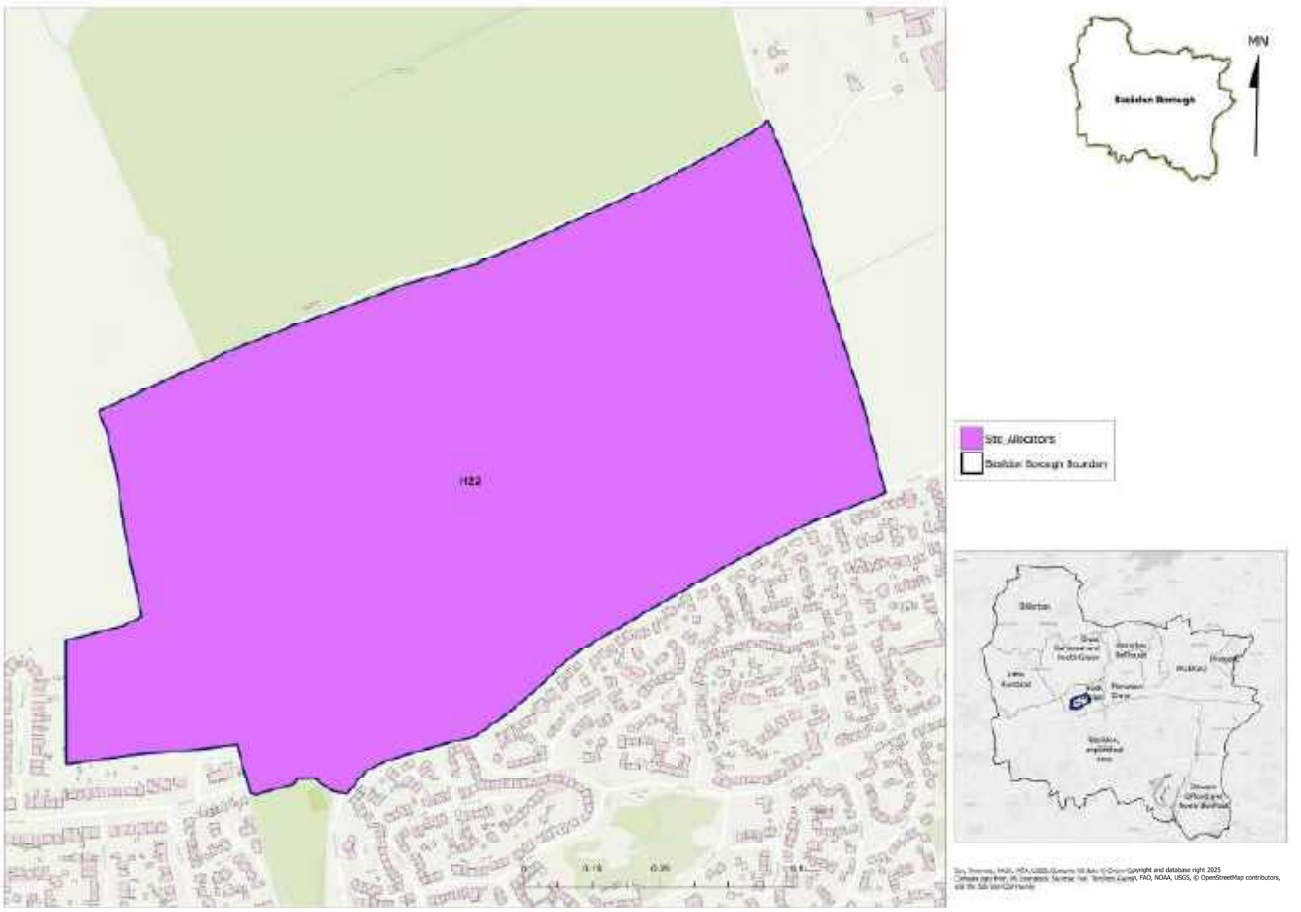


Figure 18: Extract from Policies Map

Allocation Information	Details
Location	Noak Bridge
Allocation area (ha)	40.34
Indicative capacity	300 – 350 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Covering around 40 hectares, Land North of Wash Road (H22) lies to the north of Noak Bridge and consists of agricultural fields, playing fields, and some existing residential development in the south-west corner. A minor road crosses the site allocation, leading to the local football club, while Wash Road forms the southern boundary. To the north lies open countryside, reinforcing the site allocation's rural setting, while the built-up area of Noak Bridge borders the south.

POLICY H22, Land North of Wash Road

VISION

Our vision for Land North of Wash Road (H22) 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 should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. 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.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 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.
    - 2.3 Enhanced access to adjacent sports facilities located to the north, supporting health and wellbeing for future residents and the wider community.
    - 2.4 A coordinated approach to transport and access improving connectivity to Basildon Town Centre, local schools, and public transport services. Development must upgrade cycle infrastructure, including safe crossings under the A127 and at key roundabouts, and integrate active travel routes into LCWIP Cycle Routes 5, 5A, 5B, and 5C to support sustainable movement and reduce air pollution.
    - 2.5 Ensuring development parcels are well connected. Avoid isolated,

single-access parcels that encourage car dependency.

2.6 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

3. Create new local facilities as required to meet the needs of future occupiers and foster community of the development.

4. Development proposals must provide access to the highway network via Wash Road. Wash Road should be downgraded to reduce traffic speeds, improve safety, and ensure strong pedestrian and cycle connections between the development and Noak Bridge.

5. Developer contributions will be required for:

   5.1 Nursery, primary and secondary school places to meet the needs arising from the development.

   5.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

   5.3 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.

   5.4 The improvements of the existing A127 footbridge south of Noak Bridge.

   5.5 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.

6. Development to respond sensitively to the allocation's heritage context, including the setting of Noak Bridge Conservation Area and Great Burstead Conservation Area, and the setting of Grade II listed Laindonponds.

7. 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.

8. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

9. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.

10. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

H22 allocates land north of Wash Road for the delivery of 300–350 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.

The requirement for a community park responds 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.

The location and topography of H22 makes development highly 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.

The site allocation's 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. Developer contributions will secure education, healthcare, and leisure improvements, ensuring the development supports wider community needs.

There is scope within H22 to address the severance caused by the A127, which currently acts as a major barrier to sustainable travel. The existing footbridge is a strategic asset, but its improvement is essential to create a safe, viable, and inclusive crossing for pedestrians and cyclists. By enhancing this key piece of infrastructure and ensuring its integration with LCWIP Cycle Routes 5/5A/5B/5C, the policy directly enables active travel connectivity between communities to the north and south of the highway. This strategic investment will facilitate longer non-motorised journeys, reduce car dependency for cross-A127 trips, and unlock the full potential of the wider cycling network, delivering significant public health and environmental benefits.

The proposed release of Green Belt land has been informed by the 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.

A small proportion of H22 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. The southwest corner of H22 falls within NBAS_006 – Laindon Critical Drainage Area (CDA). 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.

H23, Bowers Gifford Plotland

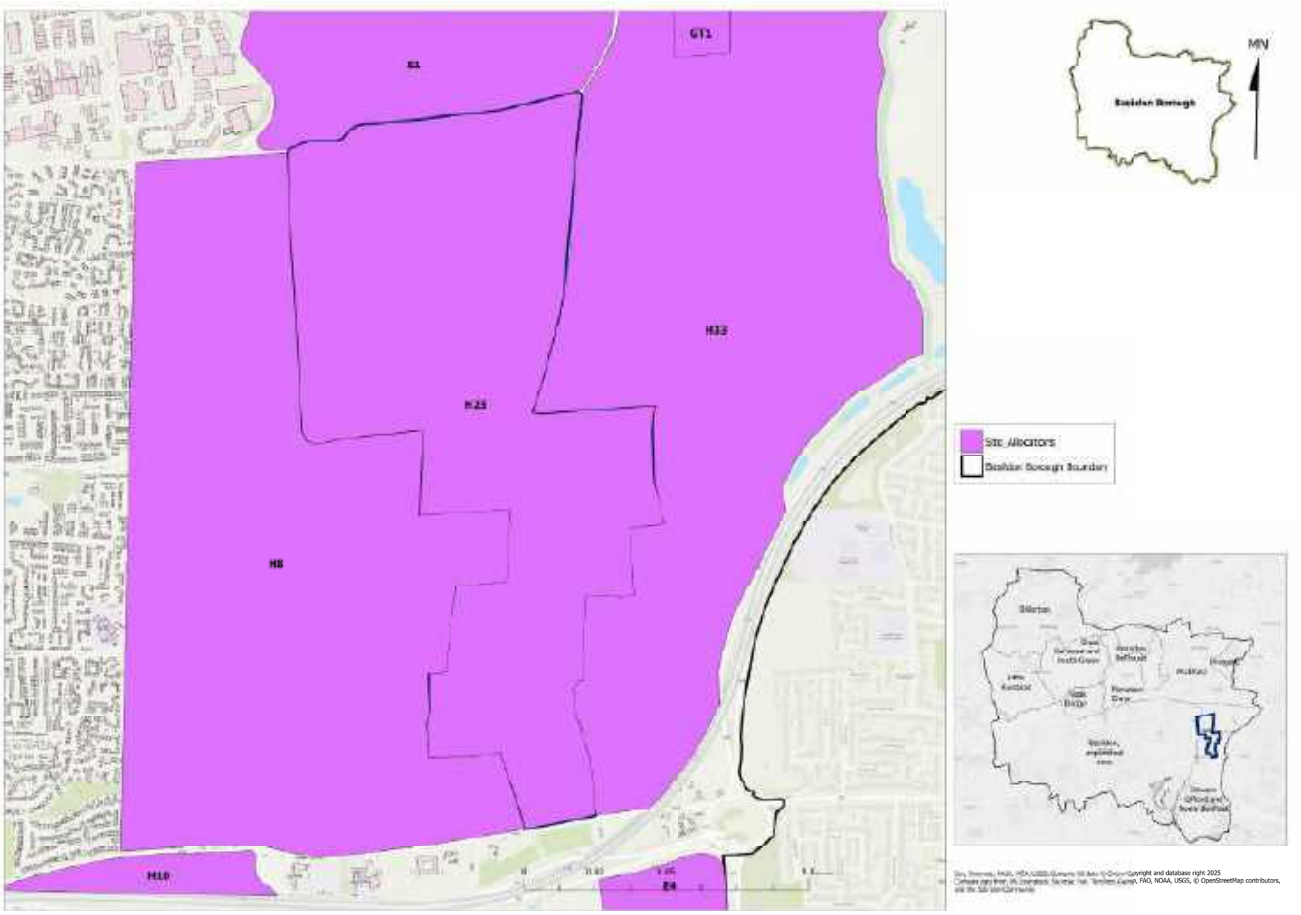


Figure 19: Extract from Policies Map

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	116.71
Indicative capacity	560 – 600 homes
Indicative Net Residential Capacity*	Not defined. Density must be determined through site-specific contextual analysis, taking into account existing built form, landscape character, constraints, and development potential.
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Bowers Gifford Plotland (H23) lies to the east of Basildon and covers approximately 117 hectares, extending beyond the traditional plotland area to include land further south. The northern portion comprises the North Benfleet Plotlands, a distinctive grid of low-density residential development interspersed with open 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.

To the south, the allocation includes part of 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. While the northern plotlands are more dispersed and semi-rural in character, the southern area is more suburban in form. H23 also contains areas of Priority Habitat woodland and lower-lying land in the north-east within Flood Zone 2, contributing to its varied landscape and ecological value.

POLICY H23, Bowers Gifford Plotland

VISION

Our vision for Bowers Gifford Plotland (H23) is to support the existing community to optimise the plotlands and deliver more homes and essential infrastructure. 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 connectivity. The plotlands are characterised by sporadic residential development and a mosaic of scrub, grassland, and woodland habitats.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the north of the allocation and infill development to the south of the allocation that delivers on the following core principles:

1. The delivery of new housing should be supported by 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 H8, H23 and H33, and may be provided within one or more of those site allocations if appropriate. The local centre should be sited to support placemaking and respond to the historic context.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.3 Protect and enhance mature tree cover and Priority Habitats. The mosaic of trees, scrub and grassland is characteristic of the Plotlands and supports biodiversity, local history and climate resilience.

2.4 Proposals should seek to reduce traffic pressure on Pound Lane and improve east-west local connectivity by establishing an active travel route via Trenham Avenue and Pound Lane. This shall link to the A130 underpass at H33, improving access to Benfleet.

2.5 Improve local access to employment areas (including the A127 employment corridor and Basildon Hospital), open space, healthy food options and Pitsea Station.

2.6 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. Development proposals must enhance existing sports facilities at West Lake Park. Facilities must be accessible and inclusive, supporting physical activity for current users, future residents, and the wider community.

4. New development in the Plotlands 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.

5. Proposals must also contribute to local road improvements, particularly where roads are unadopted or lack safe pedestrian access, appropriate surfacing, cycle infrastructure, and street lighting.

6. Developer contributions will be required for:

6.1 Nursery, primary and secondary school places to meet the needs arising from the development.

6.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

6.3 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.

6.4 The improvement of sustainable access to Pitsea Station, including safe, inclusive and legible walking and cycling routes and improved bus service.

7. Development to respond sensitively to the allocation's heritage context and Grade II listed assets: Tiffanye's Farmhouse; Cottage At Junction With Burnt Mill Road and Horseshoe Cottage; and Bradfield's Farmhouse.

8. A legal agreement must 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 should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments. access parcels that encourage car dependency.

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.

Reasoned Justification

Bowers Gifford Plotland (H23) allocates land east of Basildon to deliver new homes and essential infrastructure within two distinct contexts: the serviced village of Bowers Gifford and the North Benfleet plotlands. While Bowers Gifford is outside the Green Belt and offers a logical opportunity for growth adjacent to existing development, North Benfleet lies within the Green Belt and performs strongly against purposes (a) and (b). Development here must therefore be carefully managed to minimise harm and maintain openness.

H23 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 and protecting Priority Habitats such as mature woodland and traditional orchards. Reference should be made to the Basildon Plotlands Potential Growth Study (2024).

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. A new access road linking Burnt Mills Road and Pound Lane would relieve pressure on existing routes and support sustainable travel patterns.

Additionally, 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 H33, 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 are essential to support modal shift and reduce car dependency.

The area experiences high levels of deprivation (IMD) and low car ownership, making improved access to employment areas, Pitsea train station, open spaces, and healthy food options critical. 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. Enhancements to sports facilities at West Lake Park will ensure continued access to recreation.

In July 2016, the designation of the Bowers Gifford and North Benfleet Neighbourhood Area was formally approved by the Council. Bowers Gifford and North Benfleet Parish Council are currently in the process of preparing a Neighbourhood Development Order.

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.

The proposed release of Green Belt land at North Benfleet has been informed by the 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.

A small proportion of H23 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. H23 lies entirely within NBAS_019 – Critical Drainage Area (CDA). 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.

H24, Land North of Dry Street

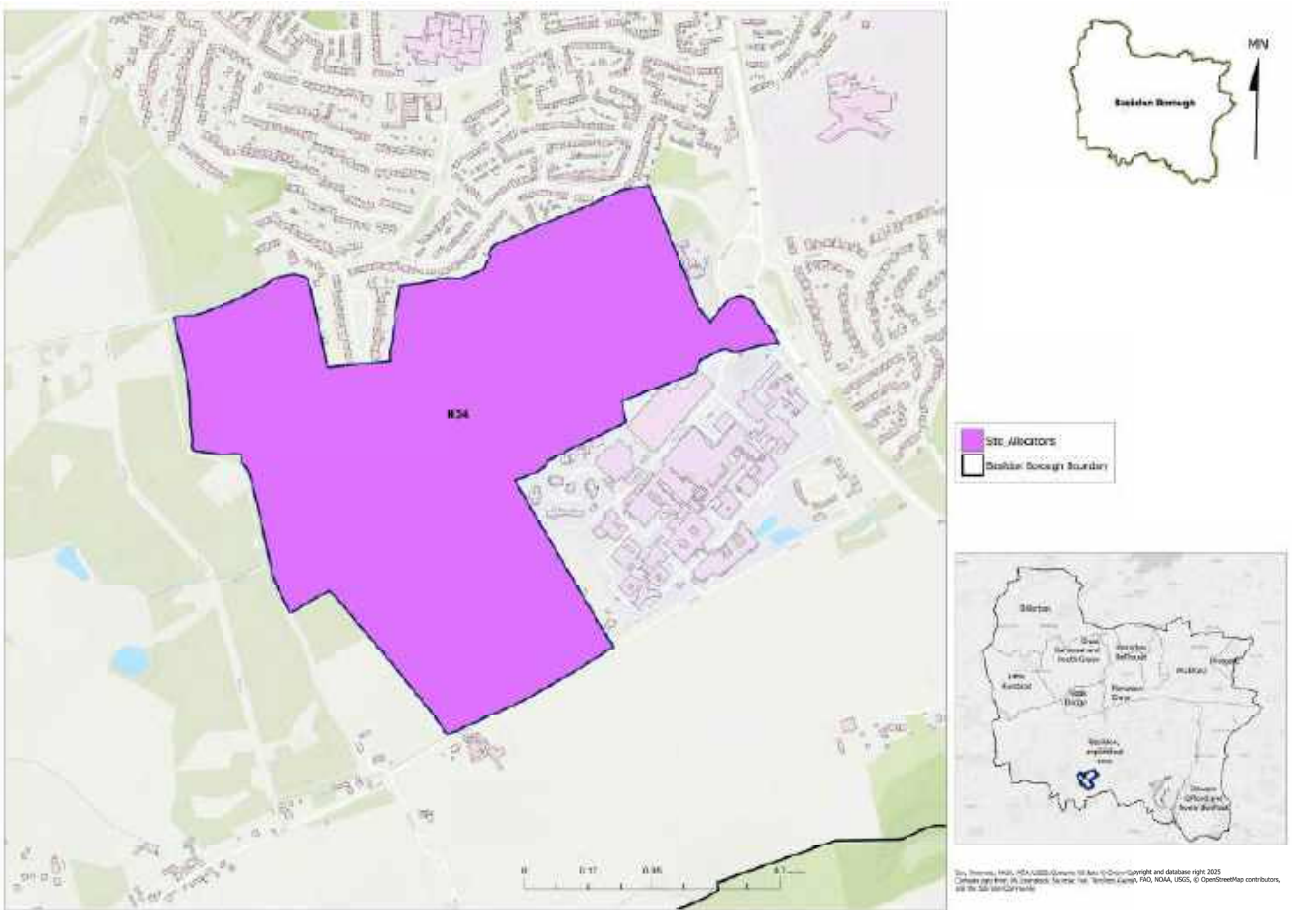


Figure 20: Extract from Policies Map

Allocation Information	Details
Location	Basildon
Allocation area (ha)	44.37
Indicative capacity	725 (238 units outstanding as of April 2025)

Site allocation context and description of existing

Land North of Dry Street (H24) is approximately 44 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.

To the east of H24 lies Willow Park, designated as an Area of Particular Importance for Biodiversity, contributing to the local ecological network and landscape character.

POLICY H24, Land North of Dry Street

PLANNING CONTEXT

Land North of Dry Street (H24) is a consented development that plays a strategic role in delivering new homes adjacent to Basildon Hospital. Although the site is already under construction, its inclusion in the Local Plan ensures alignment with infrastructure planning and acknowledges its contribution to meeting housing needs close to essential services.

CORE PRINCIPLE

Development proposals should deliver on the following core principle:

1. Deliver 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 Agreement.

Reasoned Justification

H24 reflects an allocation that is already consented and under construction, delivering 725 homes, a local centre, open space, and a new primary school adjacent to Basildon Hospital. Its inclusion in the Local Plan ensures consistency with infrastructure planning and acknowledges its strategic role in meeting housing needs close to essential services. No changes to the allocation are proposed, and delivery will continue in accordance with the approved masterplan and Section 106 Agreement.

H25, Gardiners Lane South

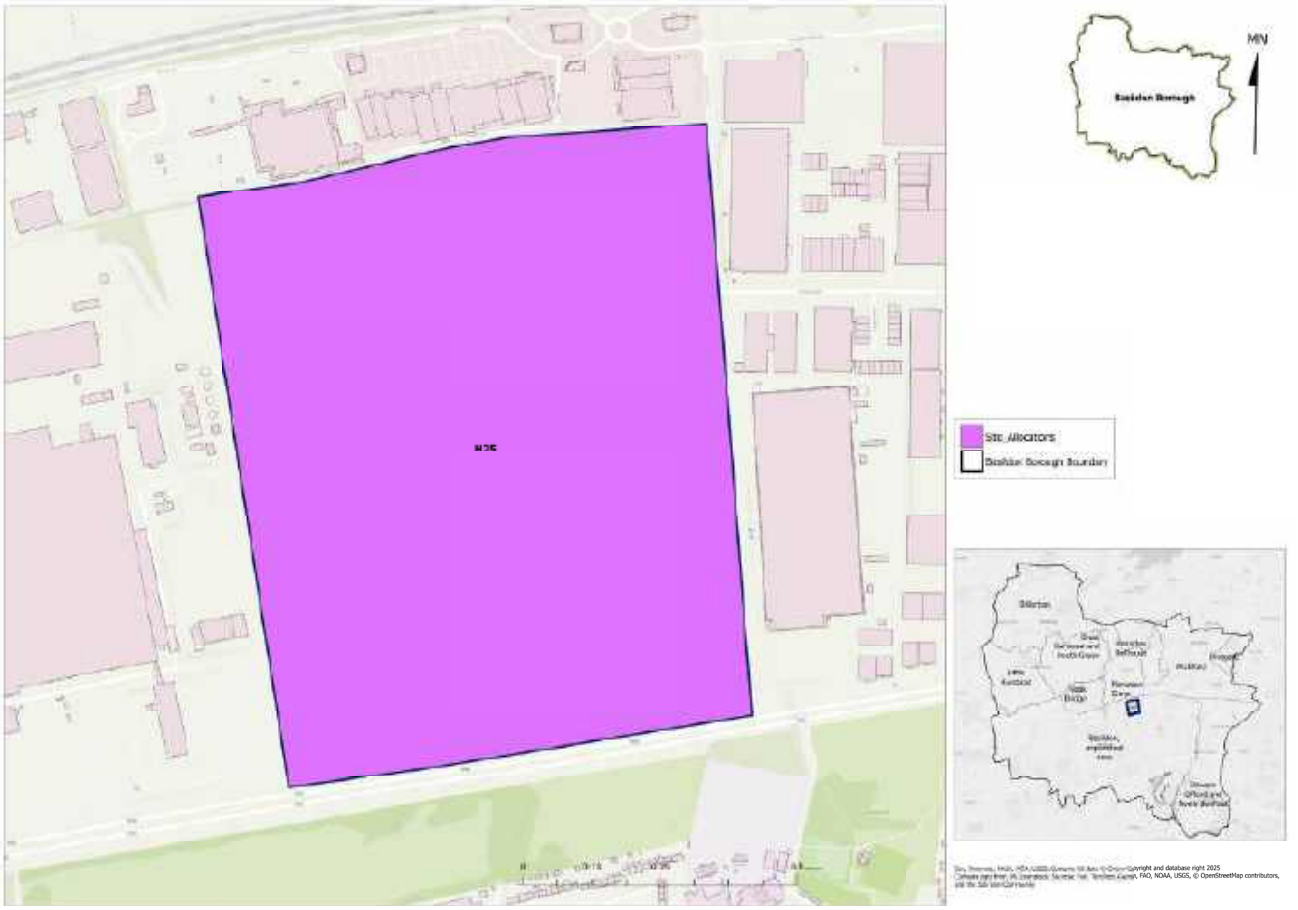


Figure 21: Extract from Policies Map

Allocation Information	Details
Location	Basildon
Allocation area (ha)	37.90
Indicative capacity	700 – 800 homes
Indicative Net Residential Capacity*	55 dph
Phasing	2025-30, 2031-35, 2036 - 2040

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Gardiners Lane South (H25) is an urban site located in Basildon, covering approximately 38 hectares. It is situated within a predominantly industrial setting, bounded by employment land to the north, east, and west. The allocation previously accommodated a mix of uses including sports pitches, a gun club, and various employment premises. It is adjacent to the A127 and well-connected to the strategic road network, with access via Gardiners Lane South. While the site allocation was previously subject to a residential-led planning consent, that permission has now expired. The surrounding industrial context presents challenges for residential development, but also opportunities for mixed-use regeneration and a walkable neighbourhood.

POLICY H25, Gardiners Lane South

VISION

Our vision for Gardiners Lane South (H25) is to deliver a high-quality mixed-use community that integrates new homes, employment space, and public open space. The development will support job creation and provide inclusive housing. The scheme will enhance connectivity, green infrastructure, and community facilities, creating a vibrant and sustainable neighbourhood.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. This allocation must accommodate a high-quality mixed-use development and the delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Introduce a buffer zone of Use Class E(g) employment uses to mediate between new residential areas and surrounding industrial activity, supporting both residential amenity and economic functionality.
3. Sustainability to be at the heart of the proposal in relation to:
    - 3.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 3.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, Priority Habitat woodland and scattered trees should be retained and integrated into the allocation's green infrastructure design.
    - 3.3 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution.
    - 3.4 Ensuring development parcels are

well connected. Avoid isolated, single-access parcels that encourage car dependency.

3.5 An innovative approach to urban planting across the whole allocation with multiple benefits to encompass climate resilience, encourage active travel, improve air quality, create attractive and safe public spaces for leisure and rest.

4. Create new local facilities as required to meet the needs of future occupiers and foster community of the development.
5. Re-provide the remaining sports pitches in line with Basildon Borough's Playing Pitch Strategy and forthcoming Open Space Strategy, either on-site or at an agreed alternative location within the borough.
6. Retain or appropriately relocate the existing gun club, subject to feasibility assessments and community engagement.
7. Ensure high-quality design and layout that effectively mitigates potential impacts from adjacent employment uses, including noise, air quality, and traffic.
8. 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.
9. Developer contributions will be required for:

   9.1 Nursery, primary and secondary school places to meet the needs arising from the development.

   9.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

   9.3 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.

   9.4 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.

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.

Reasoned Justification

H25 allocates land at Gardiners Lane South for a mixed-use regeneration scheme, delivering new homes alongside employment space and community facilities. This is an urban and underutilised site, located within Basildon's built-up area and well-connected to the strategic road network, making it a logical and sustainable choice for development.

The site allocation's current condition, comprising former sports pitches, a gun club, and fragmented employment uses, presents an opportunity to optimise land use and create a vibrant, walkable neighbourhood. Its position within an established employment corridor supports the integration of new housing with workspace, helping to balance jobs and homes and reduce the need for long-distance commuting.

Given its sustainable location and proximity to services, higher housing densities are appropriate and necessary to optimise land use. This approach will ensure efficient delivery of homes while supporting regeneration objectives and reducing pressure on more sensitive Green Belt sites elsewhere in the borough.

Development must come forward through a comprehensive masterplan to ensure compatibility between residential and employment uses, safeguard amenity, and deliver high-quality design. The inclusion of green buffers and open space will mitigate potential impacts from adjacent industrial areas, while providing recreational opportunities and enhancing biodiversity. Reprovision of sports facilities is required in line with the Playing Pitch Strategy, ensuring continuity of access for the wider community.

H25 also supports Basildon's regeneration objectives by delivering a well-connected movement network that prioritises sustainable modes of transport. Improvements to pedestrian and cycle infrastructure will link the allocation to surrounding neighbourhoods and public transport, reducing car dependency and supporting modal shift.

H25 is not subject to Green Belt constraints, and its allocation reflects the Local Plan's commitment to optimising urban land before releasing Green Belt land. Its scale and location make it a strategic opportunity to deliver housing and employment growth in a way that is sustainable, inclusive, and aligned with Basildon's spatial strategy.

H26, Land East of Noak Bridge

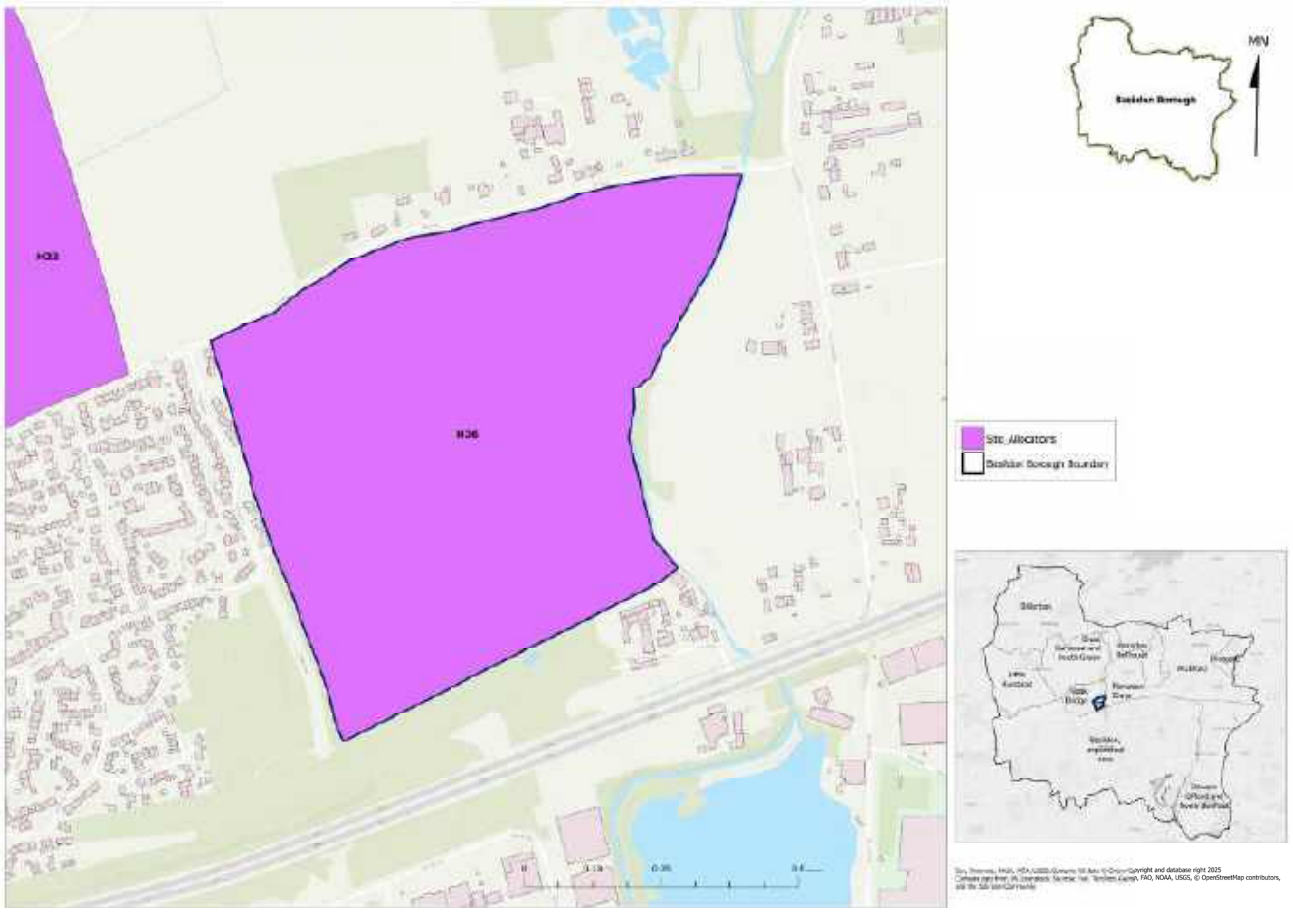


Figure 22: Extract from Policies Map

Allocation Information	Details
Location	Noak Bridge
Allocation area (ha)	22.80
Indicative capacity	400 – 425 homes
Indicative Net Residential Capacity*	40 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land East of Noak Bridge (H26) 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. H26 is bounded by Wash Road to the north and a belt of woodland to the south. To the west lies the established residential area of Noak Bridge, the built-up area of Basildon lies to the south.

POLICY H26, Land East of Noak Bridge

VISION

Our vision for Land East of Noak Bridge (H26) is to deliver a sustainable residential neighbourhood that complements the character of Noak Bridge. The development will incorporate flood mitigation and water-sensitive design, enhance pedestrian and cycle connectivity, and provide a nursery and green spaces that support community wellbeing. The scheme will respect heritage assets and contribute to a strong Green Belt boundary.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. This allocation must accommodate a The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.3 A coordinated approach to sustainable travel by improving access across the allocation and connecting to the wider movement network. This includes providing access from Wash Road, creating a pedestrian and cycle link to Bridge Street, and extending the public footpath along Wash Road to link with site access points. These measures will encourage walking, cycling, and public transport use, helping to reduce car dependency and improve air quality.
    - 2.4 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.
    - 2.5 Direct connections to, and financial contributions towards, LCWIP Cycle Routes 5 and 5A–C

to further support a shift to active travel.

2.6 Flood resilience and ecological enhancement along Basildon Brook, including a landscape buffer along the eastern edge to protect the floodplain, new woodland and tree planting, and the enhancement of freshwater habitats.

2.7 Provide a buffer to Noak Bridge Nature Reserve and deliver ecological enhancements.

3. The development must deliver an on-site 56-place nursery, proportionate to the needs generated by the development and well connected to homes, active travel routes, and play spaces.

4. Developer contributions will be required to support:

4.1 Primary and secondary school places to meet the needs arising from the development.

4.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.3 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.

4.4 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.

5. Development must respond sensitively to the heritage context, including the setting of the Noak Bridge Conservation Area and nearby Grade II listed buildings: Laindonponds; and Daniel's Farm.

6. A landscape buffer must be provided along the eastern edge to prevent coalescence between Noak Bridge and Crays Hill and to establish a robust and defensible Green Belt boundary. Where necessary, other Green Belt edges should also be strengthened through natural features, strategic planting, and appropriate landscape design.

7. 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.

8. 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.

9. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.

10. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

H26 allocates land south of Wash Road for the delivery of 400–425 homes, creating a sustainable residential neighbourhood adjacent to Noak Bridge. Its location within 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.

The site allocation lies within the Green Belt but performs weakly against purposes (a) and (b), supporting its release for development. 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 northeast corner and a large proportion of the south of H26 lie within Flood Zones 2, 3a, and 3b, with the remainder of the allocation falling within Flood Zone 1. H26 is located directly adjacent to Basildon Brook along its eastern boundary and falls outside any designated Critical Drainage Areas. The allocation also lies adjacent to habitats of local importance, requiring a landscape-led approach that incorporates buffers, woodland planting, and enhancements to freshwater habitats. 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.

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.

Connectivity improvements are essential to support sustainable travel patterns. The policy requires new pedestrian and cycle links to Bridge Street, extensions to public footpaths along Wash Road, and contributions to LCWIP Cycle Routes 5 and 5A–C. These measures will reduce car dependency, improve access to local services, and support modal shift.

Developer contributions will secure education, healthcare, and leisure improvements, ensuring the development supports wider community needs.

The proposed release of Green Belt land has been informed by the 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.

H27, Crays Hill

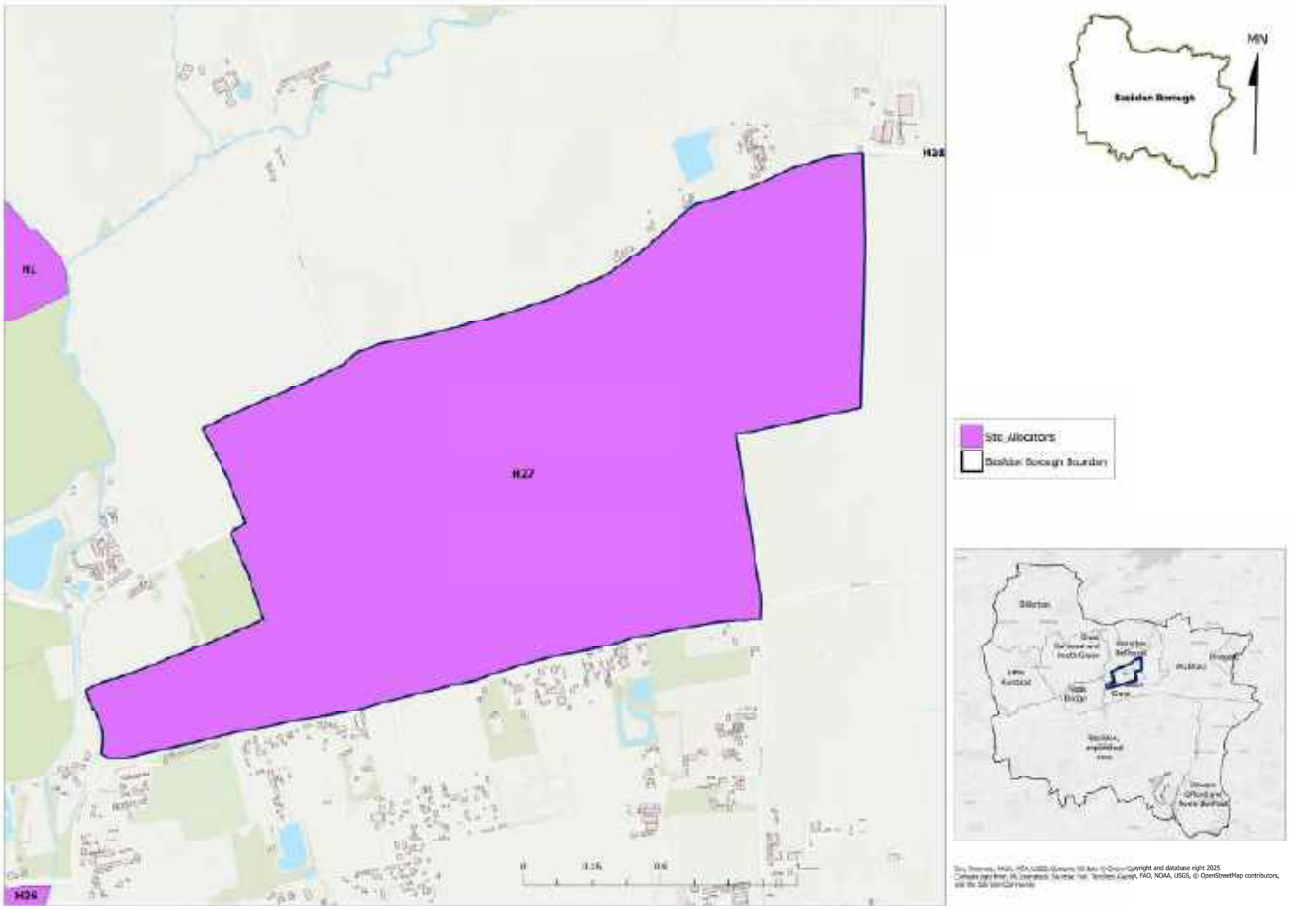


Figure 23: Extract from Policies Map

Allocation Information	Details
Location	Ramsden Cray
Allocation area (ha)	117.18
Indicative capacity	215 – 240 homes
Indicative Net Residential Capacity*	25 dph
Phasing	2025-30, 2031-35, 2036-40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Crays Hill (H27) lies in the northern part of the Crays Hill Plotlands, north of Basildon, and covers approximately 117 hectares. The area comprises fields and paddocks interspersed with small-scale residential development, pockets of woodland, and overgrown plots, creating a varied semi-rural landscape. The A129 (London Road) runs through the northern portion of the allocation, with Oak Road to the south. Farmland surrounds the allocation to the north and east, with Wickford to the west.

Development is generally low-density, including detached bungalows and chalets, with some recent small-scale planning consents. The River Crouch runs near the western boundary, with parts of H27 falling within Flood Zone 3b. The remaining Plotlands area to the south lies beyond the allocation and will remain within the Green Belt to maintain separation between Crays Hill and Basildon.

POLICY H27, Crays Hill

VISION

Our vision for Crays Hill (H27) is to support the existing community by optimising the northern Plotlands for new homes and infrastructure. Development will respect the area's semi-rural character, protect woodland and hedgerows, and improve connectivity and public access. The masterplan will maintain separation between Crays Hill and Basildon and create a resilient and inclusive neighbourhood.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. New housing should respond to the distinctive plotland pattern. On larger parcels north of the A129 (London Road), the delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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.
    - 2.3 Protecting and enhancing mature tree cover and Priority Habitats. The mosaic of trees and paddocks is characteristic of the Plotlands and supports biodiversity, local history, and climate resilience. Habitat connectivity should be strengthened through native hedgerow planting.
    - 2.4 Promoting active travel, especially along the north–south axis, with safe, accessible walking and cycling routes. Where gradients are steep, designs must include features such as rest points, surface treatments, or alternative routes to ensure accessibility for all.
    - 2.5 Improving the local highway

network, including safer pedestrian crossings on the A129 (Crays Hill) and traffic calming on key routes such as Pipps Hill Road North towards Noak Bridge.

2.6 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. New local facilities should be provided where needed, with good access from London Road to serve future residents.

4. New development in the Plotlands 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.

5. Development must respond sensitively to the heritage context, including the setting of the nearby Grade II listed building, Great Wasketh Farmhouse.

6. Development in the southeastern part of the allocation must protect Nutton's Wood LoWS.

7. Proposals must also contribute to local road improvements, particularly where roads are unadopted or lack safe pedestrian and cycle access, as well as street lighting.

8. Developer contributions will be required for:

8.1 Nursery, primary and secondary school places to meet the needs arising from the development.

8.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

8.3 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.

8.4 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.

9. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment. Strong eastern boundaries should help screen views.

10. The physical and visual separation between Basildon and Crays Hill must be maintained.

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 should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

The allocation of Crays Hill (H27) enables the delivery of approximately 215-240 homes through a coordinated masterplan that retains the geometric plot pattern, protects mature tree cover and priority habitats, and enhances biodiversity. The indicative capacity is supported by the Basildon Plotlands Potential Growth Strategy. Development must reflect the informal, low-rise character of the area and be arranged to preserve the traditional layout of plots. Habitat connectivity should be strengthened through native hedgerow planting, and open space must be provided in line with the emerging Open Space Strategy.

To preserve the openness of the wider landscape and prevent coalescence with Basildon, only the northern portion of the Crays Hill Plotlands is 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.

Connectivity is a key priority. Development must deliver safe, accessible walking and cycling routes, particularly along the north–south axis within the allocation, and avoid isolated, single-access parcels that encourage car dependency. Improvements to the local highway network, including safer pedestrian crossings on the A129 and traffic calming on Pipps Hill Road North, are essential to support sustainable movement and onward travel via Noak Bridge. Contributions will also be required to support public transport access to Wickford and nearby schools.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

The majority of H27 falls within Flood Zone 1, with a very small area in Flood Zone 3b to the east, along with additional areas in Flood Zones 2 and 3a also located towards the eastern part of the allocation. The nearest watercourse is Basildon Brook, which runs adjacent to the western

boundary. The eastern part of H27 lies within NBAS_012 – Bromfords Critical Drainage Area (CDA), with a small area in the northeast falling within NBAS_011 – Wickford Centre CDA. 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 West of Castledon Road

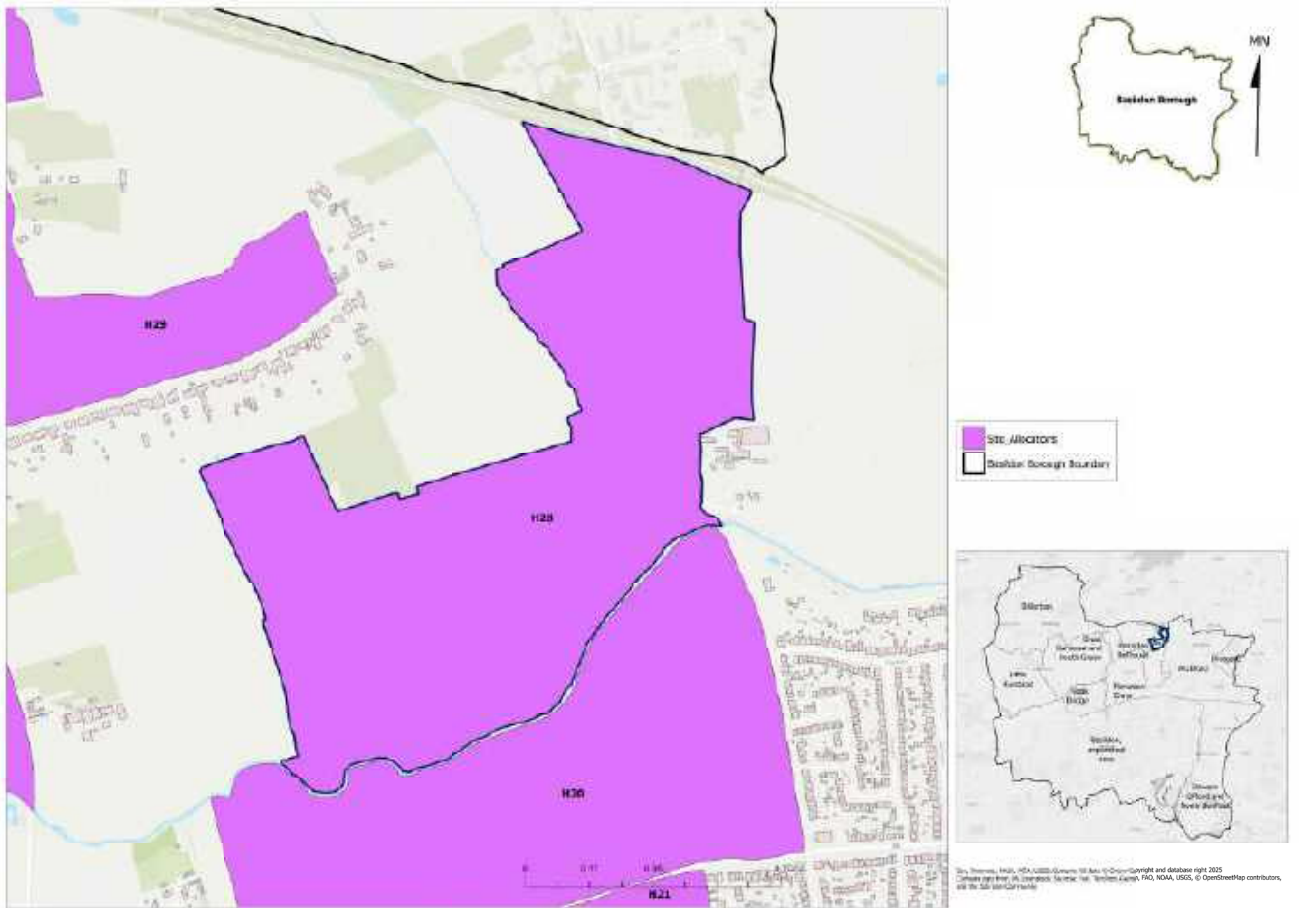


Figure 24: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Allocation area (ha)	47.14
Indicative capacity	25 - 40 homes
Indicative Net Residential Capacity*	25 dph
Phasing	2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land West of Castledon Road (H28) is a 47.14 hectare plotland area on the western edge of Wickford, between London Road (A129) and the Wickford–Shenfield railway line, and near Ramsden Bellhouse. Development is arranged in a grid pattern across two areas: a southern area accessed via Sugden Avenue and a north-eastern area along Castledon Road.

H28 features low-density housing, 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. The River Crouch runs along the southern edge of the allocation, which also contains tree belts, some designated as Priority Habitat. Agricultural land separates the plotlands from Ramsden Bellhouse and Wickford, though gaps are limited, reinforcing the importance of maintaining settlement separation and a strong Green Belt boundary.

POLICY H28, Land West of Castledon Road

VISION

Our vision for Land West of Castledon Road (H28) is to support the existing community through sensitive infill that enhances local character and delivers essential infrastructure. The development will respect the area's semi-rural identity, retaining its mosaic of natural habitats and reinforcing the Green Belt boundary.

Green infrastructure will be central to the design, promoting biodiversity, climate resilience, and access to nature. Improved connectivity will strengthen links with surrounding areas while maintaining settlement separation from Ramsden Bellhouse.

CORE PRINCIPLES

Development proposals should come forward as part of plotland infill approach that delivers on the following core principles:

1. New housing should respond to the distinctive plotland pattern. On larger parcels, the delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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.
    - 2.3 Protecting and enhancing mature tree cover and Priority Habitats. The mosaic of trees and paddocks is characteristic of the Plotlands and supports biodiversity, local history, and climate resilience. Habitat connectivity should be strengthened through native hedgerow planting.
    - 2.4 Flood resilience and ecological enhancement along the River Crouch corridor, including a landscape buffer along the southern edge to protect the floodplain, tree planting, and the enhancement of freshwater habitats. Development should also enhance and protect the

Wickford Riverside LoWS to the west.

2.5 Improved and, where appropriate, 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.

2.6 Promoting active travel with safe, accessible walking and cycling routes, particularly to Wickford and local schools. Where gradients are steep, designs must include features such as rest points, surface treatments, or alternative routes to ensure accessibility for all.

2.7 Providing an active travel route along Sugden Avenue and connecting into a new route from London Road, linking directly to Grange Primary, the Bromfords, and Castledon Schools via Elder Avenue Playground.

2.8 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

3. New development in the Plotlands 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.

4. Developer contributions will be required for:

4.1 Local road improvements, particularly where roads are unadopted or lack safe pedestrian access and street lighting.

4.2 Nursery, primary and secondary school places to meet the needs arising from the development.

4.3 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.4 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.

4.5 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.

5. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

6. The physical and visual separation between Land West of Castledon Road and Ramsden Bellhouse village must be maintained.

7. A legal agreement will be required to secure the location and delivery trajectory for Gypsy and Traveller provision, in accordance with HOU4.

8. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

H28 allocates land west of Castledon Road for the delivery of 25–40 homes through a sensitive infill approach that reflects the distinctive character of the Plotlands. The allocation comprises approximately 47 hectares of 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.

The Basildon Plotlands Potential Growth Study (2024) identifies this area as having potential for infill development that enhances infrastructure and connectivity while preserving the traditional plotland form and landscape character. Development should be informed by the study.

H28 lies within the Green Belt and has been assessed as performing moderately against purpose (a) and weakly against purpose (b), supporting limited release. Development must be low-rise and arranged to preserve the geometric pattern of plots, with homes set among mature trees and hedgerows. Larger parcels may accommodate up to 25 dwellings per hectare, but must retain a spacious, informal layout that reflects the area's rural qualities.

The site allocation's proximity to Wickford town centre, Grange Primary, Bromfords, and Castledon Schools makes it well-suited for active travel improvements. A new route along Sugden Avenue, connecting into the LCWIP Cycle Route 3B via Elder Avenue Playground, will support safe and inclusive walking and cycling, reduce car dependency, and improve access to education and services. These measures align with the borough's wider movement strategy and public health objectives.

The River Crouch forms the southern boundary of H28 and presents opportunities for ecological enhancement. Development must incorporate a landscape buffer to protect the floodplain, enhance freshwater habitats, and improve public access along the river corridor, subject to ecological mitigation. The Wickford Riverside LoWS must also be protected and integrated into the allocation's green infrastructure network. Due to its proximity to Hanningfield Reservoir SSSI and location within several SSSI Impact Risk Zones, development on the site allocation may require consultation with Natural England.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

The majority of H28 falls within Flood Zone 1, with parts of the southern boundary lying within Flood Zones 2, 3a, and 3b. The main areas at risk of pluvial flooding are associated with the River Crouch and the two brooks that cross the allocation. H28 lies entirely within NBAS_011 – Wickford Critical Drainage Area (CDA). 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, Ramsden Bellhouse

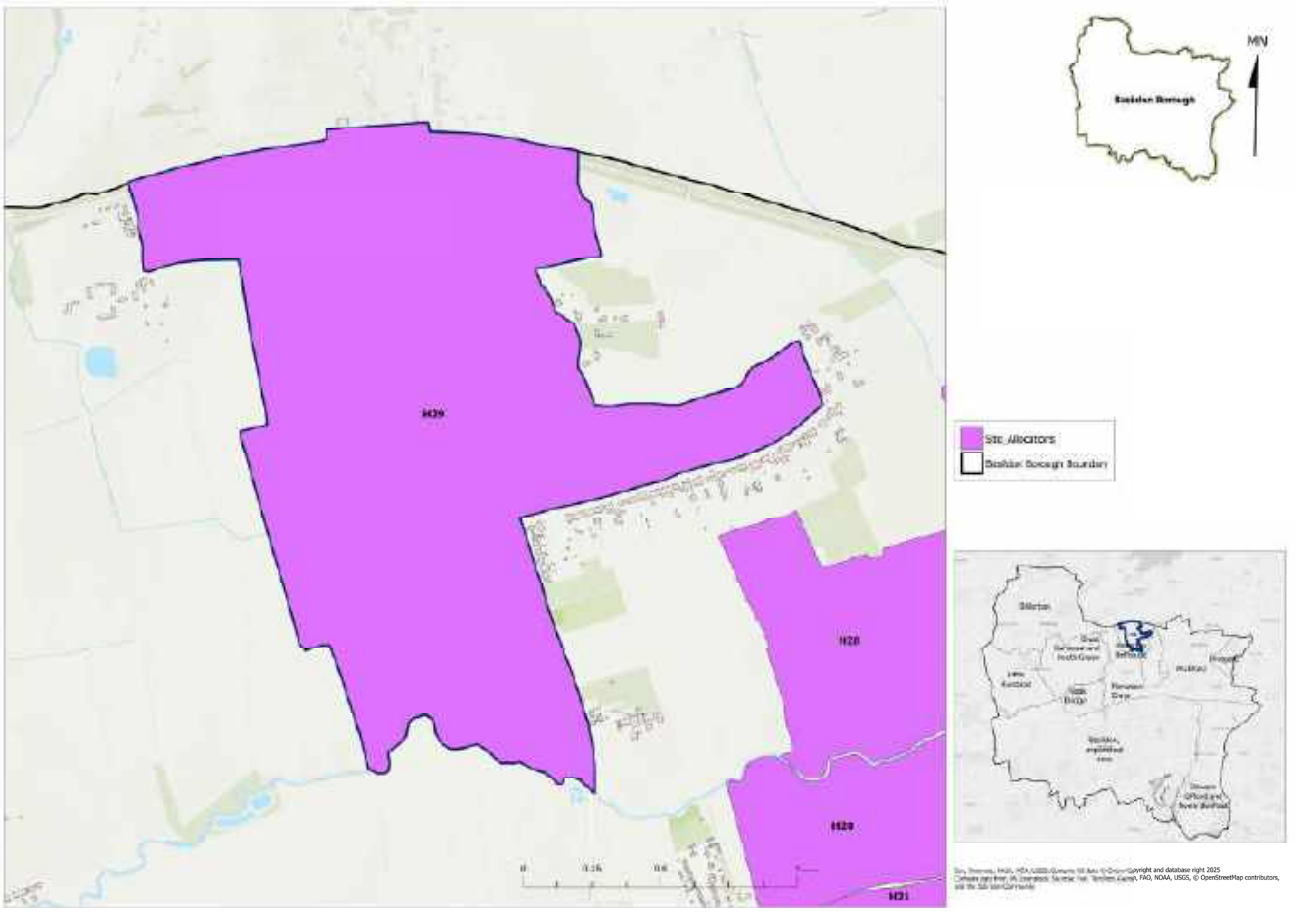


Figure 25: Extract from Policies Map

Allocation Information	Details
Location	Ramsden Bellhouse
Allocation area (ha)	108.18
Indicative capacity	40 – 60 homes
Indicative Net Residential Capacity*	Not defined. Density must be determined through site-specific contextual analysis, taking into account existing built form, landscape character, constraints, and development potential.
Phasing	2025-30, 2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Ramsden Bellhouse (H29) is approximately 108 hectares in size and is located west of Wickford and lies within the designated Green Belt, which maintains a separation from Crays Hill to the south and Wickford to the southeast.

The village 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.

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 H29, Ramsden Bellhouse

VISION

Our vision for Ramsden Bellhouse (H29) is to support the existing community through sensitive village infill that enhances local character and delivers tangible benefits for residents. The scheme will incorporate sustainable design principles, including energy-efficient homes and green infrastructure that supports biodiversity and climate resilience. Community uses and improved public transport connections, such as enhanced bus services, will be prioritised to foster inclusivity and reduce car dependency.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. New housing should respond to the existing village form and meet local needs, with consideration for first-time buyers and those looking to downsize.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 2.3 The Priority Habitat deciduous woodland must be retained, protected and buffered as part of the allocation's green infrastructure network.
    - 2.4 Improving transport and access through active travel routes and better public transport connections to reduce air pollution. This includes downgrading Church Street to reduce traffic speeds and improve safety for pedestrians and cyclists.
    - 2.5 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.

2.6 Improved and, where appropriate, 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.

2.7 Creating and improving local facilities and infrastructure to support a walkable neighbourhood that meets the needs of current and future residents and reduces car trips.

3. New development should be low-rise and designed to complement the village's built form, scale, and layout, preserving its rural and spacious character. Views from Church Street to the surrounding countryside should be retained.

4. Developer contributions will be required for:

4.1 Improvements to the existing recreation ground.

4.2 Nursery, primary and secondary school places to meet the needs arising from the development.

4.3 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.4 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.

4.5 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.

5. Development must respond sensitively to the village's heritage context, including the setting of the two Grade II* listed churches named Church of St Mary, and the Grade II listed buildings: Ramsden Bellhouse Hall and Woolshot's Farmhouse.

6. A robust and defensible Green Belt boundary must be established using natural features and strategic planting to ensure long-term containment and prevent future encroachment.

7. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

H29 allocates land at Ramsden Bellhouse for the delivery of 40–60 homes through a carefully managed village infill approach. It lies within the Green Belt and has been assessed as making a moderate contribution to purpose (a) and a weak contribution to purpose (b).

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.

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.

Infrastructure planning for Ramsden Bellhouse must take into account its proximity to the administrative boundary with Chelmsford Borough, ensuring that development impacts are considered in a wider strategic context and coordinated where necessary.

Due to its proximity to Hanningfield Reservoir SSSI and location within several SSSI Impact Risk Zones, development on the site allocation may require consultation with Natural England.

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.

H29 lies within the Green Belt and has been assessed as making a moderate contribution to purpose (a) and a weak contribution to purpose (b). The proposed release of Green Belt land has been informed by the 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.

The majority of H29 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. The western half of H29 lies within NBAS_011 – Wickford Critical Drainage Area (CDA). 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.

H30, Land West of Noak Hill Road

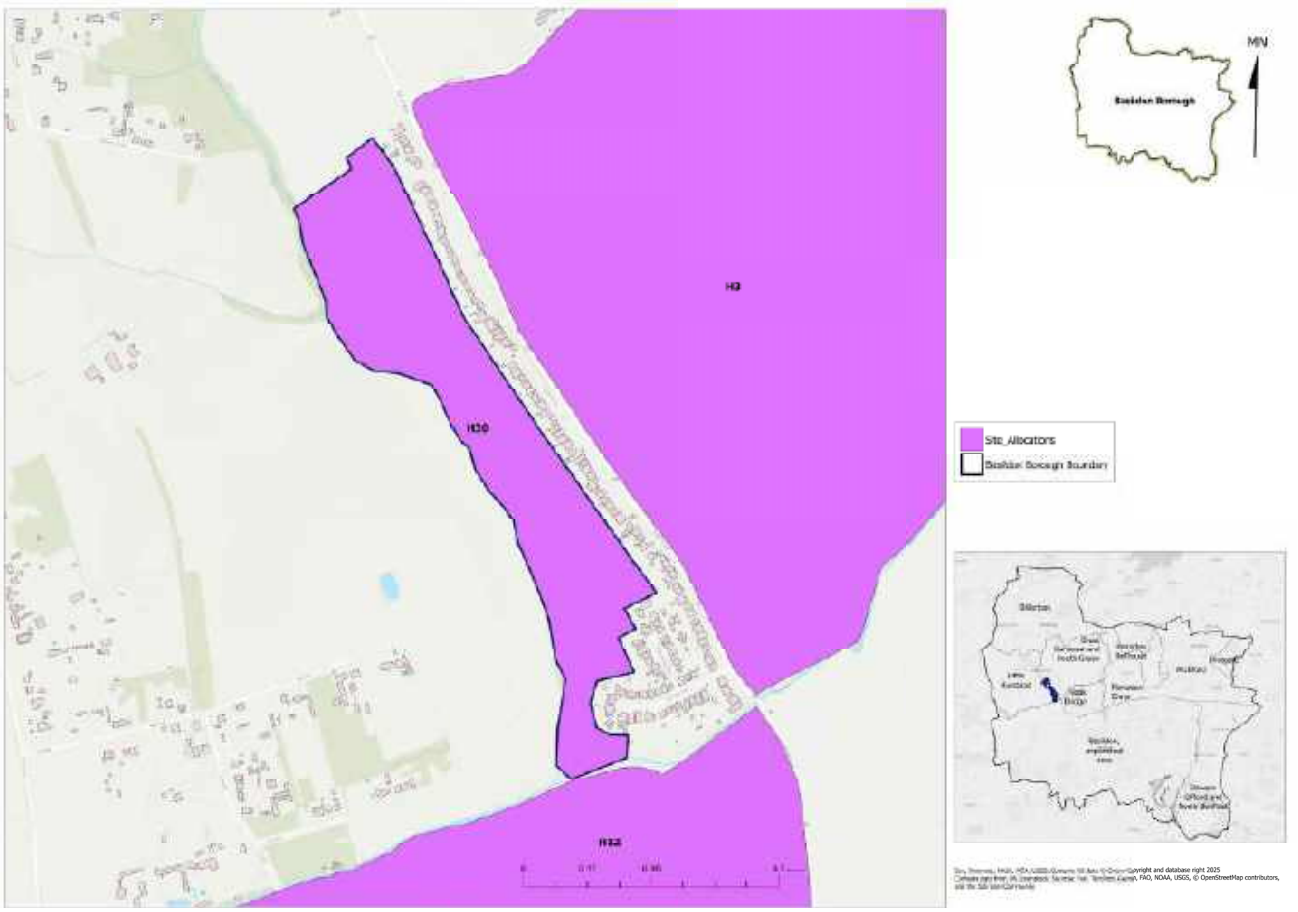


Figure 26: Extract from Policies Map

Allocation Information	Details
Location	Great Burstead and South Green
Allocation area (ha)	16.11
Indicative capacity	6 -10 homes
Indicative Net Residential Capacity*	Not defined. Density must be determined through site-specific contextual analysis, taking into account existing built form, landscape character, constraints, and development potential.
Phasing	2031-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land West of Noak Hill Road (H30) is a long, narrow backland allocation located behind the linear residential development of Noak Hill Road. To the west lies the River Crouch, with agricultural land and the Green Lane Plotlands beyond. H30 sits within a transitional landscape between Basildon to the south and Billericay to the north, with further linear development nearby.

The site allocation is defined by steep topography and a riverside public right of way that links back to Noak Hill Road. A tree belt and areas of woodland run along the river, contributing to biodiversity and creates a defensible Green Belt boundary. Bus stops are located along Noak Hill Road, which also forms part of LCWIP Cycle Route 5, connecting Basildon and Billericay.

POLICY H30, Land West of Noak Hill Road

VISION

Our vision for Land West of Noak Hill Road (H30) is to deliver small-scale, sensitive backland development that works with the topography and reinforces a strong Green Belt edge. The development will sit behind existing homes on Noak Hill Road, respecting the riverside landscape and enhancing access to nature.

CORE PRINCIPLES

Development proposals should come forward as part of a master-planned approach to the whole allocation that delivers on the following core principles:

1. New housing should be low-rise, designed to respect the privacy of existing housing and minimise impact on the River Crouch.
2. The layout should work with the site allocation's steep topography and retain views across the valley, including those from Little Burstead Conservation Area to the northwest.
3. Sustainability to be at the heart of the proposal in relation to:

    3.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

    3.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.

    3.3 Protecting and enhancing the riverside corridor, including the public right of way and the Little Burstead Wood and River Crouch at Noak Bridge Local Wildlife Sites, to support biodiversity, improve access to nature, and strengthen climate resilience.

    3.4 Connect to LCWIP Cycle Route 5 and support active travel, with safe pedestrian links to Noak Hill

Road and nearby bus stops.

4. Developer contributions will be required for:
   - 4.1 Nursery, primary and secondary school places to meet the needs arising from the development.
   - 4.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.
   - 4.3 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.
5. A robust and defensible Green Belt boundary to the west must be maintained and, where necessary, strengthened.
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.

Reasoned Justification

H30 allocates land west of Noak Hill Road for small-scale, sensitive backland development that respects the allocation's topography, landscape character, and ecological setting. It lies within the Green Belt and has been assessed as making a moderate contribution to purpose (a) and a weak contribution to purpose (b). Its release is justified by its contained location and the opportunity to reinforce a strong Green Belt edge through landscape-led design.

The allocation sits behind existing linear development along Noak Hill Road and is defined by steep gradients and a riverside corridor. The River Crouch and adjacent Local Wildlife Sites contribute to the site allocation's ecological value and must be protected and enhanced. A landscape buffer will be required to safeguard the floodplain and support biodiversity, with opportunities to improve access to nature through sensitive enhancements to the riverside public right of way.

Connectivity is a key consideration. The site allocation must integrate with LCWIP Cycle Route 5 and provide safe pedestrian links to Noak Hill Road and nearby bus stops, supporting sustainable movement and reducing reliance on private vehicles.

Development must also respond

sensitively to the privacy and amenity of existing residents along Noak Hill Road. Layout, orientation, and landscaping should be used to minimise overlooking and ensure a respectful relationship between new and existing homes.

The proposed release of Green Belt land has been informed by the 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.

H31, Land at Mountnessing Road

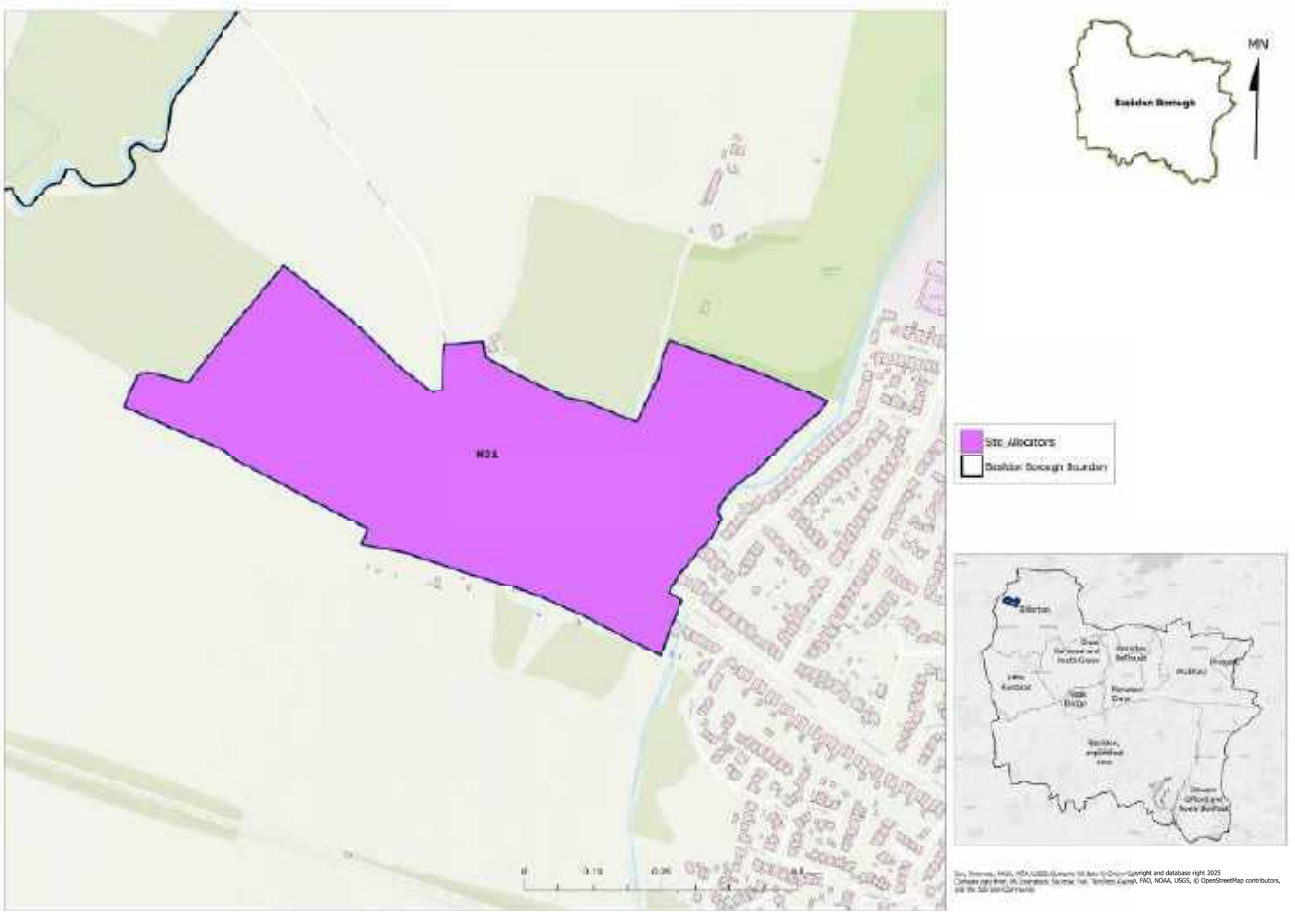


Figure 27: Extract from Policies Map

Allocation Information	Details
Location	Billericay
Allocation area (ha)	16.11
Indicative capacity	15-25 homes
Indicative Net Residential Capacity*	Not defined. Density must be determined through site-specific contextual analysis, taking into account existing built form, landscape character, constraints, and development potential.
Phasing	2025-30, 20-35

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land at Mountnessing Road (H31) comprises two small parcels on the north-western edge of Billericay. The sites are well enclosed by strong hedgerows and woodland, forming a clear boundary with the surrounding Green Belt. To the north lies a block of woodland, with further residential development within the allocation. The area sits within a Critical Drainage Area.

POLICY H31, Land at Mountnessing Road

VISION

Our vision for Land at Mountnessing Road (H31) is to support the existing community through sensitive village infill that enhances local character and delivers tangible benefits for residents.

The scheme will incorporate sustainable design principles, including energy-efficient homes and green infrastructure that supports biodiversity and climate resilience. Community uses and improved public transport connections, such as enhanced bus services, will be prioritised to foster inclusivity and reduce car dependency.

CORE PRINCIPLES

Development proposals should come forward as part of master-planned approach that delivers on the following core principles:

1. New housing should be low-rise and designed to complement the scale and character of surrounding development.
2. Sustainability to be at the heart of the proposal in relation to:
    - 2.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 2.2 The provision of open space in line with the emerging Open Space Strategy, 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.
    - 2.3 Supporting active travel and contributing to improved bus services to reduce car dependency.
    - 2.4 Retain and enhance existing hedgerows and Priority Habitat deciduous woodland, contributing to biodiversity, landscape quality and climate resilience.
3. Development must include a buffer in the southeastern end of the allocation to protect and enhance Forty Acre Plantation LoWS (ancient and semi-natural woodland).
4. Developer contributions will be required for:
    - 4.1 Nursery, primary and secondary school places to meet the needs arising from the development.

4.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

4.3 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.

5. A robust and defensible Green Belt boundary to the west must be maintained and, where necessary, strengthened.

6. Development should be in accordance with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

H31 comprises two small parcels on the north-western edge of Billericay, enclosed by strong hedgerows and woodland. The allocation lies within the Green Belt and has been assessed as making a moderate contribution to purpose (a) and a weak contribution to purpose (b). Their contained locations support their release for development.

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 and woodland to support biodiversity, climate resilience, and visual integration.

Connectivity is a key consideration. 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.

Due to its proximity to Norsey Wood SSSI/LCR and location within SSSI Impact Risk Zones, development on the allocation would likely require consultation with Natural England.

The proposed release of Green Belt land has been informed by the 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.

Mountnessing Brook runs to the east of H31 where a small area of the allocation lies within Flood Zone 3a, the rest of H31 is Flood Zone 1. H31 completely falls within CDA reference NBAS_O16. 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.

H32, Potash Road

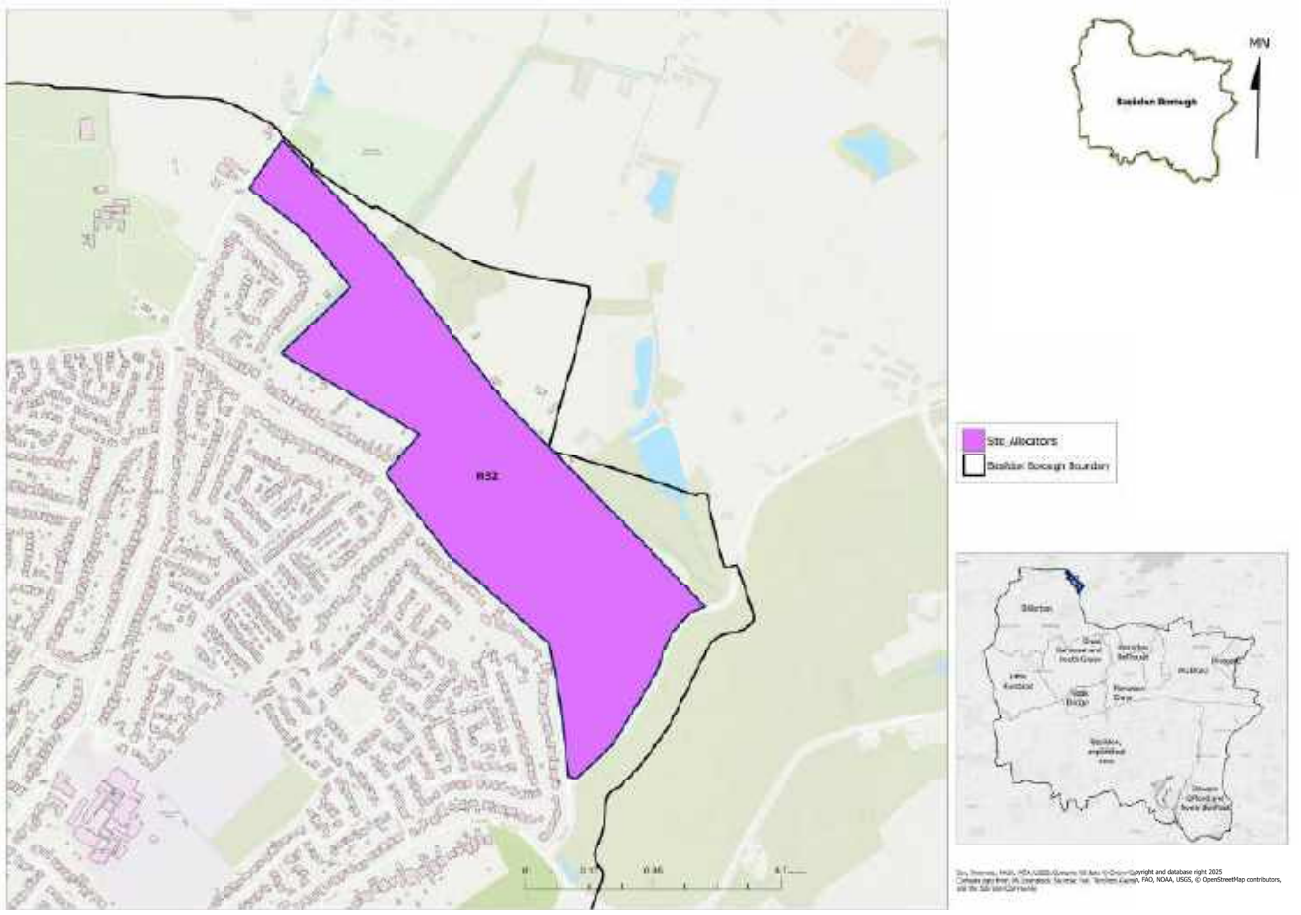


Figure 28: Extract from Policies Map

Allocation Information	Details
Location	Billericay
Allocation area (ha)	21.78
Indicative capacity	75 - 100 homes
Indicative Net Residential Capacity*	Not defined. Density must be determined through site-specific contextual analysis, taking into account existing built form, landscape character, constraints, and development potential.
Phasing	2036 - 40

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land at Potash Road (H32) is located to the north-east of Billericay and covers approximately 22 hectares. It comprises a mix of open fields and extensive areas of mature woodland, contributing to the area's natural character and ecological value.

A small number of existing properties are located within the site allocation, which is accessed via a network of minor roads. To the east, H32 adjoins open countryside, reinforcing its rural setting, while to the west it borders the built-up area of Billericay, offering potential for development that is well-integrated with the existing urban fabric.

POLICY H32, Potash Road

VISION

Our vision for Land North of Potash Road (H32) is to deliver landscape-led residential development that responds to the area's woodland character and ecological sensitivity. Development will maintain substantial separation from wooded areas. The scheme will reinforce the Green Belt boundary, enhance biodiversity, and create a strong sense of place rooted in nature.

CORE PRINCIPLES

Development proposals should come forward as part of master-planned approach that delivers on the following core principles:

1. New housing should be arranged within areas of grassland with the least ecological value, using a landscape-led approach to protect and enhance wooded areas, scattered trees, and scrub, while minimising ecological disruption and respecting landscape character.
2. The layout must respond to the allocation's topography and natural features, retaining and enhancing existing Priority Habitat deciduous woodland, scattered trees, hedgerows, and habitats.
3. Sustainability to be at the heart of the proposal in relation to:
    - 3.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.
    - 3.2 The provision of open space in line with the emerging Open Space Strategy, 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. Existing field patterns, mature hedgerows, trees, ponds, and watercourses should be retained and integrated into the allocation's green infrastructure design.
    - 3.3 Embedding a woodland character in the landscape design, including integrated play spaces, community growing areas, and informal green spaces.
    - 3.4 Development proposals must deliver safe and accessible crossing points along Potash Road to improve pedestrian safety and connectivity and must also integrate with and contribute to the enhancement of Cycling Route 8, supporting

the expansion of active travel infrastructure and encouraging sustainable transport choices.

4. Development in the southeastern portion of the site allocation must protect Forty Acre Plantation LoWS (ancient and semi-natural woodland).
5. Developer contributions will be required for:
    - 5.1 Improved bus connectivity and pedestrian safety, including the downgrading of Potash Road to reduce traffic speeds and improve access.
    - 5.2 Nursery, primary and secondary school places to meet the needs arising from the development.
    - 5.3 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.
    - 5.4 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.
6. A robust and defensible Green Belt boundary must be maintained and, where necessary, strengthened.
7. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

Potash Road (H32) comprises approximately 22 hectares of open fields and extensive mature woodland on the north-eastern edge of Billericay. It lies within the Green Belt and has been assessed as making a moderate contribution to purpose (a) and a weak contribution to purpose (b). Its release is justified by its contained location and the opportunity to reinforce a strong Green Belt edge through landscape-led design.

The site allocation's ecological and landscape value is its defining characteristic. Built form must be located to avoid disruption to its natural capital. A landscape-led approach is essential to preserve the woodland character and ecological integrity. Due to its proximity to Norsey Wood SSSI/LNR and location within SSSI Impact Risk Zones, development on the allocation would likely require consultation with Natural England.

H32 sits on the northern edge of Billericay with limited access to services. As such, active travel and bus connectivity are critical to reducing car dependency and supporting inclusive movement. Development must contribute to the enhancement of LCWIP Cycle Route 8 and deliver safe pedestrian infrastructure, including crossing improvements along Potash Road.

The allocation is in multiple ownership, which may complicate the coordinated delivery of the whole allocation. Basildon Borough Council encourages and will support a consortium approach to help overcome barriers to successful and timely delivery. Where applications are submitted for part of an allocation, proposals must not prejudice the development potential of the wider allocation. Applicants must demonstrate how the remainder of the allocation could be delivered in a coordinated and comprehensive manner, consistent with the aspirations and principles set out in the site allocation policy.

The proposed release of Green Belt land has been informed by the 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.

H32 lies entirely within Flood Zone 1. Stock Brook, a tributary of the River Wid, crosses through the northwestern corner of the allocation, and a small unnamed watercourse runs along the northern boundary. Pluvial flood risk is significant, and given the vulnerability of the allocation, a sequential approach should be implemented to steer infrastructure towards areas of lower surface water flood risk. Most of H32 falls within NBAS_017 – Critical Drainage Area (CDA). 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.

H33, Land East of Bowers Gifford

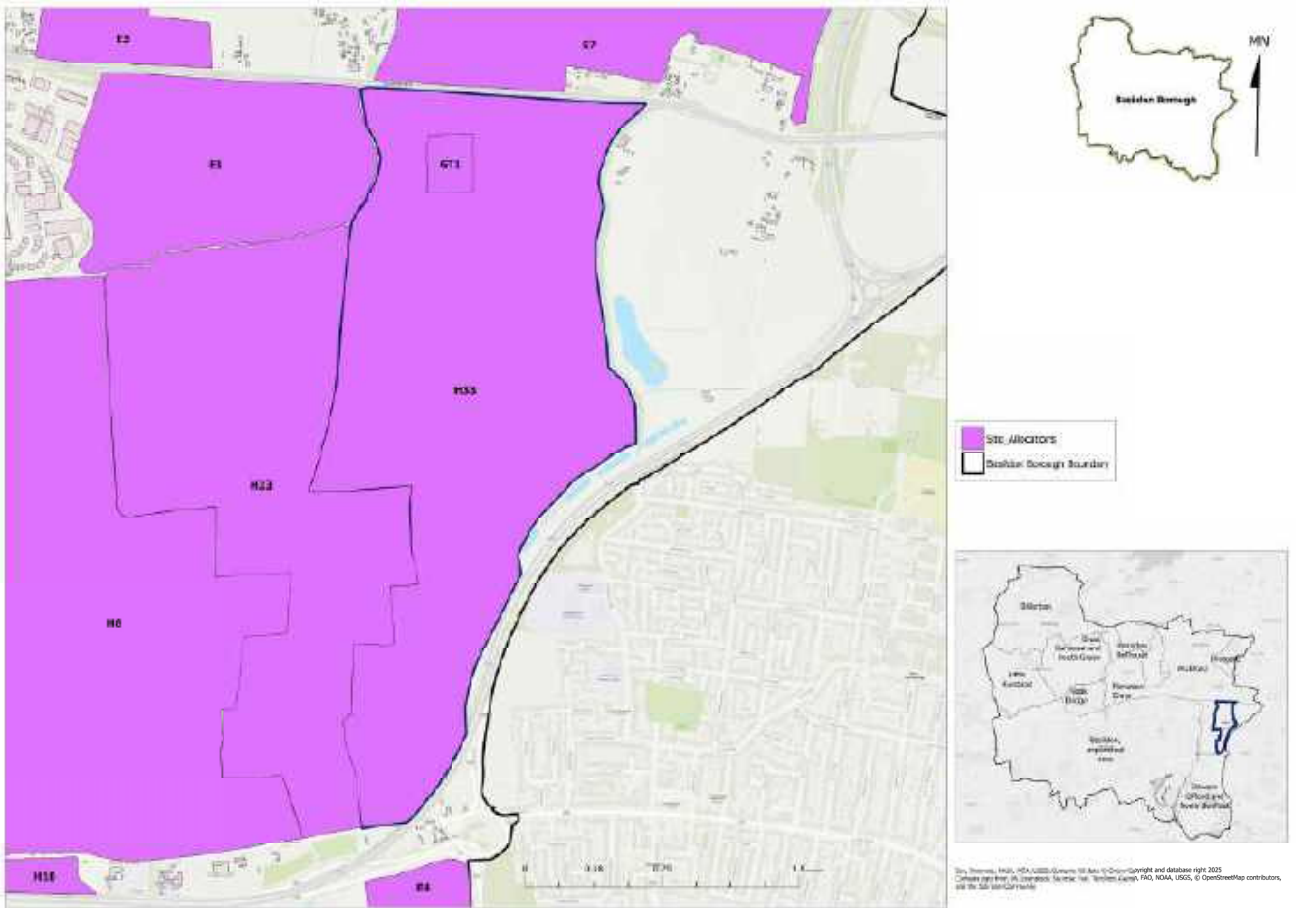


Figure 29: Extract from Policies Map

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	161.06
Indicative capacity	800 - 850 homes
Indicative Net Residential Capacity*	30 dph
Phasing	2031-35, 2036-40, 2041-43

** For the purpose of calculating density, the net developable area includes all residential plots, local streets, and small incidental open spaces. Larger areas of public open space, woodland, sustainable drainage areas, and primary road corridors are excluded.*

Site allocation context and description of existing

Land East of Bowers Gifford (H33) lies to the east of Basildon, within the parish of Pitsea, and covers approximately 161 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.

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 Word War II pillboxes. High-voltage power lines run parallel to the A130 along the eastern edge, and several public rights of way cross the northern part of the allocation. To the west, H33 adjoins the North Benfleet Plotlands and Bowers Gifford, with South Benfleet lying beyond the A130 to the east.

POLICY H33, Land East of Bowers Gifford

VISION

Our vision for Land East of Bowers Gifford (H33) 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 to South Benfleet, integrating sustainable transport links, public rights of way, and active travel routes. 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 should come forward as part of master-planned approach that delivers on the following core principles:

1. The delivery of new housing should achieve the indicative Net Residential Density when applied across the allocation. Housing types and sizes will be varied to support legibility and flexibility. 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.
2. 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 H8, H23 and H33, and may be provided within one or more of those site allocations if appropriate. The local centre should be sited to support placemaking and respond to the site allocation's historic context.
3. Provision of a new on-site nursery and primary school within a 3.09-hectare area allocated for Use Class F1. The facility must meet development needs, connect to surrounding housing via safe, inclusive pedestrian and cycle routes, and be delivered prior to the occupation of agreed housing numbers.
4. Development should be phased to ensure timely delivery of infrastructure, movement routes, and public spaces.
5. Sustainability to be at the heart of the

proposal in relation to:

5.1 The design, operation, and adaptability of new buildings, with a focus on reducing embodied carbon, maximising water efficiency, and incorporating sustainable drainage that responds to the allocation's topography.

5.2 Protection and enhancement of existing valuable landscape features including historic field patterns, Priority Habitat Page Wood, and veteran trees. Development should minimise the impact on the landscape and reflect the character and rural setting of the surrounding area.

5.3 The provision of open space in line with the emerging Open Space Strategy, 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.

5.4 An innovative approach to urban planting across the whole allocation with multiple benefits to encompass climate resilience, encourage active travel, improve air quality, create attractive and safe public spaces for leisure and rest, create community gardens for food growing and enhancements to support local biodiversity.

5.5 A coordinated approach to transport and access with enhancement of existing routes and creation of new ones throughout the allocation for active travel and connection to existing public transport to reduce air pollution. This shall include improving the existing underpass to Benfleet and integrating it into the proposed active travel routes, enhancing connectivity from Benfleet to employment areas along the A127 corridor and Pitsea Station.

5.6 Ensuring development parcels are well connected. Avoid isolated, single-access parcels that encourage car dependency.

5.7 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.

5.8 Upgrade the existing underpass to the east to ensure it is safe, inclusive, and welcoming.

5.9 Support the delivery of a proposed east-west active travel route that connects into Strategic Route H8, strengthening the borough's walking and cycling network.

6. Developer contributions will be required for:

6.1 Secondary school places to meet the needs arising from the development.

6.2 Expansion of local primary and community healthcare services, unless on-site provision is deemed necessary by the NHS.

6.3 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.

6.4 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.

7. Development to respond sensitively to the allocation's heritage farmland context and the setting of designated and non-designated assets, including the Church of All Saints and associated manorial site and World War II pillboxes. Proposals should be informed by a heritage baseline and demonstrate how heritage assets have shaped the layout, views, and character of the scheme.

8. The southern portion of the site allocation must be retained as open space due to spatial constraints arising from the A127, high-voltage transmission lines, and the need to prevent coalescence.

9. A coordinated approach to the movement of vehicles and people across the allocation, informed by an allocation-wide transport strategy. This should balance the competing demands for access by emergency vehicles, public transport to Pitsea Station, employment areas and Basildon Town Centre, servicing and maintenance, and the needs of people with limited mobility.

10. 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.

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 should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

H33 allocates approximately 161 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.

The site allocation lies within the Green Belt and has been assessed as making a strong contribution to purposes (a) and (b). It plays a key role in preventing unrestricted sprawl and maintaining separation between North Benfleet, Bowers Gifford, and South Benfleet. The risk of coalescence between these settlements is a significant constraint, and development must be carefully designed to preserve their distinct identities and ensure long-term containment.

This allocation includes land for a new school to ensure that planned growth is supported by essential infrastructure and contributes to the creation of a cohesive, walkable neighbourhood. The school site has been sized in accordance with ECC's Scenario Test Response and must meet the criteria set out in the Essex School Design Guidance, including a centrally located position, strong connections to surrounding homes via safe, inclusive active travel routes, and a car-free public space at the entrance to support safety, accessibility and placemaking.

H33 was previously considered as an alternative site due to its sensitive Green Belt context. Its allocation is justified by its scale, uncomplicated land ownership, and capacity to deliver strategic infrastructure that cannot be accommodated elsewhere. The southern portion of the allocation is to remain open and free from built form, due to the risk of coalescence and spatial constraints arising from the A127 and high-voltage transmission lines. Development in this area would have resulted in poor quality of living and compromised the integrity of the Green Belt.

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 habitat connectivity. Due to its proximity to Thundersley Great Common SSSI and Pitsea Marsh SSSI, as well as its location within SSSI Impact Risk Zones for both assets, development on the allocation would likely require consultation with Natural England.

Connectivity is a key priority. H33 must deliver an east–west active travel route linking to Strategic Route H8 and improve the existing underpass to South Benfleet, enabling safe and inclusive access to employment areas and Pitsea Station. Contributions will be required to support education, healthcare, leisure infrastructure, and sustainable transport.

The proposed release of Green Belt land has been informed by the 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.

The majority of H33 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. The proposed allocation boundary intersects two Critical Drainage Areas: the southern part lies entirely within NRoch_005, while part of the western boundary falls within NBAS_019. 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

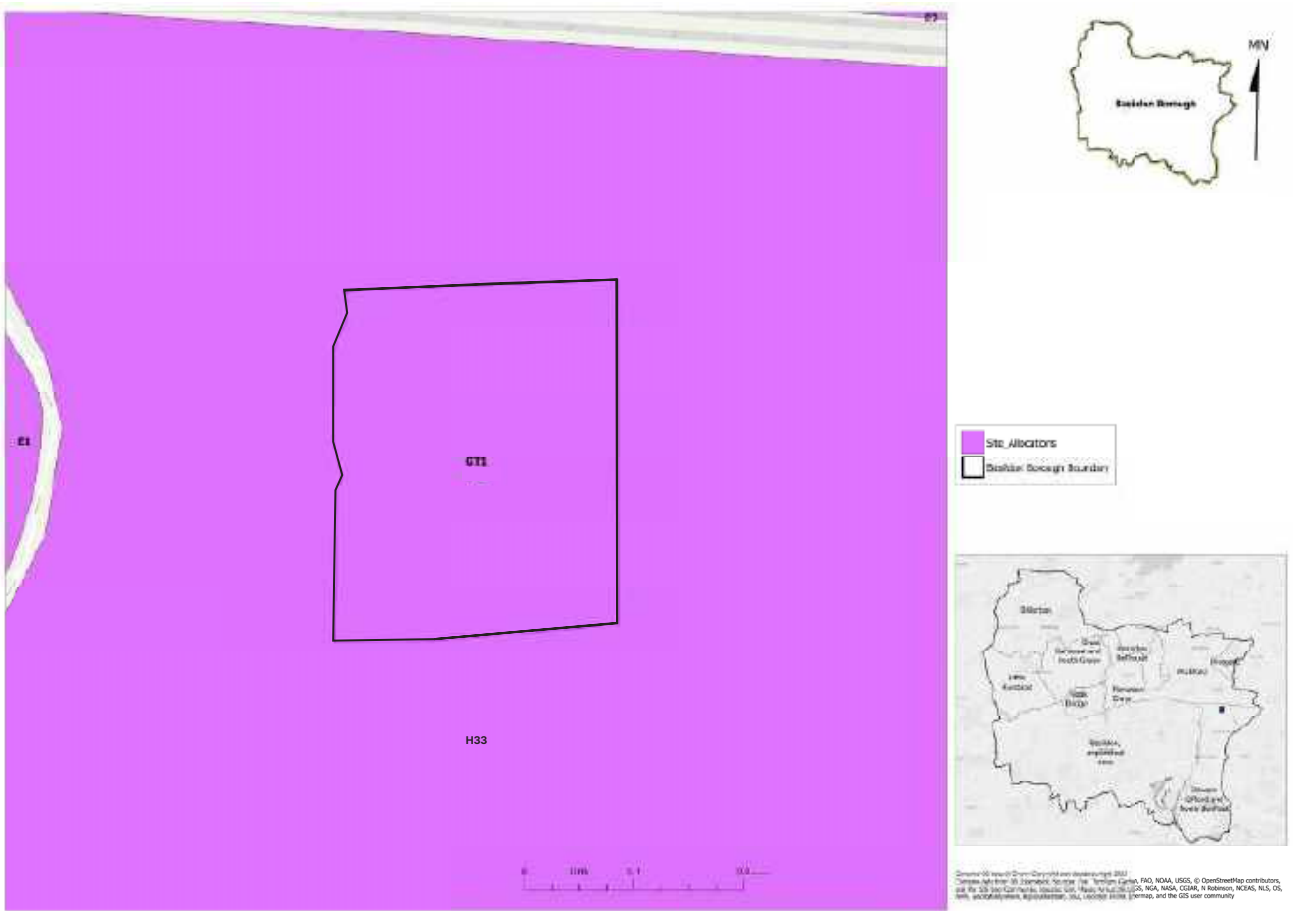


Figure 30: Extract from Policies Map

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Allocation area (ha)	3.17
Indicative capacity	25 Gypsy and Traveller Pitches
Phasing	2025-30

Site allocation context and description of existing

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 hectares. The topography is generally flat.

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.

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 the 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

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 for this site must:

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. Ensure all pitches are fully serviced with appropriate utilities and infrastructure.

Reasoned Justification

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.

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 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.

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.

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.

E1, Burnt Mills

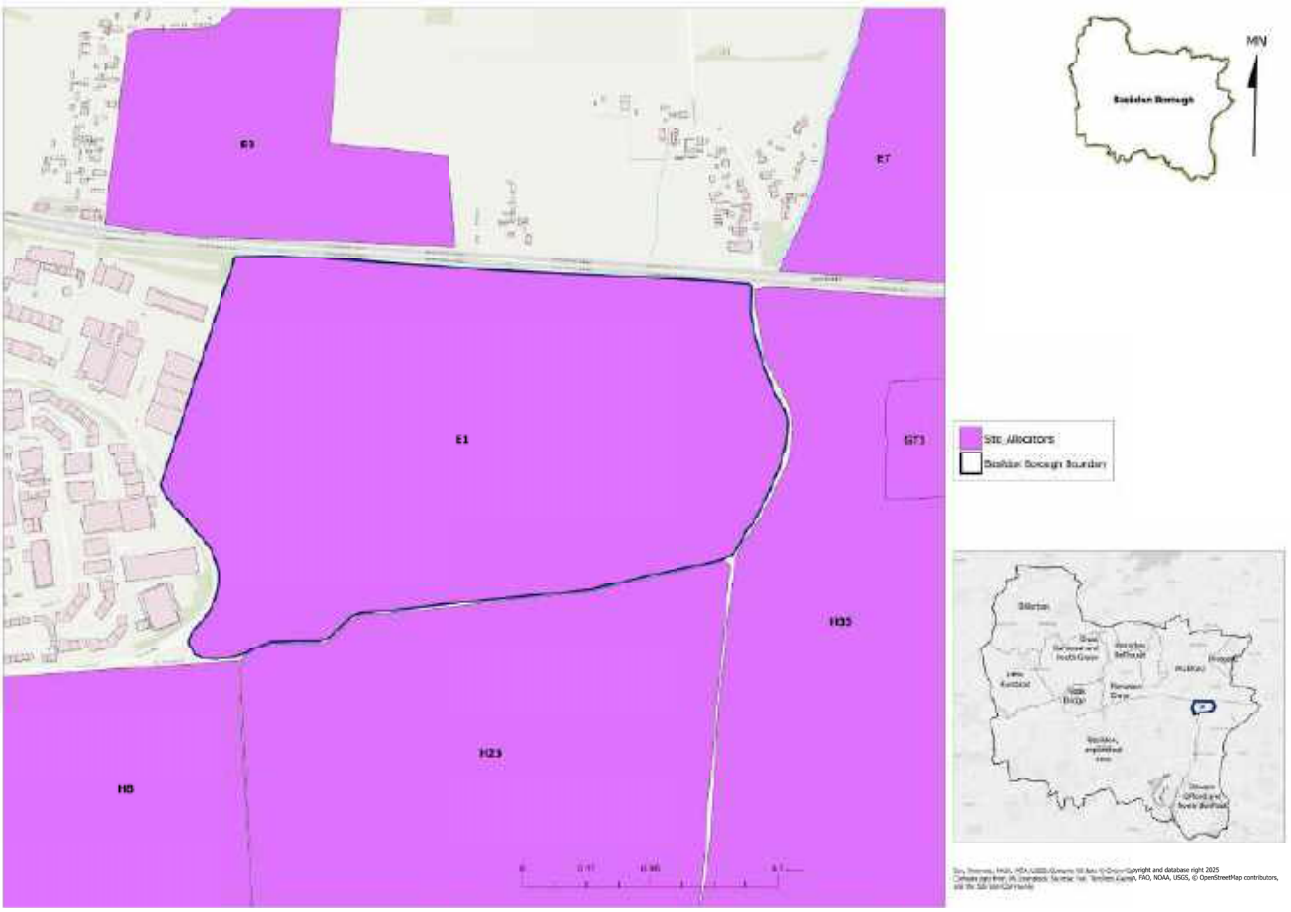


Figure 31: Extract from Policies Map

Allocation Information	Details
Location	Basildon / Bowers Gifford and North Benfleet
Allocation area (ha)	54.66

Site allocation context and description of existing

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

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 and sustainable locations with ancillary amenity uses to support both new and existing businesses and their employees. Improved walking, cycling, and public transport links from Pitsea will help ensure E1 provides accessible employment opportunities for local people.

CORE PRINCIPLES

Development proposals should come forward that deliver on the following core principles:

1. Provide a coordinated mix of employment uses that supports innovation, industrial activity, and job creation, with the phased and coordinated delivery of infrastructure and employment floorspace.
2. Respond sensitively to the heritage context, protecting and enhancing identified heritage assets including the Grade II listed Bradfield's Farmhouse (within allocation), Horseshoe Cottage, the Cottage at Junction with Burnt Mills Road, and Tiffayne's Farmhouse.
3. 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.
4. Sustainability should be at the heart of proposals in terms of:

    4.1 The design, operation, and adaptability of new buildings, with blue-green roofing and net zero carbon principles, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.

    4.2 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.

    4.3 Incorporating climate resilience through practical urban planting at ground level to manage surface water flooding and deliver co-benefits as green infrastructure, including formal and informal recreation, improved air quality, and enhanced biodiversity.

    4.4 Ensuring development is adaptable to changing business needs.

5. Include provision for outdoor amenity spaces for workers, contributing to health and wellbeing.
6. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
7. Demonstrate consideration of Environmental Colour Assessment principles to ensure appropriate visual integration of built form within the landscape and surrounding context.
8. 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.
9. Connect into and contribute towards the improvement of LCWIP Cycling Routes 1 and 13 to strengthen active travel links to Pitsea. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
10. 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 should also demonstrate opportunities to improve existing pedestrian and cycle crossings, making them less severe and more welcoming to users, thereby supporting active travel.
11. Provide a minimum of three Travelling Showpeople plots, integrated into the masterplan with associated infrastructure, to be secured by legal agreement.
12. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

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, enabling intensification and modernisation of employment uses. While land at E1 performs strongly against Green Belt purposes (a) and (b), its allocation is justified by its contribution to meeting identified employment land needs and its alignment with spatial strategy objectives.

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. Bradfields Farm, a listed building within the allocation, requires a conservation-led approach to ensure its setting is preserved and enhanced. The policy also supports the provision of outdoor amenity spaces for workers and the application of Environmental Colour Assessment principles to ensure high-quality, context-sensitive design.

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.

The proposed release of Green Belt land has been informed by the 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.

Part of E1, along the eastern boundary, lies within Flood Zone 3b, while the remainder of the allocation falls within Flood Zone 1. A significant area across the southern part of E1 is located within NBAS_019 – Critical Drainage Area (CDA). The allocation is directly adjacent to North Benfleet Brook. 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.

E2, Dunton Bootsale

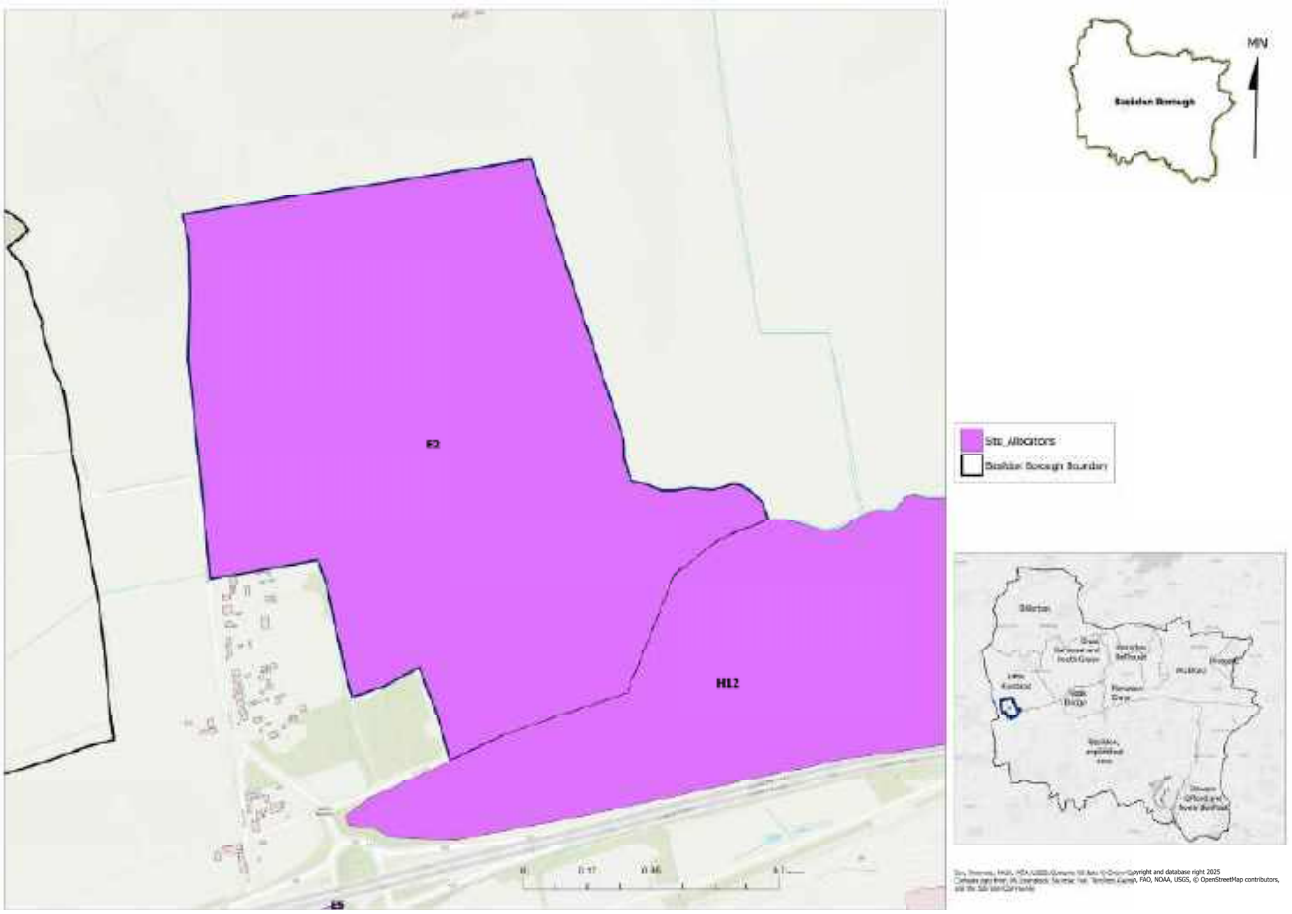


Figure 32: Extract from Policies Map

Allocation Information	Details
Location	Little Burstead
Total area (ha)	59.83

Site allocation context and description of existing

Dunton Bootsale (E2) is located to the northwest of Basildon and covers approximately 60 hectares. It includes the area currently used for the Dunton car boot sale, alongside a series of agricultural fields that contribute to the site's predominantly rural character.

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 H11 and H12, highlighting its potential strategic relevance within the wider development framework.

POLICY E2, Dunton Bootsale

VISION

Our vision for Dunton Bootsale (E2) is the delivery of a rural enterprise site that supports small-scale, low-impact employment uses within a countryside setting. The allocation will provide flexible workspace for rural businesses, start-ups, and green industries, contributing to local economic resilience while respecting the openness and character of the Green Belt. With its close proximity to strategic growth areas, including H11, H12 and Dunton Garden Village, as well as the existing Dunton Ford Campus, E2 will engender opportunities for synergies with new communities and major employers.

CORE PRINCIPLES

Development proposals should come forward that deliver on the following core principles:

1. Provision of cohesive and complementary low-impact employment uses that support rural enterprise, innovation, and job creation appropriate to a Green Belt setting, ensuring openness is preserved and development does not conflict with Green Belt purposes. Acceptable uses include small-scale operations within Use Classes E(g) (i–iii), B2, and B8, where they are demonstrably compatible with the rural setting and do not harm the openness of the Green Belt.
2. Design must respond sensitively to the rural character of the allocation and the absence of strong physical boundaries to the north and west. Proposals should incorporate high-quality landscaping and planting to reinforce natural edges and support integration with the surrounding countryside.
3. Sustainability should be at the heart of proposals in terms of:
    - 3.1 The design, operation, and adaptability of new buildings, with blue-green roofing and net zero carbon principles, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    - 3.2 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.
    - 3.3 Incorporating climate resilience through practical urban planting at ground level to manage surface water flooding and deliver co-benefits as green infrastructure, including formal and informal recreation, improved air quality, and enhanced biodiversity.

3.4 Ensuring development is adaptable to changing business needs.

4. Provide outdoor amenity spaces for workers, contributing to health and wellbeing.
5. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
6. Avoid adverse impacts on nearby residential areas and sensitive receptors, with appropriate mitigation and green buffers where necessary.
7. Protect designated ecological assets, including Lady Spring Wood, Gravel Pit Wood LoWS, and the River Crouch, with any public access designed in consultation with a certified ecologist to ensure biodiversity is safeguarded.
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 should also demonstrate opportunities to improve existing pedestrian and cycle crossings, making them less severe and more welcoming to users, thereby supporting active travel.
9. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

Allocation E2 lies to the north of the A127 on land that performs strongly against Green Belt purposes (a) and (b). While it lacks strong boundary features, it is closely related to emerging development areas including H11, H12, and Dunton Garden Village, offering opportunities for rural employment to complement planned housing growth.

Its proximity to the Dunton Ford Campus presents opportunities for complementary rural enterprise uses, such as innovation, supply chain support, and workforce amenities aligned with the borough's economic and sustainability objectives. These could include small-scale R&D, green industries, or co-working and training spaces that support Ford's operations and employees.

Retention of E2 within the Green Belt is appropriate given its rural character and potential to accommodate low-impact employment uses that preserve openness. The allocation supports the Council's objective to diversify the local economy and provide opportunities for rural enterprise, particularly in green industries and small-scale manufacturing.

Development must be carefully designed to respect its landscape setting, with strong emphasis on visual containment, sustainable design, and integration with green infrastructure.

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. 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.

E3, Land Adjacent to Hovefields Avenue

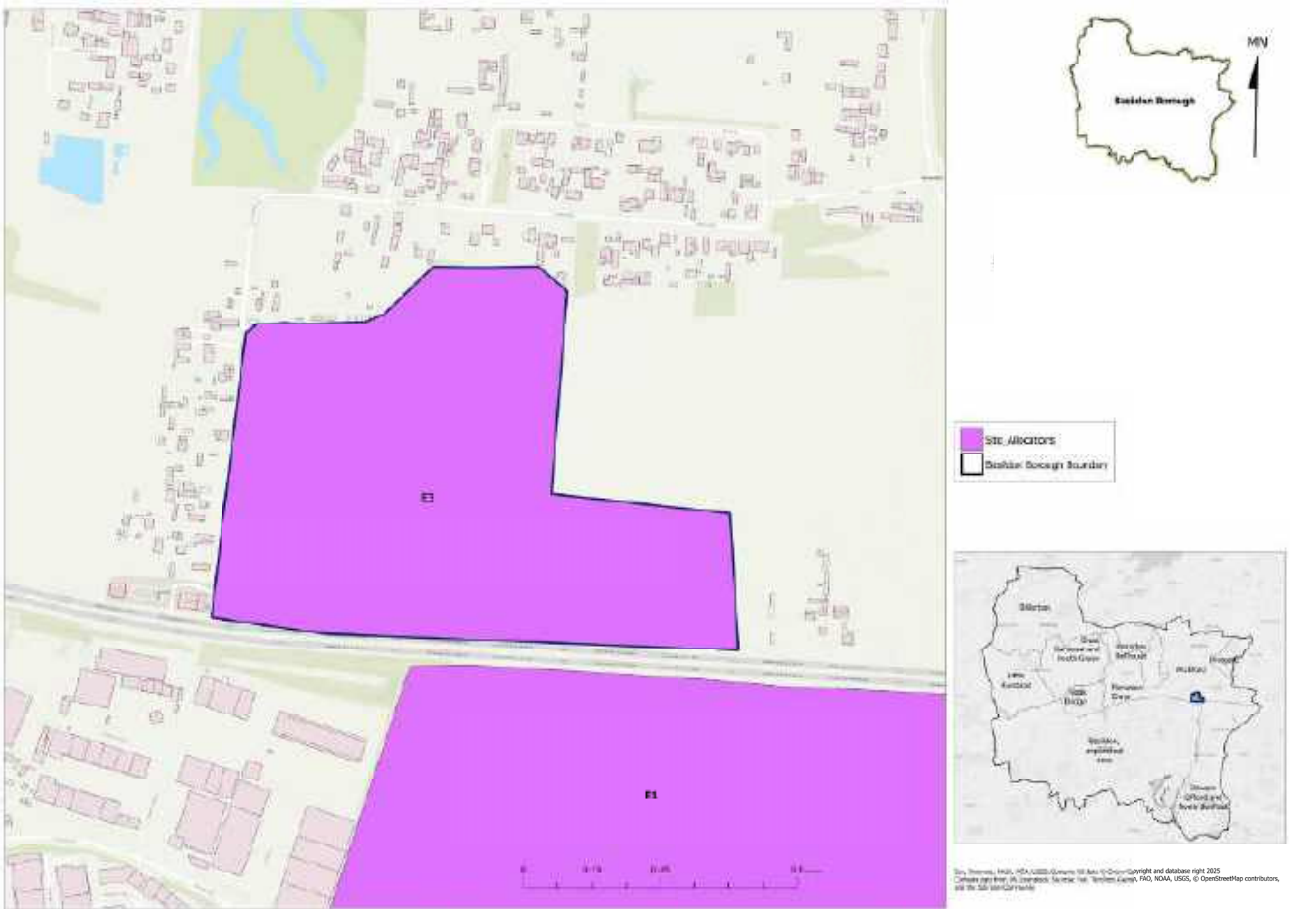


Figure 33: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Total area (ha)	17.40

Site allocation context and description of existing

Land Adjacent to Hovefields Avenue (E3) is located to the south of Basildon covering an area of 17.4 ha. It comprises a series of developed plots interspersed with areas of open scrub and grassland, forming a semi-rural landscape with potential for integrated land use. It is traversed by several minor or unmade roads that provide access to the existing plots, while the A127 forms a prominent southern boundary, enhancing regional connectivity. Adjacent areas to the east and west consist of grassland and scrub with varying degrees of urban development.

POLICY E3, Land Adjacent to Hovefields Avenue

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 on uses that complement nearby infrastructure. The allocation will contribute to Basildon's employment strategy without undermining the openness of the Green Belt or the distinct identities of Billericay and Wickford.

CORE PRINCIPLES

Development proposals should come forward that deliver on the following core principles:

1. Provision of cohesive and complementary low-impact employment uses that support rural enterprise, innovation, and job creation appropriate to a Green Belt setting, ensuring openness is preserved and development does not conflict with Green Belt purposes. Acceptable uses include small-scale operations within Use Classes E(g) (i–iii), B2, and B8, where they are demonstrably compatible with the rural setting and do not harm the openness of the Green Belt.
2. Respond sensitively to the plotland character with low-rise development and high-quality landscaping and planting to reinforce natural edges and prevent coalescence between Billericay and Wickford.
3. Sustainability should be at the heart of proposals in terms of:

3.1 The design, operation, and adaptability of new buildings, with blue-green roofing and net zero carbon principles, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.

3.2 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.

3.3 Incorporating climate resilience through practical urban planting at ground level to manage surface water flooding and deliver co-benefits as green infrastructure, including formal and informal recreation, improved air quality, and enhanced biodiversity.

3.4 Ensuring development is adaptable to changing business needs.

4. Provide outdoor amenity spaces for workers, contributing to health and wellbeing.
5. 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 should also demonstrate opportunities to improve existing pedestrian and cycle crossings, making them less severe and more welcoming to users, thereby supporting active travel.
7. Avoid adverse impacts on nearby residential areas and sensitive receptors, with appropriate mitigation and green buffers where necessary.
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.

Reasoned Justification

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 site 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 objectives.

Despite its strategic location, the A127 creates a significant barrier to movement, limiting direct access to the employment corridor and requiring careful consideration of connectivity and infrastructure. Development must be supported by access testing and mitigation to ensure safe and inclusive movement for workers and vehicles.

E3 is suitable for low-impact employment uses within Use Classes B2, B8, and E(g), provided development is carefully designed to respect the plotland character and avoid harm to the Green Belt. Development must also avoid contributing to coalescence between Billericay and Wickford, with strong landscape buffers and containment measures.

The allocation supports the Council's objective to diversify employment land supply and make use of underutilised land, while ensuring that development is sustainable, well-integrated, and sensitive to its context.

E4, Land West of Canvey Way

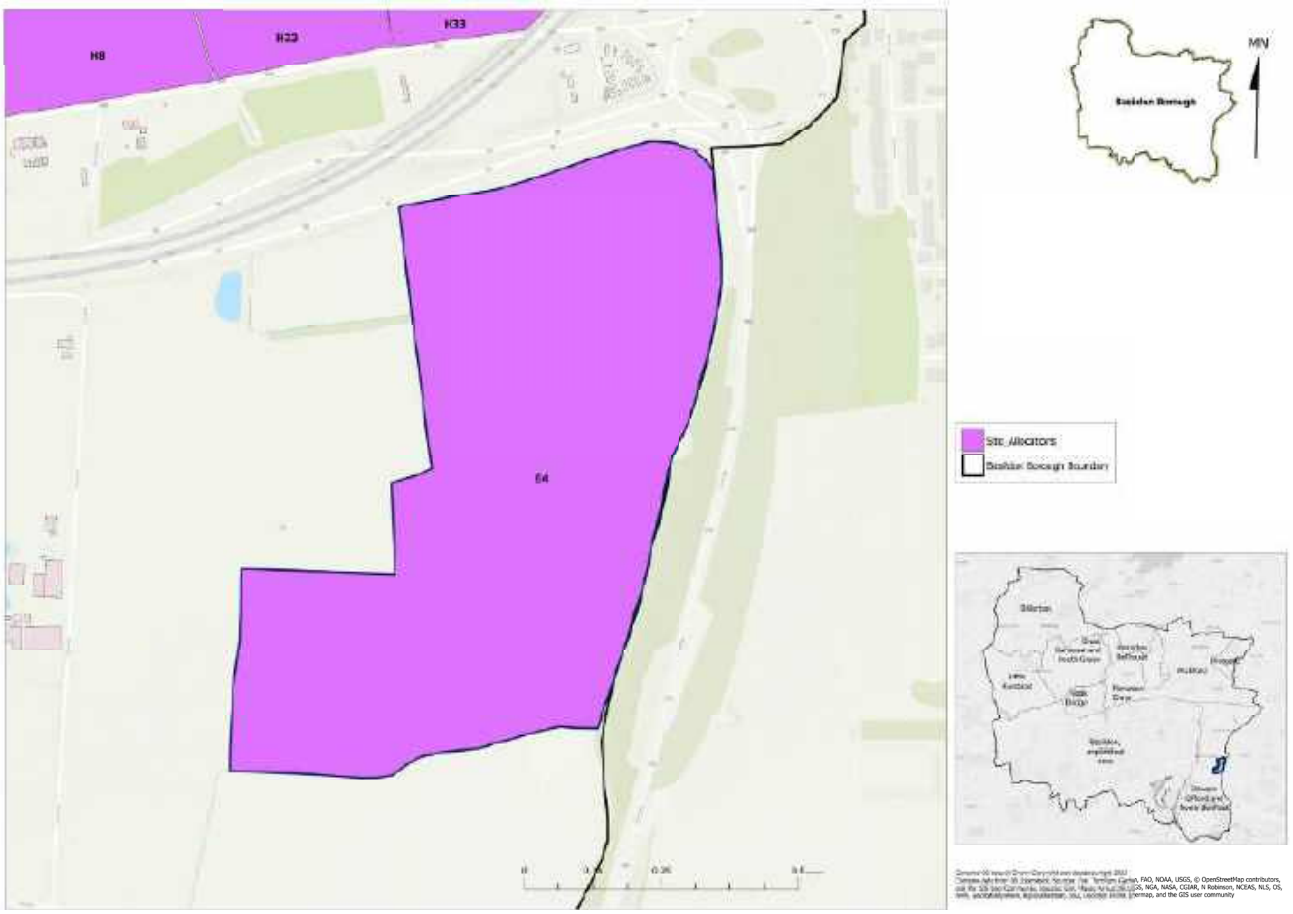


Figure 34: Extract from Policies Map

Allocation Information	Details
Location	Bowers Gifford and North Benfleet
Total area (ha)	23.66

Site allocation context and description of existing

E4 is situated to the south of the Saddlers Farm roundabout and the A13 corridor, encompassing a total area of approximately 24 hectares. The allocation comprises a series of agricultural fields, along with a designated area currently used for car boot sales. The landscape is predominantly rural in character, contributing to the open and undeveloped nature of the surrounding environment.

The eastern portion of E4 is bounded by agricultural land to the west and forms an integral part of the overall land parcel. The allocation offers a strategic opportunity to advance the borough's long-term aspirations for sustainable development.

POLICY E4, Land West of Canvey Way

VISION

Our vision for Land West of Canvey Way (E4) is to support long-term employment growth through logistics and industrial uses that benefit from direct access to the A13. The allocation offers potential to provide jobs for communities in Canvey Island, subject to access improvements and wider infrastructure delivery, including the Lower Thames Crossing. Development will incorporate high-quality landscaping and planting to manage visual impact and integrate the design with its rural surroundings.

CORE PRINCIPLES

Development proposals should come forward that deliver on the following core principles:

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.
2. Respond sensitively to the open landscape and lack of strong boundaries. Incorporate high-quality landscaping and planting to reinforce containment and visual integration with the surrounding countryside.
3. Sustainability should be at the heart of proposals in terms of:
    - 3.1 The design, operation, and adaptability of new buildings, with blue-green roofing and net zero carbon principles, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    - 3.2 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.
    - 3.3 The Priority Habitat deciduous woodland located to the east must be retained, protected and buffered as part of the allocation's green infrastructure network.
    - 3.4 Incorporating climate resilience through practical urban planting at ground level to manage surface water flooding and deliver co-benefits as green infrastructure, including formal and informal recreation, improved air quality, and enhanced biodiversity.
    - 3.5 Ensuring development is adaptable to changing business needs.
4. Provide outdoor amenity spaces for workers, contributing to health and

wellbeing.

5. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
6. Demonstrate consideration of Environmental Colour Assessment principles to ensure appropriate visual integration of built form within the landscape and surrounding context.
7. 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.
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 should also demonstrate opportunities to improve existing pedestrian and cycle crossings, making them less severe and more welcoming to users, thereby supporting active travel.
9. 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.
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.

Reasoned Justification

Land West of Canvey Way (E4) lies to the south of the A13 and Saddlers Farm roundabout, within a predominantly rural landscape. It comprises approximately 24 hectares of agricultural land and open fields, with limited built form and weak boundary definition. While the allocation performs strongly against Green Belt purposes (a) and (b), 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.

The proximity between E4 and Canvey Island offers an opportunity to provide accessible jobs for nearby communities, particularly in sectors such as logistics and light industrial. However, access remains a significant constraint. The A130 and surrounding infrastructure create severance, limiting active travel options and requiring detailed testing and mitigation to ensure safe and efficient movement for workers and vehicles.

Development must be carefully designed to respect the site allocation's open character and integrate with the surrounding landscape. A landscape-led approach is essential to ensure visual containment, climate resilience, and biodiversity enhancement. Proposals must incorporate sustainable drainage and green infrastructure to support ecological networks and climate resilience. Design should also be informed by Environmental Colour Assessment principles to ensure appropriate visual integration with the surrounding context.

The allocation supports the Council's objective to diversify employment land supply and explore long-term opportunities for strategic employment growth. Its delivery may be contingent on wider infrastructure improvements, including those associated with the Lower Thames Crossing, and should be considered within a phased and coordinated framework.

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.

The proposed release of Green Belt land has been informed by the 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.

E5, Friern Manor Farm

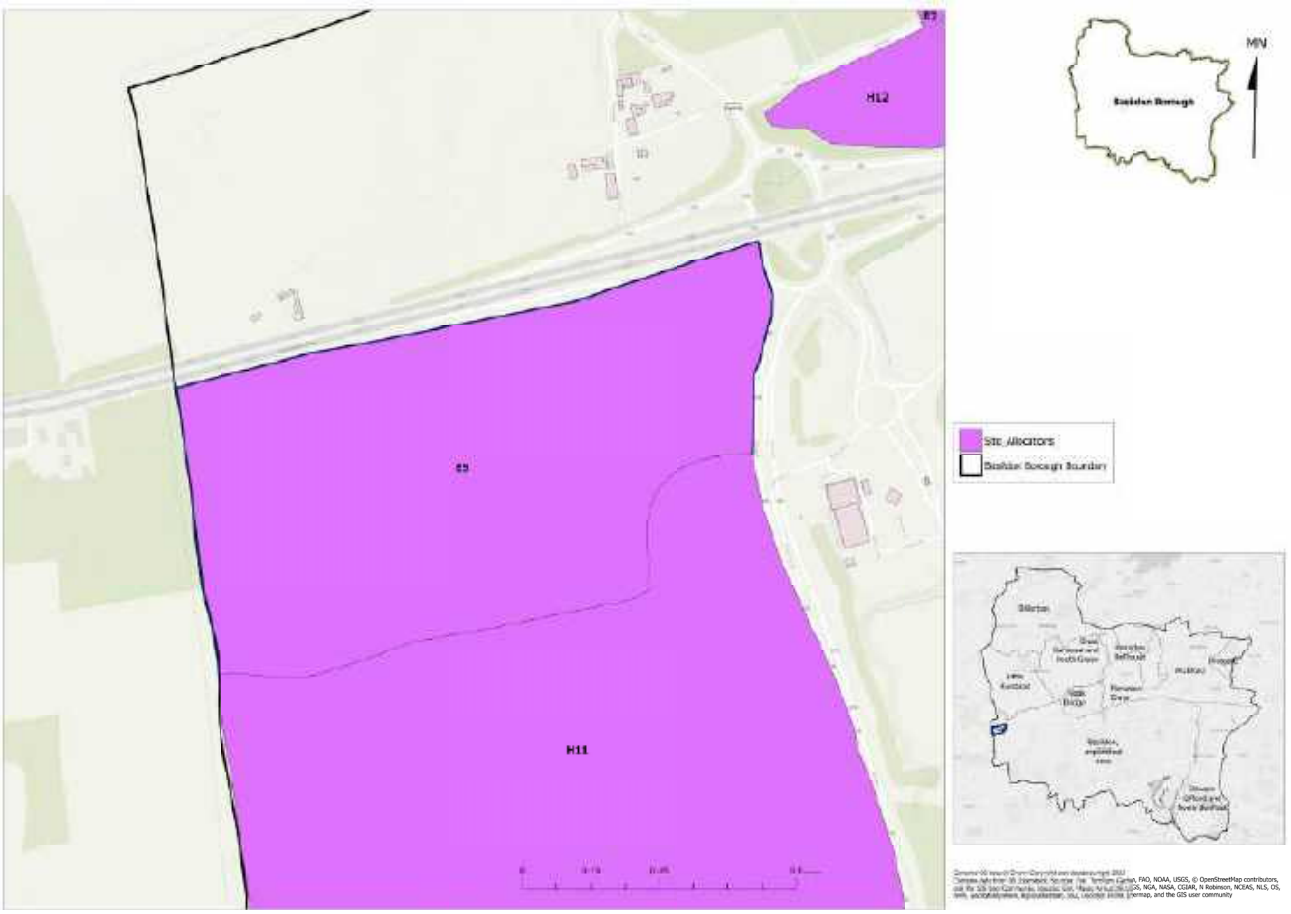


Figure 35: Extract from Policies Map

Allocation Information	Details
Location	Basildon
Total area (ha)	21.00

Site allocation context and description of existing

Friern Manor Farm (E5) is located to the west of Laindon, encompassing an area of approximately 21 hectares. It comprises a sequence of agricultural fields defined by mature hedgerows, contributing to the rural character of the area. The allocation is bounded by the A127 to the north, open countryside to the west, and the built-up area of Basildon to the east.

POLICY E5, Friern Manor Farm

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. It will accommodate uses within Classes B2, B8, and E(g), designed to complement nearby strategic employment areas and integrate sensitively with the surrounding landscape and heritage assets.

CORE PRINCIPLES

Development proposals should come forward that deliver on the following core principles:

1. Support employment uses within Use Classes B2, B8, and E(g) (i–iii), including industrial, logistics, and research-based activities appropriate to the allocation's strategic location.
2. Respond sensitively to the rural character and field structure. Protect and enhance existing field boundaries, mature hedgerows, and trees to reinforce containment and visual integration.
3. Sustainability should be at the heart of proposals in terms of:
    - 3.1 The design, operation, and adaptability of new buildings, with blue-green roofing and net zero carbon principles, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    - 3.2 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.
    - 3.3 Incorporating climate resilience through practical urban planting at ground level to manage surface water flooding and deliver co-benefits as green infrastructure, including formal and informal recreation, improved air quality, and enhanced biodiversity.
    - 3.4 Ensuring development is adaptable to changing business needs.
4. Provide outdoor amenity spaces for workers, contributing to health and wellbeing.
5. Development must provide secure and sheltered cycle parking and changing facilities to support active travel and reduce reliance on private vehicles.
6. Demonstrate consideration of Environmental Colour Assessment

principles to ensure appropriate visual integration of built form within the landscape and surrounding context.

7. 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 should also demonstrate opportunities to improve existing pedestrian and cycle crossings, making them less severe and more welcoming to users, thereby supporting active travel.
8. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

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 H11, H12, and Dunton 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.

The allocation comprises a series of agricultural fields defined by mature hedgerows and blocks of woodland, contributing to its rural character and landscape value. These features must be retained and enhanced to ensure visual containment and integration with the surrounding countryside.

While E5 has been subject to 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, and E(g). Development should complement nearby strategic employers, including Ford, and contribute to the borough's wider economic objectives.

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.

Cross-boundary coordination with Brentwood will be essential, particularly in relation to highways. This includes ensuring connectivity with Dunton Garden Village and aligning movement strategies to support sustainable transport across administrative boundaries.

The proposed release of Green Belt land has been informed by the 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.

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. 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.

E6, South of Nevendon Road

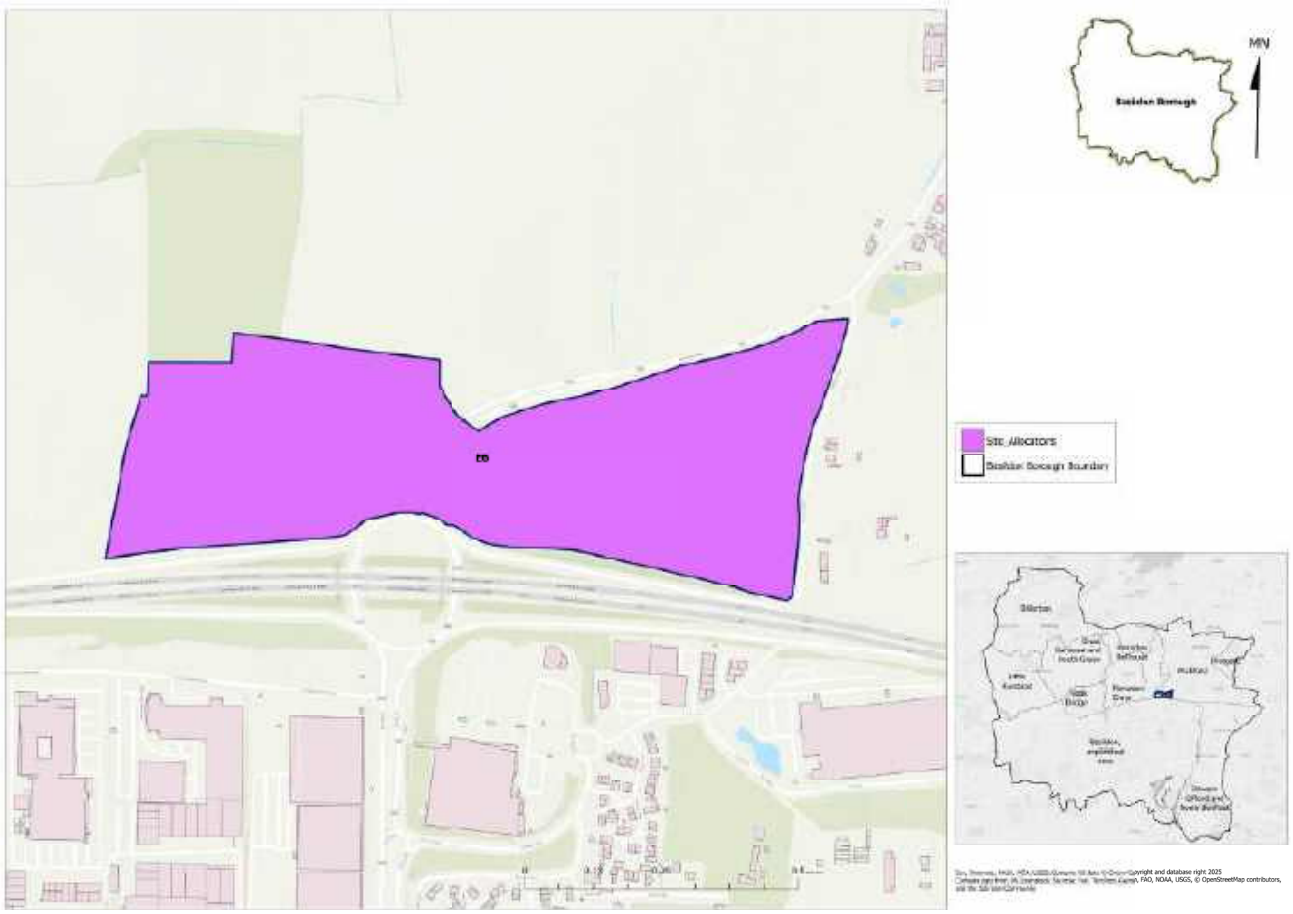


Figure 36: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Total area (ha)	16.09

Site allocation context and description of existing

South of Nevendon Road (E6) is situated between Basildon and Wickford, directly adjoining the Nevendon roundabout. Covering approximately 16 hectares, it consists of open fields bordered by mature hedgerows, which contribute to the area's semi-rural character. E6 is bounded by the A127 to the south, open countryside to the north and west, and open fields to the east, which gradually transition into a more built-up area further east.

POLICY E6, South of Nevendon Road

VISION

Our vision for South of Nevendon Road (E6) is for the delivery of a strategic employment hub that provides employment spaces for technical and innovation industries along the A127 corridor. It will optimise active travel with high-quality spaces that have inviting and attractive urban planting to support formal and informal recreation and leisure for workers; and to support biodiversity and climate resilience in the locality.

CORE PRINCIPLES

Development proposals should come forward that deliver on the following core principles:

1. Provide a complementary mix of employment uses that supports technical innovation industries and job creation, sensitively designed to protect the amenity of homes in close proximity to the site allocation.
2. Employment units adjacent to residential dwellings will be limited to Use Classes B8 and E(g)(i) or live-work units (Sui Generis) and be separated by green buffers to mitigate noise and visual impacts.
3. Sustainability should be at the heart of proposals in terms of:
    - 3.1 The design, operation, and adaptability of new buildings, with blue-green roofing and net zero carbon principles, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    - 3.2 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.
    - 3.3 Incorporating climate resilience through practical urban planting at ground level to manage surface water flooding and deliver co-benefits as green infrastructure, including formal and informal recreation, improved air quality, and enhanced biodiversity.
    - 3.4 Ensuring development is adaptable to changing business needs.
4. Provide outdoor amenity spaces for workers, contributing to health and wellbeing.
5. 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 should also demonstrate opportunities to improve existing pedestrian and cycle crossings, making them less severe and more welcoming to users, thereby supporting active travel.

7. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.

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.

Reasoned Justification

South of Nevendon Road (E6) is located between Basildon and Wickford, directly adjoining the Nevendon Junction and positioned north of the A127 employment corridor. It covers approximately 16 hectares and benefits from direct access to the A127, making it well-suited to accommodate industrial and innovation-led employment uses.

Existing uses include a rescue dog shelter, and recent planning consents have been granted for a data centre and battery charging facility. These reflect the allocation's emerging role in supporting technical infrastructure.

Its location north of the A127 creates severance from Basildon and the wider employment corridor. Development must therefore prioritise active travel improvements, including enhancements to signalised crossings and underpasses, to ensure safe and inclusive access for workers.

Employment uses within Use Classes B8 and E(g)(i) are appropriate, particularly where they complement nearby strategic employers. Residential development is not considered suitable due to the site allocation's proximity to the A127 and Nevendon roundabout, which present constraints in terms of amenity and accessibility.

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. Development must also incorporate sustainable drainage and green infrastructure to manage surface water and enhance biodiversity.

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.

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. The majority of the allocation is located within the NBAS_012 – Bromfords critical drainage area (CDA). 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.

E7, South of Fanton Hall Farm

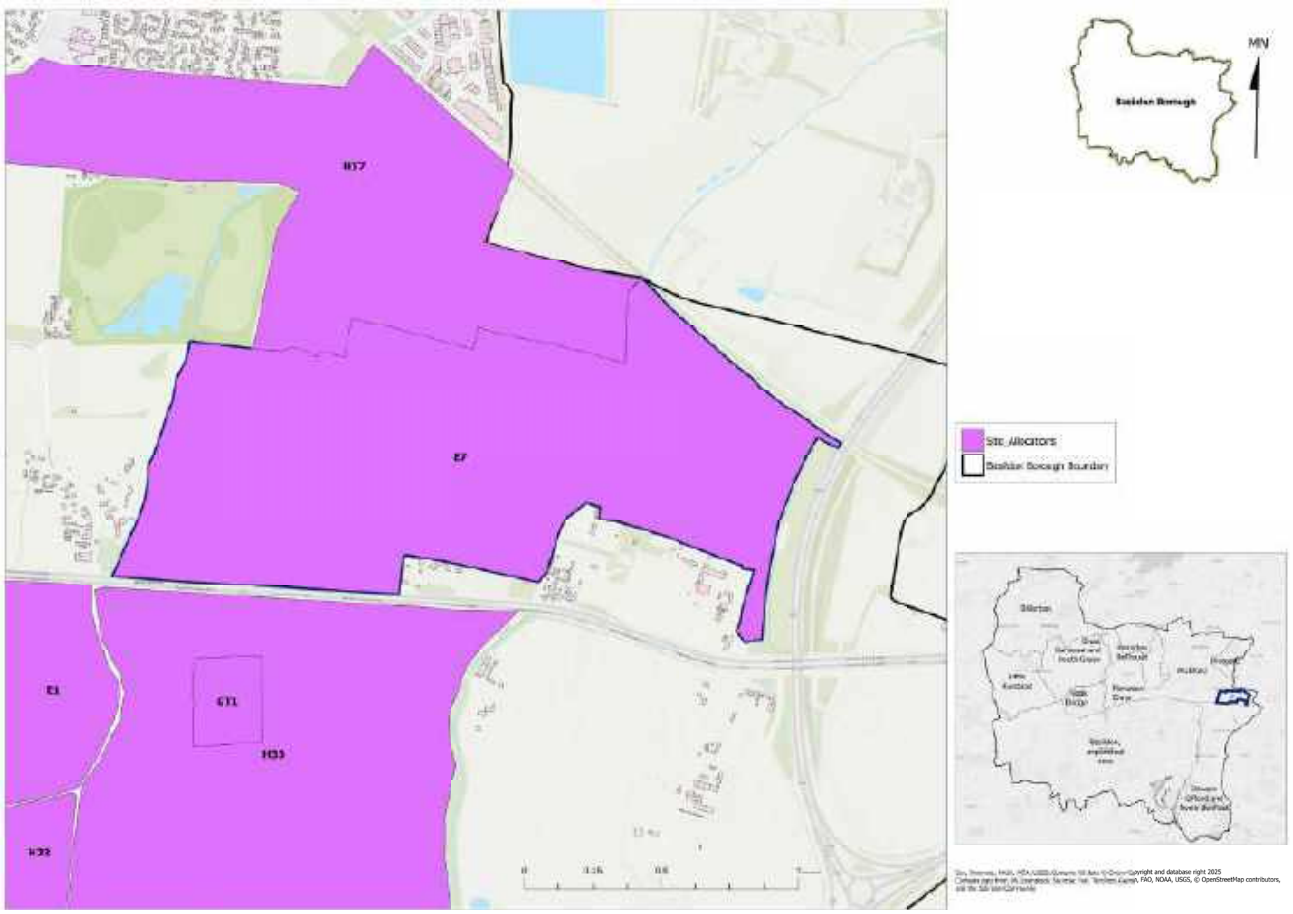


Figure 37: Extract from Policies Map

Allocation Information	Details
Location	Wickford
Total area (ha)	73.45

Site allocation context and description of existing

South of Fanton Hall Farm (E7) is located to the southeast of Wickford and north of North Benfleet, covering approximately 73 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 E7, providing access to farms as well as small industrial and residential areas. 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 west, E7 is adjacent to Wick Country Park and to the south lies allocation H33, 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

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 should come forward that deliver on the following core principles:

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 buffer of tall vegetation.
3. Sustainability should be at the heart of proposals in terms of:
    - 3.1 The design, operation, and adaptability of new buildings, with blue-green roofing and net zero carbon principles, ensuring no direct or cumulative increase in flood risk locally or within the wider catchment.
    - 3.2 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.
    - 3.3 Incorporating climate resilience through practical urban planting at ground level to manage surface water flooding and deliver co-benefits as green infrastructure, including formal and informal recreation, improved air quality, and enhanced biodiversity.
    - 3.4 Ensuring development is adaptable to changing business needs.
4. Provide outdoor amenity spaces for

workers, contributing to health and wellbeing.

5. 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 should also demonstrate opportunities to improve existing pedestrian and cycle crossings, making them less severe and more welcoming to users, thereby supporting active travel.
7. Maintain visual separation between Basildon and Wickford by providing a significant landscape buffer.
8. Development should accord with any flood mitigation and adaptation measures stated within the borough's most recent Strategic Flood Risk Assessments.
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.

Reasoned Justification

Allocation E7 lies between Wickford and North Benfleet, adjacent to the A127 and A130, and forms part of the borough's strategic employment corridor. Its scale, location, and proximity to existing employment areas make it well-suited to accommodate industrial and logistics uses that support long-term economic growth.

The site allocation's rural character, defined by agricultural fields and mature hedgerows, requires a landscape-led approach to ensure visual containment and integration with surrounding countryside. Development must also maintain settlement separation between Basildon and Wickford through a significant landscape buffer.

Its position north of the A127 presents severance issues that must be addressed through active travel improvements, including enhancements to pedestrian and cycle routes and crossings. Proposals must be supported by a Traffic Impact Assessment and incorporate sustainable drainage and green infrastructure to manage surface water and support biodiversity.

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.

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. 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.



Appendices

Appendix 1: Open Spaces, Indoor Sports Provision and Community Facilities

List of Open Spaces

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
All Saint's Church	London Road, Vange	Basildon	Private	Cemeteries and Churchyards
All Saint's Churchyard	Off North Benfleet Hall Road, North Benfleet	Basildon	Unknown	Cemeteries and Churchyards
Barrington Gardens Playground	Barrington Gardens/ The Fryth	Basildon	Public	Amenity Green Space
Barstable Play Area	Long Riding	Basildon	Public	Amenity Green Space
Basildon Golf Course	R/O Sparrows Herne	Basildon	Public	Outdoor Sports Facility
Berry Boys Club	Valence Way	Basildon	Public	Amenity Green Space
Land at Barleylands Farm, south of River Crouch	Southend Road	Billericay & Burstead	Private	Outdoor Sports Facility
Land at Barleylands Farm, by White's Bridge	Southend Road	Billericay & Burstead	Private	Outdoor Sports Facility
Land north of Barleylands Farm Shop	Southend Road	Billericay & Burstead	Private	Outdoor Sports Facility
Land north west of Barleylands Farm Shop	Southend Road	Billericay & Burstead	Private	Outdoor Sports Facility
Land opposite Red Cottage and Whites Farm	Barleylands Farm Road	Billericay & Burstead	Private	Outdoor Sports Facility
Land to south of Whites Farm	Off Barleylands Farm Road	Noak Bridge & Ramsden Bellhouse	Private	Outdoor Sports Facility

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land to south west of Barleylands Depot	Off Barleylands Farm Road	Billericay & Burstead	Private	Outdoor Sports Facility
Botelers	Off Whitmore Way	Basildon	Public	Natural and Semi-natural Open Space
Bowers Gifford Allotments	London Road, Bowers Gifford	Basildon	Public	Allotment and Community Garden
Chapel Street Burial Ground	Chapel Street	Billericay & Burstead	Private	Cemeteries and Churchyards
Church Hill Open Space	Church Hill	Basildon	Public	Natural and Semi-natural Open Space
Church of the Holy Cross	Church Road	Basildon	Private	Cemeteries and Churchyards
Church Road Open Space	Church Road, Ramsden Bellhouse	Noak Bridge & Ramsden Bellhouse	Public	Amenity Green Space
Clay Hill Road Recreation Ground	Sparrows Herne	Basildon	Public	Amenity Green Space
Crays Hill Allotment Gardens	Southend Road, Crays Hill	Noak Bridge & Ramsden Bellhouse	Public	Allotment and Community Garden
Crays Hill Recreation Ground	Southend Road, Crays Hill	Noak Bridge & Ramsden Bellhouse	Public	Amenity Green Space
Eastbrooks	Eastbrooks	Basildon	Public	Amenity Green Space
Elder Avenue Recreation Ground	Elder Avenue	Wickford	Public	Amenity Green Space
Eversley Football Ground	Crown Avenue, Eversley	Basildon	Private	Outdoor Sports Facility
Fanton Chase Recreation Ground	Fanton Chase/Hodgson Way	Wickford	Public	Amenity Green Space
Festival Lake Waterfront Walk	Waterfront Walk	Basildon	Private	Natural and Semi-natural Open Space
Forest Glade Football Club	Barleylands Road	Noak Bridge & Ramsden Bellhouse	Private	Outdoor Sports Facility

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Former Moat House School	Church Road	Basildon	Private	Urban Parks and Gardens
Fryerns East Recreation Ground	Whitmore Way/Danbury Down/Quilters Straight	Basildon	Public	Amenity Green Space
Gaynesford Recreation Ground	Gaynesford	Basildon	Public	Amenity Green Space
Giddings Copse Nature Reserve	Royal Oak Drive	Wickford	Public	Natural and Semi-natural Open Space
Gloucester Park	Cranes Farm Road/ Upper Mayne	Basildon	Public	Urban Parks and Gardens
Great Burstead Cemetery	Church Street, Great Burstead	Billericay & Burstead	Public	Cemeteries and Churchyards
Great Burstead Common	Laindon Common Road, Little Burstead	Billericay & Burstead	Unknown	Amenity Green Space
Great Gregorie Playground	Great Gregorie	Basildon	Public	Amenity Green Space
Hannakins Farm	Rosebay Avenue	Billericay & Burstead	Public	Outdoor Sports Facility
Holden Gardens Allotments	Holden Gardens	Basildon	Public	Allotment and Community Garden
Holy Cross Recreation Ground	Church Road	Basildon	Public	Outdoor Sports Facility
Howard Park	Howard Crescent	Basildon	Public	Urban Parks and Gardens
Kent View Road Open Space	Kent View Road/ Weavers	Basildon	Public	Amenity Green Space
Kingswood Open Space	Clay Hill Road	Basildon	Public	Amenity Green Space
Laindon Common	Laindon Common Road	Billericay & Burstead	Unknown	Natural and Semi-natural Open Space
Lake Meadows	Radford Crescent	Billericay & Burstead	Public	Urban Parks and Gardens
Land adj. Billericay Baptist Church	The Copse/Perry Street	Billericay & Burstead	Public	Amenity Green Space
Land adj. To A132 (West side)	A132	Wickford	Unknown	Amenity Green Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land adj. To Broadmayne	Broadmayne/Long Riding	Basildon	Public	Amenity Green Space
Land adj. To Burnt Mills Road	Burnt Mills Road	Basildon	Public	Natural and Semi-natural Open Space
Land adj. To Craylands	Craylands	Basildon	Public/ Private	Amenity Green Space
Land adj. To Dipple Medical Centre	Wickford Avenue	Basildon	Private	Amenity Green Space
Land adj. To Mandeville Way (South East side)	Mandeville Way	Basildon	Public	Natural and Semi-natural Open Space
Land adj. To Mandeville Way (South side)	Mandeville Way	Basildon	Public	Natural and Semi-natural Open Space
Land adj. To Mandeville Way (South West side)	Mandeville Way	Basildon	Public	Natural and Semi-natural Open Space
Land adj. To Nightingales	Nightingales	Basildon	Public	Amenity Green Space
Land adj. To Rectory Road	Rectory Road	Basildon	Public	Amenity Green Space
Land adj. To Rectory Road	Rectory Road	Basildon	Public	Amenity Green Space
Land adj. To River Crouch	London Road	Wickford	Unknown	Natural and Semi-natural Open Space
Land adj. To West Mayne and Mandeville Way	West Mayne/Mandeville Way	Basildon	Public	Natural and Semi-natural Open Space
Land at Albany Road	Albany Road	Wickford	Public	Amenity Green Space
Land at Ashlyns	Ashlyns	Basildon	Public	Amenity Green Space
Land at Audley Way	Audley Way/ Broadmayne	Basildon	Public	Amenity Green Space
Land at Brickfield Road/Victoria Road	Brickfield Road/Victoria Road	Basildon	Public	Natural and Semi-natural Open Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land at Broadmayne/ Lincoln Road (East)	Lincoln Road	Basildon	Public	Amenity Green Space
Land at Broadmayne/ Lincoln Road (West)	Lincoln Road/Craylands	Basildon	Public	Amenity Green Space
Land at Broomfields Mews	Broomfields	Basildon	Public	Amenity Green Space
Land at Broomfields Place	Broomfields	Basildon	Public	Amenity Green Space
Land at Church Hill	Church Hill	Basildon	Public	Natural and Semi-natural Open Space
Land at Cobden Avenue	Cobden Avenue	Basildon	Public	Amenity Green Space
Land at Coopersales	Coopersales/Jefferson Avenue	Basildon	Public	Amenity Green Space
Land at Cranes Farm Road	Cranes Farm Road/East Mayne	Basildon	Public	Amenity Green Space
Land at Cranes Lane	Cranes Lane	Basildon	Public	Natural and Semi-natural Open Space
Land at Cranfield Park Road	Cranfield Park Road/ Upper Park Road	Wickford	Public	Amenity Green Space
Land at Cricketers Way	Cricketers Way	Basildon	Public	Amenity Green Space
Land at Daines Road	Daines Road/Jacksons Lane	Billericay & Burstead	Public	Amenity Green Space
Land at David's Walk	David's Walk/Greens Farm Lane	Billericay & Burstead	Public/ Private	Amenity Green Space
Land at Delvins	Delvins/Felmores	Basildon	Public	Amenity Green Space
Land at Dencourt Crescent	Dencourt Crescent	Basildon	Public	Amenity Green Space
Land at Denys Drive	Denys Drive	Basildon	Public	Amenity Green Space
Land at Fairlop Gardens/Broadmayne	Fairlop Gardens	Basildon	Public	Amenity Green Space
Land at Fairview Road	Fairview Road/Church Road	Basildon	Public	Amenity Green Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land at Felmores	Felmores/Burnt Mills Road	Basildon	Public	Amenity Green Space
Land at Felsted Road	Felsted Road/Dedham Close	Billericay & Burstead	Public	Amenity Green Space
Land at Five Links	Elizabeth Way	Basildon	Public	Amenity Green Space
Land at Fletchers	Fletchers	Basildon	Public	Amenity Green Space
Land at front of Mayflower School	Stock Road	Billericay & Burstead	Private	Amenity Green Space
Land at Great Chalvedon Hall	Tyefields	Basildon	Public	Amenity Green Space
Land at Great Oxcroft	Great Oxcroft/Little Oxcroft	Basildon	Public	Amenity Green Space
Land at Hodgson Way	Hodgson Way/Fanton Chase	Wickford	Public	Amenity Green Space
Land at Hollands Walk Housing Estate	Hollands Walk	Basildon	Public	Amenity Green Space
Land at Hollyford	Hollyford/Stock Road/ Mercer Road	Billericay & Burstead	Public/ Private	Amenity Green Space
Land at Home Meadows	Home Meadows	Billericay & Burstead	Public/ Private	Amenity Green Space
Land at junction of Harding Elms Road/ Wash Road	Harding Elms Road/ Wash Road	Noak Bridge & Ramsden Bellhouse	Public	Natural and Semi-natural Open Space
Land at Kingsley Meadows	Kingsley Meadows	Wickford	Public	Amenity Green Space
Land at Laindon Centre	High Road	Basildon	Private	Amenity Green Space
Land at Lampern Crescent	Lampern Crescent/ Queens Park Avenue	Billericay & Burstead	Private	Natural and Semi-natural Open Space
Land at Langham Crescent Estate	Langham Crescent	Billericay & Burstead	Public	Amenity Green Space
Land at Lanhams	Lanhams	Basildon	Public	Amenity Green Space
Land at Little Spenders	Little Spenders	Basildon	Public	Amenity Green Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land at Littlebury Green	Littlebury Green/ Felmores	Basildon	Public	Amenity Green Space
Land at London Road	London Road/ Mountnessing Road	Billericay & Burstead	Unknown	Amenity Green Space
Land at Loxford	Loxford	Basildon	Public	Amenity Green Space
Land at Malgraves	Malgraves	Basildon	Public	Amenity Green Space
Land at Malyons Close	Malyons Close/Malyons	Basildon	Public	Amenity Green Space
Land at Mercer Road	Mercer Road/Meade Road	Billericay & Burstead	Public	Amenity Green Space
Land at Mistley Path	Mistley Path	Basildon	Public	Amenity Green Space
Land at Moretons Mews	Moretons	Basildon	Public	Amenity Green Space
Land at Moretons Place	Moretons	Basildon	Public	Amenity Green Space
Land at Nethermayne and Cherrydown West	Nethermayne	Basildon	Public	Natural and Semi-Natural Open Space
Land at Nethermayne, adj. To Bells Hill Road	Nethermayne	Basildon	Public	Natural and Semi-Natural Open Space
Land at Nethermayne	Kingswood	Basildon	Public/ Private	Natural and Semi-Natural Open Space
Land at Nethermayne/ Basildon College	Nethermayne	Basildon	Public	Amenity Green Space
Land at Northampton Grove	Northampton Grove/ Forest Glade	Basildon	Public	Amenity Green Space
Land at Pendle Drive	Pendle Drive	Basildon	Public	Amenity Green Space
Land at Pinmill/Church Road	Pinmill/Broadmayne/ Church Road	Basildon	Public	Amenity Green Space
Land at Pittfields	Pittfields/Elderberry Close	Basildon	Public	Amenity Green Space
Land at Raphaels	Raphaels/Rise Park	Basildon	Public	Amenity Green Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land at Rear of Gordon Road	Gordon Road	Basildon	Public	Amenity Green Space
Land at Rear of Great Gregorie	Great Gregorie/Ardleigh	Basildon	Public	Amenity Green Space
Land at Rectory Road	Rectory Road/Tyefields	Basildon	Public	Amenity Green Space
Land at Regents Drive/ Rosebay Avenue	Regents Drive/Rosebay Avenue	Billericay & Burstead	Public	Natural and Semi-natural Open Space
Land at Renacres	Renacres	Basildon	Public	Amenity Green Space
Land at Roosevelt Road	Roosevelt Road/ Eisenhower Road	Basildon	Public	Amenity Green Space
Land at Rushley/ Vermont Close	Rushley	Basildon	Public	Amenity Green Space
Land at Ryedene/A13	Ryedene/A13	Basildon	Public	Amenity Green Space
Land at Salcott Crescent	Salcott Crescent	Wickford	Public	Amenity Green Space
Land at Sandon Close	Sandon Close	Basildon	Public	Amenity Green Space
Land at Scott Drive	Maitland Road/ Scott Drive The Broadway	Wickford	Public	Amenity Green Space
Land at Speyside Walk	Speyside Walk	Wickford	Public	Amenity Green Space
Land at Spire Road	Spire Road/Hermitage Drive/St. Lukes Close	Basildon	Private	Amenity Green Space
Land at Sporhams	Sporhams/Morrells	Basildon	Public	Amenity Green Space
Land at St. Mary Magdalene Church Hall	Church Street, Great Burstead	Billericay & Burstead	Unknown	Amenity Green Space
Land at St. Michael's Church	Brackendale Avenue/ Railway Link	Basildon	Public	Amenity Green Space
Land at Staneway (South Side)	Staneway	Basildon	Public	Amenity Green Space
Land at Stonechat Road	Stonechat Road/Beams Way	Billericay & Burstead	Public	Amenity Green Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land at Takely Ride/ Gobions	Takely Ride	Basildon	Public	Amenity Green Space
Land at The Frame	Markhams Chase/The Frame	Basildon	Public	Amenity Green Space
Land at The Lindens	The Lindens/Pittfields	Basildon	Public	Natural and Semi-natural Open Space
Land at Thornbush	Thornbush/Ballards Walk	Basildon	Public	Amenity Green Space
Land at Timberlog Lane/Luncies Road	Timberlog Lane/ Luncies Road/Hannover Close	Basildon	Public	Amenity Green Space
Land at Tyefields	Tyefields/Trenham Avenue	Basildon	Public	Amenity Green Space
Land at Valance Way	Valance Way	Basildon	Public	Amenity Green Space
Land at Waterville Drive	Waterville Drive	Basildon	Public	Natural and Semi-natural Open Space
Land at West Thorpe	West Thorpe/East Thorpe	Basildon	Public	Amenity Green Space
Land at Wickford Mews	Wickford Drive	Basildon	Public	Amenity Green Space
Land at Wickford Place	Wickford Drive	Basildon	Public	Amenity Green Space
Land behind Bearsted Drive	Bearsted Drive/Elham Drive	Basildon	Public	Amenity Green Space
Land behind Mayflower School playing fields	Behind Mayflower School, Stock Road	Billericay & Burstead	Private	Amenity Green Space
Land behind Priors Close	Priors Close	Basildon	Public	Amenity Green Space
Land between Burnt Mills Road and East Mayne	Burnt Mills Road	Basildon	Public	Amenity Green Space
Land between Camelot Gardens and Fairfax Drive	Camelot Gardens	Basildon	Public	Amenity Green Space
Land between Feering Drive and Sandon Road	Feering Drive/Sandon Road	Basildon	Public	Amenity Green Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land between London Road and Moss Close	London Road	Basildon	Public	Amenity Green Space
Land between London Road and Polsteads	London Road	Basildon	Public	Amenity Green Space
Land between Pendle Close and East Mayne	Pendle Close	Basildon	Public	Amenity Green Space
Land between Pitsea Road and Southmayne	Pitsea Road	Basildon	Public	Amenity Green Space
Land East of Bockingham Green	Bockingham Green	Basildon	Public	Amenity Green Space
Land North of Christopher Martin Road	Christopher Martin Road	Basildon	Public	Amenity Green Space
Land North of Hannakins Farm Recreation Ground	Rosebay Avenue	Billericay & Burstead	Public	Natural and Semi-natural Open Space
Land North of Miles Gray Road	Miles Gray Road	Basildon	Public	Amenity Green Space
Land North of Parkside	Parkside	Basildon	Public	Amenity Green Space
Land North of Pitsea Junior School	Chevers Pawen/Elm Green	Basildon	Public	Amenity Green Space
Land North of Trenham Avenue	Trenham Avenue	Basildon	Private	Natural and Semi-natural Open Space
Land north of Whitmore County Primary School	Off Cranes Farm Road	Basildon	Private	Natural and Semi-natural Open Space
Land R/O Heathleigh Drive	Heathleigh Drive	Basildon	Public	Amenity Green Space
Land Rear of Spencers Court	Irvon Hill Road	Wickford	Public	Natural and Semi-natural Open Space
Land South of Alcotes	Alcotes/Sandon Road	Basildon	Public	Amenity Green Space
Land South of Hornbeam Way	Hornbeam Way	Noak Bridge & Ramsden Bellhouse	Public	Natural and Semi-natural Open Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Land South of Laindon Centre	High Road/Laindon Link	Basildon	Public/ Private	Amenity Green Space
Land South of Trenham Avenue	Trenham Avenue	Basildon	Public	Natural and Semi-natural Open Space
Langdon Hills Complex	Staneway	Basildon	Public/ Private	Natural and Semi-natural Open Space
Langdon Hills Country Park	High Road, Langdon Hills	Basildon	Public Essex CC	Urban Parks and Gardens
Langdon Hills Nature Reserve	B1007/Forest Glade/ Lower Dunton Road	Basildon	Public/ Private	Natural and Semi-natural Open Space
Langdon Hills Recreation Ground	New Avenue	Basildon	Public	Amenity Green Space
Little Burstead Common and War Memorial	Rectory Road/Laindon Common Road	Noak Bridge & Ramsden Bellhouse	Unknown	Amenity Green Space
Little Burstead Common	West & East of Hatches Farm Road, Little Burstead	Billericay & Burstead	Private	Natural and Semi-natural Open Space
Little Burstead Village Pond	Laindon Common Road, Little Burstead	Billericay & Burstead	Private	Amenity Green Space
Luncies Road Open Space	Luncies Road/Elsenham Crescent	Basildon	Public	Amenity Green Space
Manor House Recreation Ground	Worthing Road/Russell Close	Basildon	Public	Amenity Green Space
Market Road Allotments	Market Road	Wickford	Public	Allotment and Community Garden
Market Square	Market Square	Basildon	Public	Civic Space
Markhams Chase Recreation Ground	Markhams Chase/ Laindon Link	Basildon	Public	Outdoor Sports Facility
Mill Green Open Space	Mill Green	Basildon	Public	Amenity Green Space
Mill Meadows	Southend Road/Greens Farm Lane	Billericay & Burstead	Public	Natural and Semi-natural Open Space
Mopsies Park East (Basildon Cricket Club)	Timberlog Close	Basildon	Public	Outdoor Sports Facility

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Mopsies Park	Hockley Green	Basildon	Public	Urban Parks and Gardens
Mountnessing Road Open Space	Pleasant Drive	Billericay & Burstead	Public	Natural and Semi-natural Open Space
Nevendon Bushes	Burnt Mills Road	Basildon	Public	Natural and Semi-natural Open Space
Nevendon Road Recreation Ground	Nevendon Road	Wickford	Public	Amenity Green Space
Noak Bridge Coppice	Coppice Lane/Bridge Street, Noak Bridge	Noak Bridge & Ramsden Bellhouse	Public	Natural and Semi-natural Open Space
Noak Bridge Nature Reserve	Eastfield Road, Noak Bridge	Noak Bridge & Ramsden Bellhouse	Public	Natural and Semi-natural Open Space
Noak Hill Golf Course	Noak Hill Road	Billericay & Burstead	Private	Outdoor Sports Facility
Norsey Wood	Outwood Common Road/Break Egg Hill	Billericay & Burstead	Public	Natural and Semi-natural Open Space
Northlands Park	Felmores	Basildon	Public	Urban Parks and Gardens
Northlands Pavement	Northlands Pavement	Basildon	Public	Civic Space
One Tree Hill Country Park	One Tree Hill, Basildon	Basildon	Public Essex CC	Urban Parks and Gardens
Outwood Common	Greenway/Morris Avenue	Billericay & Burstead	Unknown	Amenity Green Space
Paddock's Recreation Ground	Pound Lane/Kathleen Ferrier Crescent	Basildon	Public	Amenity Green Space
Passingham Close Open Space	Passingham Close/ Froden Brook	Billericay & Burstead	Public	Amenity Green Space
Pendle Drive Allotments	Pendle Drive	Basildon	Public	Allotment and Community Garden
Pitsea Cemetery	Church Road, Bowers Gifford	Basildon	Public	Cemeteries and Churchyards
Playground at The Hatherley	The Hatherley	Basildon	Public	Amenity Green Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Plumleys Play Area	Plumleys/Little Searles	Basildon	Public	Amenity Green Space
Pound Lane Recreation Ground	Pound Lane	Basildon	Public	Amenity Green Space
Presidents Court Open Space	Durham Road/Hoover Drive	Basildon	Public	Amenity Green Space
Queens Park Country Park	Rosebay Avenue	Billericay & Burstead	Public	Urban Parks and Gardens
Runwell Road Burial Ground	Runwell Road	Wickford	Private	Cemeteries and Churchyards
Rushley Park	Burnt Mills Road/ Rushley	Basildon	Public	Urban Parks and Gardens
South Green	Grange Road/Southend Road	Billericay & Burstead	Unknown	Amenity Green Space
South Wash Road Open Space	South Wash Road/ Wash Road	Noak Bridge & Ramsden Bellhouse	Public	Amenity Green Space
Sports Ground adj. To Burstead Village Inn	Laindon Common Road, Little Burstead	Billericay & Burstead	Private	Outdoor Sports Facility
St Gabriels Church Recreation Ground	Rectory Road	Basildon	Private	Outdoor Sports Facility
St Mary's Church	Church Lane, Ramsden Crays	Noak Bridge & Ramsden Bellhouse	Private	Cemeteries and Churchyards
St Peter's Churchyard	Church Lane, Nevendon	Basildon	Private	Cemeteries and Churchyards
St. Catherine's Church	Southend Road	Wickford	Private	Cemeteries and Churchyards
St. James' Road Allotments	St. James' Road	Basildon	Public	Allotment and Community Garden
St. Margaret's Church	Church Road, Bowers Gifford	Basildon	Private	Cemeteries and Churchyards
St. Martin's Square	St. Martin's Square	Basildon	Public	Civic Space
St. Mary Magdalene Church	Church Street, Great Burstead	Billericay & Burstead	Private	Cemeteries and Churchyards
St. Mary's Church	Church Road, Ramsden Bellhouse	Noak Bridge & Ramsden Bellhouse	Private	Cemeteries and Churchyards

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
St. Mary's Church	Rectory Road, Little Burstead	Billericay & Burstead	Private	Cemeteries and Churchyards
St. Michael's Church	Brackendale Avenue	Basildon	Private	Cemeteries and Churchyards
St. Nicholas Open Space	Church Hill/St. Nicholas Lane	Basildon	Public	Natural and Semi-natural Open Space
St. Nicholas' Church	Church Hill	Basildon	Private	Cemeteries and Churchyards
Steepleview Community Centre	Willowfields, Laindon	Basildon	Public	Amenity Green Space
Steepleview Open Space	High Road North	Basildon	Public	Amenity Green Space
Stock Brook Manor Country Club	Queens Park Avenue	Billericay & Burstead	Private	Outdoor Sports Facility
Stokefelde Play Area	Stokefelde/Ashlyns	Basildon	Public	Amenity Green Space
Sun Corner	Land SW of Laindon Road/London Road	Billericay & Burstead	Public	Amenity Green Space
Swanmead Recreation Ground	Church Road	Basildon	Public	Amenity Green Space
The Belvedere Driving Range	Hardings Elms Road	Noak Bridge & Ramsden Bellhouse	Private	Outdoor Sports Facility
The Burstead Golf Club	Tye Common Road	Billericay & Burstead	Private	Outdoor Sports Facility
The Wick Country Park	Tresco Way	Wickford	Public	Urban Parks and Gardens
Town Square	Town Square	Basildon	Public	Civic Space
Vange Hill Drive Open Space	Vange Hill Drive	Basildon	Public	Amenity Green Space
Vange Hill Local Nature Reserve	Vange Hill Drive	Basildon	Public	Natural and Semi-natural Open Space
Vange Marshes	South of A13	Basildon	Public	Natural and Semi-natural Open Space

Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land
Victoria Park	Fenton Way	Basildon	Public	Urban Parks and Gardens
Walthams Play Area	Walthams	Basildon	Public	Amenity Green Space
Wat Tyler Country Park	Pitsea Hall Lane	Basildon	Public	Urban Parks and Gardens
Westley Heights Mast Site and Environs	Dry Street/B1007	Basildon	Public/ Private	Natural and Semi-natural Open Space
Whitmore Park	Whitmore Way	Basildon	Public	Urban Parks and Gardens
Wickford Cemetery	Park Drive	Wickford	Public	Cemeteries and Churchyards
Wickford Cricket Ground	Swan Lane/Runwell Road	Wickford	Private	Outdoor Sports Facility
Wickford Market	Market Road/ Woodlands Road	Wickford	Public	Civic Space
Wickford Memorial Park	Whist Avenue	Wickford	Public	Urban Parks and Gardens
Woolshots Road Playing Field	Woolshots Road, Crays Hill	Noak Bridge & Ramsden Bellhouse	Public	Outdoor Sports Facility
Yardeley Playground	Yardeley/Shepeshall	Basildon	Public	Amenity Green Space

List of Playing Fields Associated with Education Facilities

School	Type of Facility
Abacus Primary School	Mini-Football
Bardfield Primary and Nursery School	Junior Football pitch
Barstable School	Mini-Soccer pitch, Adult Football pitch, Adult Rugby pitch
Beauchamps High School	Adult Football pitch, 3G pitch
Briscoe Primary School and Nursery	Grass Field
Buttsbury Infant School	Grass Field
Cherry Tree Primary School	Mini-Soccer pitch, Junior Football pitch, Grass Field
De La Salle School	Adult Football pitch, Adult Rugby pitch
Felmore Primary School	Junior Football pitch
Great Berry Primary School	Mini Football pitch, Sand AGP
Greensted Junior School	Mini Football pitch
Kingswood Primary Academy	Mini Football pitch
Lee Chapel Primary School	Mini-Soccer pitch, Junior Football pitch
Lincewood Junior School	Mini-Soccer pitch, Junior Football pitch
Mayflower High School	Adult Football pitch, Cricket, Rugby
Merrybanks Primary School	Junior Football pitch
Noak Bridge Primary School	Junior Football pitch
North Crescent Primary School	Mini-Soccer pitch
Northlands Junior School	Junior Football pitch
Oakfield Primary School	Junior Football pitch
Phoenix Primary School	Mini Football, Youth Football
Pitsea Junior School	Grass Field
Quilters Junior School	Junior Football pitch
Runwell Primary School	Junior Football pitch
Ryedene Primary School	Grass Field
St. Anne Line Catholic Junior School	Mini-Soccer pitch, Junior Football pitch, Cricket pitch (artificial wicket)
St John's School	Youth Football pitch, Senior Rugby pitch
St Margaret's Church of England Primary School	Grass Field
St Peter's Catholic Primary School	Junior Football pitch

School	Type of Facility
Sunnymede Junior School	Mini-Soccer pitch, Junior Football pitch, Grass Field
The Basildon Lower Academy	Junior Rugby pitch, Adult Rugby pitch, 3 Adult Mini Football pitches, Cricket pitch, 3 Senior Rugby pitch
The Basildon Upper Academy	Adult Football pitch, Junior Football pitch, Cricket pitch, Senior Rugby pitch
The Billericay School	Adult Football pitch, Adult Rugby pitch, Cricket pitch
The Bromfords School	Mini-Soccer pitch, Junior Football pitch, Adult Football pitch, Cricket pitch (artificial wicket)
The Buttsbury Junior School	Junior Football pitch, Cricket pitch (artificial wicket)
The James Hornsby School	Mini-Football pitch, Youth Football pitch, Adult Football pitch, 3G pitch, Rugby Union Senior pitch, Grass Field
The Wickford Infant School	Grass Field
Thurrock & Basildon College	Adult Football pitch
Vange Primary School	Mini-Soccer pitch, Junior Football pitch
Whitmore Junior School	Junior Football pitch
Wickford Junior School	Junior Football pitch
Willows Primary School	Junior Football pitch
Woodlands School	Junior Rugby pitch, Cricket pitch (artificial wicket)

List of Community Facilities and Indoor Sports Provision

Community Facility	Use
Barn Hall	Community Centre/Hall
Barnet Centre	Community Centre/Hall
Barstable Community Centre	Community Centre/Hall
Basildon Lower Academy	Sports Hall/Swimming Pool
Basildon Sports Centre	Sports Hall
Basildon Sporting Village	Sports Hall/Swimming Pool
Basildon Upper Academy	Sports Hall
Beauchamps School	Sports Hall
Billericay Day Centre	Community Centre/Hall
Billericay Sports & Fitness Centre	Sports Hall/Swimming Pool
Billericay Swimming Pool	Swimming Pool
Bluehouse Farm Community Centre	Community Centre/Hall
Bromford Sports Centre	Sports Hall
Chalvedon Community Centre	Community Centre/Hall
Club Kingswood, Basildon	Swimming Pool
Crown Community Centre	Community Centre/Hall
David Lloyd Club	Sports Hall/Swimming Pool
De La Salle School	Sports Hall
Eversley Leisure Centre	Sports Hall
Frypa Hall	Community Centre/Hall
Glenmere Hall	Community Centre/Hall
Gordon Hall	Community Centre/Hall
Hannikins Farm Community Centre	Community Centre/Sports Hall
James Hornsby High School	Sports Hall/Swimming Pool
Kingswood Community Centre	Community Centre/Hall
Kingswood Play	Community Centre/Hall
LA Fitness (Billericay)	Swimming Pool
Laindon Community Centre	Community Centre/Hall
Laindon Play Centre	Community Centre/Hall
Laindon West Community Centre	Community Centre/Hall

Community Facility	Use
Lee Chapel North Community Centre	Community Centre/Hall
Lee Chapel South Community Centre	Community Centre/Hall
Luncies Meeting Hall	Community Centre/Hall
Markhams Chase Play Centre	Community Centre/Hall
Nevendon Community Hall	Community Centre/Hall
Noak Bridge Village Hall	Community Centre/Hall
Northlands Park Community Centre	Community Centre/Hall
Mayflower High School	Sports Hall/Swimming Pool
Pitsea Mount Community Centre	Community Centre/Hall
Ramsden Bell House Village Hall	Sports Hall
Steepleview Community Centre	Community Centre/Hall
Stock Brook Manor Country Club	Swimming Pool
The Wick Community Centre	Community Centre/Hall
Trenham Community Centre	Community Centre/Hall
Vange Community Centre	Community Centre/Hall
Vange Scout Hut	Community Centre/Hall
Wickford Community Centre	Community Centre/Hall
Wickford Swimming Pool	Swimming Pool
Woodlands School	Sports Hall

Appendix 2: Evidence base and Plans, Strategies and Guidance Documents

Title	Author(s)	Year
10 Year Health Plan for England: fit for the future	Department of Health and Social Care, Prime Minister's Office, 10 Downing Street, The Rt Hon Sir Keir Starmer KCB KC MP and The Rt Hon Wes Streeting MP	2025
10 Year Plan: Meeting the Demand for Mainstream School Places in Essex	Essex County Council	2025
Agricultural Land Classifications Report	Basildon Borough Council	2024
Air Quality Annual Status Report	Basildon Borough Council	2023
Basildon Borough Council Climate Strategy and Action Plan	Basildon Borough Council	2021
Basildon Borough Employment Land Needs Assessment	Lichfields	2025
Basildon Borough Local Cycling and Walking Plan Plus	WSP	2021
Basildon Borough Local Wildlife Sites Register	Place Services	2020
Basildon Borough Local Wildlife Sites Review	Place Services	2021
Basildon Borough Water Cycle Scoping Study	Wallingford Hydro Solutions (WHS)	TBC
Basildon Council Climate Change Policy	Basildon Borough Council	2021
Basildon Employment Land and Premises Study	Atkins	2013
Basildon Hotels Future	Hotel Solutions	2016
Basildon Hotels Future Update	Hotel Solutions	2025
Basildon Level 1 Strategic Flood Risk Assessment	Wallingford HydroSolutions (WHS)	2024
Basildon Retail and Leisure Needs Study	Lambert Smith Hampton	2024
Believe in Basildon	Social Place and Make Space for Girls	TBC
Built Facilities Strategy Needs Assessment - Final Report	Knight Kavanagh & Page	2024

Title	Author(s)	Year
Built Sports Facilities Strategy Report and Action Plan	Knight Kavanagh & Page	2024
Construction Code of Practice for the Sustainable Use of Soils on Construction Sites	DEFRA	2009
Creative Estuary Toolkit	Creative Estuary	2024
Employment Site Appraisals Report	Basildon Borough Council	2025
Environment Improvement Plan	Department for Environment, Food & Rural Affairs	2023
Essex Air Quality Strategy	Essex Air	2025
Essex and Southend-on-Sea Waste Local Plan	Essex County Council, Southend-on-Sea Council	2017
Essex Childcare Sufficiency Assessment	Essex County Council	2024
Essex Coast Recreational Disturbance Avoidance & Mitigation Strategy (RAMS)	Place Services & Essex County Council	2018
Essex Design Guide	EPOA	-
Essex Embodied Carbon Policy Study	Currie & Brown, Etude, Hawkins\ Brown, Introba, and Levitt Bernstein	2024
Essex Green Infrastructure Standards	Essex County Council & Natural England	2022
Essex Green Infrastructure Strategy	Essex County Council and Building with Nature	2020
Essex Joint Health and Wellbeing Strategy	Essex County Council	2022
Essex Local Nature Recovery Strategy	Essex County Council	2025
Minerals and Waste Planning Policy	Essex County Council	2017
Essex Minerals Local Plan	Essex County Council	2014
Essex Net Zero Policy - Policy Summary, Evidence, and Validation Requirements	Introba, Etude and Currie & Brown	July 2023, Updated in September 2025
Essex Net Zero Policy – Technical Evidence Base	Introba, Etude and Currie & Brown	July 2023, Updated in September 2025
Essex Parking Guidance	EPOA	2024
Essex Transport Strategy	Essex County Council	2011
Green Belt Study	LUC	TBC
Green Infrastructure Planning and Design Guide	Natural England	2023

Title	Author(s)	Year
Groundwater Protection	Environment Agency and Department for Environment, Food & Rural Affairs	-
Guide to Assessing Development Proposals on Agricultural Land	Natural England	2021
Gypsy, Traveller and Travelling Showpeople Accommodation Assessment	ORS	2024
Gypsy, Traveller and Travelling Showpeople Topic Paper	Basildon Borough Council	2024
Habitats Regulation Assessment	LUC	2025
Infrastructure Delivery Plan	Arup	TBC
Integrated Impact Assessment	LUC	2025
International Commission Guidelines	ICNIRP	-
Land Contamination Risk Management (LCRM)	Environment Agency	2025
Land Contamination: Technical Guidance	Environment Agency	2024
Landscape Sensitivity Study	Place Services	TBC
Land-Use Planning & Development Control: Planning For Air Quality	IAQM	2017
Local Centres Review	Basildon Borough Council	TBC
Local Walking and Cycling Implementation Plan	Department for Transport	2025
Managing Risks and Risk Assessment at Work	HSE	-
Microgeneration Certificate Scheme Guidance	MCS	-
National Design Guide	Ministry of Housing, Communities and Local Government, and Department for Levelling Up, Housing and Communities	2021
National Model Design Code	Ministry of Housing, Communities and Local Government, and Department for Levelling Up, Housing and Communities	2021
National Standards for Sustainable Drainage Systems	Department for Environment, Food & Rural Affairs and Environment Agency	2025
Net Zero: Making Essex Carbon Neutral	Essex County Council	2021
Open Space Assessment – Part 1 and 2	Basildon Borough Council	2010
Open Space Assessment Gap Analysis	Basildon Borough Council	2015
Open Space Study	Knight Kavanagh & Page	TBC

Title	Author(s)	Year
Our Local Flood Risk Management Strategy	Essex County Council	2018
Plan for Water: our integrated plan for delivering clean and plentiful water	Department for Environment, Food & Rural Affairs and Environment Agency	2023
Playing Pitch & Outdoor Sport Strategy Assessment	Knight Kavanagh & Page	2025
Playing Pitch & Outdoor Sport Strategy Report	Knight Kavanagh & Page	2025
Plotlands Growth Potential Study	LUC	2024
Secured by Design	EPOA	-
Settlement Hierarchy Review	Basildon Borough Council	2024
Shared Standards in Water Efficiency	Natural England, Environment Agency, & WRE	2025
South Essex Catchment flood management plan	Environment Agency	2009
South Essex Economic Development Needs Assessment	GVA	2017
South Essex Housing Needs Assessment	Turley	2022
South East Inshore Marine Plan	Department for Environment, Food & Rural Affairs	2021
South Essex Strategic Housing Market Assessment	Turley	2016
South Essex Surface Water Management Plan Action Plan	Essex County Council and BMT	2020
Sustainable Drainage Systems Design Guide	Essex County Council	-
Supported and Specialist Housing and Accommodation Needs Assessment	Essex County Council and Housing Learning & Improvement Network	2025
Thames Estuary 2100 (TE2100)	Department for Environment, Food & Rural Affairs and Environment Agency	2023
The Environment Agency's approach to groundwater protection	Environment Agency	2018
UK Net Zero Carbon Building Standard	UK Net Zero	2025
Water Ready	Future Homes Hub	2024
Water Strategy for Essex	Essex County Council & Water Resources East (WRE)	2024

Appendix 3: List of Strategic Housing Allocations

Policy Number	Name of Allocation	Indicative Housing Capacity
H1	Southeast Billericay	2600-2800
H2	Land West of Great Burstead	520-550
H3	Land South of Great Burstead	750-850
H4	West of Laindon Road	730-760
H6	Land adjacent to Tye Common Road and South of London Road	1880-2000
H7	Land North of London Road	480-640
H8	Land West of Bowers Gifford	1900-2500
H10	Land North of A13	45-60
H11	Land West of West Mayne	1600-1800
H12	Land adjacent to Dunton Road	1480-1600
H13	London Road, Vange	300-340
H15	Land Adjacent to Nevendon Road	90-110
H17	Land Adjacent to Wick Country Park	1200-1300
H18	Land North of Southend Road, Shotgate	625-650
H19	Land Adjacent to Barn Hall, Wickford	450-650
H20	Land North of London Road, Wickford	350-400
H21	Land South of London Road, Wickford	635-670
H22	Land North of Wash Road	300-350
H23	Bowers Gifford Plotland	560-600
H24	Land North of Dry Street	725
H25	Gardiners Lane South	700-800
H26	Land South of Wash Road	400-425
H27	Crays Hill	215-240
H28	Land West of Castledon Road	25-40
H29	Ramsden Bellhouse	40-60
H30	Land West of Noak Hill Road	6-10
H31	Land at Mountnessing Road	15-25
H32	Potash Road	75-100
H33	Land East of Bowers Gifford	800-850
GT1	Land South of Harrow Road	25

Appendix 4: Schedule of Local Centres

Settlement Area	Name of Local Centre
Basildon	Presidents Court, Hoover Drive, Laindon
	The Triangle, High Road, Langdon Hills
	Great Berry, Nightingales
	Station Approach, Laindon Station
	Kathleen Ferrier Court, Kathleen Ferrier Crescent, Laindon
	Ballards Walk, Lee Chapel South
	Kibcaps, The Knares, Lee Chapel South
	Clay Hill Road, Kingswood
	Cherrydown West
	Osier Drive, Steepleview
	Bull Parade, Clay Hill Road, Vange
	Riverview Centre, Vange
	Southview Park, Marsh View Court, Vange
	Chalvedon Court, Chalvedon, Pitsea
	Whitmore Way/Church Road, Fryerns
	Whitmore Way/Battleswick, Fryerns
	Felmores End, Felmores
	Rectory Road, Pitsea
	Paycocke Road
	Somercotes, Laindon
	Parkinsons Corner, Laindon
	Stacey's Corner, Timberlog Lane
	Local Shopping Parade, Beechwood Village
	Coppice Lane, Noak Bridge
Billericay	Pantiles, Queens Park
	Perry Street, Queens Park
	Bush Hall Parade, Stock Road
	Bridge Parade, Gooseberry Green
	Morris Avenue, Sunnymede

Settlement Area	Name of Local Centre
Billericay	Meadow Rise, Billericay
	Western Road, Billericay
	Grange Road, South Green
	Grange Parade
	Radford Way, adjacent to Billericay Station
Wickford	Alderney Gardens, Runwell
	Apple Tree Way, Wickford
	Southend Road/Hill Avenue
	Shotgate, Wickford
	Nevendon Road, Wickford
	Silva Island Way, Wickford

Appendix 5: Local Green Spaces

Site Reference	Site Name	Size (Ha)	Ward
LGS03	Outwood Common Open Space	0.9	Billericay East
LGS04	Lake Meadows	16.2	Billericay West
LGS05	Sun Corner	4.3	Burstead
LGS09	Noak Bridge Coppice	1.7	Crouch
LGS11	Steeple View Community Centre	1.6	Crouch
LGS12	Steeple View Open Space	2.3	Crouch
LGS13	Barrington Gardens Playground	0.2	Fryerns
LGS14	Land at Pendle Drive	1	Fryerns
LGS15	Fryerns East Recreation	6.8	Fryerns
LGS16	Holden Gardens Allotments	1.6	Fryerns
LGS19	Pendle Drive Allotments	0.4	Fryerns
LGS21	The Hatherley Play area	0.7	Fryerns
LGS23	Land at Cooper sales	1.3	Laindon Park
LGS24	Manor House Recreation Ground	1	Laindon Park
LGS26	Victoria Park	15.6	Laindon Park
LGS27	Great Berry Open Space	4.9	Langdon Hills
LGS29	Raphaels/ Rise Park	1.7	Lee Chapel North
LGS30	The Frame Play Area	0.2	Lee Chapel North
LGS33	Yardeley Playground, off Falstones	0.4	Lee Chapel North
LGS34	Great Gregorie Open Space	1.3	Nethermayne
LGS35	Renarces, Little Dodden Play Area	1	Nethermayne
LGS40	Mill Green Open Space	3.1	Pitsea North West
LGS41	Howard Park	2.7	Pitsea South East
LGS45	Barstable Open Space	1.8	St Martins
LGS46	Mopsies Park	2.7	St Martins
LGS49	West Thorpe	2.1	St Martins
LGS53	Luncies Road Open Space	1.1	Vange
LGS54	Nevendon Recreation Ground	2.4	Wickford Castledon

Site Reference	Site Name	Size (Ha)	Ward
LGS55	Land at Hodgson Way, Fanton Chase	1.2	Wickford North
LGS67	Home Meadows (Rickits Memorial)	0.4	Burstead
LGS72	The Copse/ Perry Street	0.2	Billericay West
LGS83	Walsingham Way at Cranmer Close	0.1	Billericay West
LGS17	Holy Cross Recreation Ground	14	Fryerns
LGS20	Whitmore Park	4.6	Fryerns
LGS25	Presidents Court Open Space	3.6	Laindon Park
LGS32	Markhams Chase Recreation Ground	9.5	Lee Chapel North
LGS37	Swan Mead	3.2	Nethermayne
LGS42	Land at Great Chalvedon Hall	3.2	Pitsea South East
LGS50	Kent View Road Rec	4.8	Vange

Appendix 6: Local Wildlife Sites and Potential Local Wildlife Sites Schedule

Existing LoWS

Site No.	Local Wildlife Site Name
Ba1	Blind Lane
Ba2	Parkhill Wood Meadow
Ba3	Bluntswall Wood
Ba4	St Margarets Wood and Lane
Ba5	Round Wood
Ba6	Botneyhill Wood
Ba7	Gravelpit Wood
Ba8	Little Burstead Common
Ba9	The Wilderness
Ba10	Queens Park Meadow
Ba11	Poles Wood
Ba12	Frith Wood
Ba13	Buckwyns Wood
Ba14	Laindon Common
Ba15	Basildon Recreation
Ba16	Little Burstead Wood
Ba17	Queens Park Country Park
Ba18	Mill Meadows LNR
Ba19	Coombe Wood Extension
Ba20	Norsey Meadow
Ba21	Langdon Complex
Ba22	Westley Heights

Site No.	Local Wildlife Site Name
Ba23	St Nicholas Church Complex
Ba24	Dry Street Pastures
Ba25	Forty Acre Plantation
Ba26	Kennels Wood
Ba27	Noak Bridge Reserve
Ba28	Moses' Spring Complex
Ba29	Gloucester Park Meadow
Ba30	Hawkesbury Manor
Ba31	Parsonage Farm Green Lane
Ba32	Bells Hill Meadow
Ba33	Crays Hall Meadow
Ba34	All Saints Grassland
Ba35	Vange Hill and Golf Course
Ba36	Nutton's Wood
Ba37	Vange Creek Marshes
Ba38	Noke Wood
Ba39	Pitsea Landfill
Ba40	Nevendon Bushes
Ba41	Pitsea Mount
Ba42	Wickford Riverside
Ba43	Untidy Industries
Ba44	Burnt Mills
Ba45	Bowers Gifford Grasslands
Ba46	Bowers Marshes
Ba47	Southfields Washland
Ba48	Tompkins Farm Meadow
Ba49	Home Farm Meadow
Ba50	River Crouch at Noak Bridge
Ba51	Barrenleys Meadow
Ba52	Bluntswall Shaws

Site No.	Local Wildlife Site Name
Ba53	Nether Mayne Verges
Ba54	The Wick Country Park
Ba55	Nevendon Washland
Ba56	Little Burstead Churchyard
Ba57	Langdon Lake and Meadows
Ba58	Staneway Verge and Woodland

Potential LoWS

Site No.	Local Wildlife Site Name
PLoWS23	Dry Street Washland
PLoWS44	Burnt Mills
PLoWS47	Southfields Washland

Appendix 7: 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
		H2	Land West of Great Burstead
		H3	Land South of Great Burstead
		H4	West of Laindon Road
		H6	Land Adjacent to Tye Common Road and South of London Road
		H7	Land North of London Road, Billericay
		H8	Land West of Bowers Gifford
		H10	Land North of A13
		H11	Land West of West Mayne
		H12	Land Adjacent to Dunton Road
		H13	Land North of London Road, Vange
		H15	Land Adjacent to Nevendon Road
		H17	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	H18	Land North of Southend Road, Shotgate
		H19	Land Adjacent to Barn Hall, Wickford
		H20	Land North of London Road, Wickford
		H21	Land South of London Road, Wickford
		H22	Land North of Wash Road
		H23	Bowers Gifford Plotland
		H24	Land North of Dry Street
		H25	Gardiners Lane South
		H26	Land East of Noak Bridge
		H27	Crays Hill
		H28	Land West of Castledon Road
		H29	Ramsden Bellhouse
		H30	Land West of Noak Hill Road
		H31	Land at Mountnessing Road
		H32	Potash Road
		H33	Land East of Bowers Gifford
BAS S3	Areas of Special Reserve - Long Term Development Sites Post 2001	H19	Land Adjacent to Barn Hall, Wickford
		H24	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 Bootsale
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
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

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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

Basildon
Borough Council