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Chapter 14: Sustainable Transport and Infrastructure

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

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote active travel (walking, cycling and wheeling) and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.

POLICY STAT1: Transport

The Council will seek to deliver improved accessibility to jobs, services, and facilities via an enhanced and better integrated transport network. This will be achieved by:

1. Promoting sustainable patterns of growth, with developments in sustainable and accessible locations to minimise the need for travel and designed to enable modal shift and the use of sustainable and active modes of travel as an alternative to the private car; with targets for modal share;
2. Ensuring that new development provides or contributes towards necessary transport infrastructure, including local and strategic transportation and highways mitigation and sustainable and active travel services, routes, and facilities and encourage increased use of sustainable modes of travel, such as walking, cycling, wheeling and public transport;
3. Ensuring that new premises and facilities and residential developments are readily accessible by sustainable modes of travel by working with businesses, developers and community service providers to improve accessibility to key services and facilities through the use of travel plans
4. Working in partnership with public transport providers and Great British Railways to develop better links, access and capacity for the railways and bus network including travelling between transport nodes;
5. Working with the Local Transportation and Local Highway Authority Essex County Council, and neighbouring Planning Authorities and Highways Authorities, to: deliver modal shift and integrated transport measures in a timely manner, ensure sustainable transport corridors continue across present district administrative boundaries. promoting sustainable travel patterns and support increased use of sustainable modes of travel, such as walking, cycling and wheeling and public transport. Sustainable modes of transport will be prioritised over the private motor car.
6. Working with National Highways, the Local Transportation and Highway Authority (Essex County Council or successor) and neighbouring Planning and Transport and Highway Authorities to assess the impacts and opportunities arising from the preferred route for the Lower Thames Crossing and ensure that it integrates effectively with the strategic road network; and
7. New development should integrate green infrastructure networks with active travel routes and public transport corridors to promote sustainable movement, improve accessibility, and support healthy lifestyles. Green routes should provide safe, attractive, and shaded walking and cycling connections that link homes, jobs, services, and open spaces, contributing to biodiversity and climate resilience.

POLICY STAT2: Transport Network Improvements

The Local Plan will support the delivery of transport enhancements as set out in the most recent Local Transport Plan, Bus Improvement Plan and Walking and Cycling Infrastructure Plan.

As set out in the Infrastructure Delivery Plan, development will be required to contribute to mitigations to:

- London Road / Mountnessing Rd
- Mountnessing Road / Perry St / Radford Way
- A127 / Dunton Rd
- Church Rd / A176
- Wash Rd / A176
- Upper Mayne / Burches
- A132 Nevendon Road
- Nevendon Rd / A132/Cranfield Park
- Pound Lane / A127 E
- A127 W / Cranfield Park Rd
- Rushley / Burnt Mills
- Nether Mayne / Dry Street
- Southend Rd / Barleylands

As set out in the Infrastructure Delivery Plan, development will be required to contribute to new and/or improved bus services:

- Billericay to Wickford via Basildon
- Basildon to North Benfleet
- Basildon to Chelmsford via Wickford
- Basildon to Southend-on-Sea via Wickford
- Billericay to Shotgate via Basildon and Wickford

Reasoned Justification

14.2 Basildon Borough is an important area for employment and economic growth within South Essex and Essex. The A127 and A13 run through the heart of the Borough, acting both as a local connection and as a wider strategic route for South Essex between Southend and the M25 and the A127/A130 Fairglen Interchange, connecting the borough and South Essex to the rest of Essex and beyond.

14.3 The A127 and A13 corridors form key connections between strategic drivers for economic growth including Southend Airport, London Gateway Port and the future Lower Thames Crossing.

14.4 Previous transport evidence shows that parts of the highway network in the Borough already operate at, or near capacity, making it more vulnerable to congestion incidents. Such incidents quickly impact on other routes, resulting in significant queue lengths at some junctions, and unreliable journey times for car and public transport users.

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

14.6 When selecting sites for housing and employment growth, the Council first considered distance from key services and facilities including schools, medical facilities, shops, community facilities and bus stops and railway stations. This helped to prioritise sites where keys services can be accessed by active travel (walking, cycling, and wheeling) and public transport.

14.7 A new review of the cumulative impact of growth on Basildon Borough has been undertaken. This identifies where it is necessary for individual and cumulative development schemes to make proportionate localised and strategic improvements to the highways and transportation network, arising from the level of planned growth. This includes active and sustainable travel improvements, such as infrastructure for walking, cycling, wheeling and public transport. These strategic and localised improvements will be identified in conjunction with the Local Transportation and Highways Authority and supported by ongoing engagement between Basildon Council and Essex County Council.

14.8 The Local Transportation and Highways Authority is currently consulting on a new *Local Transport Plan (Essex Transport Strategy)* (LTP). The *Local Transport Plan* will set out a revised and updated transport "Vision" for Essex and the strategy and policies linked to the delivery of this "Vision". The draft strategy sets out three key themes:

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

14.9 The *LTP* Creating Sustainable Places and Communities theme is seeking the outcome that "New developments are designed to be sustainable from the start". It does so by ensuring that housing developers design and build sustainable development with appropriate access to good transport choices.

14.10 The draft strategy sets out a new Place and Movement Approach. All roads and streets in Essex will be grouped into one of nine categories to help guide how

we plan and manage the network. A road's classification is determined by its level of 'movement' and 'place' function.

14.11 The *Local Transport Plan* is supported by a suite of specific policy documents, including but not limited to the *Bus Service Improvement Plan, Cycling Strategy, Walking Strategy, Sustainable Modes of Transport Strategy, and Local Cycling and Walking Implementation Plans, Air Quality Strategy, Essex Climate Action Plan* and others that are intended to support the implementation of LTP policy.

14.12 Transport East is the Sub National Transport Body for the East of England and has an adopted Transport Strategy. This strategy is aligned with the Essex LTP and is seeking to deliver four priorities:

- Creating a net zero carbon transport network;
- Connecting our growing towns and cities;
- Energising our coastal and rural communities; and
- Unlocking our global gateways.

14.13 The Council recognises the need for a step change in the process of planning active travel networks, identifying and prioritising infrastructure improvements, and incorporating emerging best practice in design to make cycling, walking and wheeling the natural choice for shorter journeys or as part of a longer journey. Basildon Borough Council has developed a Local Cycling and Walking Implementation Plan (LCWIP) with the support of Essex County Council. This prioritises improvements to walking and cycling routes at the local level, and identifies the investment needed to secure these improvements.

14.14 The potential impacts of Local Government Reorganisation (LGR) on existing upper and lower-tier authorities means that it is important to fully consider the cross-boundary impacts, opportunities and need for transport and social infrastructure.

14.15 Basildon Borough Council will expect new developments to include provision for sustainable modes of transport including public transport as part of the highway and transportation mitigation measures.

14.16 The opportunity for public transport provision is expected to be extended into new developments. The ongoing engagement of bus and rail operators will be necessary for these improvements to be delivered in a way that influences an overall modal shift.

14.17 Through the enhanced partnership between the Local Transport Authority and bus operators. The *Bus Service Improvement Plan (2024 – 2034)* seeks to provide a new, high quality and reliable bus network. New development should seek to maximise the incorporation of bus service provision and its supporting infrastructure at the outset and implement public transport access at earliest stage of planning. Together with First Bus, funding has been secured from the Department for Transport's Zero Emission Bus Regional Areas (ZEBRA) 2 scheme. It will fund electric buses in Basildon and facilitate upgrading the Basildon bus depot. This is expected to commence service in 2026.

14.18 Development Consent has been granted for the Lower Thames Crossing. A *Lower Thames Crossing 7.12 Wider Network Impacts Management and Monitoring Plan* has been published. This proposes a traffic impact monitoring scheme which requires traffic monitoring to be carried out during the operational phase of the project to identify changes

in performance on the surrounding road network. This document sets out how this traffic impact monitoring scheme will be implemented.

14.19 An outline methodology has been established for undertaking monitoring and assessment work. According to this methodology, National Highways would engage with local highways authorities, including Basildon Borough Council. Monitoring and reporting will take place at one year and five years post-opening. The junctions to be monitored include A13/A176 (Five Bells) Junction, A13 Pitsea Roundabout and M25 Junction 29 (M25/A127), A127 West of M25 Junction 29; and A127/A130 Fairglen Interchange.

Policy Links

- SG1 - Meeting our Growth Needs
- EMP1 - Securing Economic Growth
- EMP4 - Rural Enterprise Sites
- EMP6 - Locations for Employment Development
- HOU3 - Specialist Housing for Older People
- HOU4 - Gypsy and Traveller Accommodation
- HOU5 - Travelling Showpeople Accommodation
- HOU6 - Houses in Multiple Occupation and the Subdivision of Family Homes
- HOU7 - Gypsy and Traveller and Travelling Showpeople Accommodation
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- CC1 - Responding to Climate Change
- D1 - Design and Place Shaping Principles
- D2 - Major Developments - Design
- HC1 - Health and Well-being Strategy
- HC2 - Open Spaces, Local Green Spaces, Sport and Recreation
- STAT3 – Safe and Sustainable Access
- INF1 - Infrastructure Delivery
- INF2 - Securing Infrastructure Contributions
- INF6 – Cultural Infrastructure

Evidence Links

- Infrastructure Delivery Plan
- Basildon Borough Local Cycling and Walking Infrastructure Plan Plus (2021)

Infrastructure Delivery

14.20 New development can place additional demand upon existing infrastructure and services, including the local and strategic transport network, healthcare, open spaces, and education provision. These will be identified by the relevant infrastructure provider. Examples include Essex County Council as Transportation and Highways Authority and lead authority for education, or NHS England and the Mid and South Essex Integrated Care Board as healthcare providers.

14.21 For the purposes of these policies, the widest reasonable definition of infrastructure and infrastructure providers will be applied. The term infrastructure means:

"any structure, building, system, facility and/or provision required by an area for its social and/or economic function and/or well-being including (but not exclusively): footways, cycleways and highways; public transport; drainage and flood protection; waste management and recycling facilities; education (primary, secondary, post-16 and SEND) and early years and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities; emergency services; green and blue infrastructure; open space; affordable housing; digital and mobile connectivity; facilities for specific sections of the community such as youth or the elderly."

14.22 Some of the borough's existing infrastructure has little or no spare capacity to cope with population growth arising from new development. Therefore, development proposals must contribute to improvements in infrastructure capacity to cater for the additional needs they generate. Infrastructure improvements can be in the form of new, co-located or expanded facilities.

14.23 The Council's *Infrastructure Delivery Plan (IDP)* sits alongside the Local Plan. This assesses the current status of infrastructure across the borough and identifies the new infrastructure investment required to support the borough's sustainable growth. This includes:

- Community Infrastructure – community buildings and libraries;
- Transport – highways, cycle and pedestrian facilities, rail, bus, travel management and car parking;
- Police, fire & rescue, and ambulance infrastructure;
- Education – Early Years and Child Care, Primary, Secondary, Post 16, SEND and Adult Education;
- Employment and Skills Plans;
- Utilities and Services – water, wastewater, flood risk management, electricity, and gas digital connectivity and waste management.

14.24 The *IDP* is a live document produced to identify the range of infrastructure types and projects required to support growth. Importantly, it identifies likely funding sources, delivery agents, timescales, and priorities. It will typically be updated every two to three years. While funding for infrastructure may come from a variety of sources, including the Council, government departments, public agencies, utility service providers and the private development sector, it is unlikely that all the different service providers will have the necessary financial arrangements in place at the same time. The role of the *IDP* is to ensure that the various service providers' strategies and investment plans are developed alongside and align with the Local Plan, as far as reasonably possible.

14.25 The Council will work with local landowners and partners to bring forward the infrastructure required by the Local Plan to underpin sustainable growth in the borough. This includes and is not limited to the following:

- **Transport and Highways:** New development must be supported by active and sustainable means of transport to serve its needs including walking, cycling,

wheeling and public transport modes. New transport and highway infrastructure should seek to mitigate its impact, help reduce congestion, link new development, and provide connections to the strategic road network.

- **Flood Risk Management:** "Wherever possible, new development must be sited away from areas recognised as being at a medium or high risk from any source of flooding both now, and when considering the future impacts of climate change on the extent of flood risk areas over the development's lifetime. All new development should be safe from all types of flooding and should not increase the risk of flooding elsewhere. Suitable strategic and site level measures will need to provide appropriate flood risk management, including the use of SuDS and must not compromise or reduce the functioning of existing flood risk management infrastructure such as washlands (see also Policy CC2: Addressing Flood Risk").
- **Community and Cultural Facilities:** New development must facilitate delivery of all necessary community infrastructure to ensure that it is served by the essential education, health and community services and facilities where the location is not adequality served by existing facilities. This includes:
  - Healthcare provision;
  - Sport, leisure, and recreational facilities;
  - Community buildings and space;
  - Emergency services infrastructure;
    - Waste collection, disposal and recycling facilities.
    - Libraries; and
    - Employment and Skills plans.
- **Education:** New housing development should mitigate its impact on education infrastructure through the use of developer contributions to provide funding for new sites and or provision of land where applicable.
  - Early years, primary, secondary, SEND and post-16 education provision.
- **Green Infrastructure and Natural Environment:** New development must provide or contribute towards a range of biodiversity and public realm improvements. These include but are not limited to:
  - The provision of a wide range of open space within development sites to meet amenity, recreational and functional needs; whilst ensuring access to open spaces by sustainable means are available to everyone;
  - The provision of a multi-functional network of green and blue infrastructure with co-benefits for climate resilience, improved air quality and to enhance biodiversity to deliver Biodiversity Net Gain and wider environmental net gains;
  - The provision of areas for nature recovery to contribute to the objectives within the Essex Local Nature Recovery Strategy;
  - The provision of new public realm and enhancements at key centres of activity;
  - Contributions towards recreation disturbance avoidance and mitigation measures for European designated sites, as identified through the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), or any successor project(s); and
  - Green and Blue Infrastructure is designed to provide opportunities for active and healthy travel, creating attractive, accessible routes for everyone.

POLICY INF1: Infrastructure Delivery

1. New developments will be expected to fully mitigate their impact on infrastructure, services, and the environment. Such mitigation may be secured through a planning obligation where it is not possible to secure it through planning conditions, subject to an obligation meeting the requirements of the relevant legislation and national policy.
2. The infrastructure necessary to support new development will be determined by the Council in conjunction with the relevant provider.
3. In the case of major development, phased delivery may be required, and later phases may be dependent on the infrastructure provision being in place. The Council will work in partnership with providers of infrastructure and services to facilitate the timely provision of infrastructure necessary to support sustainable development in the borough, and in addressing pressures from cross boundary development.

4. TRANSPORT AND HIGHWAYS

New development must be supported by sustainable means of transport to serve its needs, including walking, cycling and public transport modes. New highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. These include but are not limited to:

a. New and improved cycling and walking routes both within development sites and to provide connections to key employment areas, public transport services and town and/or local centres;

b. Where appropriate, accommodating bus routes within/ through the site to link to the wider network alongside Bus Priority schemes to improve overall journey times for existing and/or new routes;

c. Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.

5. FLOOD RISK MANAGEMENT

These include but are not limited to:

a. Local flood mitigation measures within or as part of development sites including the use of SuDS.

6. EDUCATION

These include but are not limited to:

a. Primary, Secondary, Special Education Needs and Post 16 and Adult Education provision;

b. Early Years and Childcare Facilities.

7. COMMUNITY FACILITIES

These include but are not limited to:

a. Early Years and Childcare Facilities;

b. Primary and Community Healthcare Facilities;

c. Police, Fire & Rescue or Ambulance facilities;

d. Sports, Recreation and Community

Facilities;

e. Cultural facilities including public libraries;

f. Youth Services.

8. GREEN AND BLUE INFRASTRUCTURE

These include but are not limited to:

a. Provision of publicly accessible amenity open space;

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

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

9. UTILITIES INFRASTRUCTURE

This includes but is not limited to:

a. electricity and gas distribution and supply;

b. water supply, foul drainage and wastewater treatment;

c. waste management facilities;

d. digital infrastructure.

Reasoned Justification

14.26 Most new development will place additional demand upon existing infrastructure and services including the local and strategic transport network, healthcare, open spaces, and education provision.

14.27 This policy, in conjunction with Policy INF2, sets out where and how the delivery of infrastructure will be secured for example, by planning conditions and/or planning obligations, or through other infrastructure funding sources. The scale and type of new development will affect the infrastructure, services and facilities required to serve the needs arising from it.

Policy Links

- SG1 - Meeting our Growth Needs
- EMP3 - Changes of Use of Employment Land or Premises
- EMP6 - Locations for Employment Development
- R1 - Supporting Town Centres
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- HCx – Healthy Communities
- GB2 - New Development in the Green Belt
- INF2 - Securing Infrastructure Contributions

Evidence Links

- Infrastructure Delivery Plan

Securing Infrastructure and Mitigation

14.28 The Council will work positively with developers, and landowners should work positively with the Council, neighbouring Local Planning Authorities (where necessary) and other infrastructure providers throughout the planning process. This will ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with policies and published guidance. This includes having regard to Essex County Council's Developer's Guide to Infrastructure Contributions (and successor document) which sets out ECC's infrastructure and service providers' standards for the receipt of relevant infrastructure funding.

14.29 The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements are met in full, as set out in the IDP and supported by the whole plan viability report.

POLICY INF2: Securing Infrastructure Contributions

1. Infrastructure must be provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms
2. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider (including the cumulative impacts of planned development). Such measures may include (not exclusively):
    a. Financial contributions towards new or expanded facilities and the maintenance (where CIL Compliant);
    b. On-site provision (which may include building works);
    c. Off-site capacity improvement works, and/or the provision of land.
3. Where new development necessitates infrastructure and service contributions, these will be sought in line with the latest advice or policy guidance from the relevant authorities.
4. Infrastructure will be secured through the use of planning condition and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor
5. Developers and landowners must work positively with the Council neighbouring Local Planning Authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with adopted policies and published guidance. Planning permission will only be granted if it can be demonstrated that there is, or will be in a timely manner, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all the infrastructure implications of a scheme, not just those on the site or its immediate vicinity.
6. In negotiating planning obligations, the Council will take into account local and strategic infrastructure needs and financial viability set out in the Local Plan Infrastructure Delivery Plan (IDP) and Local Plan Viability Assessment. The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable.
7. In negotiating planning obligations, the Council will require a fully transparent open book viability assessment to demonstrate that all possible steps have been taken to minimise the residual level of unmitigated impacts.

8. Where a viability assessment, demonstrates particular circumstances that mean the affordable housing requirements set out in this policy cannot be met, an early and/or late-stage review mechanism will be required. Where it is demonstrated that a higher number of affordable units can be achieved on site, up to the relevant requirement as set out in policy HOU2, the applicant will be required to provide the additional units.
9. Where a development proposal cannot be made acceptable in planning terms through the use of planning conditions or planning obligations, the Council will refuse permission.

Reasoned Justification

14.30 New housing, employment and other development proposed through the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure such as open spaces. The Council will work with partners to bring forward the necessary infrastructure that is required in order to deliver the Spatial Strategy. These partners include Essex County Council (as the relevant infrastructure and service provider. National Highways, the Environment Agency, utility companies, Mid and South Essex Integrated Care System, Essex Police and, Essex County Fire & Rescue Service.

14.31 Infrastructure improvements may be provided in various ways. These include new infrastructure, improvements to existing facilities/ services, or as co-located or expanded services/facilities. Co-located facilities are likely to become a growing trend where there is limited funding available and, in more urban locations, a lack of land to provide all the requirements individually. When infrastructure cannot be provided within a development site, or it is not appropriate to be located on the development site itself, developers will be expected to contribute to the cost of providing infrastructure elsewhere. A

policy position is therefore required to set out the Council's expectations. Where required, infrastructure contributions or new provision will usually be secured by planning conditions or legal agreements.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP3 - Changes of Use of Employment Land or Premises
- EMP6 - Locations for Employment Development
- R2 - Development in Basildon Town Centre
- R7 - Ensuring the Vitality of Town Centres
- HCx – Healthy Communities
- GB2 - New Development in the Green Belt
- INF1 - Infrastructure Delivery

Evidence Links

- Infrastructure Delivery Plan

Social and Community Infrastructure

14.32 Community facilities are facilities which are generally available to, and used by, the local community for the purposes of leisure, social interaction, health and well-being or learning. For the purposes of this policy, a community facility is defined as a building or space where community-led activities are the primary use and the facility is managed, occupied, or used primarily by the public sector, or voluntary and community sectors.

14.33 The loss of social infrastructure can have a detrimental effect on a community. The Council seeks to protect and improve the provision of viable community facilities that play an important role in the social infrastructure of the Borough in order to ensure that community facilities can continue to cater for the needs and demands of the Borough's communities.

14.34 The Council seeks to protect its existing community facilities, which can have multiple purposes. If a development proposal leads to the loss of a facility, a replacement that continues to meet the needs of the neighbourhood it serves will be required. Where the loss of existing social and community infrastructure is proposed, the applicant will need to show evidence that opportunities have been explored to accommodate an alternative community use which would better meet local needs, in line with relevant strategies.

14.35 The Council regularly reviews its community buildings portfolio in order to increase their use, invest in their condition, and standardise their operation and leases with community groups. However, there are occasions where a facility's continued provision must be considered, in light of other provision nearby and maximising limited resources. Decisions will need to be taken during the plan period as to whether existing community facilities are appropriate or could be more effective if provided elsewhere in an alternative way.

POLICY INF3: Social and Community Infrastructure

1. The Council will support the provision of new social and community infrastructure, particularly where it makes an efficient use of land, and promotes the dual use and/or co-location of facilities.
2. New social and community infrastructure should be of a high quality and inclusive design providing access for all, and where practicable is provided in multi-use, flexible and adaptable buildings or co-located with other social infrastructure uses which increases public access.
3. Community facilities will be retained for their uses, and opportunities to enhance them will be encouraged where they contribute positively to the well-being and social cohesion of local communities, having regard to all other relevant policies set out in this plan.
4. Development proposals that result in the loss of community facilities, or relevant floorspace, will not be permitted unless it can be demonstrated that:
    a. there is no longer an identified community need for the facilities, or they no longer meet the needs of users and cannot be adapted; or
    b. they will be replaced by alternative and well-located facilities that will continue to serve the needs of the neighbourhood and wider community; or
    c. the affected premises, or site, will be repurposed to an alternative community use.

Reasoned Justification

14.36 Social and Community infrastructure plays an important role in providing a good quality of life, stimulating, and supporting social cohesion and interaction and developing strong and inclusive communities. It provides opportunities to bring different groups of people together, contributing to social integration and the desirability of a place. Community infrastructure also promotes social interaction, improves safety and accessibility and supports healthy lifestyles.

Policy Links

- SG1 - Growth Needs
- SG2 - Settlement Hierarchy
- EMP3 - Changes of Use of Employment Land or Premises

Evidence Links

- Infrastructure Delivery Plan
- Basildon Borough Council Playing Pitch & Outdoor Sport Assessment (2025)
- Basildon Borough Council Playing Pitch & Outdoor Sport Strategy Report (2025)
- Built Facilities Strategy Needs Assessment (2024)
- Basildon Borough Council Built Sports Facilities Strategy (2024)

POLICY INF4: Digital Connectivity

1. New development will be expected to work with broadband and mobile service providers to ensure that the provision of future-proofed gigabit speed broadband infrastructure and service provision is available, including connections to buildings. This should be by provision of gigabit broadband and either 4G or 5G mobile connectivity.
2. The applicant will be required to submit a scheme for approval demonstrating how the development will provide digital connectivity.
3. Service providers will be required to demonstrate that visual and other impacts of new infrastructure / equipment planning proposals are acceptable.

Reasoned Justification

14.37 The government intends to deliver nationwide gigabit-capable broadband as soon as possible, with a target for the majority of the population to have 5G coverage by 2027.

14.38 Access to high quality digital connectivity supports local business to grow and access new smarter ways of working. It promotes sustainable development by reducing the need to travel. Digital infrastructure also has a role in promoting health and wellbeing and social inclusion.

Policy Links

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

Evidence Links

- Infrastructure Delivery Plan
- International Commission Guidelines

Managing Congestion

14.39 The NPPF sets out the importance of sustainability in relation to transport. It gives particular regard to the need to ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable travel can be maximised. Encouragement is given to solutions which support reductions in greenhouse gas emissions and congestion. However, in line with the NPPF, development should only be prevented on transport grounds where the residual cumulative impacts of development are shown to be unacceptable for highway safety or severe in their effect following mitigation.

14.40 The NPPF stipulates that all development which generates significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan, which includes Travel Plans for business, residential and schools.

POLICY STAT3: Managing Congestion

Where development has implications for the transport network, proposals must demonstrate that they have had regard to the following criteria:

1. Reducing the need to travel.
2. Prioritising sustainable and active modes over private car use around the network.
3. Developers must submit an appropriate Transport Statement/Assessment and/or Travel Plan with their proposals; the specific requirement depends on the project's scale as defined in Basildon's Local Validation List for planning applications.
4. The Transport Assessment/Statement must demonstrate how the impacts of the development on the highway network will be mitigated to limit significant effects on highway and junction capacity in order to satisfy the requirements of the Local Transportation and Highway Authority. Where a site is located close to the borough boundary or may have transport implications beyond the borough boundary by virtue of its scale, the Transport Assessment/Statement must consider the transport implications and mitigation measures (where appropriate) necessary in the local planning authority areas.
5. Demonstrate that development proposals fully mitigate their impacts, having taken account of sustainable transport mitigations, on highway and junction capacity to the satisfaction of the Highway Authority.
6. Development will be refused where it would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Reasoned Justification

14.41 All development proposals have an impact on infrastructure. As such, all infrastructure implications of a scheme must be considered, not just those on the site or its immediate vicinity. The NPPF expects growth to occur and that any identified infrastructure needs are met.

14.42 Where development has major implications on the transport network there may also be a requirement to consult with the Essex Police Roads Policing Team.

Policy Links

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

Evidence Links

- Infrastructure Delivery Plan

Safe and Sustainable Access

14.43 The NPPF states that in relation to transport, decisions should take account of whether opportunities for sustainable transport modes have been taken up, and whether safe and suitable access to a development site can be achieved for all people.

14.44 The Essex Transport Strategy sets out five objectives for improving the transport network in Essex. Two are particularly relevant in respect of securing safe and sustainable access to developments. These are:

- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology; and
- Improve safety on the transport network and enhance and promote a safe travelling environment.

14.45 The policies set out in the Essex Transport Strategy highlight the importance that will be placed on the location of development and the design of development in seeking to achieve these objectives.

14.46 The *Essex Local Transport Plan Development Management Policies* meanwhile sets out detailed requirements in terms of securing safe and sustainable access to development. The thresholds for the provision of Transport Statements and Assessments are set out at Appendix B of the Essex Local Transport Plan Development Management Policies.

14.47 Promoting a safe travelling environment is important to the delivery of the Essex Transport Strategy. It highlights that in order to promote greater public transport use or healthier travel choices such as walking and cycling, people must be safe when travelling. This also applies to other users such as equestrians and people with disabilities. Similarly, improving safety is essential to making best use of our transport network, ensuring that our roads are effectively maintained and managed to minimise the risk of collisions and the disruption and delay these can cause. Evidence set out in the *Essex Transport Strategy* demonstrates that there is a need to improve safety for all road users in Essex to achieve these benefits, as well as ensuring the number of people killed or seriously injured on our roads is reduced.

14.48 The *Essex Transport Strategy* provides data demonstrating significant emissions of carbon dioxide, and other gases such as nitrogen dioxide, arising from road transport movements in the Borough. This has implications for public health and for the environment. Our ability to reach essential services (including healthcare, retail and leisure facilities), employment or education has a major influence on how we choose to travel, and our overall quality of life. Many people have benefited from the improvement in personal mobility made possible by rising car ownership. However, this has contributed to an increase in emissions arising from transport movements. To address this issue, applications for developments requiring a Transport Assessment or Transport Statement must produce an Air Quality Assessment which includes air quality monitoring data with their proposal, covering key junctions local to the site. Where air quality impacts are likely to arise, a Mitigation Strategy should also be provided which fully ameliorates these impacts.

14.49 The Local Transportation and Highways Authority (Essex County Council) is currently consulting on a new Local Transport Plan (Essex Transport Strategy) (LTP). The Local Transport Plan will set out a revised and updated transport "Vision" for Essex and the strategy and policies linked to the delivery of this "Vision" Essex Transport Strategy.

14.50 Those without access to a car or those who have difficulty travelling often have more limited choices and opportunities. For example, the life opportunities available to our residents, particularly younger residents, can be constrained by their ability to reach education or employment. Therefore, good access to sustainable transport modes such as

cycle routes and public transport will not only contribute towards reducing the environmental impacts of transport movements, but also the social aspects of accessibility. The Council's Local Cycling and Walking Implementation Plan (LCWIP) will identify improvements to walking and cycling infrastructure.

14.51 The preparation of Travel Plans to accompany new developments which generate significant levels of movement, i.e. those developments requiring a Transport Assessment or Transport Statement, is a recognised means by which sustainable travel choices can be promoted within new development proposals. Travel Plans should be prepared in accordance with the current Essex Developers Guide to Infrastructure Contributions or any superseding guidance.

14.52 Essex County Council has published guidance on the production of Travel Plans for businesses entitled ' 'Guidance notes- workplace travel plan' (2025) and 'Guidance notes- residential travel plan' (2025). Associated Travel Plan templates for each site type are also available, entitled 'Workplace travel plan template' and 'Residential travel plan template'.

POLICY STAT4: Safe and Sustainable Access

1. In order to ensure that development proposals offer safe and sustainable access either directly, or via appropriate mitigation, the following requirements must be met:
    a. Safe access to the highway network;
    b. Safe access to the site for cyclists and pedestrians, including the approach to the site from the nearest public transport node;
    c. No significant adverse impact on local air quality, once mitigation measures have been taken into account in line with policy AQMP1;
    d. Development must not result in a significant adverse impact on PRoW, or the local road network in respect of traffic capacity and highway safety; and
2. In order to maximise safe and sustainable access in those developments which will generate significant transport movements, the Transport Assessment or Transport Statement must address matters of road safety and sustainable travel modes to ensure that all reasonable mitigation measures have been put in place.
3. Where a development requires a Transport Assessment or Transport Statement it must incorporate, or be accompanied by, an Air Quality Assessment, which includes air quality monitoring data, to determine the impacts of the proposal on local air quality. Where adverse impacts on local air quality are identified, a Mitigation Strategy will be required where appropriate.
4. Where a development requires a Transport Assessment or Transport Statement it must also be accompanied by a Travel Plan, setting out how sustainable travel behaviours will be encouraged. In relation to residential developments, particular regard should be given as to how residents will access the nearest primary and secondary school provision, shops, and services by a range of active and sustainable modes of transport other than the private car, ensuring that the route is safe and convenient.

Reasoned Justification

14.53 The NPPF stipulates that all development which generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan, which includes Travel Plans for business, residential and schools. The NPPF also promotes the use of walking, wheeling, cycling and public transport over private car use.

Policy Links

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

Evidence Links

- Infrastructure Delivery Plan
- Essex Transport Strategy (2011)

Parking Standards

14.54 The NPPF states that if local planning authorities are setting local parking standards for residential and non-residential development, policies should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of, and opportunities for, public transport;
- Local car ownership levels; and
- The need to ensure adequate provision of spaces for charging electric vehicles and other ultra-low emission vehicles.

14.55 The 2024 Essex Parking Guidance Part 1 currently sets out vehicle parking standards for Essex, taking into account those matters identified in national policy. It is considered that these parking standards are appropriate within Basildon, providing minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments to encourage more active and sustainable transport modes.

14.56 For sites located in town centres, close to public transport, services and facilities, a reduction and/or no parking provision may be acceptable. This will be determined on a site-by-site basis.

14.57 It is considered that these parking standards, or any subsequent future iteration of these standards, are appropriate in the Borough because they promote minimum requirements for parking for residential developments, but maximum requirements for parking in non-residential developments and is consistent with the approach taken with other authorities in Essex.

14.58 Reducing the need for journeys should be at the forefront of all development. Designing development with this in mind from the outset should be considered at the earliest of stages in preparing a scheme. Future proofing to take advantage of advances in technology, such as automated vehicles and smart EV charging, should also be considered to achieve the policy objectives.

14.59 Where journeys do need to be made, the provision and promotion of inclusive active and sustainable travel choices for all residents and visitors of Basildon is essential to reduce the reliance on fossil fuelled vehicles. This should include removing barriers to travel for the most vulnerable users, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those within society who are disadvantaged.

14.60 The Essex Electrical Vehicle Charge Point Strategy proposes to:

- To deliver an equitable electric vehicle charging network that promotes social justice through inclusive design, fair pricing and is accessible to all residents.
- To deliver a healthy environment for all by helping decarbonise the transport system, reducing emissions from transport and improving air quality;
- To guide and promote a resilient and safe charging network with infrastructure that is reliable, accessible, safe, compatible, easy to use and represents good value for money at installation and during its life;
- To integrate EVs with sustainable transport and future mobility solutions to improve travel choice in the county;
- Better connecting residents, organisations and visitors throughout Essex to support the uptake of electric vehicles; and
- To create better places using inclusively designed infrastructure that is sensitively placed in the right locations, complements our public spaces and minimises the impact on communities.

POLICY STAT5: Parking Standards

1. The Council will have regard to the vehicle parking standards set out in the 2024 Essex Parking Guidance and any future parking standards, (or any updated guidance prepared by either Essex County Council or a successor body) when determining planning applications.
2. Proposals which provide levels of parking below these standards must be supported by evidence detailing the local circumstances to justify deviation from the standard.

Reasoned Justification

14.61 This policy seeks to prioritise active and sustainable modes of transport whilst balancing the need for adequate parking to support new development, ensuring that it is suitably located and does not conflict with other uses. The number of parking spaces provided should take into account any available guidance, such as the 2024 Essex Parking Guidance Part 1, and any future parking standards.

14.62 Parking facilities will be expected to provide electric charging points to ensure that the increasing number of electric vehicles expected over the plan period can be supported.

Evidence Links

- Essex Parking Guidance - Part 1 (2024)

Digital Infrastructure

14.63 Chapter 10 of the NPPF (2024) highlights the importance of high quality and reliable communications infrastructure. This infrastructure is essential for economic growth and social wellbeing considering that an ever-increasing quantity of businesses and leisure activities now operate online. Planning policies and decisions must support the expansion of electronic communications networks, including next generation mobile technology (such as 5G and its successor technologies) and full fibre broadband connections where not covered by permitted development rights.

14.64 The competitiveness of areas will be increasingly influenced by the quality and capacity of their digital infrastructure, such as high-speed broadband and the latest generation of mobile phone and wireless technology. Basildon's long-term success, and its ability to secure investment and attract modern businesses, will in part rely on constantly improving its digital connectivity. This will enable Basildon to respond to opportunities such as the 'internet of things' (the networking of a wide range of devices, buildings and other items) and 'smart cities' (integrating technology to manage assets and provide data). This will help to open up new possibilities for residents and businesses.

14.65 Access to high quality digital infrastructure, and having the skills to utilise it, will increasingly become a vital component of social inclusion. They will enable everyone to take up employment, education and social opportunities and access the full range of services provided online. This will also enable greater use of working from home and help to reduce pressures on transport systems. It also has a key role in promoting health and wellbeing including access to telecare.

14.66 Some elements of provision are covered by permitted development rights. However, where planning consent is required, the policy seeks to ensure that the right balance is struck between providing essential telecommunications infrastructure, conserving and preserving the environment and ensuring local amenity is respected, particularly in sensitive areas. By its nature, telecommunications development has the potential to affect the environment and create issues of visual and residential amenity. Mast and site sharing, using existing buildings and structures and a design led approach, disguising equipment where necessary, can all help to address these concerns.

14.67 In addition to supporting new infrastructure provision, existing digital infrastructure must also be protected from adverse impacts, including any potential effects from new development. Such infrastructure includes existing telecommunications apparatus, microwave links and switching stations. It will also be important to ensure that new buildings do not prevent residents from accessing strong and unbroken television reception.

14.68 Planning applications must be accompanied by detailed supplementary information which provides the technical justification for the proposed development including the area of search, details of any consultation undertaken, the proposed structure(s) and any measures to minimise its visual impact.

POLICY INF5: Digital Infrastructure

1. The rollout and continued improvement of affordable, high speed, high-capacity digital infrastructure serving all parts of the borough will be supported.
2. The sharing of masts, structures and buildings by service providers is strongly encouraged. Where new installations are required, they should make use of existing buildings and structures.
3. Proposals for new digital infrastructure should also:
    a. Seek to limit street clutter through minimising the number, size and prominence of equipment cabins;
    b. Minimise the impact of equipment on the visual amenity, character and appearance of the surrounding area;
    c. Be sited and designed in order to seek to minimise its impact on the appearance of the building, if equipment is mounted on a building;
    d. Have special regard to the Green Belt, the natural environment and historic environment where the quality of the landscape/townscape may be particularly sensitive to the intrusion of communications infrastructure;
    e. Not have a detrimental impact on the movement of pedestrians and cyclists or on the safe and effective functioning of highways;
    f. Not result in the International Commission guidelines on non-ionising radiation protection being exceeded;
    g. Undertake appropriate pre-application consultation in accordance with national policy; and
    h. Avoid adverse impacts on the successful functioning of any existing digital infrastructure. Where this is not practicable, appropriate mitigation must be provided.

Reasoned Justification

14.69 Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Under the NPPF, planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.

Policy Links

- GB1 - Protecting the Green Belt
- HE1 - Conserving and Enhancing the Historic Environment
- INF4 - Digital Connectivity

Evidence Links

- Infrastructure Delivery Plan
- International Commission Guidelines

Culture and Cultural Infrastructure

14.70 Culture contributes positively to Basildon's local character by responding to the distinctive patterns and forms of development and local culture. Development should deliver a multi-functional public realm, comprising streets and spaces that can accommodate a range of appropriate arts and cultural uses and activities both now and in the future, providing animation, vitality and inclusion.

14.71 Cultural infrastructure refers to the buildings, structures, and spaces where culture is either consumed, such as theatres, cinemas, museums, and galleries; or produced, including creative workspaces, performing arts rehearsal spaces, music recording studios, and film and television studios. The National Design Guide and the Essex Design Guide along with the Creative Estuary toolkit provide useful information on how cultural infrastructure and culture more generally can be integrated into a scheme to benefit the local character and community of Basildon.

14.72 Development proposals will need to demonstrate that future cultural provision has been considered. This assessment should be included in a Cultural Wellbeing Plan, describing how the criteria is satisfied.

POLICY INF6: Cultural Infrastructure

1. The Council will proactively develop and support cultural businesses and attractions in our Borough through a range of measures including:
    a. Protecting existing heritage, cultural and community venues, facilities and uses.
    b. Supporting the development of new cultural venues in town centres and places with good public transport connectivity from public transport and active travel routes.
    c. Supporting the use of the public realm and green spaces as outdoor venues for cultural events and festivals.
    d. Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being.
    e. Encouraging the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres, encouraging interaction and social cohesion.
2. Development proposals that result in the loss of cultural facilities, or relevant floorspace, will not be permitted unless it can be demonstrated that:
    a. There is no longer an identified cultural need for the facilities, or they no longer meet the needs of users and cannot be adapted; or
    b. They will be replaced by alternative and well-located facilities that will continue to serve the needs of the neighbourhood and wider community; or
    c. The affected premises, or site, will be repurposed to an alternative cultural use.

Reasoned Justification

14.73 Arts and Cultural facilities add value and support to community participation, wellbeing and development. The Council is keen to protect these capacities to engender community cohesion and civic pride. As part of good place-making, cultural quality, assets, and opportunities can also add to the attractiveness and value of development schemes. Major development schemes and significant schemes and significant proposals regardless of scale, should support the integration of both permanent and temporary public art, promoting a multidisciplinary approach that embeds artists within the design and master planning teams from the outset. Facilities and resources, including funding, for arts and cultural activity both within and beyond the development period itself, will also be supported by the Council.

14.74 When a new arts and cultural facility or programme is planned, it should be accessible for local residents as well as visitors and be a place where cultural diversity can be explored and enjoyed. Promoting spaces and activities that encourage interaction between people can reduce social isolation and in turn can support economic vitality throughout the whole borough by providing mental and physical health benefits.

14.75 To build on existing opportunities, any proposed development that has a significant impact, at whatever scale, and those directly related to the cultural industries, must contribute towards enhancing the public realm. This includes through the promotion of the public arts, supporting cultural diversity, and providing additional facilities and activities for residents and visitors, where appropriate.

Policy Links

- HE1 - Conserving and Enhancing the Historic Environment
- STAT1 - Strategic Transport

Evidence Links

- Infrastructure Delivery Plan
- National Design Guide (2021)
- Creative Estuary Toolkit

