ARUP

Basildon Borough Council

Specialist Infrastructure and Environmental Support

Phase 2: Infrastructure Delivery Plan Part 2

Basildon Infrastructure Delivery Plan Assessment

| 06 November 2025



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Arup Limited
8 Fitzroy Street
London
W1T 4BJ
United Kingdom
arup.com

ARUP

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		Name	Kate Field	Angus McNeill Peel	Katie Kerr
		Signature	KF	AMP	KK

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1. Introduction

1.1 Purpose of the Infrastructure Delivery Plan

Ove Arup & Partners Limited (Arup) has been commissioned by Basildon Borough Council (BBC) to support them with preparing evidence for the authority's emerging Local Plan – this work has been delivered in two phases:

• Phase 1: Spatial Growth Options testing for the Borough, developed through two workstreams:

a) Analysis of environmental and infrastructure constraints, and best practice principles for transport, water and energy.

b) Transport baseline and forecast analysis, using an Agent Based Modelling (ABM) approach.

• Phase 2: Infrastructure Delivery Plan (IDP) developed through engagement with infrastructure providers and key stakeholders.

Phase 1 has been delivered. This IDP Assessment report relates to Phase 2 of and is structured as follows, in accordance with the agreed scope of infrastructure topics covered:

- Transport
- Water supply, wastewater, and flood management
- Energy
- Education
- Health and social care
- Green and blue infrastructure
- Community facilities
- Sports and recreation
- Digital connectivity
- Waste and recycling

This IDP Assessment Report is intended to provide a high-level assessment of the infrastructure that will be required to deliver the planned distribution of growth across the borough. The document is based upon on a detailed assessment of existing infrastructure capacity, current identified needs for additional provision and how these may change in the future over the course of the emerging plan period. The document takes account of all available plans, strategies and evidence available for the purposes of this assessment. Where available, standards to calculate future infrastructure provision are set out. Gaps in available information are noted where these exist. The IDP preparation process is iterative and further feedback will be obtained through Regulation 18 consultation responses. Arup will subsequently prepare an Infrastructure Schedule for the Regulation 19 version of the emerging Basildon Local Plan.

The IDP Assessment has drawn on a rigorous six week period of stakeholder consultation between August and October 2025, involving BBC, Essex County Council (ECC) and infrastructure and service providers across all the infrastructure topics. During this time, Arup engaged infrastructure providers on a previous version of this document, a Policy and Infrastructure Baseline Report. Arup also requested additional information and commentary from infrastructure providers to ensure that the IDP draws on the very latest snapshot of infrastructure needs. Much of the information gathered is new and builds a substantial evidence base for infrastructure requirements in Basildon Borough. This work would not have been possible without the close engagement of BBC, ECC and infrastructure providers who deserve substantial credit for their support with this work.

The IDP Assessment Report is a key piece of evidence prepared in support of the Regulation 18 Basildon Local Plan being published for consultation in November 2025. The purpose of the IDP Assessment is to set out the infrastructure that will be required to deliver the planned housing and employment growth across BBC. The IDP draws upon the existing evidence base produced by BBC, ECC, and infrastructure providers. The IDP Assessment brings together new evidence generated through primary data gathering and engagement meetings with infrastructure and service providers.

BBC are currently developing a new Local Plan, which, when adopted, will supersede the current Local Plan (adopted 1998 and saved policies 2007) and will include site allocations as well as new policies for the determination of planning applications. The new Local Plan will cover the period 2023 – 2043, comprising a 20 year plan period. BBC are at the Regulation 18 stage of the process and intend to publish the plan for a third Regulation 18 consultation in November 2025. The Draft Local Plan will set out the Council's spatial strategy and draft policies. Following the anticipated Regulation 19 publication and consultation stage in spring 2026, BBC intends to submit the emerging Local Plan to the Secretary of State later in 2026. BBC thereafter anticipates adoption in early 2027 subject to the findings of an independent Examiner appointed by the Secretary of State.

Most recently, BBC undertook a second focused Regulation 18 consultation exercise from February to April 2025. The responses from this consultation are being reviewed and incorporated into the work to prepare the third Regulation 18 version of the emerging Local Plan. BBC have provided Arup with an early understanding of BBC's preferred spatial strategy and site allocations.

The IDP forms a key element of the Council's emerging Local Plan evidence base. This IDP is being produced at an advanced stage of the plan making process to provide an assessment of the infrastructure requirements aligned with BBC's preferred spatial strategy and housing and employment site allocations that will help the Council respond to infrastructure constraints and address the need for infrastructure in new development within the new Local Plan.

The IDP provides the opportunity to work collaboratively with infrastructure providers and other stakeholders to proactively plan for and enable the delivery of infrastructure. Within the context of potential funding challenges and constraints, establishing a reliable and concise IDP ensures any investment decisions are based on a sound understanding of infrastructure requirements and growth. This offers greater certainty to service providers, funders and developers about how infrastructure could be funded and delivered, enabling growth and encouraging investment.

The IDP will be used in BBC's development management process, to underpin negotiations over developer contributions, and to inform the development of a new local Community Infrastructure Levy (CIL) charging schedule for the plotlands allocations.

1.2 Approach to the Infrastructure Delivery Plan

The IDP is being prepared in a series of stages.

As described, Arup has already delivered Phase 1 – comprising a Spatial Growth Options assessment and review. This comprised two workstreams – town planning – providing an assessment of the five spatial options, and transport – transport baseline and forecast modelling analysis, using an ABM model.

Our Phase 2 work comprises the following stages:

Part 1 – Draft Baseline Infrastructure Report (previous iteration of this report signed off BBC) – This provided the draft baseline of infrastructure in the borough by:

- Analysing all available infrastructure and service providers' investment plans and projects;
- Providing an understanding of existing infrastructure services, networks and facilities in Basildon Borough, and where possible, identifying existing capacity surpluses or deficits across the local authority; and
- Identifying high level implications of the infrastructure capacity constraints on the Local Plan, setting out issues that may constrain future growth or require further work.

Part 2 – Engagement

- The findings of this draft report were verified and supplemented by substantive engagement and data exchange with infrastructure providers and third parties. The Baseline Report findings were revised.
- These parties Arup sought to engage included: ECC (across all areas of responsibility including highways, bus, cycling and walking, rail, flood management, education, adult social care, green and blue

infrastructure, youth facilities, community spaces, libraries, digital and waste disposal), Transport East, Network Rail, Greater Anglia, c2c, Essex and Suffolk Water, Anglian Water, Environment Agency, UK Power Networks (UKPN), Cadent, Mid and South Essex Integrated Care Board (ICB) and System (ICS), Natural England, Historic England, Sport England and Basildon Borough Council (across all areas of responsibility including community halls, leisure, cemeteries, sport, recreation and waste collection). This list of stakeholders had been agreed with BBC.

Part 3 – Regulation 18 IDP Assessment Report (this report)

- Arup prepared this IDP Assessment Report, building upon the findings of the Phase 1 deliverables, the Baseline Report and engagement.

Part 4 – Regulation 19 IDP and Infrastructure Schedule

- Following the third Regulation 18 consultation, Arup will subsequently prepare a Regulation 19 IDP report and Infrastructure Schedule. This will incorporate the third Regulation 18 consultation comments from stakeholders, updates to the emerging Local Plan and would be intended to be published alongside BBC's Regulation 19 Local Plan for consultation.
- The IDP will set out the infrastructure requirements associated with BBC's spatial strategy forming the basis of the Regulation 19 Local Plan. This includes the required infrastructure, details of responsible service providers, capacity, potential costs and any funding gaps where known at this stage. It will set out the process undertaken to assess the level of infrastructure required, surpluses and deficits in specific sub-areas of infrastructure, and how costs have been obtained.
- IDPs are by their nature a snapshot in time, and constrained by the information obtainable at the time of writing from third parties. As infrastructure providers develop solutions to existing infrastructure challenges, information will change over time. It is therefore recommended that BBC continually updates the IDP over the plan period, at least every two years.

1.3 Study Area

The study area comprises the entire of Basildon Borough, which is a Borough authority located in Essex County. ECC is the higher tier authority for the area. BBC is the local planning authority with the responsibility for producing the development plan.

BBC is adjacent to the other two-tier authorities of Brentwood Borough Council to the north west, Chelmsford City Council to the north, Rochford District Council to the east and Castle Point Borough Council to the south east. To the south and south west lies Thurrock Council, which is a unitary authority outside of the jurisdiction of ECC.

The main settlements are Basildon, Billericay and Wickford. There are smaller settlements such as Bowers Gifford, North Benfleet, Crays Hill, Ramsden Bellhouse, Noak Hill and Little Burstead. The authority is densely populated and urbanised. At the 2021 Census the population of Basildon Borough was 187,600, up from 174,497 in the 2011 Census. This represented intercensal population growth of 7.5%, above the average population growth across England of 6.6%.

Basildon's Initial Settlement Hierarchy Review[1] considered that Basildon (incorporating its suburbs Laindon, Noak Bridge and Pitsea) represented the highest position in the settlement hierarch, as a Large Town with a population of over 60,000. Basildon is the focal point for economic activity and services in the borough, located on a strategic position on the A127. The town provides key facilities such as a hospital and shopping centres. Billericay (incorporating its suburbs Great Burstead & South Green, and Break Egg Hill) and Wickford (incorporating its suburb Shotgate, as well as Newhouse Road and Castledon Farm plotland) both represent the second tier of settlements as Medium Towns, with populations over 25,000. Both Billericay and Wickford have large town centres with an array of retail and

[1] Initial_Settlement_Hierarchy_Review.pdf

commercial activities alongside a strong array of community facilities. Basildon has a more rural hinterland with several Serviced Villages, these include Bowers Gifford and North Benfleet, Crays Hill Village, Ramsden Bellhouse Village, Little Burstead Village and Broomshill Chase. These settlements have some services such as local shops. The rest of the area has several Unserviced Settlements comprising scattered dwellings. Basildon has a unique geographic characteristic of having many 'Plotlands'. These were areas of farmland divided into small plots for self-build or small scale housing developments and lack the infrastructure of the main settlements.

Basildon has five designated Neighbourhood Areas and Forums, including Bowers Gifford and North Benfleet, which is attempting to pursue a Neighbourhood Development Order for the Plotlands site, Hovefields and Honiley, Ramsden Bellhouse, Noak Bridge and Wickford. There are currently no made Neighbourhood Plans within Basildon.

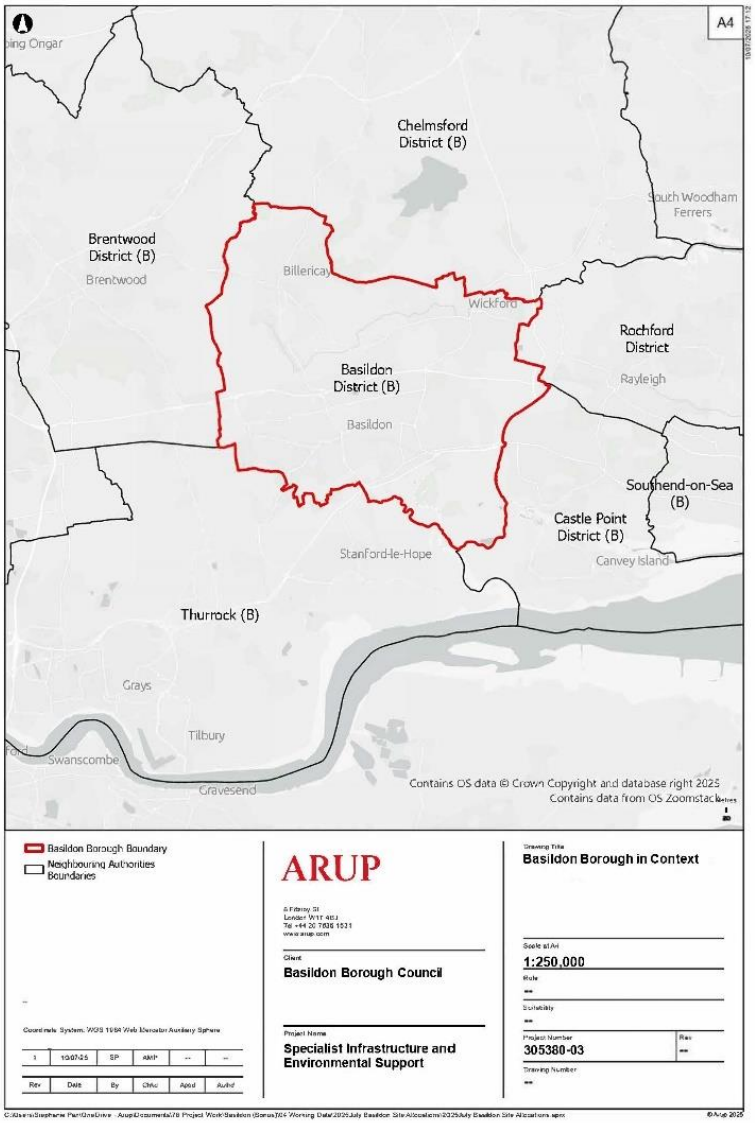


Figure 1 Basildon Borough in its geographical context

1.4 Policy Context for the Infrastructure Delivery Plan

This sub-section provides relevant local and national policy context and, where applicable, how this has informed Arup's commission.

Emerging Basildon Local Plan

BBC is preparing a new Local Plan; this is now on an accelerated programme, as part of the Council's response to the Local Plan intervention letter from the Secretary of State in January 2024[2]. If adopted this new Local Plan will supersede the 1998 Local Plan (Saved Policies 2007).[3]

From June to September 2023, the Council undertook a Regulation 18 (Part I) Issues and Options Consultation[4] to gather public and stakeholder views on key priorities for the new Plan. This was supplemented by a focussed Regulation 18 (Part 2) consultation in March – April 2025.[5]

BBC are now in the process of reviewing the responses from the latest Regulation 18 consultation stage and preparing draft policies for the Plan. In August 2024, officers reviewed five draft Strategic Objective policies, encompassing the overarching approaches for development in the Borough.[6]

As a result of the accelerated programme, Arup's Phase 1 Spatial Options Assessment comprising both town planning and transport workstreams was delivered in June 2025. The work to undertake the Phase 2 IDP commenced in June 2025. Arup prepared a Policy and Infrastructure Baseline Report by August 2025, and consulted and engaged with infrastructure providers on this document over a six week period from August to October 2025. Arup thereafter prepared an IDP Assessment report by October 2025 on an accelerated timeline ahead of the publication of the Regulation 18 Local Plan for consultation, in November 2025.

Arup will prepare a Regulation 19 IDP accompanied by an Infrastructure Schedule ahead of the Regulation 19 Local Plan publication and consultation, which is anticipated to take place in spring 2026.

Recent updates to national policy and guidance

After the commencement of Arup's commission in October 2024, the Government published a revised NPPF[7] on 12 December 2024. The revised Planning Practice Guidance (PPG) on Green Belt was released in February 2025.[8]

On housing need, the revised NPPF (2024) and PPG (2024) have introduced a new mandatory standard method to calculate Local Plan housing need, as a minimum annual figure. This method applies, unless specific circumstances exist (see paragraph 014 of PPG Housing and Economic Development Needs Assessments).[9]

Previously, the calculation of housing need was advisory and based on 2014 household projections. Local Planning Authorities (LPAs) will now be required to calculate housing need using a base uplift of 0.8% on current local housing stock, an affordability uplift (increasing where housing is less affordable) and removal of caps on housing need figures.

As a result of the new standard method, BBC's Local Housing Need (LHN) now amounts to 26,909 homes (November 2025). The Basildon Employment Land Needs Assessment[10] has also identified a need for a minimum of 69 ha

[2] Basildon Borough Council (2024)

[3] Adopted Local Plan - Basildon

[4] Commonplace & Basildon Borough Council (2025)

[5] Community Forum - Basildon Local Plan - Commonplace

[6] Basildon Borough Council (2024)

[7] National Planning Policy Framework

[8] Green Belt - GOV.UK

[9] Housing and economic needs assessment - GOV.UK

[10] Lichfields (2025) Basildon Employment Land Needs Assessment Final Report

of employment land, comprising 8 ha of office uses and 61 ha of industrial and distribution uses.

Our Phase 1 commission focussed on developing spatial options on land outside of existing settlements. BBC confirmed that each spatial option should allow for approximately 17,000 homes and 70 ha of employment land, with the remained of the LHN expected to be delivered within the existing settlements.

Additionally, the NPPF (2024) has brought about changes to Green Belt policy including establishing the concept of grey belt land (NPPF paragraph 148). In sustainable locations, plan-makers are now required to first prioritise release of Previously Developed Land (PDL) (i.e. brownfield sites), then lower quality grey belt sites and finally higher quality Green Belt land.

BBC will therefore be required to account for the increased housing need and change in Green Belt policy position in determining the preferred spatial option.

Within the scope of Arup's commission, we will partly be able to address the change in NPPF guidance by favouring the release of PDL. However, grey belt sites are still in the process of being defined by LUC, the consultant who prepared the Council's latest Green Belt Assessment (2023).[11] As a result, Arup's indicative recommendation on the preferred spatial option was still subject to the Council's consideration against the outcomes of LUC's updated study.

As of October 2025, BBC is in the process of preparing its third Regulation 18 Local Plan, having indicated its likely preferred spatial option and site allocations to Arup. There is not yet complete certainty about the final contents of the third Regulation 18 Local Plan as this will be subject to the approval and final sign off from BBC. As such, the IDP will be an iterative process up to the point of the final IDP being prepared, reliant on BBC's progress with the emerging Local Plan and other parallel evidence studies prepared by other parties.

The latest emerging spatial strategy is shown below in Figure 2.

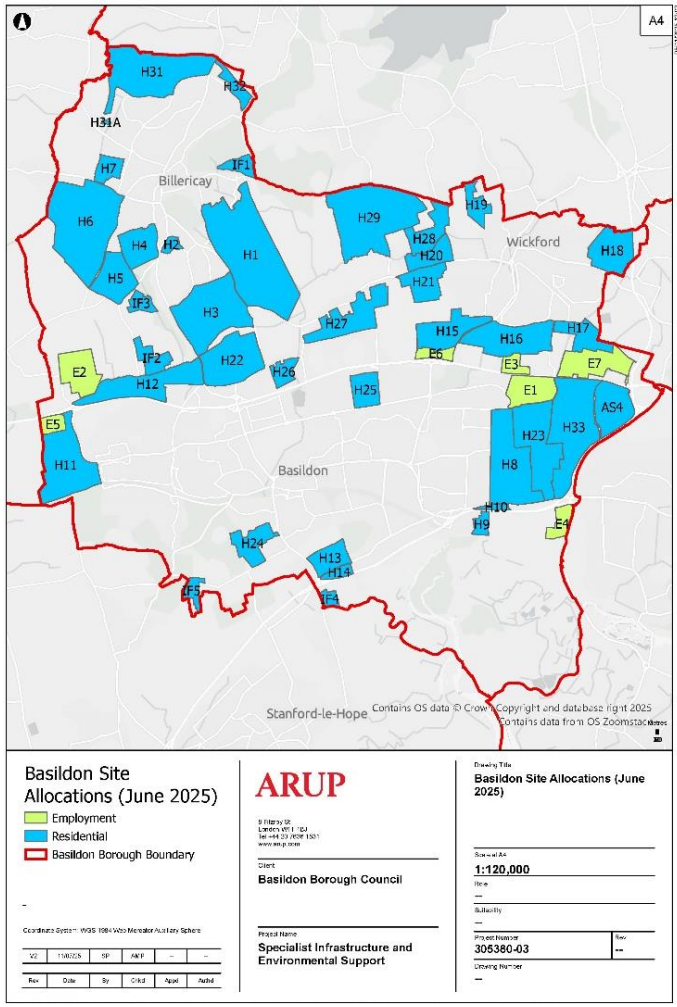


Figure 2 Basildon Local Plan - Emerging Site Allocations

[11] Basildon Green Belt Study

Local Government Reform in Essex

BBC is preparing the emerging Local Plan in the context of forthcoming local government reform to Essex. At the time of writing, there are proposals under consultation[12] to reorganise Essex into new unitary authorities. These would lead to the abolition of the existing two-tier authorities in Essex, including Basildon. The proposals will also impact the unitary authorities of Thurrock and Southend. As of October 2025, there is not yet clarity on which unitary authorities may emerge. Arup will continue to track local and national policy updates throughout the course of preparing the IDP. However, for the purposes of our study, BBC remains the local plan-making authority.

Arup will continually review the moving policy context for this IDP to ensure that the IDP remains relevant to local and national policy as far as reasonably possible.

Infrastructure Policy

At the national level, planmakers are required to consider infrastructure delivery in development plans. Specifically, the NPPF requires planmakers to consider supporting infrastructure in a sustainable manner (para 7), identify and coordinate the provision of infrastructure (para 8a), align growth and infrastructure (para 11a), and collaborate with infrastructure providers (paras 25, 27 & 28). Plans are also expected to set out the contributions expected from development (para 35).

At the regional level, ECC has prepared a Developers Guide to Infrastructure Contributions.[13] This key document sets out ECC's role in infrastructure delivery in Essex, and has been written in liaison with the lower tier authorities including BBC. ECC has also prepared an updated version of this document draft published in April 2025.[14] It is important to note that ECC is statutorily response for flood and water management[15], highways[16], and minerals and waste planning[17] as the higher tier authority for the study area. ECC has also prepared a Greater Essex Growth and Infrastructure Framework to guide infrastructure planning in the Greater Essex area.[18]

BBC prepares an annual Infrastructure Funding Statement, the latest for 2023-2024[19], which sets out a summary of all financial and non-financial developer contributions signed under Section 106 agreements. Currently, BBC only has the ability to work within the S106 regime, but is exploring establishing a local CIL charging schedule for the plotlands allocations. BBC published a Planning Obligations Strategy in 2015.[20] BBC prepared an IDP[21] in 2022 to support the previous emerging Local Plan. The IDP Arup is preparing will supersede this document in its entirety and is based on the current emerging Local Plan.

[12] Local Government Reorganisation in Greater Essex | Your say Southend

[13] The Essex County Council's developers guide to infrastructure contributions

[14] updated draft version of the Developers Guide to Infrastructure Contributions

[15] Essex Flood and Water Management

[16] Planning advice and guidance: Highways planning advice | Essex County Council

[17] Minerals and waste planning policy: Overview | Essex County Council

[18] https://data.essex.gov.uk/download/20kr8/6s2/GIF.pdf

[19] Basildon_Borough_Council_-_Infrastructure_Funding_Statement_2023_-_2024.pdf

[20] Basildon Council - Planning Obligations Strategy - July 2015.

[21] Basildon Council Infrastructure Delivery Plan - January 2022

2. Infrastructure Provision

2.1 Transport Infrastructure

2.1.1 Highways (Motorised Vehicles)

Basildon Borough includes A-roads, and routes forming part of the Department for Transport's (DfT) Major Road Network (MRN). Responsibility for investment and maintenance is shared between National Highways, which manages the Strategic Road Network (SRN), and ECC, the Local Highway Authority responsible for local and MRN roads.

Key MRN routes in the borough include the A127 Southend Arterial Road linking London and the M25 (SRN) to the west, and Southend-on Sea to the east through the centre of the borough. The A13 to the south of the borough also links London to Southend-on-Sea and provides onward connections to Ports at London Gateway and Tilbury Ports, and the Ford site at Dagenham which are key zones within the wider Thames Freeport area. The planned Lower Thames Crossing in neighbouring Thurrock is nationally significant infrastructure and will provide improved resilience at Dartford Crossing and to the SRN in the region. The A130 also provides a key north–south link to Chelmsford and the A12 to Colchester and Ipswich. The major roads in Basildon Borough therefore support wider strategic connectivity across the South Essex region with access to key growth areas, such as the London Gateway Port, Tilbury Docks and other industrial facilities at Coryton and Canvey Island.

Funding for improvements to the MRN is coordinated through the DfT, including via the Road Investment Strategy (RIS) and Local Transport Plan (LTP) mechanisms. ECC is statutorily responsible for the maintenance of the local road network and allocates funding for local highway projects. At a local level the major road network can result in berries or severance, restricting accessibility to local services, particularly by non-car modes which can result in local car based trips passing through junctions on the MRN, exacerbating congestion in peak periods.

A map of the highways infrastructure in Basildon Borough is shown in Figure 3. The current and future needs of the road network are discussed in 2.1.1.2.

2.1.1.1 Map of existing infrastructure

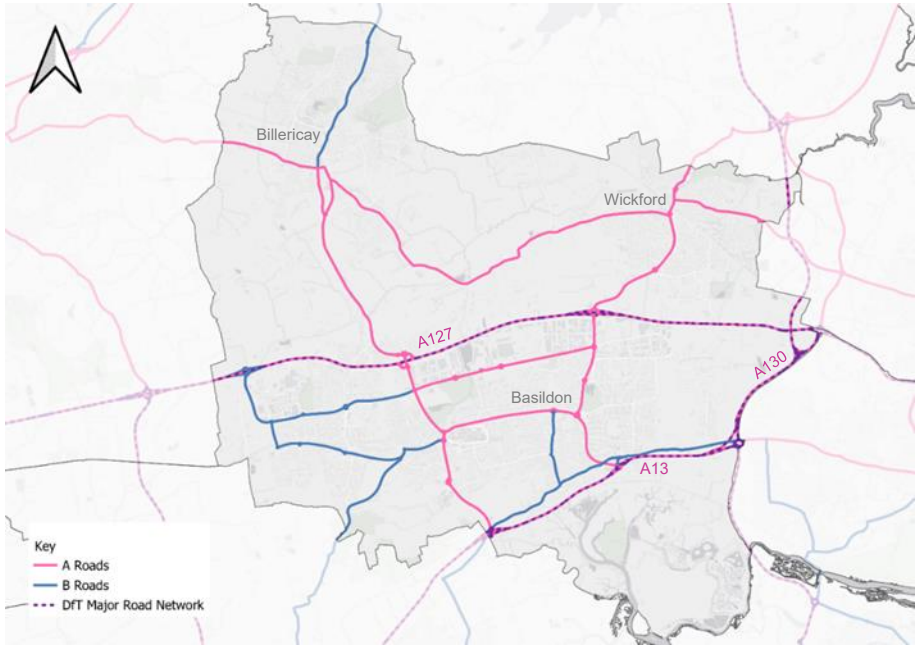


Figure 3 Basildon Borough highway network by hierarchy

2.1.1.2 *Existing plans, strategies and Local Plan evidence*

Transport East - Transport Strategy (February 2023)[22]

This was a draft document for consultation. This document sets out the regional transport vision and priorities to 2050 for the East of England, including Essex. It focuses on decarbonisation, better connectivity for growing communities, and improved links to ports and economic hubs. The strategy identifies the A127 and A13 corridors as critical for supporting planned growth across South Essex and in Basildon.

Essex Transport Strategy, the Local Transport Plan for Essex (LTP3), June 2011[23]

LTP3 is the current statutory transport plan for Essex comprising a Strategy and Implementation Plan. The strategy sets a vision for transport supported by target outcomes focussed on connectivity, carbon dioxide and air quality, safety, transport assets and sustainable travel, along with a policy framework for developing transport aspects of Local Plans. The Implementation Plan provides further detail on how outcomes will be delivered and monitored and identifies short-term investment priorities. LTP3 is supported by a suite of documents including modal strategies and network management. It provides a high-level policy framework for investment and decision-making across all transport modes, with local area strategies tailored to specific authorities including Basildon.

A Better Connected Essex: Essex Transport Strategy[24] (ECC, July 2025) and LTP4 Consultation documents (Part One[25] August 2024 and Part Two[26] July 2025)

LTP4 has been developed with partners and LPAs to outline the plan period to 2050 and is progressing through consultation and scheduled for adoption in December 2025. Once published it will replace LTP3. LTP4 is evidence led and focussed on the delivery of wider outcomes associated with the movement of people and goods and transport impacts on people, place, and environment.

The Consultation Part One (August 2024) document identified strategic themes which align with County policy and guidance and Department for Transport priorities along with priorities for implementation. It sets out an emerging transport vision and priorities to 2050 - proposing a shift from car dependency to a place-based, sustainable transport system that supports active travel, public transport, decarbonisation and inclusive access. It outlines principles for future investment, including road network efficiency and reducing private car use.

The Consultation Part Two (July 2025) document sets out the following emerging Vision: *Our vision is for a safe transport system that supports economic growth and prosperity, provides access to our homes, services, education, work and leisure and enables more sustainable choices and journeys to be made.*

A set of nine outcomes are identified under three key themes of: Supporting people, health, wellbeing and independence, Creating sustainable places and communities, and Connecting people, places and business. To achieve the outcomes a three step 'Manage - Improve – Transform' approach is identified prioritising more sustainable use of the existing network, investing in network improvements, reducing emissions from transport and securing funding for significant improvements and adopting technological improvements. It embeds "Place and Movement" street hierarchy in scheme design ensuring that streets serve as local centres whilst still moving people efficiently.Part 2 consultation documents (July 2025) include strategic sub-regional context including the need for strategic highway resilience and access to ports/ Southend airport which influence movements across Basildon and neighbouring authorities. Key links and junctions are identified including

[22] https://www.transporteast.gov.uk/wp-content/uploads/20230224-TE_Strategy-FINAL.pdf

[23] https://www.essexhighways.org/uploads/downloads/essex_ltp.pdf

[24] A Better Connected Essex

[25] Essex Transport Strategy Local Transport Plan

[26] consultation-document-a-better-connected-essexpdf

along A13/A127/M25 and notes committed Lower Thames Crossing and M25 J28 improvements; needed to tackle network pinch-points.

The Implementation Plan sets out a programme to keep the A127/A13 corridors functioning while reducing severance within the urban area. Priority is given to tackling delays at key junctions and points of congestions (such as the Fairglen area), improving resilience and north-south crossings, and aligning capacity changes with sustainable transport alternatives. The A127/A13 are key freight corridors, by supporting rail freight growth pressure can be reduced on the highway network. Schemes identified within Basildon include: walking and cycling improvements, rapid bus connections between local centres, Pitsea rail station improvements, A127 corridor improvements, and a park and ride facility.

A127 Corridor for Growth (March 2014)[27]

Prepared jointly by ECC and Southend Borough Council, this paper sets out the strategic importance of the A127 corridor to the economic growth and financial well-being of the Thames Gateway South East (TGSE) region. It examines the infrastructure implications of proposed development in the Nevendon growth area, identifying existing constraints, planned interventions, and a package of highway, junction, and access improvements to support growth and maintain network performance.

Strategic Outline Case (SOC) Air Quality Management Plan - A127, (March 2018)[28]

Prepared in response to DEFRA-identified NO_2 exceedances on the A127 in Basildon and Rochford, this SOC sets out the rationale and initial assessment of intervention packages to deliver compliance with air quality limits. It identifies the need for urgent action, proposes speed limit reductions and complementary behavioural measures, and lays the groundwork for a Full Business Case to deliver the Air Quality Management Plan in accordance with national guidance.

Developers' Guide to Infrastructure Contributions (Essex County Council, 2024)

The developers' guide sets the process for assessing development impacts through S278/38 works and S106 obligations. It explains how contributions relate to the scale and kind of development and to identified strategic schemes in Local Plans.

Net Zero: Making Essex Carbon Neutral: Essex Climate Action Commission (ECC, May 2023)[29]

This document sets out ECC's approach to the decarbonisation of transport emissions by 2050 through an Avoid, Shift and Improve Strategy.

Vision Zero Strategy (Safer Essex roads partnership 2022)[30]

Essex Road Safety Partnership has endorsed the delivery of 'Vision Zero', an ambition to eliminate deaths and serious injuries on the county's roads through a 'Safe System approach.

The Right Charger in the Right Place: Essex Electric Vehicle Charge Point Strategy, Phase 1 2023-2025 (Essex Highways, January 2024)

Sets out how EV charging infrastructure can be delivered across Essex with the right chargers in the right place and accessible, reliable, easy to use, safe and fairly priced charging network by 2030. It sets out objectives and strategic principles along with Action Plans and priorities for engagement and monitoring. This will be regularly reviewed and supplemented with separate strategies for alternative clean and zero emission fuels.

[27] https://www.essexhighways.org/uploads/files/nevendon%20-%20%20a127%20corridor%20for%20growth%20paper%20140314%20final%20(2).pdf

[28] Strategic Outline Case - A127

[29] https://www.essexclimate.org.uk/sites/default/files/DS21_7178%20ECAC_Commission_Report-Final.pdf

[30] https://saferessexroads.org/Downloads/Full-VisionZero_Strategy-FINAL.pdf

Safer, Greener, Healthier Communities (Essex Highways, various)

This includes a suite of documents largely focussed on highlighting projects with funding to address previously identified issues such as Active Travel Funding, Cycling, Walking and Safer School Streets.

Basildon Council Infrastructure Delivery Plan (IDP) (January 2022)

This document supported the previous withdrawn emerging Local Plan by identifying the infrastructure required to deliver planned growth, including highways, public transport, and active travel. It assessed existing capacity, planned schemes, and funding mechanisms, drawing on inputs from infrastructure providers and delivery partners to prioritise investment across the borough. This IDP supersedes the previous IDP which was prepared in support of a previous emerging Local Plan withdrawn by BBC. It remains a useful document for reference in preparing the new IDP although a significant amount of information has changed since 2022.

ECC response to Draft Basildon Borough Local Plan consultation (November 2024)

Provides strategic feedback across infrastructure themes including highways and air quality, with particular emphasis on the A127 corridor. ECC highlights the need for coordinated planning across growth sites, safeguarding strategic routes (A127, A130, A13), supporting the A127 AQMP, and embedding sustainable transport in Local Plan policy through active travel, joined-up development, and reduced reliance on private car use.

ECC's Response to the draft Basildon Borough Local Plan Second Consultation (March 2025)

The ECC response aims to provide strategic input and technical guidance on the second Regulation 18 consultation of the Basildon Borough Local Plan and the draft Basildon Town Centre Masterplan, ensuring that ECC's statutory responsibilities and infrastructure priorities are fully integrated into the plan-making process. It covers key areas including transport, education, health, climate resilience, digital connectivity, and green infrastructure, with a focus on ensuring that proposed growth is supported by robust evidence, viable infrastructure delivery, and alignment with national policy and ECC standards.

2.1.1.3 Existing infrastructure, current needs and potential future needs

Basildon is supported by a well-established strategic and local highway network, with the A127 and A13 acting as major east–west corridors linking the borough to Southend, London, and the wider South Essex area. These corridors are vital to local connectivity and economic activity and are complemented by a network of distributor and local access roads. However, the network faces significant capacity issues, particularly at peak times and around key junctions such as those on the A127 and near major growth areas like Nevendon. The Basildon Infrastructure Delivery Plan (2022) and SOC Air Quality Management Plan - A127 (2018) highlight long-standing congestion, journey time reliability issues, and the need for coordinated investment. Feedback from ECC through its 2024 and 2025 responses to the Basildon Borough Local Plan consultations reinforces this view, identifying the need for targeted junction improvements and infrastructure upgrades to support sustainable growth across the borough, including within the Basildon Town Centre Masterplan area.

The direction of travel in local and regional policy is towards a more balanced approach to movement and access. The *Essex Transport Strategy (2024)* and *Transport East Strategy (2023)* both emphasise the need to reduce reliance on private cars by improving alternatives and making better use of existing infrastructure. While significant new roads are unlikely, there remains a clear role for targeted improvements to support development, reduce congestion at known pinch points, and improve the efficiency and resilience of the network. Any future investment will need to align with wider objectives around decarbonisation, accessibility, and the long-term deliverability of the Local Plan.

2.1.1.4 Standards to calculate future provision

Arup has engaged with BBC, ECC and infrastructure providers to establish preferred standards where these exist for projecting future transport needs.

Essex County Council have a suite of existing and emerging design and development management guides that will be important consideration in the delivery through the planning process including:

- The Essex Design Guide[31]
- ECC Development Management Policies[32]
- ECC Transport Assessments Large scale development and garden communities: A guide for developers (Emerging)
- ECC Travel Plan: Guide for large-scale developments and garden communities: A guide for developers (Emerging)
- Parking Guidance Part 1: Parking Standards design and good practice (Essex Planning Officers Association, September 2024)[33]
- Parking Guidance Part 2: Garden communities and large scale developments (Essex Planning Officers Association, September 2024) [34]
- ECC produced transport models
- Education Transport Policy (ECC, date of publication unknown)
- South Essex Future Transport Study (Essex Highways, Emerging)

[31] Home | Essex Design Guide

[32] Planning advice and guidance: Highways planning advice | Essex County Council

2.1.2 Highways (Motorised Vehicles) – Engagement Findings

2.1.2.1 Overview

Arup engaged with ECC on 8 September 2025 to discuss the arterial road network in and around Basildon, with a particular focus on junction performance and opportunities to integrate highway upgrades with bus service improvements. ECC and BBC representatives highlighted continuing congestion on the A127 corridor and noted the borough's concentration of employment sites along the A127, aligned with the objective of meeting employment need within the borough, reducing out-commuting, and improving sustainable transport access between employment areas, residential sites and rail stations. By contrast, there is limited promoted land near to the A13.

ECC emphasised that the future highways strategy should avoid being solely "modal" in focus, instead taking a trip- and purpose-based approach. This means ensuring that highway capacity works are closely integrated with bus priority, interchange improvements and enhanced walking and cycling links. ECC confirmed that the Fortune of War roundabout scheme remains a live project, awaiting DfT funding approval before a Strategic Business Case can be progressed. The scheme is expected to combine capacity enhancements with sustainable transport measures. ECC also advised that the Fairglen Interchange improvement is a committed scheme which should be treated as such in the IDP.

2.1.2.2 Existing provision and capacity

The A127 and A13 corridors are essential for the functioning of Basildon Borough's economy but operate at or near capacity during peak hours. Congestion is concentrated at a number of junctions, notably at Fortune of War on the A127 and around the Fairglen Interchange where the A127 meets the A130.

[33] essexdesignguide.co.uk/media/3023/essex-parking-guidance-2024-part-1-design-and-good-practice.pdf

[34] essex-parking-guidance-2004-part-2-garden-communities-and-large-scale-development.pdf

ECC's consultation responses to the Local Plan in 2024 and 2025 reiterated that safeguarding and incremental upgrades along both the A127 and A13 are critical if planned growth is to be delivered. At the same time, ECC has stressed that these upgrades should align with a broader shift towards sustainable transport in line with the Essex Transport Strategy. The evidence base remains the primary source of information on network capacity, as engagement did not reveal any significant new issues beyond those already identified. The Essex Developers' Guide to Infrastructure Contributions (2025) is particularly relevant in this regard, as it sets out the mechanisms through which development is expected to mitigate its highway impacts, whether through site-specific junction works via Section 278 agreements or pooled contributions to wider strategic schemes via Section 106.

The A127 is recognised as having limited capacity without targeted investment to support growth. The A13 plays a vital role in freight movements associated with the ports and the Lower Thames Crossing, but opportunities for development directly onto this corridor are constrained. North–south connections, particularly the A130 and A1245, remain important pinch points affecting wider regional accessibility.

2.1.2.3 Future infrastructure required to support growth

Delivery of planned growth will require a coordinated programme of targeted improvements that address constrained local junctions while supporting a shift to more sustainable modes. A number of schemes identified in the Basildon and South Essex Implementation Plans are directly relevant to the borough's Local Plan allocations.

In Basildon town and the surrounding urban area, the Nethermayne corridor is identified for improvement, including the introduction of two-way bus lanes between Roundacre and Five Bells and interchange enhancements at Basildon University Hospital. These works would directly support growth in Basildon Town Centre as well as employment development linked to the hospital. A complementary feasibility study is also underway into a potential park and ride facility serving Basildon Hospital, aimed at reducing traffic pressures in the area.

Along the A127 corridor, a package of strategic improvements is proposed to provide new north–south crossing points and better facilities for buses, cyclists and pedestrians. These measures are particularly important for sites at Nevendon and Wickford, where allocations will rely on safe and reliable access across the corridor. The Fortune of War roundabout scheme, which is awaiting funding approval, will also be critical for unlocking growth in these areas. To the east, the Fairglen Interchange scheme is committed and will include new link roads, slip road widening, traffic signal upgrades, and a pedestrian and cycle bridge. This will improve capacity and resilience on the A127/A130 junction and benefit growth in both Basildon and Wickford.

Further south, the A13 improvement package forms part of the South Essex Implementation Plan and includes a series of capacity and safety schemes linked to the Lower Thames Crossing. These will support growth in Pitsea, Bowers Gifford and North Benfleet, areas which are directly dependent on the resilience of the A13 corridor. The potential need for strategic maintenance of the Pitsea Flyover has also been flagged.

Although the detailed requirements for individual sites are not yet fully defined, it is assumed that developers will be expected to mitigate their direct impacts through proportionate site-specific works, while contributing to the delivery of strategic corridor improvements through pooled obligations. The Essex Developers' Guide provides the framework for this approach, alongside other tools such as the proposed mini-CIL charging schedule for plotland allocations. In this way, new development across Billericay, Wickford, Basildon, Pitsea and the rural areas can be supported by a balanced package of highway interventions and sustainable transport measures.

2.1.3 Bus Network

Bus services and supporting infrastructure in Basildon Borough are coordinated by ECC as the Local Transport Authority, working in partnership with commercial operators through the Essex Enhanced Partnership. Operators are responsible for delivering services, while ECC leads infrastructure planning, network design, and improvements to reliability and accessibility. Funding is secured through developer contributions and national programmes such as the Bus Service Improvement Plan (BSIP).

The main urban centres of Basildon, Billericay and Wickford are reasonably well served by existing bus routes, although service frequency and journey time reliability can vary. Basildon Bus Station, located adjacent to the rail station, acts as a multimodal interchange and is a key destination for sustainable transport networks.

A map of the bus network across Basildon Borough is shown in Figure 4. Current and future needs for bus services and infrastructure are discussed in 2.1.3.3.

2.1.3.1 Map of existing infrastructure

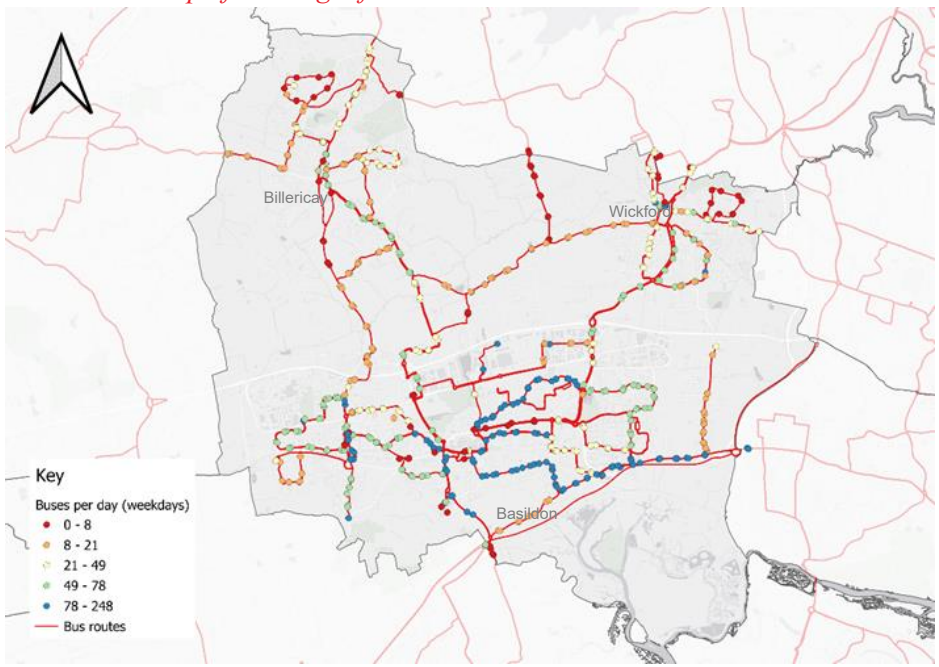


Figure 4 Basildon Borough bus service coverage

2.1.3.2 Existing plans, strategies and Local Plan evidence

Getting around in Essex: A bus and passenger transport strategy, 2015[35]

Sets out the vision for a high-quality, reliable and accessible bus network across Essex. The strategy focuses on improving passenger information, connectivity to key destinations, integration with other modes, and aligning services with growth and development areas, including through the provision of bus priority and infrastructure enhancements.

The Essex County Council Bus Service Improvement Plan (BSIP), 2021–2026[36]

Developed in response to the National Bus Strategy (Bus Back Better), the BSIP sets out ECC's vision to deliver a stronger, more reliable, and passenger-focused bus network. It outlines current challenges, the impact of COVID-19, and the need for collaborative action with operators and stakeholders. The plan proposes new infrastructure, simplified fares, real-time information, and better integration with rail and active travel, alongside targeted investment in growth areas such as Basildon to boost ridership and deliver wider social, environmental, and economic benefits.

Essex County Council Bus Service Improvement Plan 2024 (September 2024)[37]

Updates the original BSIP in light of changing travel patterns, funding constraints, and delivery lessons since 2021. It reaffirms ECC's commitment to a more reliable, integrated, and customer-focused bus network, setting out revised priorities, area-based approaches, and a new delivery framework to support mode shift and better connectivity in places like Basildon.

Essex Transport Strategy, the Local Transport Plan for Essex (LTP3) (June 2011)[38]

Sets out ECC's transport objectives to 2026, including supporting a reliable and accessible bus network. The plan prioritises improving passenger information, interchange facilities, and connectivity to employment and education, especially in urban centres like Basildon.

A Better Connected Essex: Essex Transport Strategy[39] (ECC, July 2025) and LTP4 Consultation documents (Part One[40] August 2024 and Part Two[41] July 2025)

Covers a long-term vision for an inclusive and sustainable transport system, with public transport central to reducing car dependency and improving access to opportunity. The strategy calls for faster, more reliable bus services on key corridors, improved passenger experience, and integration with walking, cycling and rail. It highlights the importance of ensuring new development, such as that planned in Basildon, is supported by high-quality bus access from the outset.

A Better Connected Essex – LTP 4 Implementation Plan: Basildon (Essex County Council, July 2025)

Proposes a step-change in bus accessibility to major trip generators, with "Basildon connectivity improvements" aimed at more direct services to employment areas along the A127 enterprise corridor, two-way bus priority and an upgraded interchange at the hospital on A176 Nether Mayne, and a Park & Ride feasibility serving the hospital/college catchment. The intent is to shift trips from car by providing reliable, frequent links that do not always require interchange at the town-centre bus station, and to integrate local delivery with the emerging South Essex "bus metro" concept.

[35] https://www.essexhighways.org/uploads/downloads/ds14_4705_bus_strategy_web.pdf

[36] https://www.essexhighways.org/uploads/downloads/ecc%20bsip%202021%20to%202026.pdf

[37] https://www.essexhighways.org/bus-strategy

[38] https://www.essexhighways.org/uploads/downloads/essex_ltp.pdf

[39] A Better Connected Essex

[40] Essex Transport Strategy Local Transport Plan

[41] consultation-document-a-better-connected-essexpdf

A Better Connected Essex – LTP 4 Implementation Plan: South Essex (Essex County Council, July 2025)

Diagnoses generally good east–west public transport but weaker north–south links to employment and health destinations. It calls for higher frequencies and more direct services to major hubs (including Basildon employment areas) and supports targeted demand-responsive provision where traditional routes are less viable.

A Better Connected Essex – Consultation Document (Part Two) (Essex County Council, July 2025)

Reinforces BSIP delivery, with integrated ticketing across operators, simpler fares, and better real-time information. It promotes mobility hubs and considers demand-responsive services to fill network gaps, aiming for a more reliable, customer-centred offer that supports mode shift in urban areas like Basildon.

The ***Essex Design Guide - Mobility Hubs and Integrated Transport Halts: Implementation Guide (Essex Highways, 2024)***[42]

Provides practical guidance for planning and delivering mobility hubs that integrate bus services with active travel, shared mobility, and digital information. The guide supports the creation of accessible, legible interchange points, particularly in town centres and new developments like those in Basildon, to improve connectivity and reduce car dependency.

Bus Network Consultation 2025 (ECC, 2025)

ECC is reviewing its support for 41 local bus services. Consultation has taken place between Monday 4th August and Monday 27 October 2025 to ensure that the future bus network is ready to meet new levels of passenger demand and is providing value for money and this public consultation is regarding these local bus services.

How the Council decides whether a service is needed and what services it will support are set out in its Local Bus Service Priority Policy, which now forms part of the Bus Service Improvement Plan.

Basildon Council Infrastructure Delivery Plan (IDP) (January 2022)

The IDP identifies bus infrastructure as a critical component of Basildon's sustainable transport network. Section 2.1.2.3 onwards highlights existing gaps in service coverage and infrastructure—particularly in new growth areas—and outlines the need for enhanced frequency, route extensions, improved interchange facilities, and investment in accessible, high-quality bus stops to support modal shift and Local Plan growth. As noted previously, this IDP will be superseded by the IDP being prepared by Arup.

ECC Response to Draft Basildon Borough Local Plan (November 2024)

ECC's response highlights the critical role of the bus network in supporting sustainable growth and reducing car dependency across Basildon. It references the Essex BSIP and Basildon Bus Area Network Review as key frameworks and supports a tiered approach to connectivity—from strategic links to London and Southend to neighbourhood-level services. The response advocates for high-quality, accessible and frequent bus services within new developments, with measures such as real-time information, bus priority, electric vehicle infrastructure, and potential integration with a future South Essex Rapid Transit (SERT) system. Improved north–south links, better connections to rail stations and employment hubs like Thames Freeport, and safeguarding land for future bus infrastructure are also identified as priorities.

ECC Response to Basildon Borough Local Plan Part 2 and Basildon Town Centre Masterplan (March 2025)

ECC reinforces Basildon Town Centre's role as a strategic transport hub, supporting improved integration of the bus and rail stations into a single, cohesive interchange. The response recommends better links between the town's key destinations and transport nodes, including surface-level crossings, improved signage, and additional bus stops (e.g. on Roundacre) to serve development areas like Westgate. It also calls for enhanced evening

[42] Mobility Hubs | Essex Design Guide

services, accessibility improvements, and policy alignment between the Masterplan, Local Plan evidence base, and Parking Strategy. ECC emphasises the importance of embedding filtered permeability and public transport priority in the design of new infrastructure and public realm schemes.

Developers' Guide to Infrastructure Contributions (Essex County Council, 2024)

Confirms that new services and supporting measures (such as TROs and priority at key points) can be required and that early pump-priming may be needed until routes become commercially viable, with expectations clearly signalled to residents to minimise objections to associated orders.

2.1.3.3 Existing infrastructure, current needs and potential future needs

Basildon Borough is served primarily by commercial bus services that rely on patronage for funding. These services and a limited number of subsidised services provide local and regional connections, with Basildon town centre acting as the main interchange. Services link the borough's three towns, Basildon, Wickford and Billericay, with each other and with surrounding areas such as Southend, Chelmsford and Thurrock. The existing bus station in Basildon is co-located with the rail station on Southernhay, but integration between modes, wayfinding, and pedestrian links remain suboptimal. Wickford and Billericay have more limited service frequencies and coverage, particularly during evenings and weekends, which reduces accessibility for non-car users.

Recent plans including the Essex BSIP (2021–2026), Basildon IDP (2022) and ECC's responses to the Local Plan (2024 and 2025) identify a need to modernise and expand the bus offer in line with planned growth and sustainability objectives. Priorities include improving service reliability, extending coverage in growth areas, enhancing access to employment sites such as Thames Freeport, and better connecting key town centre destinations through infrastructure such as new stops and enhanced signage. Long-term opportunities include integrating bus and rail interchanges more effectively in Basildon Town Centre and delivering a potential South Essex Rapid Transit (SERT) system. Evening and weekend service improvements are also seen as important for supporting the borough's night-time economy and reducing car dependency.

2.1.3.4 Standards to calculate future provision

Future provision for the bus network is guided by principles set out in the *Essex BSIP (2021–2026)* which adopts a corridor-based and place-based approach rather than fixed quantitative thresholds. It aligns with national guidance from the National Bus Strategy (Bus Back Better) and emphasises accessibility, service frequency, and integration with new development. In practice, this means safeguarding land for routes and interchanges, ensuring all major developments are within a short walk of frequent bus services (typically 400m), and designing infrastructure to support high-quality, legible, and inclusive passenger experiences. The Essex Design Guide and mobility hub guidance also support co-located facilities that connect bus services with cycling, walking, and digital travel information.

2.1.4 Engagement Findings

2.1.4.1 Overview

Engagement with ECC took place on 8 September 2025 to discuss transport infrastructure including bus services.. ECC advised that work on bus service reprioritisation is ongoing, but no further details were available at this stage. The assessment therefore relies primarily on existing policy documents. These consistently highlight the importance of bus services in reducing car dependency, linking new development to key destinations, and ensuring that town centres and major employment hubs remain accessible by sustainable modes. The bus network will remain critical for movement within the Borough over the plan period.

2.1.4.2 Existing provision and capacity

The main urban centres of Basildon, Billericay and Wickford are relatively well served by commercial bus operators, but service frequency and journey time reliability are variable. Basildon Bus Station, adjacent to the rail station, functions as the borough's principal interchange but suffers from weak integration between bus and rail, limited wayfinding and poor pedestrian

connectivity. Wickford and Billericay are less well served, particularly during evenings and weekends, which restricts accessibility for non-car users.

ECC's responses to the Basildon Borough Local Plan consultations reinforced these observations, noting the importance of modernising the bus routes to align with growth and sustainability goals. The Essex Developers' Guide to Infrastructure Contributions (2025) confirms that early pump-priming of services, often funded by developer contributions, may be required to establish viable routes until they achieve sufficient patronage. This approach is particularly relevant in new allocations where existing service coverage is limited. In addition, the guide sets clear expectations that supporting measures such as Traffic Regulation Orders (TROs), bus stop infrastructure, and bus priority schemes may be necessary and should be built into planning and delivery from the outset.

2.1.4.3 Future infrastructure required to support growth

Future development in the borough will increase demand for reliable, frequent bus services and improved supporting infrastructure. A number of specific schemes have been identified through the Implementation Plans. Funding is not guaranteed for these schemes as of yet.

In Basildon, the Nethermayne corridor improvement would deliver two-way bus lanes between Roundacre and Five Bells, together with an upgraded interchange at Basildon University Hospital. This scheme is directly tied to Local Plan allocations in Basildon West and the town centre, as well as to employment growth at the hospital. A park and ride facility serving the hospital and college is also under feasibility study, with the potential to reduce congestion in the immediate area.

The Basildon connectivity improvement package proposes new rapid bus services along the A127 enterprise corridor, linking residential areas directly with employment sites rather than requiring interchange at the town centre bus station. This supports growth in Basildon North, Basildon East (Nevendon) and Wickford.

At a sub-regional scale, the South Essex Rapid Transit (SERT) concept is of particular significance. The Implementation Plan identifies potential corridors through Basildon Borough, including links from Dunton Hills Garden Village towards Laindon and Basildon, and from Pitsea along the A13 corridor towards Southend. These would establish faster, more reliable connections between the borough's key towns and employment areas, reducing dependence on the private car. The Dunton Hills to Laindon sustainable corridor, safeguarded for future rapid transit, is especially relevant for development in Basildon West.

In Wickford, bus access improvements are planned to reduce journey times and support potential 24/7 operation on key routes. A new bus gate on Wickford High Street would further enhance service reliability, reducing delays and improving air quality in the town centre. These measures are directly relevant to proposed growth in Wickford.

In Pitsea and the surrounding area, the A13 sustainable corridor proposes bus priority measures between Sadlers Farm and the Southend boundary. This will improve connectivity for allocations in Pitsea, Bowers Gifford and North Benfleet.

Across the borough, evening and weekend service provision remains limited, particularly in Wickford and Billericay. Strengthening this aspect of the network will be essential to support inclusive growth, access to employment, and the borough's evening economy.

Developers will be expected to fund site-specific infrastructure such as stops, shelters and accessibility improvements, as well as contribute to the pump priming of services. Larger allocations are likely to require direct investment in priority measures or mobility hubs, in line with the Essex Design Guide. Strategic schemes such as SERT will depend on a combination of pooled developer contributions, ECC funding, and national programmes.

2.1.5 Rail Network

Basildon Borough is well served by two rail lines with a branch of the Great Eastern Mainline operated by Greater Anglia between Southend Victoria and London Liverpool Street via Wickford, Billericay and Shenfield with connections for the Elizabeth Line across London and to Heathrow Airport. There is also a minor branch line from Wickford to South Woodham Ferrers, Burnham on Crouch and Southminster. Journey times are 31 minutes from Billericay to London Liverpool Street, and 36 minutes from Wickford. The journey time to Southend is 22 minutes from Wickford, and 28 minutes from Billericay.

Now part of Great British Railways but previously operated by Trenitalia c2c Ltd (c2c), Basildon's other major rail line connects Southend Central to London Fenchurch Street with two branches from Pitsea via Basildon, Upminster and West Ham, and via Tilbury, Rainham and Dagenham. This line also provides further local connections to Shoeburyness. Travel times from Basildon Borough stations to Southend-on-Sea are c. 20 minutes, with the fastest journey times to London Fenchurch Street from Basildon at 32 minutes.

As part of a national programme of rail renationalisation, as of 20 July 2025, c2c services were transferred to public ownership by the Government, with Greater Anglia following suit on 12 October 2025. Both services are now managed by DfT Operator Ltd (DFTO) however restructuring of the franchises has not yet taken place so they still act as two public operators.

Rail infrastructure across all lines in the borough is owned and maintained by Network Rail. Station management responsibilities are shared between Network Rail and the relevant train operating companies.

A map of rail routes through Basildon is shown in Figure 5 and a map of railway routes in the wider region is shown in Figure 6.

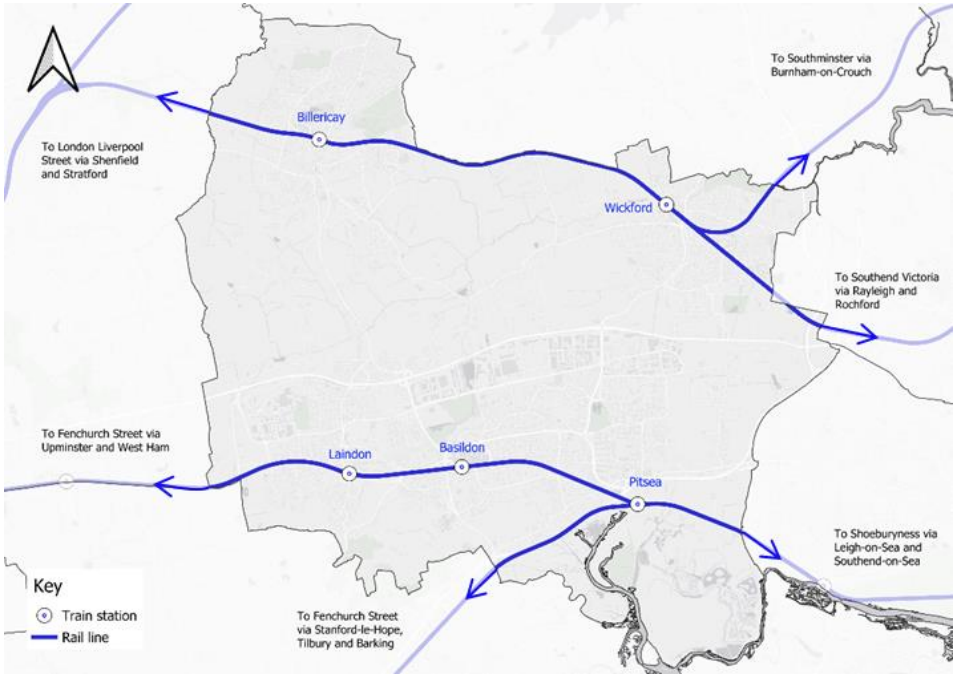


Figure 5 Location of rail stations within Basildon Borough

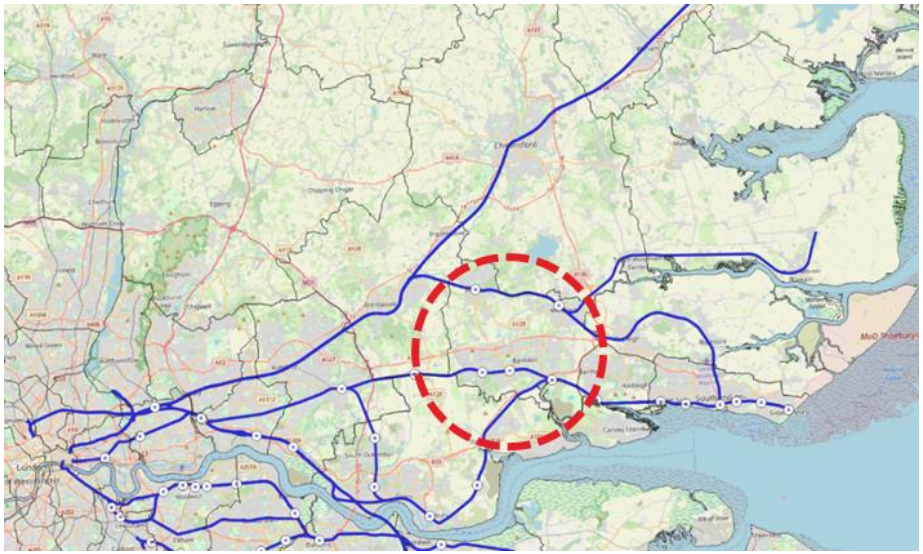


Figure 6 Railway routes in the wider South Essex region

2.1.6 Existing plans, strategies and Local Plan evidence

Our delivery plan for Control Period 7 (Network Rail, 1 April 2024 to 31 March 2029)[43],

Sets out Network Rail's delivery priorities over Control Period 7 (CP7), including investment in asset resilience, capacity, and decarbonisation. While not Basildon-specific, it includes programmes relevant to the South Essex rail network, such as signalling renewal, station accessibility improvements, and strategic corridor planning on the Anglia Route. The plan supports the wider role of rail in accommodating growth, reducing car dependency, and providing reliable commuter links into London.

Essex Thameside Study (Network Rail, July 2020)[44]

This study by Network Rail focuses on long-term capacity on the c2c corridor serving Basildon, forecasting ~35% high-peak passenger growth to 2050 (c.42% at the Barking–West Ham critical load point). Options emphasise staged delivery: ETCS Level 2 digital signalling (Fenchurch Street–Upminster), potential train lengthening to consistent 12-car where feasible, targeted station capacity works (Fenchurch Street, Barking, West Ham) and freight enablement via cross-London capacity and electrification infill. Primarily a corridor strategy rather than Basildon-specific schemes, but it underpins local station/interchange planning and peak capacity assumptions.

Essex Rail Strategy (2006-2011)[45]

Provides a long-term vision for improving rail services, infrastructure, and station access across Essex. It identifies the South Essex Line as a key commuter route with growing demand, serving stations at Basildon, Laindon, Pitsea, Wickford, and Billericay. Priorities include improved service frequency, enhanced station access (including active travel integration), decarbonisation of rail operations, and stronger multimodal links to support housing and employment growth.

[43] https://www.networkrail.co.uk/wp-content/uploads/2024/03/Network-Rail-CP7-GB-Delivery-Plan.pdf

[44] https://www.networkrail.co.uk/wp-content/uploads/2021/02/Essex-Thameside-Study.pdf

[45] https://www.essex.gov.uk/sites/default/files/migration_data/files/assets.ctfassets.net/knkzaf64jx5x/1rBdsfuF3TqDrl0nZL7YGB/1c517d20ad394a0b32f8fef2d3808242/rail-strategy.pdf

Transport Strategy 2023-2050 (Transport East, February 2023)[46]

Sets out regional priorities to 2050, including improved rail connectivity and capacity on key commuter and economic corridors. It identifies the South Essex Main Line (serving Basildon, Wickford, and Billericay) as critical for supporting growth and access to jobs, particularly for commuting to London. The strategy supports station upgrades, better integration with buses and active travel, and improved service reliability and frequency across the Essex rail network. Chapter 5.4 ('Connecting South Essex') highlights traffic congestion challenges in the sub-region and the role of rail investment in unlocking economic growth and reducing pressure on road infrastructure.

Essex Transport Strategy, the Local Transport Plan for Essex (LTP3) (June 2011)[47]

Sets out the long-term strategy for all modes of transport in Essex, including rail. It identifies the importance of rail services for commuting, particularly along the London–Southend and Great Eastern lines serving Basildon, Wickford, and Billericay. The plan supports improvements to station facilities, interchange with other modes, and service enhancements to accommodate future demand and support sustainable growth. Section 3.6 covers the Thames Gateway, highlighting Basildon's role as a key growth centre and the importance of rail in connecting over 20,000 daily commuters to London. It notes the absence of interchange between the Southend Victoria and Thameside lines and calls for improved station access, walking and cycling links, and better integration between bus and rail to support regeneration and relieve pressure on the strategic road network.

A Better Connected Essex: Essex Transport Strategy[48] (ECC, July 2025) and LTP4 Consultation documents (Part One[49] August 2024 and Part Two[50] July 2025)

Highlights the role of the rail network in enabling mode shift, reducing car dependency, and supporting sustainable access to jobs and services. The strategy calls for better integration between rail and local transport networks, improved first- and last-mile connectivity to stations, and station enhancements that support placemaking and development, especially in growth areas like Basildon, Wickford, and Billericay.

A Better Connected Essex – LTP Implementation Plan: Basildon (Essex County Council, July 2025)

The implementation plan focuses on improving first/last-mile access and interchange, particularly at Pitsea, so that rail can absorb more trips without major on-network enhancements. Better bus–rail alignment, safer crossings and clearer walking and cycling links to stations are framed as the near-term drivers of modal change.

A Better Connected Essex – LTP Implementation Plan: South Essex (Essex County Council, July 2025)

Sets out the role of c2c, Great Eastern and the Elizabeth line in providing fast London access, noting usage growth at interchange hubs since the Elizabeth line opened. It also flags the absence of direct rail from Basildon/Castle Point/Rochford to Chelmsford, implying the need to improve interchange and first/last-mile connections rather than relying on new heavy-rail links.

A Better Connected Essex – Consultation Document (Part Two) (Essex County Council, July 2025)

Positions rail as a backbone for regional journeys, calling for better station accessibility and stronger integration with local networks and fares/ticketing initiatives, while deferring mainline capacity choices to Network Rail corridor studies.

[46] https://www.transporteast.gov.uk/wp-content/uploads/20230224-TE_Strategy-FINAL.pdf

[47] https://www.essexhighways.org/uploads/downloads/essex_ltp.pdf

[48] A Better Connected Essex

[49] Essex Transport Strategy Local Transport Plan

[50] consultation-document-a-better-connected-essexpdf

The Essex Design Guide - Mobility Hubs and Integrated Transport Halts: Implementation Guide (Essex Highways, 2024)

Provides practical guidance on designing and delivering mobility hubs that integrate rail stations with bus services, active travel, shared mobility, and digital travel information. It promotes the transformation of stations in places like Basildon, Wickford, and Billericay into accessible, legible, and multimodal hubs that support seamless travel and reduce reliance on private cars.

Basildon Council Infrastructure Delivery Plan (IDP) (January 2022)

Identifies rail as a vital component of the borough's transport infrastructure, supporting commuting and access to key services. The IDP notes existing capacity and accessibility issues at stations such as Basildon, Billericay, and Wickford, and highlights the need for improvements to interchange facilities, first- and last-mile connectivity, and station environments to support sustainable growth and mode shift.

ECC Response to Draft Basildon Borough Local Plan (November 2024)

ECC highlights the potential for higher density and mixed-use development around Pitsea railway station, given its proximity to the town centre, while noting the A13 may present placemaking challenges. ECC suggests this location be brought forward as part of a comprehensive masterplan covering both the station and the town centre. The response also supports the "Living Stations" concept, with railway stations acting as hubs connecting multiple modes and services.

2.1.6.1 Existing infrastructure, current needs and potential future needs

Whilst well-used, the existing rail infrastructure faces challenges. Stations such as Basildon, Wickford, and Billericay are experiencing capacity and accessibility constraints, particularly in terms of station forecourt design, step-free access, and first- and last-mile connections. The Essex Rail Strategy (2021) and Basildon IDP (2022) highlight the need for enhanced integration with local bus networks, improved interchange facilities, and better provision for walking and cycling. There are currently no rail connections between the two lines, increasing the importance of multimodal interchange.

Looking ahead, growth planned across Basildon Borough will place greater pressure on rail services. Strategies including the Transport East Strategy (2023), Network Rail CP7 Delivery Plan (2024) and the 2024 Essex Transport Strategy all call for investment in station upgrades, service frequency, and intermodal connectivity. Rail is positioned as a key enabler of mode shift and economic resilience. There is particular emphasis on mobility hubs and rail stations becoming more accessible, legible and integrated with active and shared transport modes to reduce car dependency and support sustainable growth.

More recently, the Government has embarked on a national programme of rail renationalisation with c2c nationalised in July 2025, and Greater Anglia in October 2025.

2.1.6.2 Standards to calculate future provision

Arup has engaged with BBC, ECC and infrastructure providers to establish preferred standards where these exist for projecting future transport needs.

2.1.7 Engagement Findings

2.1.7.1 Overview

Arup engaged with Network Rail (NR) and ECC on 26 August 2025, and with Greater Anglia (GA) on 29 August 2025. The discussions focused on current constraints and priorities for rail stations serving Basildon Borough; primarily Basildon, Wickford, and Billericay, alongside forthcoming organisational changes across the rail industry and the implications these may have for planning, approvals and delivery.

Stakeholders confirmed that c2c transferred into public ownership on 20 July 2025 and is now run by DfT Operator Ltd (DFTO), with Greater Anglia scheduled to transfer on 12 October 2025, which has now occurred. Both changes sit within the wider transition to Great British Railways (GBR). While both operators will continue to function as distinct entities in the near term, closer joint working is anticipated, with a full transition expected to take around four to five years.

Across the borough's stations, stakeholders highlighted ongoing issues with step-free access, car-parking pressure, platform provision and constrained bus access, particularly at Wickford and Billericay. At Wickford, platform lengthening has been completed to accommodate new GA rolling stock, and GA indicated plans to rebuild the ticket hall, however, delivering step-free access here would require replacement of the existing footbridge with a modern structure incorporating lifts and there is currently no funding available for this. At Billericay, access is via a narrow approach road; the station benefits from step-free access, secure fob-controlled cycle parking and expanded Blue Badge provision, but bus access remains limited. Both NR and GA also drew attention to growing demand at key interchanges further down the line— notably West Ham and Shenfield—with potential knock-on effects for capacity and reliability on services serving Basildon.

Operators expect stations in the borough to continue functioning, in part, as park-and-ride gateways to London. GA reported development interest from DfT in decked car parking at Billericay; however, developable land is constrained at both Billericay and Wickford, there is no current indication of funding, and any solution would require careful integration with local access arrangements and the public realm. Recent improvements have been made to cycling access at Wickford, but bus access remains constrained and much of the land required to reconfigure the forecourt lies outside GA's control. GA confirmed it owns very limited land beyond station buildings, meaning any significant interchange or public-realm changes would rely on highway and third-party land.

Responsibility for car parking sits with station leaseholders, but the lack of land ownership beyond the operational boundary limits interventions. ECC's preference is to prioritise sustainable access solutions such as contributions to bus service enhancements and active travel over expanding general car-parking provision. On this basis, the IDP should prioritise interchange improvements that enhance step-free access, secure cycle parking and safe routes, and efficient bus access, recognising land-ownership constraints and the need for close partnership with the highway authority. Proposals for decked or multi-storey parking should remain long-list options only, subject to compelling business cases, identified funding and robust mitigation of local access and public-realm impacts. The GBR transition should be treated as a programme risk and opportunity, with coordination and approvals likely to evolve over the next four to five years. Finally, developer contributions should be aligned to sustainable access upgrades such as bus priority and service support, walking and cycling connectivity, and public-realm improvements, rather than general car-parking expansion.

2.1.7.2 Existing provision and capacity

Basildon Borough's rail network provides fast, frequent connections to London Liverpool Street and London Fenchurch Street, underpinning commuting and wider access to services. While well-used, stations face accessibility and interchange constraints: step-free gaps (notably at Wickford), constrained station approaches, and limited bus access at several locations. There is no rail interchange between the two corridors in the borough, making first/last-mile and cycle/bus/rail integration critical.

Network Rail's CP7 (2024–2029) plans focus funding on operations, maintenance and renewals with significant capacity upgrades requiring separate central government funding cases. That context shapes near-term rail interventions locally toward station environment, accessibility and interchange rather than major new on-network capacity projects.

DfT-led nationalisation introduces both risks and opportunities: approvals processes and asset responsibilities will evolve under GBR structures, but in the short term the operators continue to function much as now. This will act as a governance change rather than a change to local priorities in the next 1–2 years.

2.1.7.3 Future infrastructure required to support growth

Planned growth across Basildon Borough will place greater pressure on the rail network, particularly at stations which already face constraints in terms of access, interchange and capacity. The priority for the next plan period is to improve station environments and first- and last-mile connections so that rail can absorb more trips without requiring major on-network expansion.

At Pitsea, the Implementation Plan identifies the need for significant interchange improvements, creating a more legible and accessible station environment that supports walking, cycling and bus access. This includes new and upgraded pedestrian and cycle crossings of the C2C corridor, such

as bridge improvements, which would allow nearby allocations to rely on rail for longer-distance commuting while using active travel for local trips.

In Wickford, aspirations for a station rebuild remain, with platform lengthening already complete and a future ticket hall redevelopment envisaged. However, delivering step-free access would require replacement of the footbridge with a new structure incorporating lifts, and there is currently no funding identified for this. Forecourt and approach constraints continue to limit safe and convenient bus access, meaning that any redevelopment will need to prioritise interchange reconfiguration alongside better provision for walking and cycling.

At Billericay, station access is constrained by a narrow approach road and limited space for buses. Although the station benefits from step-free access, secure cycle parking and expanded Blue Badge facilities, further improvements are needed to manage growth. Some discussion has taken place around potential decked car parking, but the availability of land and funding is uncertain and any such scheme would require strong justification and careful integration with the surrounding public realm. A more immediate priority is to rationalise forecourt movements and safeguard space for buses, pedestrians and cycles.

In Basildon Town Centre and Laindon, the focus is on strengthening interchange with buses and improving pedestrian and cycle permeability so that rail stations can absorb more demand as new housing and employment comes forward. Masterplanning work in Basildon Town Centre should continue to treat the bus and rail stations as a single multimodal hub, supported by public-realm improvements and better wayfinding.

The Essex Thameside rail network study and the proposed electrification of the London Gateway spur would help shift more freight onto rail, easing pressure on the A13 and improving air quality around the Thames Freeport and adjoining employment areas.

These interventions emphasise station accessibility, interchange quality and sustainable first and last-mile links as the most immediate requirements to support growth. Strategic on-network enhancements such as digital signalling or consistent train lengthening remain within NR and DfT corridor-level programmes and are not expected to come forward locally in the short term.

Funding for the improvements identified will rely on a mix of mechanisms, including site-specific Section 278 works, pooled Section 106 contributions, and in some cases national investment programmes. In line with the Essex Developers' Guide to Infrastructure Contributions, developers will be expected to deliver or fund works that improve safe station access, walking and cycling connections, and interchange facilities, ensuring that rail can remain a reliable and sustainable choice as the borough grows.

2.1.8 Walking and cycling

Walking and cycling infrastructure in Basildon Borough is primarily planned and delivered by ECC as the Local Transport Authority, working in partnership with BBC and through developer contributions secured via the planning system. Funding is typically secured through the Local Transport Plan, Active Travel Fund, and government programmes such as Levelling Up. The provision of high-quality, safe and accessible active travel infrastructure is essential to support mode shift, improve public health, and deliver sustainable growth.

The borough has a partial network of cycle paths, shared-use footways, footways, and public rights of way (PRoW). However, the existing infrastructure is often disconnected or of variable quality. Walking and cycling routes are generally better established in and around Basildon Town Centre, where they link key destinations such as the station, hospital, and Gloucester Park, however, both lack continuous or segregated links between main settlements. Significant gaps exist between residential areas, schools, transport hubs and town centres. Underpasses, narrow footways, and a lack of safe crossings or signage are frequent barriers to active travel.

The Basildon Local Cycling and Walking Infrastructure Plan (LCWIP+) identifies priority improvements for walking and cycling to deliver an integrated, multi-modal transport network. This aligns with wider county and national policies to decarbonise travel, enhance access, and support healthy lifestyles.

A map of existing cycle infrastructure is shown in Figure 7.

2.1.8.1 Map of existing infrastructure

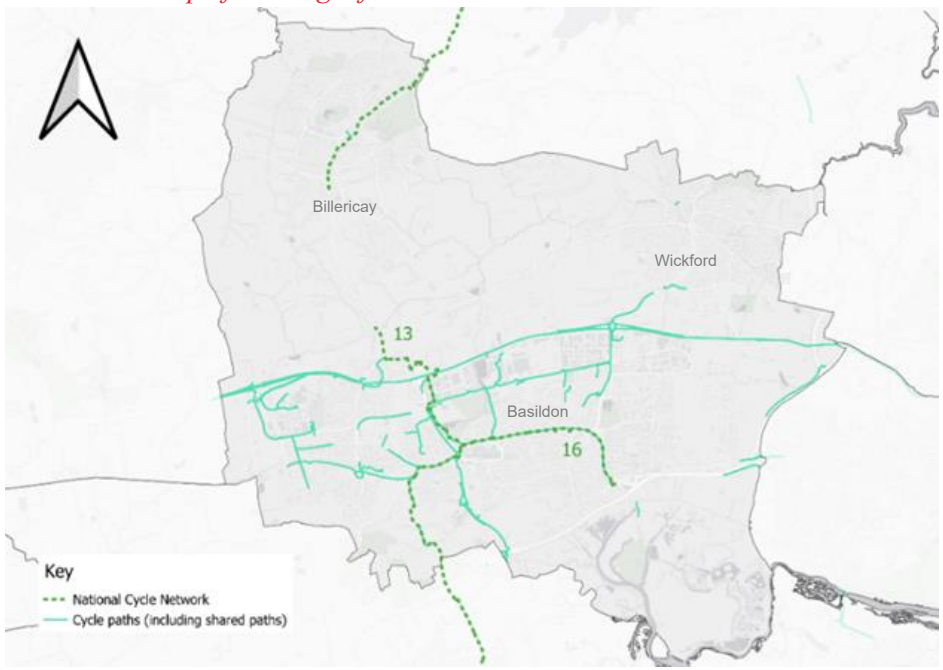


Figure 7 Basildon Borough cycle network

2.1.8.2 Existing plans, strategies and Local Plan evidence

Essex Transport Strategy, the Local Transport Plan for Essex (LTP3), June 2011[51]

Sets out the strategic transport priorities for Essex to 2026, including promoting walking and cycling as core modes for short, local journeys. It supports investment in infrastructure and travel planning, particularly in urban centres like Basildon, to improve health, reduce congestion, and support sustainable access to services.

A Better Connected Essex: Essex Transport Strategy[52] (ECC, July 2025) and LTP4 Consultation documents (Part One[53] August 2024 and Part Two[54] July 2025)

Proposes a shift towards a more inclusive and sustainable transport system, with walking and cycling central to achieving decarbonisation, better public health, and access to key destinations. It calls for high-quality, cohesive infrastructure across towns and rural areas, supported by behaviour change programmes and local network planning.

A Better Connected Essex – LTP Implementation Plan: Basildon (Essex County Council, July 2025)

Commits to strategic routes within the Basildon urban area, LTN 1/20-compliant design, and new/improved A127 crossings to reduce severance between neighbourhoods and jobs/healthcare. The plan links these schemes to wider public-realm, inactivity and air-quality outcomes and to growth locations identified in the Local Plan.

A Better Connected Essex – LTP Implementation Plan: South Essex (Essex County Council, July 2025)

Notes that while Basildon's urban areas have some cycling infrastructure, wider South Essex networks remain incomplete. It promotes strategic north–south connections, safer crossings of trunk corridors (A13/A127 and rail), and better access to coastal paths and green spaces to enable everyday trips by foot and cycle.

A Better Connected Essex – Consultation Document (Part Two) (Essex County Council, July 2025)

Backs LCWIP-led networks and LTN 1/20-compliant schemes, focusing on safe local connections for schools, town centres and new communities, supported by travel planning and public-realm improvements to normalise short active trips.

Essex Cycling Strategy (ECC, November 2016[55]

Aims to make cycling a safer, more convenient and attractive option for short trips across Essex. It sets out the county's ambition to increase cycling levels by improving infrastructure, integrating cycling with planning and highways schemes, and promoting cycling through education and engagement, with a focus on urban growth areas like Basildon. The strategy acts as the overarching policy framework to *Enable, Provide and Promote* cycling in Essex.

Essex Walking Strategy (ECC, 2021)[56]

Sets out a vision to make walking the first choice for local journeys in Essex, aiming to create healthier, more inclusive and better-connected communities. The strategy focuses on improving the quality, safety and directness of walking routes, supporting walkable neighbourhoods, accessible public rights of way, and better integration with public transport. As part of the draft

[51] https://www.essexhighways.org/uploads/downloads/essex_ltp.pdf

[52] A Better Connected Essex

[53] Essex Transport Strategy Local Transport Plan

[54] consultation-document-a-better-connected-essexpdf

[55] https://www.essexhighways.org/getting-around/cycling/cycle-strategy

[56] https://www.essexhighways.org/uploads/road-strategies/walkingstrategy_october2021_final-web.pdf

Action Plan, a 'Walking Networks Refresh' is proposed for Harlow and Basildon. ECC has developed walking and cycling network plans for the five largest urban areas in the county, including Basildon, to support more targeted investment and delivery.

Essex County Council's Sustainable Modes of Travel Strategy (ECC, 2025)[57]

Provides a framework to reduce car dependency and improve access to education, employment and health services. The strategy outlines how ECC and partners will coordinate investment in active travel infrastructure, particularly around schools, and embed walking and cycling in local and strategic planning.

Summary of Essex-wide cycling and walking network plans and Summary of Basildon cycling and walking plans (ECC, July 2025) [58]

A significant number of consultation respondents indicated that safer cycleways and footways would encourage them to walk and cycle more frequently with safety being a top concern, especially along roads with heavy traffic. Full descriptions of each route for Basildon are provided in an associated route description document.

Essex Rights of Way Improvement Plan (2009)[59]

Sets out ECC's strategic approach to managing and improving the public rights of way (PRoW) network. It identifies priorities for accessibility, connectivity, and integration with walking, cycling, and public transport. The plan highlights the need for better urban-rural connectivity, improved signage, and coordinated delivery through the planning system to ensure PRoWs contribute to health, active travel, and access to green space.

The Essex Design Guide: Mobility Hubs and Integrated Transport Halts: Implementation Guide (Essex Highways, 2024, New Development Model for Essex (Part 1, September 2024), New Street Types Model for Essex (Part 2, April 2025)

Offers principles for walkable neighbourhoods, filtered permeability, and attractive street environments. It supports active travel by embedding safe, legible walking and cycling routes into development layouts and around key hubs such as rail stations and town centres.

Safer, Greener, Healthier Communities (Essex Highways, various)

This includes a suite of documents largely focussed on highlighting projects with funding to address previously identified issues such as Active Travel Funding, Cycling, Walking and Safer School Streets.

Developers' Guide to Infrastructure Contributions (Essex County Council, 2024)

The Developers' Guide makes PRoW a material planning consideration and sets out how upgrades, diversions and new links should be delivered—preferably retaining existing alignments and using LTN 1/20-compliant cycle tracks or conversion orders where appropriate. Where land control is with the developer, delivery is normally via S278; where third-party land is required, ECC may accept contributions if works are demonstrably feasible.

[57] https://www.essex.gov.uk/sites/default/files/2025-02/Essex%20sustainable%20modes%20of%20travel%20strategy%20-%2004.-2.25.pdf

[58] https://letstalkessexsustainabletravel.co.uk/36865/widgets/108270/documents/88069

[59] https://www.essexhighways.org/uploads/downloads/final-rowip.pdf

Basildon Borough Local Cycling and Walking Infrastructure Plan (LCWIP+) (June 2021)[60]

Sets out an ambitious plan to deliver an integrated walking, cycling and public transport network. The 'plus' designation reflects its multi-modal focus, including connections to transport hubs. The LCWIP+ identifies key infrastructure gaps, desire lines and a prioritised programme of improvements to support mode shift and better connectivity across the borough.

Basildon Borough Cycling Action Plan (November 2017)[61]

Developed as part of the Essex Cycling Strategy, this plan identifies existing cycling conditions and sets out a prioritised programme of infrastructure improvements to create a safer, more coherent and accessible cycle network across Basildon. It aims to make cycling a normal, everyday mode of transport—particularly for short trips—by establishing well-connected routes, improving safety, and promoting cycling through coordinated action by ECC, BBC, and Active Essex. The Cycling Action Plan (CAP) supports the strategic goal of providing high-quality infrastructure for all ages and abilities, with updates planned every five years.

ECC response to Draft Basildon Borough Local Plan consultation (November 2024)

Emphasises the need to embed high-quality cycle and walking infrastructure into Local Plan policies. Calls for integration of the LCWIP+, secure cycle parking, walkable neighbourhoods, and travel plans. ECC advocates for the Essex Design Guide and Safer, Greener, Healthier campaign to shape low-traffic, people-first environments.

ECC's Response to the draft Basildon Borough Local Plan Second Consultation (March 2025)

Reinforces the need to fully integrate walking and cycling into the Local Plan and Town Centre Masterplan. Key recommendations include rebalancing street space away from car use, improving town centre permeability, and aligning infrastructure delivery with the Essex Design Guide, ROWIP and LCWIP+.

2.1.8.3 Existing infrastructure, current needs and potential future needs

Basildon has a partial but inconsistent walking and cycling network, with key gaps between neighbourhoods, town centres, and transport hubs. National Cycle Routes 13 and 16 pass through the borough, but both are incomplete. While some off-road and shared-use routes exist, they often lack continuity, safety features, or wayfinding. Similarly, while footways are more developed in town centres, they vary in quality and accessibility elsewhere—particularly in Billericay and Wickford. Underpasses and indirect or poorly lit routes further reduce walking comfort and perceptions of safety.

The LCWIP+, Cycling Action Plan and Rights of Way Improvement Plan all identify opportunities to enhance the active travel network by addressing missing links, improving crossings, upgrading infrastructure, and better integrating PRoW with urban routes. These documents also highlight the importance of enhancing local connectivity to support local facilities, enabling filtered permeability, and aligning walking and cycling routes with green infrastructure to create more attractive, direct and accessible corridors.

Future infrastructure should prioritise continuous and legible walking and cycling routes that provide safe and convenient access to key destinations such as schools, railway stations and town centres. This includes expanding secure cycle parking, removing barriers such as cycle exclusion zones and inaccessible crossings, and embedding active travel in neighbourhood planning and street design. More broadly, there is a need to rebalance street

[60] https://www.basildon.gov.uk/media/11466/PSD040-Basildon-Borough-Local-Cycling-and-Walking-Infrastructure-Plan-Plus-LCWIP-June-2021/pdf/PSD040_Basildon_Borough_Local_Cycling_and_Walking_Infrastructure_Plan_Plus_LCWIP__-_June_2021.pdf?m=1669028557720

[61] https://www.essexhighways.org//uploads/docs/basildon%20cap.pdf

space in favour of walking and cycling to encourage a shift away from car use and promote healthier, more sustainable travel choices.

2.1.8.4 Standards to calculate future provision

Planning for walking and cycling is guided by the Basildon LCWIP+ (2021), which applies national DfT LCWIP guidance to identify key trip generators, desire lines, and infrastructure gaps. For cycling, design is informed by LTN 1/20, the Essex Design Guide, and the Safer, Greener, Healthier campaign, which collectively promote coherent, safe, direct and inclusive infrastructure for all ages and abilities. For walking, principles in the Essex Walking Strategy, ROWIP, and Mobility Hubs and Street Design guidance apply.

There is no fixed metric for provision per capita, but new development is expected to deliver measurable improvements in accessibility and mode share, particularly for short, local trips. Active travel infrastructure must be fully integrated into planning and masterplans, particularly around schools, town centres, and public transport nodes, and should support walkable neighbourhoods.

2.1.9 Engagement Findings

2.1.9.1 Overview

Arup met with ECC on 8 September 2025. The discussion confirmed the direction set out in the LCWIP+, Cycling Action Plan, and the draft Essex Transport Strategy: the priority is to close network gaps, reduce severance created by the A127/A13 and rail corridors, and upgrade links to schools, stations and town centres. ECC reiterated the need to embed walking and cycling early in masterplanning and to treat crossings and permeability as essential enabling infrastructure rather than afterthoughts. No new schemes were identified beyond those in the Implementation Plans.

2.1.10 Existing provision and capacity

Basildon Borough has an established but inconsistent network of footways, shared paths and PRoW. Coverage is strongest in and around Basildon Town Centre, linking the rail station, hospital and Gloucester Park, but borough-wide connectivity is fragmented, and route quality varies. Common barriers include indirect alignments, narrow or discontinuous footways, underpasses with poor social safety, missing or sub-standard crossings of major roads, and limited wayfinding. North–south movement is particularly affected by severance at the A127 and A13, as well as by rail lines where safe, direct crossings are limited.

Billericay and Wickford have local facilities but suffer from gaps between residential areas, schools and their town centres, alongside constrained approaches to rail stations that limit safe space for people walking and cycling.

Network coherence is a limiting factor with a lack of continuous, legible, protected links that make short trips reliably quicker and more comfortable on foot or by cycle than by car. The Essex Design Guide and ECC's Safer, Greener, Healthier principles point to filtered permeability and street rebalancing as means of improving effective capacity for everyday trips.

2.1.10.1 Future infrastructure required to support growth

Future development across Basildon Borough will require a step-change in walking and cycling provision, both to mitigate the impacts of growth and to deliver the wider objectives of decarbonisation, public health, and inclusive access.

The Implementation Plans identify several priorities which will directly support Local Plan allocations. Along the A13 corridor, new and improved non-motorised user crossings are proposed to connect communities in Pitsea, Bowers Gifford and North Benfleet with jobs, schools and local centres. These interventions are particularly important given the scale of severance created by the trunk road and the level of growth proposed nearby.

At Dunton Hills Garden Village, a multimodal connection to Basildon is planned, linking the new community with Basildon Town Centre, the A127 enterprise corridor and Thames Freeport. This corridor will serve not only as a bus priority route but also as a high-quality walking and cycling link, ensuring that sustainable modes are embedded from the outset.

Station areas will also be a critical focus. At Wickford and Billericay, improvements are needed to make walking and cycling the default means of accessing the station, with safer approaches, better crossings and secure cycle

parking. In Basildon Town Centre, the train station and bus interchange should be treated as part of a wider mobility hub, co-locating facilities and providing clear, safe pedestrian and cycle connections to surrounding destinations. In Pitsea, the proposed station interchange and new rail crossings offer an early opportunity for sustainable travel behaviour.

More widely, there is a need to reconfigure local streets and neighbourhoods to prioritise active modes. This includes creating filtered permeability to discourage short car trips, and expanding secure cycle parking in town centres, schools and employment hubs. PRoW can also be upgraded and integrated with urban networks, supporting connections from the rural areas into Basildon's towns and stations.

Delivery will need to follow national and county standards, particularly LTN 1/20 for cycling and the Essex Walking Strategy, Design Guide and Rights of Way Improvement Plan for walking. The Essex Developers' Guide to Infrastructure Contributions makes clear that developers will be expected to provide site-specific works such as crossings, continuous footways and cycle tracks, and contribute to larger, strategic severance schemes through Section 106 funding.

2.2 Water Infrastructure

The proposed future growth by 26,035 dwellings within Basildon Borough is estimated to require additional 7.35ML/d (million litres/day) of clean water and produce 9.19ML/d wastewater for treatment. Commentary on existing supply flows from the Hanningfield Water Treatment Works (WTWs) and the North Essex transfer currently supplying Basildon Borough with clean water has been provided by Essex and Suffolk Water to allow the IDP to assess clean water supply headrooms.

High-level assessment of anticipated increase in Dry Weather Flow (DWF) based on latest proposed development areas by BBC compared against the Water Recycling Centres'(WRCs') catchments suggests that while all four facilities have capacity in terms of their design Full Flow to Treatment, Wickford WRC and Billericay WRC would require an increase to their consented values. Anglian Water have commented that phasing of development would be required to align with the programme for expansion of the capacity for the two facilities. Parts of several strategic allocation sites lie with the encroachment buffer of a WRC and any planned development should avoid those areas in accordance with ECC Waste Local Plan policy. New requests for non-domestic consumption exceeding 20,000l/d will be declined by Anglian Water to ensure the protection of the existing supplies and the environment which presents a significant constraint on development.

Some of development areas intercept with Flood Zones 2 and 3 along River Crouch and its tributaries and Mountnessing Brook. Level 2 Strategic Flood Risk Assessments are being produced for those sites exploring flood risk in detail and should be referenced during preliminary design. Several Environment Agency flood defence assets are found to be in deteriorated health and could pose risk of flooding should these fail.

2.2.1 Water supply

2.2.1.1 Map of existing infrastructure

Essex & Suffolk Water (ESW) under Northumbrian Water is responsible for providing the clean water supply for Basildon Borough. Basildon falls within the Essex Water Resource Zone (WRZ) where 1.76 million customers are currently supplied. Figure 8 shows the existing supply and distribution of potable water within the WRZ.



Figure 8: Essex water resource zone (Source: A3-01 WRMP Supply Options)

2.2.1.2 Existing plans, strategies and Local Plan evidence

Essex & Suffolk Water Business Plan 2025-2030[62]

The plan identifies the performance targets ESW are setting over the next 5-year period in areas such as pipe leakage and supply interruptions. It provides the associated investments required to achieve these targets.

Shaping our future: Our Long-term strategy 2025-2050[63]

This strategy sets the long-term targets for ESW centred around the provision of reliable clean water supply at an affordable price. It addresses challenges such as the area's climate, which is among the driest in England, and the growth in demand. It indicates the investment priority areas many of which concern new development in the area.

As a water stressed area, without any upgrades to existing infrastructure Essex and Suffolk will have insufficient water resources over the next 25 years. The strategy plans for £25m investment in the repair and replacement of aging water pipes and aim for a reduction in per capita water consumption to 110 l/p/d by 2050.

Water Strategy for Essex 2024- Essex County Council[64]

This strategy provides an overview of the water challenges faced by ECC and the steps planned to provide solutions to those. It sets the local water context with figures on consumption and asset health and sets options for future water supply by bringing together the different stakeholders' plans.

Infrastructure Delivery Plan 2022- Basildon Borough Council

The previous infrastructure delivery plan supplied the evidence base for developing the previous withdrawn emerging local plan. This IDP will supersede the previous version.

South Essex Outline Water Cycle Study (2011)[65]

This study from 2011 provides an in-depth review of the South Essex Water Supply Strategy in the context of the proposed growth of the Basildon, Castle Point and Rochford authorities by 2031. It is worth noting that the study's assumptions are increasingly outdated, at 14 years old, and should only be used for context. A new Water Cycle Study is currently being produced BCC and will replace this one.

ESW Water Resource Management Plan (2024)

The expansion of Linford WTWs has been confirmed which will provide 10Ml/d. The Plan is set to meet the targets of 122l/head/day by 2038 and 110l/head/day by 2050. There is a plan to construct a new groundwater treatment works in South Essex and for smart meters to be become compulsory in all households in Essex by 2035 due to being seriously water stressed area.

Shared Standards in Water Efficiency for Local Plans (2025)

The report provides a unified framework to help Local Planning Authorities (LPAs) implement stronger water-saving policies in areas facing serious water stress, such as South Essex. It offers evidence-based guidance to support tighter water efficiency standards in new developments, going beyond national minimums.

2.2.1.3 Existing infrastructure, current needs and potential future needs

Essex WRZ has a baseline deficit due to climate change, population and non-household demand increases as well as drought management requirements. As per the *South Essex Outline Water Cycle Study (2011)* water for the Essex WRZ is sourced from the rivers Chelmer, Blackwater, Stour and Roman and pumped into Abberton and Hanningfield reservoirs which supply the drinking water for the area. Langham, Langford, Layer, Chigwell and

[62] https://www.nwg.co.uk/globalassets/business-plan-2025-30/nes01.pdf

[63] https://www.nwg.co.uk/globalassets/business-plan-2025-30/nesltds.pdf

[64] https://www.essex.gov.uk/sites/default/files/2024-03/Water%20Strategy%20for%20Essex%20March%202024.pdf

[65] Basildon Borough Council - South Essex WCS 2011

Hanningfield WTWs treat the raw water and account for a distribution index of the total Essex WRZ of 395.39Ml/d as per 2018/19 data from *WRMP24*.

Approximately 30% of the water supplied in the Essex WRZ comes from outside of Essex (which can reach 50% in dry years), from the following two main sources:

• A raw water bulk transfer from the Lea Valley reservoirs (about 20% according to WRMP24); and

• Water from Ely Ouse River in Norfolk supplying the Hanningfield and Abberton reservoirs.

For Option 4 of the *South Essex Outline Water Cycle Study (2011)* which estimates 25,000 new homes by 2031, 10Ml/d of additional capacity would be needed at the current rate of consumption and approximately 7Ml/d for the planned reduced per capita consumption to 110 l/p/d (litres/person/day) by 2050. Limited capacity of the water supply infrastructure to transfer more flow through the existing network has been noted.

In the previous *Infrastructure Delivery Plan (2022)*, the study states that Abberton reservoir has sufficient capacity to meet future water demand following confirmation from ESW. However, no numerical values have been provided to quantify this projection. As per *Best for Environment and Society Plan* a desalination scheme has been selected on Canvey Island south of Basildon Borough but further investigations are required.

According to the Water Strategy for Essex 2024 developers will need to demonstrate that rainwater and greywater reuse and recycling have been considered in the planning and design processes for new development. Current average household consumption in Essex is 152 l/p/day and ECC is seeking a substantial reduction to 110 1/p/d by 2050.

2.2.1.4 Standards to calculate future provision

A high-level estimate of the required increase in water supply capacity by 2043 is provided in this section. Data about the existing population and the existing number of dwellings has been obtained from Census data and used to estimate the average occupancy rate for Basildon Borough.

The current occupancy rate of Basildon:

187,600/76,400 = 2.456 (187,580 people who live in 76,362 dwellings in BBC according to Census 2021).

26,035 new dwellings across the authority are anticipated as per data from BCC from August 2025. This number includes draft new allocations, consented schemes expected to be delivered by 2029, brownfield sites without consent, urban capacity sites and long-term stalled consents. Therefore, the expected population growth projection by 2043 is:

2.456 x 26,035 = 63,942 people. This would bring the population to 251,522 people in 2039 corresponding to a 34% increase in population which is larger than the population growth forecast of 22% in Essex in the *WRMP24*.

The Water Strategy for Essex has set a domestic consumption target of 115 l/p/d by 2038 which is used to estimate the increase in consumption of clean water:

Extra demand for clear water by 2039: 63,942 x 115 = 7.35ML/d = **7,353 m^3/d**.

This figure does not include any planned new industries demanding water supply outside the employment areas whose associated demand has been treated as domestic for the purposes of estimating the numbers above. These should be further updated once more detail about the nature of the businesses is known. Essex and Suffolk Water commented that data centres may especially have an impact on water supply headroom. Data centres are anticipated to come forward within the borough because of strong interest from developers in the geography. Currently within Basildon Borough, a planning application for one data centre exists from April 2025 (reference number: 25/00550/OUT). The documents provided state that a closed water-based cooling system is proposed to minimise water usage but without any estimates of the potential water consumption. The design is to introduce rainwater harvesting from building roofs for collection, filtration and re-use of water for toilet flushing and cooling.

2.2.2 Engagement Findings

On 6 August 2025 Arup engaged with ESW representatives to discuss the estimated future growth in demand for clean water and to understand ESW's plan to meet it.

2.2.2.1 *Overview*

It was confirmed that Basildon Borough is supplied by Hanningfield WTWs and the North Essex transfer. The supply alternates between the two sources depending on demand without fixed figures on the amount of water supplied.

ESW has an agreement with Thames Water on the export of 20 Ml/d of raw water which ends in 2034/2035. As per WRMP24 the termination of the contract earlier due to the supply deficit in Essex WRZ is not deemed possible at this stage due to the lack of alternative supply for Thames Water. ESW are currently working with Thames Water to resolve this issue given the deficit already present in Essex WRZ.

Currently within Basildon Borough there are no groundwater sources. As part of the Reginal Best Value Plan, a major planned project in the Essex WRZ is the upgrade at Linford WTWs to treat groundwater. This expansion however does not impact the supply to Basildon Borough as confirmed during the engagement meeting. A new clean water pipeline between Abberton and Hanningfield reservoirs will expand the capacity for transferring water across Essex WRZ from the current 5Ml/d to 50Ml/d.

Further liaison with the local network teams overseeing the authority's supply is required to understand capacity of the network to accommodate the increase in flows estimated previously.

In addition to the above findings, ESW provided the following formal response:

'To avoid the proposed growth having a negative impact on our environment and existing customers, expansion of our existing reservoir/towers or new storage would need to be built to facilitate the proposed development. Mains reinforcement would need to be looked at once more detailed site plans have been sent over as well as pump capacities to ensure we do not exceed max flow rates. These network reinforcements are required before the total build is complete. A small number of properties could be built before the upgrades are required however, this would need to be confirmed and looked at in more detail once individual site plans have been sent over.'

2.2.3 Wastewater

2.2.3.1 *Map of existing infrastructure*

Anglian Water is the statutory sewerage infrastructure provider for BBC. They operate four existing wastewater recycling centres (WRCs) within Basildon Borough as shown on Figure 9 which include the facilities at Pitsea, Basildon, Wickford and Billericay. It is noted that Anglian Water refers to these facilities as wastewater treatment plants (WwTP) in the standard water industry terminology.

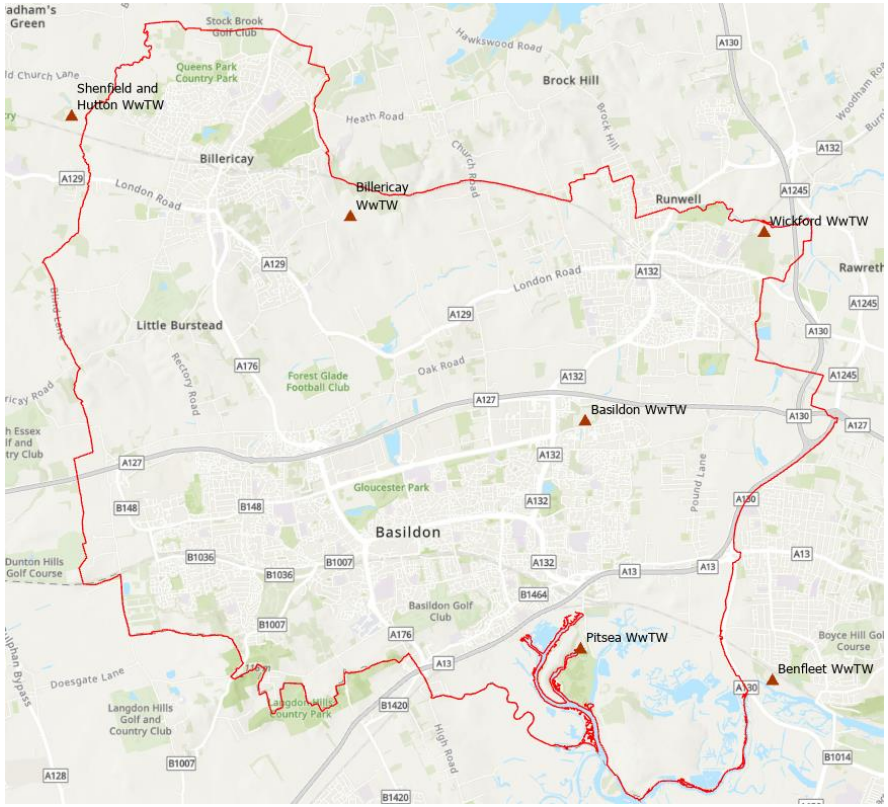


Figure 9: Wastewater recycling centres in and around Basildon Borough.

2.2.3.2 *Existing plans, strategies and Local Plan evidence*

Infrastructure Delivery Plan 2022

As part of the previous IDP Anglian Water provided a RAG assessment of the proposed growth areas in the Borough. It concluded that there was predominantly sufficient capacity within the WRC network to support the proposed growth but that all developments of over 10 dwellings would require upgrades of the foul drainage network.

South Essex Outline Water Cycle Study 2011

This study provides an in-depth review of the distribution and capacity of WRCs within the borough in the context of the proposed growth of the Basildon, Castle Point and Rochford authorities by 2031. It is worth noting that the study's assumptions are increasingly outdated, at 14 years old, and should only be used for context.

Anglian Water Consultation Response: Basildon Borough Draft Local Plan Consultation – Reg 18 (11 Jan 2025)

Anglian Water provided a response commentary on the Basildon Emerging Local Plan as part of a Regulation 18 consultation period between November 2024 and January 2025 in which they addressed the constraints to the proposed future growth and qualitatively commented on the capacity to accommodate this level of growth. Quantitative data is provided only as part of the earlier Water Cycle Study from 2011.

2.2.3.3 *Existing infrastructure, current needs and potential future needs*

Four of the six WRCs identified as servicing Basildon Borough fall within the BBC Borough boundary as per the *Infrastructure Delivery Plan 2022*. New development is planned within their catchments as noted by Anglian Water in their consultation response. The Billericay WRC is close to its capacity and therefore, any additional load would need to be diverted to neighbouring WRCs which would entail relevant infrastructure upgrades. The Wickford and Basildon WRC would also require upgrades to accommodate growth. This is a key finding that cumulatively, three WRCs require upgrades to accommodate growth.

South Essex Outline Water Cycle Study 2011 showed that Basildon and Wickford WRCs have no capacity to accommodate any further discharge (see Table 1).

WwTWs	Dry Weather Flow consent (m^3/d)	Available capacity (m^3/d)
Basildon	31,095	0
Pitsea	6,060	2,784
Billericay	1,417	562
Wickford	8,214	0
Canvey Island*	13,000	5,773
Benfleet*	6,970	1,870
Shenfield and Hutton**	12,650	4,843

Table 1: Capacity of existing WRCs as per *South Essex Outline Water Cycle Study 2011.*

* Canvey Island and Benfleet WRCs lie outside and to the south of the Basildon Borough boundary.

** Shenfield and Hutton WRCs lie outside and to the west of the Basildon Borough boundary.

Three WRCs located outside the Basildon Borough boundary have some additional capacity should it be required to offset the lack of capacity within the study area. However, the possibility for connecting to those should be considered alongside the need to accommodate future growth within their own existing catchments. Further regional effects would need to be considered fully.

Anglian Water have provided a high-level commentary on the existing infrastructure within each development site and which WRC it would connect to as part of the *Reg 18 Consultation Response (11 Jan 2025)*. It must be

noted that 17,444 has been used as the figure for the number of net additional dwellings to provide the high-level summary (based on estimate provided by BBC for the delivery of housing on greenfield land outside of existing urban areas) which is considerably less than the 26,909 Local Housing Need (LHN) figure (which includes development within existing settlements).

The response concludes that there is sufficient capacity within the Basildon and Pitsea WRCs catchments to accommodate proposed development numbers. For the rest of the sites which fall within the Wickford and Billericay WRCs catchments development may require phasing to enable upgrade of the infrastructure first as only some headroom is available for the level of proposed growth. Environment Agency records indicate that Wickford WRC is at its permitted capacity as per their consultation response from 9 January 2025. A growth scheme at Wickford WRC was included in Anglian Water's PR24 submission to Ofwat but has not been allocated funds and is currently being reviewed. Therefore, the capacity expansion might be delayed beyond Asset Management Period 8 (AMP8).

Most of the development areas have existing infrastructure running through them (including pumping stations, raising mains, foul and surface water sewers) which would need to be considered when determining the specific layout of any development. Emerging Local Plan residential site allocations H1 South East Billericay, H15 Land adjacent to Nevendon Road, H18 Land North of Southend Road, Wickford have been indicated as in close proximity or partly within the encroachment buffer of a WRC (Billericay, Basildon and Wickford respectively). This suggests that parts of the sites would be potentially inappropriate for residential development or any type of development with sensitive receptors. No indication of any barriers to connecting to the sewers has been provided.

2.2.3.4 Standards to calculate future provision

Based on the expected population growth estimate in section 2.2.1.4 of 66,558 people, the increase in dry weather flow, DWF, (i.e. flow requiring treatment) is estimated using a standard formula:

DWF = P*G +I + E

Where *P* in the population equivalent (i.e. the number of people), *G* is the domestic consumption per capita (i.e. 115 l/person/day by 2038 as per the Water Strategy for Essex), *I* is the infiltration into the network (i.e. the amount of water entering the pipe network due to compromised integrity) and *E* is any trade effluent flow originating from industries. Thus, the extra DWF needing treatment by 2043 is:

DWF = 63,942 x 115 + 25%*P*G + 0 = 9.19ML/d = **9,192 m^3/d**.

This value allows for 25% of infiltration into the new sewerage which is a conservative figure used by Anglian Water to estimate future discharge allowing for the aging of existing and new pipes. Infiltration is estimated as 25% of the usual discharge in the system (i.e. P*G). The DWF assumes no new trade effluent flow as no information has been provided.

2.2.4 Engagement Findings

Engagement meetings with Anglian Water were held on 17 July 2025 and 2 September 2025 to discuss the spare capacity within each of the WRC catchments and plans to upgrade the wastewater network.

2.2.4.1 Overview

It was confirmed that the Wickford WRC catchment is highly constrained with no capacity at the treatment works. There are holding objections in place for development in the area. As part of the Wickford catchment strategy, Anglian Water are looking at the possibility to divert the discharge from 1,425 properties within the H29 development area away from Wickford WRC and into Basildon WRC. A decision is to be made in late October 2025 whether the pumping station downstream would be able to accommodate the extra flow.

The importance of providing as much detail as possible regarding non-household flow and its characteristics earlier on was emphasised. The increases in discharge presented in this IDP assessment do not account for new industries opening facilities with demand for water in the area. It was noted that the latter can have a significant impact on the pollutant load carried by the flow which can constrain treatment capacity. Breweries, canning machinery, food processing companies are a particular concern in that context. Inappropriate figures used for planning future load and based on

which phasing of development is agreed can later on cause issues when suddenly a WRC cannot accommodate flows due to the heavy loading from an employment area initially not accounted for.

Anglian Water confirmed that 25% infiltration is the value used as part of estimating future DWF alongside the 125l/p/d consumption figure used for future planning of supply. The 85-95l/p/d consumption figures were confirmed as the requirement for new developments only and are considered aspirational at this stage. Thus, the more conservation value 125l/p/d is used.

Regarding non-domestic demand, new requests exceeding 20,000l/d will be declined by Anglian Water to ensure the protection of the existing supplies and the environment as per *Shared Standards in Water Efficiency for Local Plans (2025)*. This can be a significant constraint on development which BBC should consider.

2.2.4.2 Updated Spare Capacity of the WRCs

Following engagement with Anglian Water in July 2025, the outlines of the catchments of WRCs within Basildon Borough have been obtained (see Figure 10).

This enables understanding the distribution of future dwellings with respect to the nearest WRC and therefore, a high-level estimate for the increase in wastewater discharge to each WRC.

Figure 10: WRCs within Basildon Borough

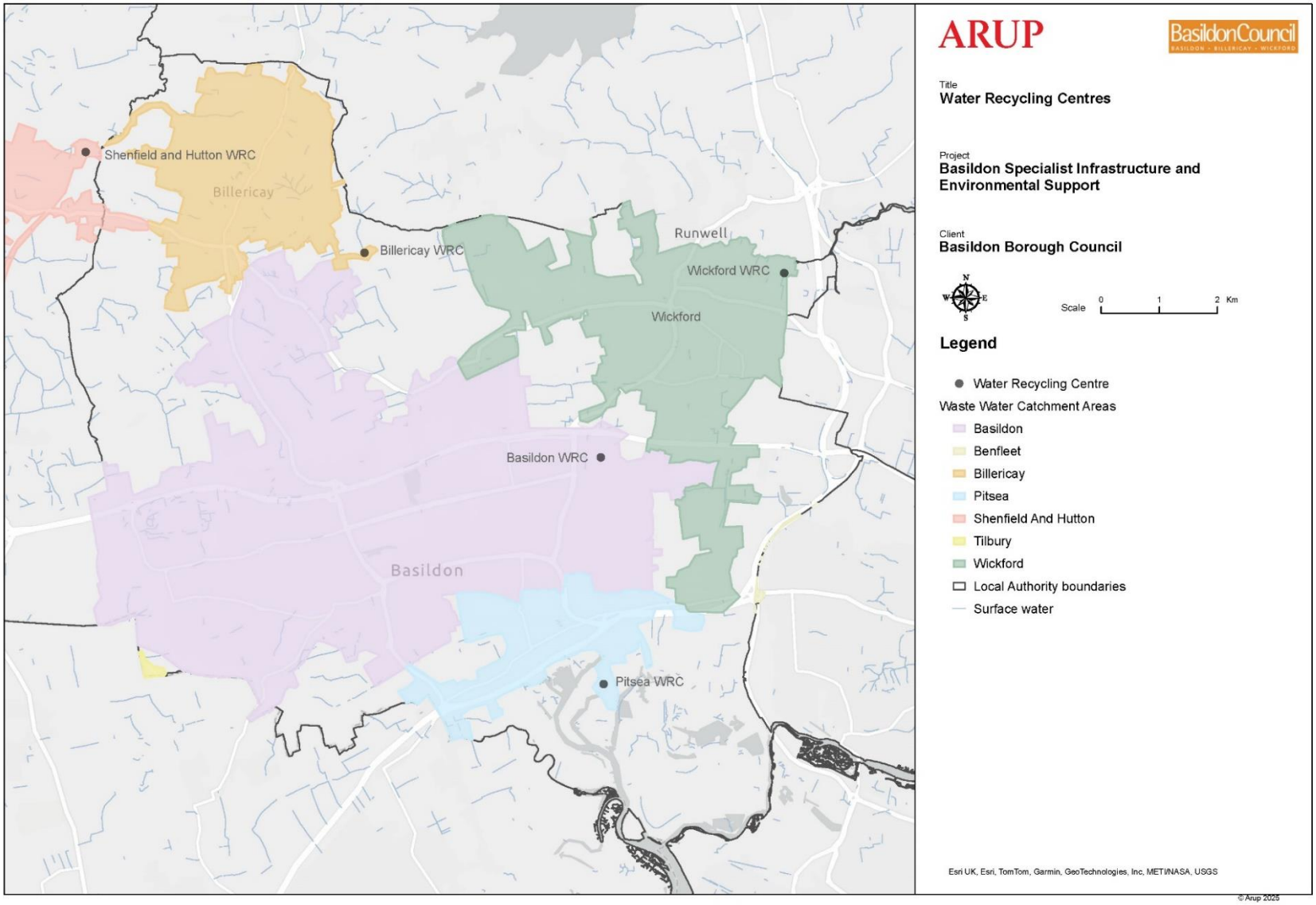


Table 2 summarises the results from this assessment against the latest revised data on the existing flows to each of the WRCs, their DWF consents and Full Flow to Treatment values (FFT – i.e. the design capacity).

It should be noted that the below analysis accounts for the 19,728 homes from strategic allocations only. The remaining 6,307 homes which are not allocations comprising the supply are distributed across the existing urban areas in small sites, and site specific requirements cannot be calculated at this stage. No allowance for new trade effluent is made as this level of clarity is not typically available in the preparation of a Local Plan.

Sensitivity analysis around the consumption value is carried out. As a lower bound the 80l/p/d is used which is the recommended value for water stressed areas such as Essex WRZ by Future Homes Hub inside their *Water Ready: A report to inform HM Government's roadmap for water efficient new homes* (2024). This is an aspirational value and should be treated with caution. On the upper bound, 125l/p/d is selected as recommended and used for future planning by Anglian water and as stated in Part G of *The Building Regulations 2*.

Sensitivity testing has no impact on any of the four WRCs as flows remain below the FFT. It is shown that the actual flow at Wickford WRC currently exceeds the DWF consent which is non-compliant with Environment Agency standards and is subject to penalties. As noted previously, an upgrade scheme was put forward, but Ofwat objected it in December 2024 due to not meeting the criteria for funded enhancement allowance. Billericay will require a new DWF consent in all three increase scenarios.

2.2.4.3 Pumping Stations

Anglian Water provided the locations of all pumping stations within Basildon Borough. A total of 21 pumping stations fall within the development areas and would require a review of their capacities in the future. It should be noted this might not be exhaustive as pumping stations downstream of the ones shown on Figure 11 are likely to be impacted as well. A full list will be provided as part of the forthcoming Infrastructure Schedule.

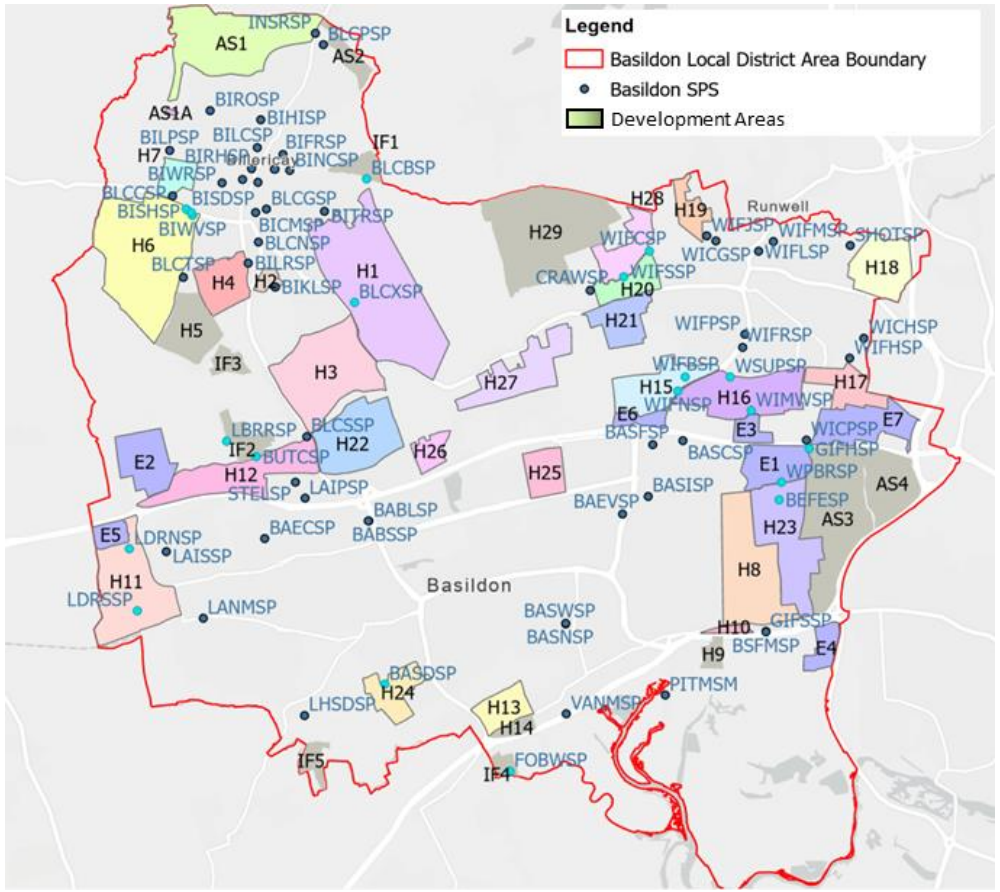


Figure 11: Distribution of pumping stations within Basildon Borough.

The 21 pumping stations falling within allocation areas are highlighted in cyan colour. The short asset name of the pumping stations is displayed in light blue.

WRC catchment	Associated Areas	Number of New Dwellings	Actual Flow (2024) [m^3/d]	Lower Bound Increase in DWF [m^3/d]	Middle Increase in DWF [m^3/d]	Upper Bound Increase in DWF [m^3/d]	DWF Consent (2025) [m^3/d]	FFT (2025) [m^3/d]
Definition	*Strategic Allocation Areas*	*As per BBC's data from Aug 2025*	*Q80 DWF for 2024*	*80l/d/p +25% infiltration*	*115l/d/p +25% infiltration*	*125l/d/p + 25%*	*Operational allowance*	*Design capacity*
Wickford	H8, H23, H33, AS4, E1, E3, E7, H17, H16, H15, H18, H19, H20, H21, H28, H29, H8	8,334	8,519	2,047	2,943	3,199	7,500	40,000
Basildon	E1, E6, H25, H27, H26, H22, H12, IF2, E2, E5, H11, H24, H3, H2, H5, IF5, IF3	5,004	21,774	1,229	2,243	1,921	29,500	55,300
Billericay	H1, H4, H6, H7, H31, H31A, H32, IF1	6,046	956	1,486	2,964	2,320	1,417	3,686
Pitsea	H10, H13, E4, H9, H14, IF4	344	3,413	84	153	132	6,060	21,600
Total		**19,728**	**34,662**	**4,846**	**6,966**	**7,572**	**-**	**120,586**

Table 2: Distribution of new development areas by WRC and anticipated increase in DWF.

2.2.4.4 Delivery of Development in Time

Table 3 below shows the latest revision of the phased delivery of proposed development as per BCC data from August 2025. Based on the number of dwellings for strategic allocations in each period, the increase in DWF is estimated assuming domestic consumption of 125l/p/d and 25% infiltration without any trade effluent flow.

	Number of Net Additional Dwellings by 2043	Total increase in DWF [m^3/d]	Expected Delivery in 2025-2030	Increase in DWF 2025-2030 [m^3/d]	Expected Delivery in 2031-35	Increase in DWF 2031-2035 [m^3/d]	Expected Delivery in 2036-40	Increase in DWF 2036-2040 [m^3/d]	Expected Delivery in 2040-43	Increase in DWF 2040-2043 [m^3/d]
Basildon	5,004	1,921	861	330	2,792	1,072	1,177	452	174	67
Billericay	6,046	2,320	1,021	392	3,242	1,244	1,557	598	226	87
Pitsea	344	132	75	29	263	101	6	2	-	-
Wickford*	8,334	3,199	1,029	395	4,179	1,604	2,077	797	994	382
Total	**19,728**	**7,572**	**2,986**	**1,146**	**10,476**	**4,021**	**4,817**	**1,849**	**1,394**	**535**

Table 3: Phasing of development within Basildon Borough.

*It was noted that for Wickford, the sum of the sites for each period comes short of 55 from the total number provided for the entire catchment, showing a small discrepancy in data.

Overall, the engagement provided useful up-to-date information on the capacities of the WRCs. Based on the latest figures, all of them are shown to have sufficient capacities to accommodate the increase in flows due to having plenty of headroom in terms of FFT which they have been originally designed to treat. Nonetheless, Anglian Water commented that Wickford WRC currently does not have enough capacity to accommodate further growth in treated flow. Billericay and Wickford WRC would require an increase in DWF consent which should be applied for to the Environment Agency.

2.2.5 Flood & Integrated Water Management Infrastructure

2.2.5.1 Map of existing infrastructure

Figure 12 shows an extract of the Environment Agency's Asset Information Management System (AIMS) dataset. It shows the areas of communities at risk of flooding and the distribution of flood defences within the borough which include Natural High Ground and Embankments along the main water courses.

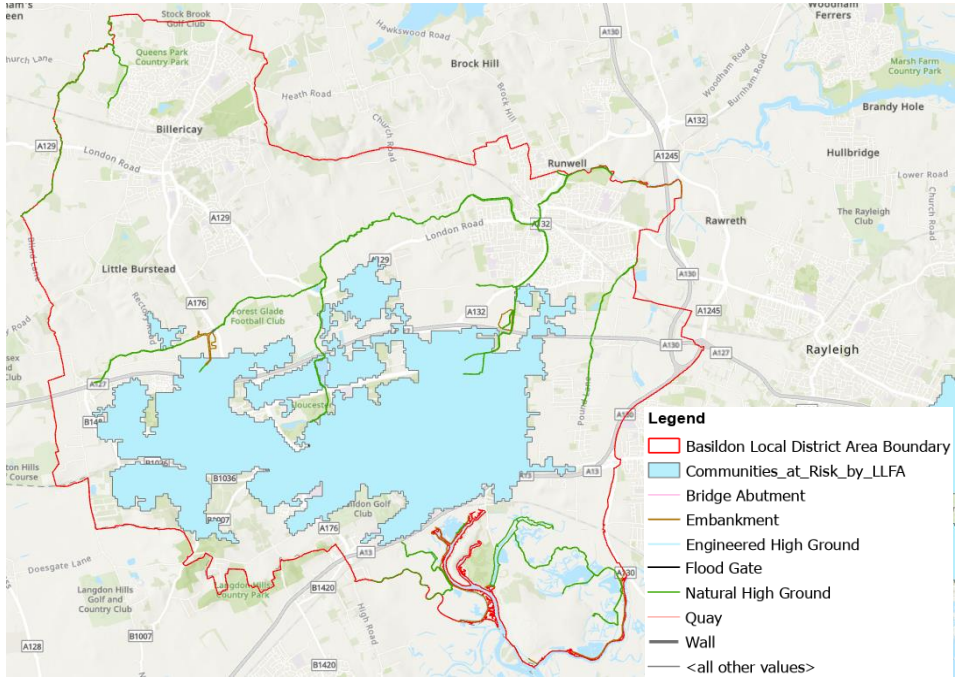


Figure 12: Existing Flood Defence Infrastructure within Basildon Borough.

2.2.5.2 Existing plans, strategies and Local Plan evidence

Level 1 Strategic Flood Risk Assessment 2024[66]

This Strategic Flood Risk Assessment (SFRA) assesses the extent of flood risk from multiple sources within the borough and identifies the key constraints for development with respect to flood risk. Hydraulic modelling of the borough area has been carried out to inform the assessment.

Level 2 Strategic Flood Risk Assessment (2025)

This more detailed site level SFRA is currently being developed by BCC and focuses those development areas which have been identified for allocation but are at higher risk from flooding.

ECC Sustainable Drainage Systems Design Guide[67]

This document establishes local standards for sustainable surface water drainage the Lead Local Flood Authority (LLFA) mandate for inclusion in Local Plans and planning applications for new developments, while also offering comprehensive guidance on the planning, design, and implementation of high-quality Sustainable Drainage Systems (SuDS) that deliver multiple environmental and community benefits.

Essex Design Guide (2018)

The Essex Design Guide is a vital resource for developers aiming to create high-quality, sustainable, and locally responsive developments across Essex. It offers detailed guidance on site layout, architectural design, landscaping, and integration with existing communities, ensuring new projects respect the area's character and heritage. The guide also supports national planning policies and encourages environmentally conscious design, including walkable neighbourhoods and low-carbon strategies.

[66] Basildon_Borough_Level_1_SFRA.pdf

[67] https://www.essexdesignguide.co.uk/suds/

Essex Local Flood Risk Management Strategy[68]

The Essex Local Flood Risk Management Strategy is a statutory plan developed by ECC to tackle local flood risks—specifically surface water, groundwater, and ordinary watercourse flooding. It aims to improve understanding of these risks, enhance collaboration among responsible organisations, and increase public awareness. The strategy outlines key actions, funding sources, environmental benefits, and future steps to ensure coordinated and effective flood risk management across the county.

Water Strategy for Essex (2024)

As per the strategy an investment target of 75% in the delivery of natural flood management schemes is set in ECC's capital programme to improve water quality and store water.

South Essex Surface Water Management Plan[69]

Surface Water Management Plans (SWMP) focus on specific areas to further bring more detail to the management strategy in terms of flood risk. The South Essex SWMP is one of the 10 SWMPs developed within Essex, and it includes Basildon Borough. The Plan is developed in collaboration with local stakeholders responsible for the surface water management and drainage and identifies the critical drainage areas (CDAs) which are at most risk from surface water flooding.

Essex Local Nature Recovery Strategy (2025)[70]

The main goal of the LNRS is to pinpoint areas where creating or enhancing habitats will deliver the greatest positive impact for both wildlife and the broader environment. In the context of flood management, it refers to natural flood management practises (e.g. floodplain reconnection, wetland creation) to generate storge, good design practise of green spaces and aboveground drainage features in urban areas.

ECC Developers Guide to Infrastructure Contributions (2025)[71]

The Guide sets out ECC's standards and requirements for local plans and planning applications in relation to ECC's Service Areas. The 'Flood and Water Management and SuDS' section provides the LLFA's requirements on infrastructure contributions cover Green Blue Infrastructure (GBI) more widely. It also clarifies LLFA's position as not an adopter of SuDS.

ECC's response to draft Basildon Borough Local Plan Reg 18 Second Consultation (March 2025) and Draft Basildon Town Centre Masterplan consultation (March 2025)

As part of the response ECC has reflected their views on flood risk management in their role as LLFA and authority encouraging the use of SuDS.

2.2.5.3 Existing infrastructure, current needs and potential future needs

As the LLFA, ECC is the statutory authority responsible for managing flood risk from surface water, rivers and groundwater. As such it is required to carry out Surface Water Management Plans (SWMPs) in areas where there are more than 500 properties at risk. South Essex is the most prone region to surface water flooding within Essex County. The South Essex SWMP covers Basildon Borough and estimates a minimum of 5,718 residential properties and 343 non-residential properties at risk in the 1 in 100-year storm event plus climate change. A separate ECC source suggests 3,150 properties at risk from the 1 in 100-year storm event within Basildon Borough as per data from 2024[72].

[68] essex-local-flood-risk-management-strategy.pdf

[69] https://www.essexdesignguide.co.uk/suds/surface-water-management-plans/south-essex-inc-rochford-castle-point-and-basildon/

[70] https://www.essex.gov.uk/sites/default/files/2025-07/Essex%20Local%20Nature%20Recovery%20Strategy.pdf

[71] https://www.essex.gov.uk/sites/default/files/2025-04/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%20April%202025.pdf

[72] Number of residential addresses at risk of surface water flooding. (2024). Available at: https://data.essex.gov.uk/dataset/number-of-residential-addresses-at-risk-of-surface-water-floodin-2913j [Accessed 12 Oct. 2025]

River Crouch, Mountnessing Brook Billericay, River Wid, Pitsea Creek, Nevendon Bushes Brook, North Benfleet Brook, Pitseahall Fleet and associated small tributaries are the main watercourses within the Basildon Borough. The River Crouch is the largest flowing from west to northeast with several tributaries, one of which is Basildon Brook.

The *Water Strategy for Essex (2024[73])* strategy gives an example of a historic flooding of Canvey Island located south of the Borough from 2013 when 1,000 properties suffered from surface water flooding resulting from intense rainfall. It mentions national regulation changes that will come into force obliging all new development applicants to demonstrate SuDS have been integrated as part of the design. Historic records of 1,630 sewer flooding instances have been recorded by Anglian Water since 2014 mainly located within the urbanised areas. Five large reservoirs pose risk of reservoir flooding to communities within Basildon Borough, but risk is considered low. Maps of the flood extents are provided as part of the Level 1 SFRA.

As per *South Essex Outline Water Cycle Study (2011)* Thames Group Clay is recognised as the predominant underlying geology in the area characterised by low permeability and therefore, poor ground infiltration. Therefore, groundwater flood risk is considered to be high, a consideration which is also confirmed by the Level 1 SFRA.

The *Level 1 Strategic Flood Risk Assessment (2024)* provides a detailed assessment of the risk from fluvial, pluvial, tidal, reservoir, groundwater and sewer types of flooding by areas within the borough. High-level review of the SFRA shows that future development should consider the following fluvial flood risk constraints as part a sequential test as per NPPF:

- Near Wickford multiple areas fall within Flood Zones 2 and 3: south along Borwick Lane, Nevendon Road and near The Wick Country Park where development as per Option 5 has been proposed; southwest along River Crouch and east adjacent to the A130.
- Mountnessing Brook west of Billericay presents fluvial flood risk between Mountnessing Road and the railway line where development has been proposed as part of Option 4. Southeast of Billericay near Crays Hall farm along the tributary of River Crouch proposed development within Zones 2 and 3 is identified.
- One of the areas north of Basildon part of Option 3 crosses Zones 2 and 3 of River Crouch near Forest Glase Football Club. East of Basildon along Pound Lane Road there are developments currently falling within Zones 2 and 3 where new development as part of Option 2 is proposed as well.
- For Option 5, Flood Zones 2 and 3 cover Nevendon Bushes Brook close to Nevendon Road and a tributary of River Crouch west along Noak Hill Road.

The Thames Estuary presents tidal flood risk near Pitsea south of the railway line. Tidal flooding along Thames Estuary is managed through the Thames Estuary 2100 Plan which might impact the areas available for development identified near the southeast corner of Basildon (H9 and IF4). The Level 2 SFRA addresses each of the areas of increased risk from flooding in detail and is recommended for use by planners and developers.

As per the Level 1 SFRA, the majority of the flood defence assets are in 'fair' condition (i.e. condition grade 3) except for the following:

- 5 Natural High Ground assets (RB River Wid from London Rd A414 to near Hutton STW, LB Mountnessing Brook - behind The Warren, RB Billericay and Mountnessing Brook - behind The Warren, Billericay, LB and RB of Kiln Farm Ditch) with condition grade 4 out of 5.
- 1 Earth Embankment (Fobbing Marshes (Fobbing Barrier to Vange Wharf)) at condition grade 5 out 5.

[73] https://www.essex.gov.uk/sites/default/files/2024-03/Water%20Strategy%20for%20Essex%20March%202024.pdf

These appear to differ from the extract from the Environment Agency's AIMS where:

- A wall (ID: 165518), and two natural high ground assets (IDs: 74532 and 74737) have condition grade 4.
- An embankment (ID: 78408), and two natural high ground assets (IDs: 72168 and 72169) have condition grade 5.

Consultation with the Environment Agency on the planned interventions concerning these assets of deteriorated health should be carried out ahead of any planned development.

2.2.5.4 Standards to calculate future provision

The NPPF (paragraphs 161 to 186) outlines planning for flood risk. It should be used alongside the Level 1 SFRA which provides the local context to inform decision making about development. Sequential testing should be applied to ensure new development is steered to the lowest risk areas. Exception tests are required to reduce the risk to development in Flood Zone 3 for residential properties and in Flood Zone 2 for all highly vulnerable sites as per the NPPF. The Level 2 site specific SFRAs inform the extents of these zones where development is still being allocated.

ECC has developed the Essex Design Guidance which includes the requirements on the application of SuDS. Accompanying it, there is a digital platform associated with the Sustainable Drainage Systems Design Guide to support developers on the local standards for sustainable surface water drainage and the applications of the four pillars of water quantity, quality, biodiversity and rural and urban amenity. It also offers SuDs Planning Advice separate to the formal planning application which can help ensure the proposed development has an adequate SuDS drainage proposal. New development must demonstrate the drainage hierarchy for discharge of surface runoff is closely followed and how SuDS use is effectively maximised on site.

Early engagement with ECC during master planning and preliminary design stages is encouraged whilst also consulting the SWMPs, Action Plan and Level 2 SFRAs as the key reference documents.

2.2.6 Engagement Findings

Engagement meetings were held on 16 September 2025 with ECC and with the Environment Agency on 29 August 2025 to discuss the findings in the baseline evidence.

2.2.6.1 Essex County Council

ECC requested that a map of the development sites against the critical drainage areas within Basildon is included as well as the references to key documents including the ECC Sustainable Drainage Systems Design Guide, SWMP and associated Action Plans as well as the Essex Design Guide.

Figure 13 shows the distribution of critical drainage areas (CDAs) and development sites. There are 20 CDAs in total falling either fully or partially within the Basildon Borough boundary. CDAs are designated as areas susceptible to flooding by the Environment Agency and Local Planning Authorities. The NPPF establishes the guidelines for surface water management within CDAs including the mandatory development of Flood Risk Assessments for developments inside CDAs.

ECC has also shared a *South Essex SWMP Action Plan* which lists specific measures to be undertaken in each CDA to reduce the number of properties flooded. The actions include increasing the conveyance of watercourses, installation of SuDS and creating storge capacity for overland flows. Action Plans are reviewed every 5 years and can have a significant impact on the land available for development and will need to be addressed by the proposed design.

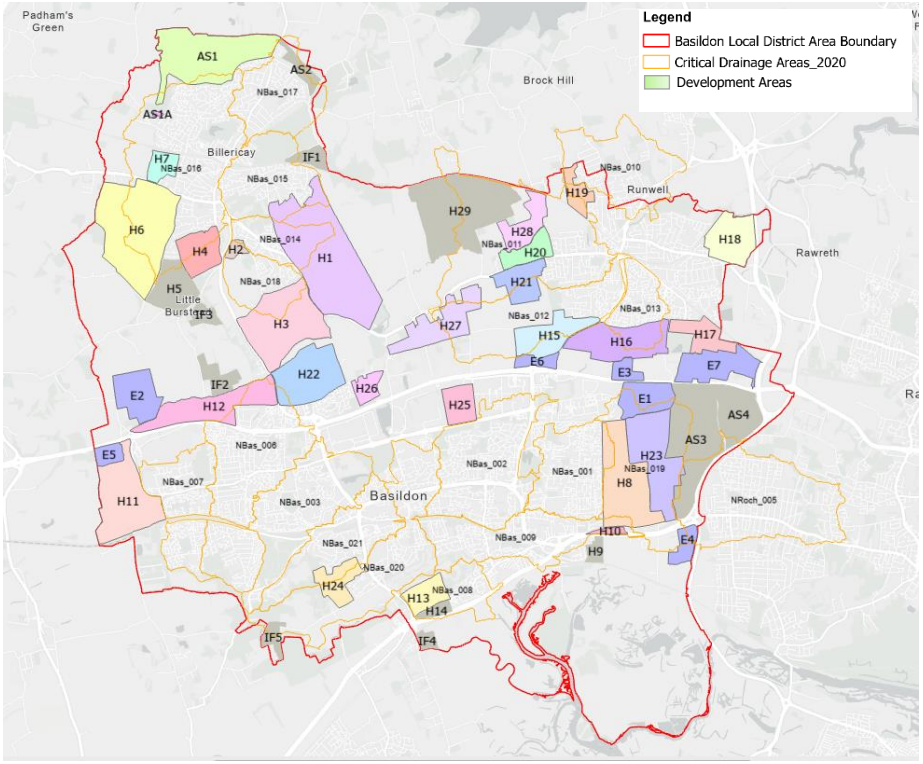


Figure 13: Critical Drainage Areas within Basildon Borough

While the Level 1 SFRA provides a high-level overview of flood risk, a Level 2 SFRA must be produced where development cannot be allocated outside flood risk areas. BCC has identified 22 of the allocation sites which are at higher risk from fluvial and surface water flooding and therefore, require individual Level 2 SFRAs which are currently being produced. At the time of writing this report, the Level 2 SFRAs for 15 sites are available. They capture the details about flood risk including flood depth, velocity, flood speed and proportion of the site inundated in various return periods including a 1-in-100 year plus climate change design flood event used for planning purposes. This helps accurately delineate the Flood Zones 1,2, 3a and 3b within each site and recommend on the suitable areas for development and their type within it. It is advised that future developers use the relevant Level 2 SFRA as basis for the development of the site-specific Flood Risk Assessment.

2.2.6.2 Environment Agency

The Environment Agency commented that the condition grade 5 flood defence along Venge Creek near Pitsea is a substantial barrier constructed in the 1980s to protect against tidal flooding. It currently safeguards approximately 260 properties and an industrial area. This location falls within the Thames Estuary 2100 (TE2100) Plan area, meaning that the coastal and tidal defences in Pitsea may be subject to future upgrades or replacement. It was confirmed that several sluice gates protect the condition grade 5 high ground assets. It is recommended to request information from the Environment Agency regarding the condition of any sluice gates associated with these defences and plans to invest in refurbishing the condition grade 4 and 5 assets. New funding allocation rules for flood defence projects are anticipated in April 2026, which may influence the prioritisation of specific reaches.

Several washlands within the Borough, particularly near the A127, are designated as lakes, increasing the risk from reservoir flooding. The flood risk category of these reservoirs can be affected by nearby development, especially downstream, which may elevate their classification. If any washlands are designated as reservoirs, development in their vicinity will require consultation with a reservoir engineer, which could introduce delays and should be factored into planning. A request should be made to confirm the status of all washlands—whether natural or man-made, and whether designated as reservoirs. If a full request is too extensive, priority should be given to washlands listed in Appendix 8.2 of the Level 1 SFRA that fall within development areas and are designated as Flood Zone 3b: specifically, Washland No. 10 within site H24 and Washland No. 2 within site H12.

There is an opportunity to manage surface water runoff at an authority wide scale, particularly from large employment zones, through high-level attenuation estimates.

The Environment Agency provides a pre-application portal to facilitate early engagement with developers during the master planning and design stages.

Based on the currently available information, the following recommendations are made:

- Additional engagement with BBC and ESW's network team to establish the available capacity of the clean water infrastructure to accommodate projected growth in the emerging Local Plan. The outcome of engagement activities should contain a quantitative summary of flows from Hanningfield WTWs and the North Essex transfer as well as the capacity to accommodate the proposed growth in demand for clean water.
- BBC should gather information about any new industries planned in the area that might require water supply and an estimate of their likely consumption and discharge.
- Consultation with the Environment Agency should be sought on the deteriorated health of several of the flood defences in the area and status of the washlands in the borough.

2.3 Energy

2.3.1 Electricity

In Basildon, electricity infrastructure is managed by National Grid Electricity Transmission (NGET) and UK Power Networks (UKPN). NGET oversees the high-voltage transmission network across England and Wales, maintaining and developing infrastructure to ensure reliable electricity supply. UKPN manages the electricity distribution network across London, the South East, and East of England, maintaining local infrastructure, responding to power outages, and connecting new customers. Basildon Borough falls under UKPN's Eastern Power Networks (EPN) licence area. Both organisations are regulated by Ofgem, currently under the RIIO-ED2 regulatory period, to ensure efficient operation and fair pricing for customers.

As of October 2024, the National Energy System Operator (NESO) is responsible for the operations and long-term planning of the UK's electricity and gas networks. NESO is a public body which was established to facilitate the country's transition to net zero and help deliver clean power by 2030. Alongside rapid decarbonisation there is an anticipated significant increase in electricity demand, accompanied by broad changes to energy infrastructure and a shift in how Britain meets its energy needs.

A map of the electricity infrastructure in Basildon Borough is shown in Figure 14 below. Figure 14 shows that Basildon accommodates significant energy infrastructure including a large solar farm between Billericay and Basildon, numerous powerlines and transformers, and is located on the route of the Norwich to Tilbury Nationally Significant Infrastructure Project (NSIP). The current and future needs of the electricity system are discussed in Section 2.3.1.2

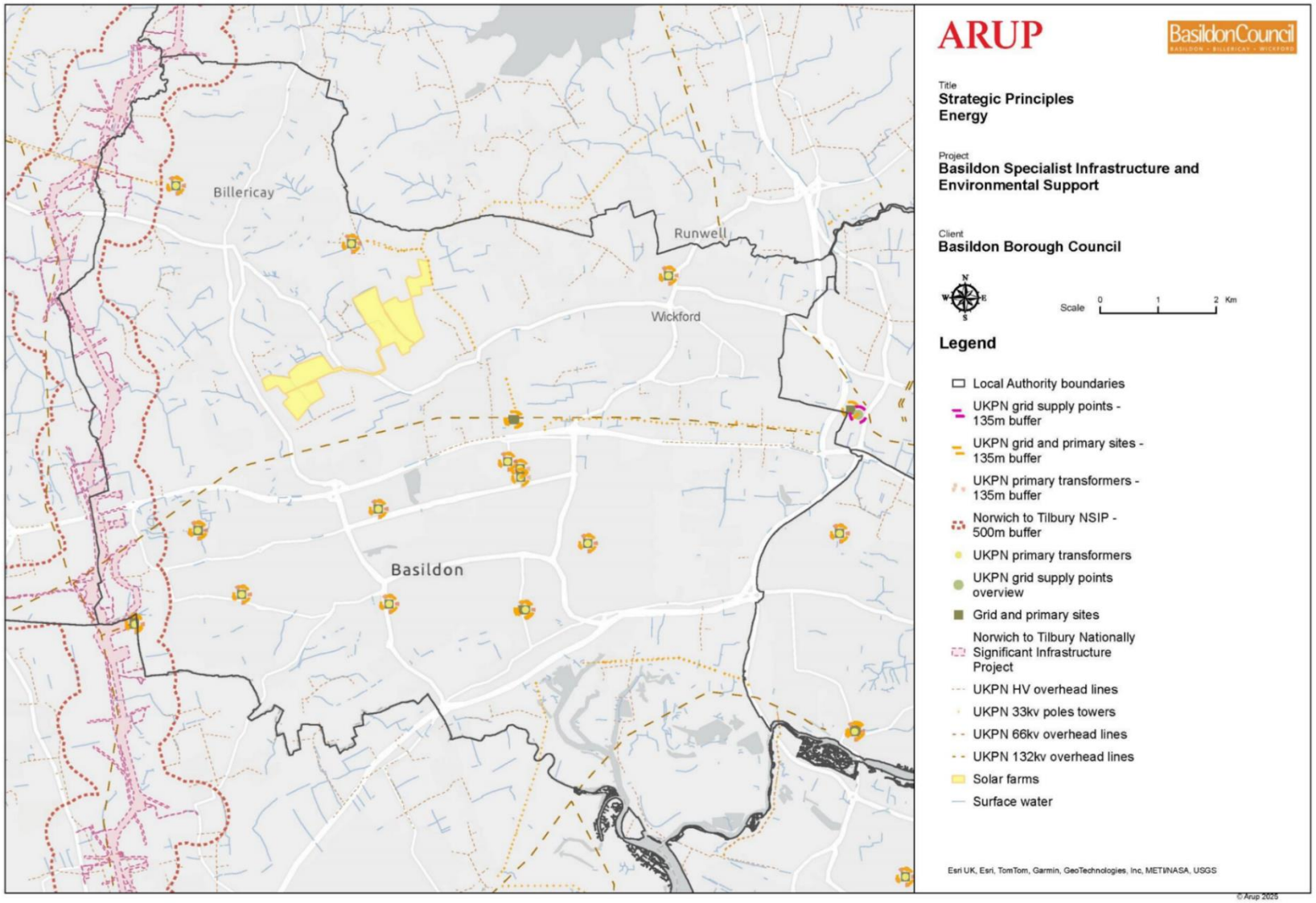


Figure 14: Map of electricity infrastructure – Basildon Borough.

2.3.1.1 *Existing plans, strategies and Local Plan evidence*

***Basildon Borough Council (2022) Infrastructure Delivery Plan (IDP)*[74]**

The previous IDP provided details around the existing electricity infrastructure in the area as of 2022, including a review of the Basildon High Level Development Frameworks for each of the key growth areas within the area, including the level of infrastructure upgrades that were required to support the delivery of Local Plan site allocations.

***UK Power Networks (2025) Distribution Future Energy Scenarios - UKPN DSO*[75]**

The Distribution Future Energy Scenarios (DFES) provide a series of forecasts using a whole-system approach to the energy system, to assess how net zero could be achieved under different drivers and assumptions. UKPN publishes their DFES annually, which includes a summary report, technical report, and the supporting maps and data. The different DFES scenarios are used to calculate projections for the energy system, such as future substation demand headroom as displayed for the *Holistic Transition* scenario in Table 4.

***UK Power Networks (2025) Long Term Development Statement and Network Development Plan — UK Power Networks*[76]**

The Long Term Development Statement (LTDS) shares information about planned changes and upgrades to electricity distribution infrastructure, including information on specific asset replacements, reinforcements, and forecasted substation utilisation. The LTDS is accompanied by the Network Scenario Headroom Reports.

***UK Power Networks (2025) Network Scenario Headroom Report EPN*[77]**

The Network Scenario Headroom Reports are published annually by UKPN, providing demand and generation headroom capacity data for substations within each licence area. This data indicates where substation reinforcement may be required to enable new connections.

***DESNZ (2025) Renewable Energy Planning Database: quarterly extract - GOV.UK*[78]**

The Renewable Energy Planning Database (REPD) contains information on the progress of planning applications for renewable energy projects greater than 150kW in the UK.

***DESNZ (2023) Renewable electricity by local authority, 2014 to 2023*[79]**

This data, published in October 2024, presents the renewable electricity generation, capacity, and number of sites for every local authority in the UK.

***UK Power Networks (2025) Embedded Capacity Register*[80]**

The Embedded Capacity Register (ECR) contains comprehensive information about any generation, storage, and flexible demand resources

[74] Basildon Borough Council, Infrastructure Delivery Plan, January 2022, available at: https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

[75] UK Power Networks, Distribution Future Energy Scenarios (DFES), 2024, available at: https://dso.ukpowernetworks.co.uk/distribution-future-energy-scenarios

[76] UK Power Networks, Long Term Development Statement (LTDS) & Network Development Plan (NDP), 2025, available at: https://ukpowernetworks.opendatasoft.com/pages/ltds_ndp_landingpage/

[77] UK Power Networks, Network Scenario Headroom Report, 2025, available at: https://ukpowernetworks.sharepoint.com/:x:/s/OpenDataPortalLibrary/EdeNeCldUoJMulKXzvJ_HoEBAAyoe6vs5ri1WJGfid3SwQ?rtime=r-U329_C3Ug

[78] UK Government, Department for Energy Security and Net Zero, Renewable Energy Planning Database: quarterly extract, June 2025, available at: https://www.gov.uk/government/publications/renewable-energy-planning-database-monthly-extract

[79] UK Government, Department for Energy Security and Net Zero, Regional Renewable Statistics, June 2025, https://www.gov.uk/government/statistics/regional-renewable-statistics

[80] UK Power Networks, Open Data, Embedded Capacity Register 1 & 2, 12 September 2025, available at: https://ukpowernetworks.opendatasoft.com/explore/?disjunctive.theme&disjunctive.keyword&sort=explore.popularity_score&q=ukpn+embedded+capacity+register&disjunctive.dublin-core.subject

connected to UKPN's distribution network. Two versions of the ECR are available- one containing assets with a capacity greater than or equal to 1MW, and the other containing those with a capacity from 50kW to 1MW. The two versions of the ECR are combined for the purpose of the analysis in this assessment. The register details the connection status of assets, including those that are both connected, and accepted to connect.

South East Local Enterprise Partnership, Energy South2East, Local Energy Strategy, 2019[81]

This shared local energy strategy for the Coast to Capital, Enterprise M3 and South East Local Enterprise Partnerships (LEPs) of England outlines the ste[s to achieve clean growth until 2050 in energy across the power, heat and transport sectors. The plan includes a number of proposals relevant to new large-scale developments and development of new infrastructure.

2.3.1.2 Existing infrastructure, current needs and potential future needs

Figure 14 displays the existing electricity infrastructure in the area, which includes 12 primary substations as identified in the previous Basildon IDP[74]. Table 4 shows the demand headroom at each primary substation, as well as the connected grid supply points (GSP) and bulk supply points (BSP). The data in Table 4 is taken from UKPN's most recent Network Scenario Headroom Report[77] and shows indicative estimated unused capacity for the DFES 2025 Holistic Transition scenario[75]. UKPN's 2025 LTDS[76] does not identify any development proposals for the Basildon area.

Primary substation	BSP Group	GSP	2025 demand headroom (MW)	2030 demand headroom (MW)
Basildon Grid 33kV	Basildon Grid 33	Tilbury 1&7	60.5	51.5
Basildon Local Primary 11kV	South Benfleet Grid 33	Tilbury 2&8	2.7	-0.3
Billericay East Primary 11kV	Shenfield Grid 33	Warley	3.9	2.4
Chalvedon Primary 11kV	Nevendon Grid 33	Braintree and Rayleigh	7.5	6.2
Durham Rd Primary 11kV	Basildon Grid 33	Tilbury 1&7	4.9	1.5
Fords Dunton Primary 11kV	Nevendon Grid 33	Braintree and Rayleigh	7.7	7.7
Gardiners Ln Primary 11kV	Nevendon Grid 33	Braintree and Rayleigh	2.6	1.2
Gooseberry Grn Primary 11kV	Shenfield Grid 33	Warley	10.7	9.8
Kingswood Primary 11kV	Nevendon Grid 33	Braintree and Rayleigh	7.9	7.2
Nevendon Grid 33kV	Nevendon Grid 33	Braintree and Rayleigh	25.2	20.6
The Limes 11kV	Nevendon Grid 33	Braintree and Rayleigh	6.1	6.2
Wickford Primary 11kV	Rayleigh Local 33	Braintree and Rayleigh	3.3	1.0

Table 4: Basildon Borough demand headroom, Holistic Transition DFES scenario[77]

There are going to be significant changes to the electricity network in the UK as demand on the grid increases with electrification of the energy system, particularly due to the decarbonisation of heating and transport. This increased demand will impact the available capacity for new connections;

[81] South East Local Enterprise Partnership, Energy South2East, Local Energy Strategy, 2019, available at: https://www.southeastlep.com/app/uploads/2019/03/Local-Energy-Strategy-FINAL.pdf

regular engagement between UPKN and BBC will be essential to understand the needs of the new development and mitigate connection challenges.

There is one NSIP within the area, as shown in Figure 14. This is a proposal for a new 400kV electricity transmission connection between Norwich and Tilbury, which passes through Basildon. This project aims to accommodate the significant increase in electricity generation from offshore wind, nuclear power, and the Tarchon Energy interconnector between the UK and Germany. NGET is currently preparing their application for a Development Consent Order (DCO).

As shown in Figure 14, renewable generation within Basildon includes Outwood Farm, a solar PV farm which has operational generation capacity of 5MW[78]. According to the REPD[78], the site is awaiting construction of Phase 2 which will provide an additional 7MW of installed capacity. Other significant ground PV sites in the REPD for the area include a submitted application for Conrad Energy's Great Cowbridge Grange Farm (10MW), and two sites that are awaiting construction; Crays Hall Farm (25.6MW) and Barleylands Solar Farm (17MW).

Technology type	Installed capacity (MW)	Additional capacity, accepted to connect (MW)
Biogas	21	11
Fossil fuels	65	0
Solar PV	7	32
Storage	15	200

Table 5: Renewable electricity: installed capacity in Basildon at end of 2024

Technology type	Installed capacity (MW)
Solar PV	27
Onshore wind	0
Anaerobic digestion	0.5
Sewage gas	1
Landfill gas	15

Table 6: UKPN Embedded Capacity Register resources within Basildon

Table 6 shows installed capacity across different renewable generation types. Solar PV is the most prevalent form of generation, although noting that this value includes both ground and rooftop installations. There is no onshore wind generation in the area. There is a significant amount of landfill gas, with an installed capacity of 15MW.

The assets within Basildon that are connected to UKPN's electricity distribution network as of 17 September 2025 are also shown in Table 5, which is taken from the Embedded Capacity Register (ECR). This includes the current capacity of connected installations, and capacity that has been accepted to connect in the future. The current installed capacity of solar PV in the ECR is significantly lower than that shown in Table 6 at 7MW compared to 27MW. The ECR only includes assets that are connected to the electricity distribution grid; any off-grid systems will not be considered. The ECR also only includes assets with a generation, storage, or export capacity above 50kW. This means that domestic rooftop PV will not be included on the register, since these systems are usually sized at around 5kW.

Arup has assessed different sources of publicly available data on renewable generation assets within Basildon and notes that there are some discrepancies between the REPD dataset[78], the renewable electricity statistics by local authority[79], and the UKPN Embedded Capacity Register[80]. This is due to a combination of factors such as the different years and catchments of data collection. This emphasises the need for developers to engage directly with

stakeholders in the area to understand the infrastructure needs on a more granular scale.

2.3.1.3 Standards to calculate future provision

Arup has engaged with UKPN to understand the requirements for connecting a new development to the grid, please see Section 2.3.2.

2.3.2 Engagement Findings

2.3.2.1 Overview

Arup engaged with UK Power Networks (UKPN) on 4 September 2025 via MS Teams to discuss electricity infrastructure needs in Basildon.
The purpose of the engagement was to understand UKPN's approach to supporting planned growth in Basildon, including the capacity of the existing network, the process for connecting new developments, and the anticipated challenges associated with future infrastructure provision.

During the meeting, UKPN confirmed that any costs associated with network reinforcement to support new development is undertaken by UKPN, provided that sufficient lead-in time is given. UKPN emphasised that, as long as adequate notice is provided, the network can be reinforced to meet the needs of new developments. The organisation operates a reactive management approach, forecasting demand annually and responding to new developments with appropriate mitigations.

2.3.2.2 Existing provision and capacity

UKPN shared information surrounding electricity generation assets as follows. This would be relevant for any renewable generation assets that may form part of the new development, such as solar PV. Any generation assets greater than 50kW within Basildon either connected or accepted for connection are listed in the Embedded Capacity Register (ECR), which is updated monthly and is publicly available[80]. The network operates under active network management, enabling a connect-and-manage approach for new generation assets. UKPN confirmed that there are no scenarios in which new generation would be blocked from connecting to the network, provided that the rated capacity can be managed within existing constraints.

Information provided by UKPN surrounding electricity demand connections to the grid is as follows. This is relevant for the significant electricity demand that would results from the new development. Substation capacity limitations are managed on a case-by-case basis, with load growth typically addressed through intermediate measures such as transferring load between primary substations. For larger loads, such as industrial facilities or data centres, infrastructure reinforcement and upgrades may be required. UKPN stated that there are currently no plans for major infrastructure works in the Basildon area, and that the priority remains the optimisation of existing assets. Flexibility services are utilised to manage network loads, and infrastructure upgrades are phased as necessary.

The Norwich to Tilbury Nationally Significant Infrastructure Project (NSIP) is not expected to have a significant impact on Basildon's network capacity.

It is also worth noting that a planning application for a data centre exists from April 2025 (reference number: 25/00550/OUT), which was approved by Basildon Borough Council's Planning Committee on 25 September 2025.

The proposed data centre incorporates a dedicated substation compound, occupying approximately 4,500 square metres. The applicant has secured a phased power supply arrangement with UK Power Networks (UKPN). In the initial phase, the data centre will be connected to the Nevendon substation, with a longer-term supply to be provided from the Rayleigh main substation. This arrangement guarantees access to a high-capacity power supply for the operation of the data centre and its associated plant equipment. As part of the infrastructure works, existing electricity pylons on the site will be removed and overhead cables will be undergrounded.

2.3.2.3 Future infrastructure required to support growth

Lead in times for delivering new infrastructure or upgrading existing assets depend on the type and requirements of the connection. UKPN advised that works are only triggered by formal connection requests, with estimated lead times of 1–2 years for 11kW connections and 3–4 years for larger loads. For applications exceeding 15MW, UKPN is required to inform National Grid,

which may impose additional constraints. UKPN stressed the importance of developers specifying their required capacity, as UKPN does not independently estimate future provision.

Policy shifts towards the installation of solar panels on new developments and increased interest in onsite generation, combined with local energy storage, may help to reduce demand on the existing network. UKPN recommended that Basildon Borough Council maintain regular engagement to ensure that the infrastructure needs of new developments are understood and addressed in a timely manner.

2.3.3 Gas

National Gas Transmission manages and operates the National Transmission System (NTS) across Great Britain. This system is responsible for transporting gas from entry points for use across the country. In Basildon Borough, gas is provided to customers by Cadent, who maintains the Gas Distribution Network (GDN) for eight regions of the UK, including the East of England. Cadent is responsible for infrastructure maintenance, gas emergency response, and connecting new customers to the network. Both organisations are regulated by Ofgem, with National Gas Transmission currently under the RIIO-T2 regulatory period, and Cadent under the RIIO-GD2 regulatory period. Figure 15 below shows the gas infrastructure in Basildon Borough.

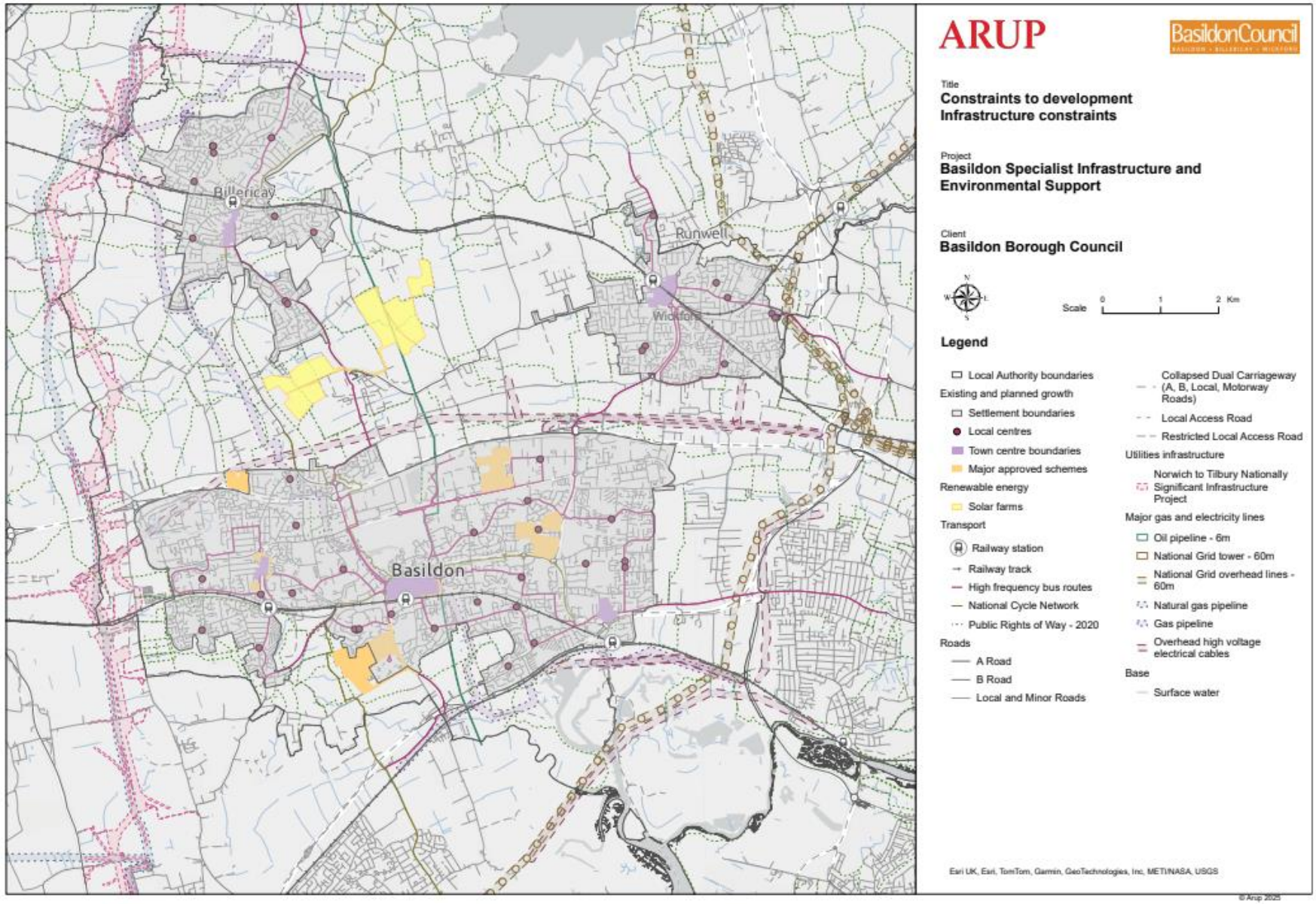


Figure 15 Map of gas infrastructure – Basildon Borough

2.3.3.1 Existing plans, strategies and Local Plan evidence

Cadent (2024) Long-Term Development Plan[82]

The Long-Term Development Plan (LTDP) provides information on the future projections of the gas distribution network, including priorities for investment and infrastructure upgrades.

Basildon Borough Council (2022) Infrastructure Delivery Plan (IDP)

Discusses the process of connecting to the Cadent GDN. As of 2022, there were no infrastructure needs reported in Basildon Borough in any Cadent publications.

2.3.3.2 Existing infrastructure, current needs and potential future needs

Figure 15 shows current gas infrastructure in Basildon Borough. The national gas transmission pipeline passes through the west of Basildon, which is a high-pressure pipeline transporting gas from entry points to power stations, industrial plants, storage facilities, and local distribution networks. Lower pressure gas distribution pipework is also present across Basildon, connecting customers to their gas supply.

Another key piece of infrastructure in the area is the oil pipeline which crosses through Basildon from north to south. This pipeline links to the Coryton oil refinery at London Gateway Port.

Cadent's LTDP[82] includes a demand forecast data for future gas demand and outlines planned upgrades to gas network infrastructure. The latest LTDP, published in 2024, highlights priorities for investment including reinforcing and increasing capacity where required, and replacing old metallic pipes with new plastic ones, which will reduce methane emissions and support the transition to renewable gases like biomethane.

The transition from natural gas to hydrogen is also a key focus for Cadent, with projects on blending hydrogen into the current gas network, as well as new hydrogen infrastructure such as the East Coast Hydrogen project. As of 20 June 2025, Ofgem have confirmed £96 million of funding to support the next phase of the East Coast Hydrogen project[83].

There are currently no heat networks in Basildon. However, the Heat Planning Database[84] highlights one residential heat network currently under construction, providing heat to 35 houses and 70 flats in Chapel Gate, operated by Sempra Homes Ltd. Planning applications have been submitted for an additional five heat networks in Basildon, including four residential networks and one non-domestic network at Basildon Health Centre.

2.3.3.3 Standards to calculate future provision

Arup has engaged with Cadent to establish whether there are any preferred standards for future provision. It is also worth considering that a transition away from gas is anticipated due to decarbonisation. The energy system is moving towards electrification, fuels such as hydrogen and biomethane, and low carbon heat networks.

[82] Cadent, Long Term Development Plan, October 2024, available at: https://cadentgas.com/reports/long-term-development-plan#:~:text=Read%20our%20latest%20Long-Term%20Development%20Plan%2C%20published%2024,download%20Appendix%20A.%20Appendix%20A%3A%20Demand%20forecast%20data

[83] East Coast Hydrogen, East Coast Hydrogen funding kickstarts major clean energy programme, June 2025, https://www.eastcoasthydrogen.co.uk/east-coast-hydrogen-funding-kickstarts-major-clean-energy-programme/

[84] UK Government, Department for Business, Energy and Industrial Strategy, Heat Networks Planning Database, February 2024, available at: https://www.data.gov.uk/dataset/8a5139b3-e49b-47bd-abba-d0199b624d8a/heat-networks-planning-database

2.3.4 Engagement Findings

2.3.4.1 Overview

Arup engaged with Cadent on 29 August 2025 via MS Teams to discuss the gas infrastructure requirements for new developments in Basildon. The primary objective was to understand Cadent's approach to supporting planned growth in Basildon, including the capacity of the existing network, the process for connecting new developments, and the anticipated transition to low-carbon technologies.

Cadent outlined its ongoing programme to replace old iron gas pipes with new plastic pipes across to facilitate a potential future transition to hydrogen. Cadent has already begun replacing the iron pipe in Basildon, and at the time of engagement, only a few pockets of iron pipe were outstanding.

2.3.4.2 Existing provision and capacity

Cadent confirmed that there are currently no major concerns regarding supply or pressure within the network, and no large-scale reinforcements are planned at present.

2.3.4.3 Future infrastructure required to support growth

The gas network in Basildon is managed reactively, with reinforcement works triggered by connection requests rather than proactive upgrades. Cadent indicated that residential connections are typically managed via the low-pressure network, with developers responsible for connecting to Cadent's supply. High-pressure mains cross parts of Basildon, particularly in the east, where access to gas has historically been limited.

Cadent reported that most developments require minimal reinforcement, which can usually be managed operationally rather than through physical upgrades to the network. There are no current concerns about future gas capacity in the area, and no comments were raised regarding mapped infrastructure constraints.

Major commercial connections may necessitate specific reinforcement works and agreements to guarantee supply. Lead times for reinforcement are typically 12–18 months from the receipt of a connection request, although this can vary depending on location, easements, and landowner cooperation. General reinforcement is rare, with specific reinforcement usually limited to pipe laying within the network.

Cadent emphasised that the network cannot be proactively reinforced; upgrades are only initiated following formal connection requests. The impact of larger commercial connections should be considered in future planning, and Cadent will confirm any major gas connections or reinforcement works planned in Basildon after a formal connection request has been submitted.

Further engagement would be required to understand the implications of a hydrogen transition on new developments within Basildon, including the East Coast Hydrogen Project. Cadent also noted that there has been a reduction in gas demand and a trend towards electrification in new developments.

2.4 Education

2.4.1 School transport

2.4.1.1 Existing plans, strategies and Local Plan evidence

Essex County Council – Education Transport Policy[85]

This document and webpage[86] set out the eligibility criteria for a child to qualify for school transport.

Essex County Council – Essex Developers' Guide to Infrastructure Contributions (2025)[87]

This document outlines the scope and range of contributions towards infrastructure which ECC may seek from developers and landowners in order to mitigate the impact of development.

2.4.1.2 Existing infrastructure, current needs and potential future needs

Essex County Council – Education Transport Policy[88]

ECC has a statutory duty to make arrangements to provide free home to school transport for some children of compulsory school age and discretion whether to provide transport for others. This document sets out ECC's Home to School Transport Policy and describes how the Council fulfils its duties and exercises its discretionary powers as required under the Education Act 1996 and subsequent legislation. ECC is required to provide transport to those eligible under the law and this policy, to children and families resident within the administrative area of ECC.

It specifies the different levels of provision ECC is required to supply for students at different school pages.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[89]

This document outlines that the Education Act 1996, as amended by Part 6 of the Education and Inspections Act 2006, places a duty on Local Authorities to make suitable travel arrangements free of charge for eligible children as they consider necessary to facilitate their attendance at school. Walking distance is defined by S 444(5) of the Education Act 2006 at two miles for those aged under eight and three miles for those over eight years old.[90]

These distances are measured by the shortest available walking route. An 'available route' is one which a child, accompanied as necessary, may walk with reasonable safety to school. In excess of these distances ECC has to fund 'free' school transport. Where development is proposed in locations that may require ECC to provide school transport, developer contributions are sought to fund provision for a minimum of seven years for primary and five years for secondary pupils.

The average cost of transporting a primary school child to school is £19.98 per day for a return trip. The corresponding cost for secondary school transport is £6.26. Both these figures are based on April 2023 costings. This costing difference can be explained by the fact that Secondary school children are transported to a fewer number of school sites. The calculation of school transport contributions is based on 190 days per year over seven years

[85] https://www.essex.gov.uk/sites/default/files/2025-02/Education%20Transport%20Policy%20-%20Essex%20County%20Council.pdf

[86] https://www.essex.gov.uk/schools-and-learning/schools/school-transport

[87] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

[88] https://www.essex.gov.uk/sites/default/files/2025-02/Education%20Transport%20Policy%20-%20Essex%20County%20Council.pdf

[89] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

[90] https://www.legislation.gov.uk/ukpga/1996/56/section/444

for primary school children, and 190 days per year over five years for secondary school children.

ECC has statutory duties to promote the use of sustainable methods of transport for all education and training related journeys, from pre-school age to post 16 students. Under the Education and Inspections Act 2006 authorities are encouraged to develop Travel Plans with schools.

ECC will use its highways, transport and schools expertise to examine the provision of safe walking and cycling routes from new housing to education and other community facilities. Safe direct routes that encourage parents and children to walk and cycle to school will be required on all new developments. Financial contributions may also be required for off-site works. Such contributions may also be appropriate from smaller developments.

Highway contributions to establish a safe walking route will be considered before seeking a school transport contribution.

Contributions required by service area

Service area	Trigger for contribution[91]	Expected contribution
5.3 School Transport	20 dwellings +	Primary - £19.88 x 190 days x 7 years = £26,440.40 per pupil. Secondary - £6.26 x 190 days x 5 years = £5,947 per pupil. Index: PUBSEC

[91] Maisonettes, single storey bungalows and trailers/caravans are treated as flats whilst one-bedroom units and dwellings such as student and elderly accommodation, are excluded from the calculation.

2.4.2 School transport – engagement findings

2.4.2.1 Overview

There were no major findings regarding school transport from the engagement.

2.4.2.2 Existing provision and capacity

There were no major findings regarding existing provision and capacity for school transport from the engagement.

2.4.2.3 Future infrastructure required to support growth

There were no major findings regarding future infrastructure required to support growth for school transport from the engagement. Developers should follow ECC developer contributions guidance set out in providing contributions towards school transport in Basildon Borough.

2.4.3 Early Years and Childcare

2.4.3.1 Existing plans, strategies and Local Plan evidence

Essex County Council – Essex Childcare Sufficiency Assessment Summary (2022)[92]

This assessment analyses local demographics, demand, supply and quality of childcare available across the 12 lower tier authorities within ECC.

[92] https://www.essex.gov.uk/sites/default/files/2023-08/Childcare%20Sufficiency%20Assessment%20-%20Summer%202022.pdf

Essex County Council – Essex Childcare Sufficiency Assessment Summary (Summer 2023)[93]

This assessment analyses local demographics, demand, supply and quality of childcare available across the 12 lower tier authorities within ECC but is slightly more up to date in terms of its baseline data.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)[94]

ECC provided a consultation response to the BBC emerging Local Plan as part of the Regulation 18 consultation published in November 2024. ECC provided commentary on the early years and childcare education considerations required to accommodate a growth figure of 26,909 new homes.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[95]

This document outlines the scope and range of contributions towards infrastructure which ECC may seek from developers and landowners in order to mitigate the impact of development.

BBC Infrastructure Delivery Plan (IDP) (2022)[96]

The previous BBC IDP sets out the context for early years and childcare infrastructure, existing provision and details on ways to deliver the growth allocated in the Local Plan.

2.4.3.2 Existing infrastructure, current needs and potential future needs

Essex County Council – Essex Childcare Sufficiency Assessment Summary (2022)[97]

ECC have a legal duty to assess and report on the sufficiency of childcare in the county.[98] This report reflects the data that has been submitted by childcare providers across Essex and relates to the available childcare places during the summer term 2022. An overall Essex position is presented, followed by summary information for each lower tier authority within Essex.

Entitlement to funded childcare places:

The report outlines that some children are entitled to childcare places, funded by the Government. These entitlements are for 38 weeks per year or 570 hours stretched across all 52 weeks of the year.

- Children aged 2 whose families receive certain benefits (including low-income families in receipt of in-work benefits), or those who meet additional non-economic criteria, are entitled to up 15 hours per week. Nationally, about 40% of two-year-olds are entitled to this offer. In Essex in 2022, around 21% of two-year-olds were entitled to this offer.
- All children aged 3 and 4 are entitled to up to 15 hours per week until they start reception class in school.
- Children aged 3 and 4 where both parents are working, or from lone parent families where that parent is working, are entitled to up to an

[93] https://app.powerbi.com/view?r=eyJrIjoiOThkNzFkNGUtZDYyMS00NmNlLWIwMGItNjM0N2Q0Yzc3ZTU4IiwidCI6ImE4YjQzMjRmLTE1NWMtNDIxNS1hMGYxLTdlZDhjYzlhOTkyZiIsImMiOjh9&pageName=da7263f50a4f59d52aab

[94] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

[95] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

[96] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

[97] https://www.essex.gov.uk/sites/default/files/2023-08/Childcare%20Sufficiency%20Assessment%20-%20Summer%202022.pdf

[98] https://data.essex.gov.uk/dataset/vdwlm/essex-childcare-sufficiency-assessment-2023

additional 15 hours (30 hours) per week until they start reception class in school. This funding began in September 2017.

This document provides a summary of the following topics for BBC:

- Demand based on school aged population;
- Deprivation;
- Unemployment;
- Funded Early Education Entitlement for two year olds and three and four year olds;
- Providers;
- Ofsted results for providers;
- Capacity; and
- Wrap around care.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

ECC noted that additional Local Plan evidence is required to inform the next iteration of the local plan to understand ECC's infrastructure and service requirements.

Regarding Policy SG1 Growth Needs, ECC stated it was too early for ECC to provide detailed comments on education requirements.[99]

Based on the planned growth of 26,909 new homes in Policy SG1, ECC provided initial high level observations on early years and childcare provision. ECC stated there is the need for a maximum additional 3,240 new childcare places and the equivalent of 58 56-place early years and childcare facilities. This takes into account national changes to early years and childcare provision and requirements from April 2024.

ECC also stated they support the provision of community facilities as part of the Basildon Town Centre Regeneration (Policy R1), however, this should explicitly include reference to the provision for, and access to, early years and childcare as necessary supporting infrastructure and have regard to ECC's requirements as set out in the ECC Developers' Guide to Infrastructure Contributions.[100]

ECC's recommended policy / actions included:[101]

- To engage ECC to undertake a full education scenario testing as set out in the ECC Local and Neighbourhood Planners Guide to School Organisation and the ECC Developers' Guide to Infrastructure Contributions. This might need to have regard to growth in neighbouring authorities, subject to locations.
- That the requirements on any large-scale developments have regard to ECC's Garden Communities Guide to School Place Organisation. This will inform the early years and childcare, primary, secondary and Special Educational Needs and Disabilities (SEND) provision requirements.
- The need to recognise land required for infrastructure in site capacity calculations and allocate specific areas as F1(a) use class for new schools, including SEND schools and co-location with early years and childcare nurseries, and standalone early years and childcare nurseries as E(f) to establish viable land values.

ECC also suggested that BBC explore a mechanisms with ECC to agree an approach to enable contributions to be sought from smaller developments, such as the plotlands, so contributions could be potentially pooled for use in the most effective way to mitigate the impact on education capacity.[102]

[99] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 20.

[100] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 21

[101] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 20

[102] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 50

- ECC also indicated the education requirements for proposed allocated sites.[103]

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[104]

Early Years and Childcare settings in Essex provide a service to approximately 84,500 children aged 5 years and under (based on GP registration data) and approximately 46,000 families (based on child benefit data). The County Council has statutory duties that must be met regarding Free Early Education Entitlement (FEEE) and childcare as detailed above in the 'Essex County Council – Essex Childcare Sufficiency Assessment Summary (2022)' summary.

The report also mentions covers FEEE and childcare for working families with children up to 14 years old (18 with special education needs and/ or disability) including full day care, pre-schools, child minders, school run early years provision (2- to 5-year-olds), and 'wrap around care' (Breakfast, After school and Holiday clubs). This provision, working in partnership with the Private, Voluntary and Independent (PVI) sectors, enables a wide range of childcare options.

Preschool settings offer early learning and childcare places for children between the ages of 2 and statutory school age. These settings are able to offer FEEE to eligible 2-year-olds as well as all 3- and 4-year-olds.

Day nurseries offer early learning and childcare places for children from 0 to 5 years old. These settings are used by working parents for childcare purposes, but they can also offer FEEE for eligible children and the extended 30-hour offer, as well as offering additional services for which parents pay.

ECC has a statutory duty to ensure there is high quality and accessible sufficient childcare for parents and carers. This duty covers 0- to 14-year-olds (18 years for children with SEND). Childcare can take place in preschools; day nurseries; childminders; and out of school provision, such as holiday clubs and after school clubs, depending on the age of the child. It can therefore take place in school or community buildings. Where a new development has generated the need for increased numbers of childcare places, new schools could be designed to be able to offer early learning and childcare places to all children (aged from birth to 5 upwards).

How the need for additional provision is assessed

All residential developments of 20 or more dwellings will be assessed to see if a developer contribution towards additional Early Years and Childcare is necessary. Applications for smaller developments will be exempt unless their co-location with other sites necessitates a holistic look at their cumulative impact.

The Early Years and Childcare Service will only require developer contributions where there is a current or forecast lack of capacity in the immediate area of the proposed development.

Calculating the demand from new housing development

For Early Years and Childcare contribution purposes, houses are all dwellings with two or more floors (including chalet style bungalows with an attic room), and with sole access to private outdoor space. Maisonettes, single storey bungalows and trailers/caravans are treated as flats whilst one-bedroom units and dwellings such as student and elderly accommodation, are excluded from the calculation.

ECC estimates that the child yield from qualifying houses is 0.09 per dwelling, with qualifying flats yielding 0.045 per dwelling.

Types and use of contributions

Financial contributions sought will be used to extend existing facilities wherever possible or provide a new facility.

[103] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 74

[104] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

Development proposals greater than 250 dwellings are most likely to trigger the need for a new facility. Therefore, a land contribution for a new facility will be sought, either co-located with a new primary school or as a stand-alone facility.

The Department for Education and Education and Skills Funding Agency guidance that advise for the co-location of primary and nursery provision and for establishing two form entry primary schools for financial viability, respectively. Therefore, ECC usually request a minimum of 2.234 hectares when considering a new primary school even though a new standard 56 place day nursery would require 0.13 hectares.

56 place setting	56 place setting and 2 FE Primary school
0.13ha	2.234ha

Table 7 Early Years Facility Land Requirement

Any new early years and childcare facility could be built by ECC, a developer or one or more early years and childcare providers.

Where the development in question also triggers the need for other community facilities it is often appropriate to co-locate Early Years and Childcare facilities.

In some circumstances, subject to procurement and competition rules, it may be appropriate for the developer to provide buildings in lieu of a financial contribution.

Contributions costs

The cost of each project and, thereby, any appropriate developer contribution must be considered on a case-by-case basis. By way of guidance, the provision of new, standalone facilities will cost around £23,865 per child place whilst expansion projects will cost £19,989 (Q1 2024).

BBC Infrastructure Delivery Plan (IDP) (2022)[105]

This document contains the early years and childcare infrastructure improvements required to support site allocations in the previous Local Plan. The site references are from the withdrawn Local Plan and do not represent the current site allocations:

Settlement Area and Ward	Site reference	Early years and childcare infrastructure requirements
Billericay		
Billericay East Ward	H16	Contributions towards the expansion of existing facilities
	H19	Contributions towards the expansion of existing facilities
Burstead Ward	H17	2 new facilities proposed to be located on Site H17 as follows: • A 56 place early years and childcare facility to be co-located with the new primary school (2.1ha in total) • A standalone 56 place 0.13ha early years and childcare facility
	H18	Contributions towards the expansion of existing facilities
	H20	Contributions towards the expansion of existing facilities

[105] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

	H21b	Contributions towards the expansion of existing facilities
Basildon		
Crouch Ward	H9	Contributions towards the expansion of existing facilities
	H10	A standalone 30 place, 0.069ha early years and childcare facility within site H10
	H22	Contributions towards the expansion of existing facilities
	SD3b	Contributions towards the expansion of existing facilities
Fryerns Ward	H5	• A 30 place 0.069ha early years and childcare facility to be co-located with the new primary school within site H5
Laindon Park Ward	H8	Contributions towards the expansion of existing facilities
Langdon Hills	H6	Contributions towards the expansion of existing facilities (in accordance with the planning approval and associated S106)
Nethermayne Ward	H7	• A standalone 30 place 0.069ha early years and childcare facility within site H7
Pitsea South East Ward	H11	A 30 place 0.069ha early years and childcare facility to be co-located with the new school within site H11
	SD3a	A 56 place early years and childcare facility to be co-located with the new primary school (a combined total of 2.1ha)
St Martins Ward	R2	• A standalone 56 place 0.13ha early years and childcare facility
(Basildon Town Centre)		• A standalone 30 place 0.069ha early years and childcare facility • Contributions for the equivalent of a further 30 place standalone 0.069ha early years and childcare facility
Wickford		
Wickford Castledon Ward	H15	Contributions towards the expansion of existing facilities
Wickford North Ward	H13	Contributions towards the expansion of existing facilities
	H14	Contributions towards the expansion of existing facilities
Wickford Park Ward	H12	A 56 place early years and childcare facility with land co-located with the new primary school (2.1ha in total) within site H12
Wickford Castledon Ward and Wickford Park Ward (Wickford Town Centre)	R5	Contributions towards the expansion of existing facilities

Table 8: Early years and childcare infrastructure improvements required to support site allocations in the previous withdrawn Local Plan

2.4.4 Early years and Childcare – engagement findings

2.4.4.1 Overview

Engagement with ECC Early Years team took place on 25 September 2025. The meeting confirmed ECC's position on provision requirements arising

from Basildon's growth and clarified delivery expectations for the emerging Local Plan and IDP. ECC also provided a detailed scenario test (August 2025) to quantify provision needs across the borough based on 20,289 qualifying dwellings.

2.4.4.2 Existing provision and capacity

ECC assess early years sufficiency at ward level. Development is proposed across all 14 wards, and 10 of these will require new land and/or financial contributions for EYCC provision. ECC's latest sufficiency data shows vacancies across most wards (ranging from 2 to 121 places), but these figures represent a snapshot and are already being eroded by increased demand following national childcare reforms.

ECC emphasised that:

- Vacancies cannot be treated as spare capacity due to rising take-up from working families.
- Provision types vary and not all vacancies meet full-day or wraparound care needs.
- Wickford North and Wickford Park already show pressure, consistent with IDP baseline findings.
- Cross-boundary pressures may arise in edge locations (e.g. Wickford and Billericay) and must be addressed through Duty to Cooperate engagement.

ECC stressed that to ensure viability and delivery, new EYCC provision must be supported by allocated land and Section 106 contributions. All sites requiring EYCC delivery will need to meet the ECC Education Site Suitability Checklist.

2.4.5 Future infrastructure required to support growth

ECC confirmed that Basildon's growth will generate a need for approximately 2,209 new EYCC places over the plan period.

Provision must be secured through a mix of:

- New nurseries (Use Class F1(a) – Education), preferably co-located with new primary schools.
- Expansion of existing EYCC providers, funded through pooled developer contributions.
- Plan-led distribution of provision to avoid fragmented delivery across multiple sites.

Key delivery expectations include:

- Standard facility size increased to 72-place settings (previously 56), reflected in the 2025 ECC Developers' Guide.
- Strategic development locations must allocate land specifically for EYCC, not shared with community centres.
- All provision must be ground floor with dedicated outdoor space.
- Cross-boundary impacts must be addressed jointly with neighbouring authorities where development catchments overlap.

Essex County Council – Basildon Borough Housing Scenario Test – Early Years and Childcare (Regulation 18 Plan) August 2025

This has been carried out in accordance with the updated draft ECC's Developers' Guide to Infrastructure Contributions (April 2025), to be published in September 2025.

The 20,2890 qualifying units will generate need to plan for around 2,209 EYCC qualifying places within the plan period. Note, this does not account for windfall development.

Funded Early Education Entitlement (FEEE) includes:

- FEEE1W and FEEE2W– For eligible working families, from the term after the child turns 9 months. Offers up to 30 hours/week for 38 weeks (or 1140 hours/year if stretched).

- FEEE2 – For families receiving government financial support, from the term after the child turns 2. Offers up to 15 hours/week for 38 weeks (or 570 hours/year if stretched).
- Universal FEEE for 3–4-year-olds – From the term after the child turns 3, all families can access 15 hours/week for 38 weeks (or 570 hours/year if stretched).
- Extended FEEE for 3–4-year-olds – For eligible working families, from the term after the child turns 3 until school age. Offers an additional 15 hours/week for 38 weeks (or 570 hours/year if stretched).

Early Years and Childcare provision includes full day care, pre-schools, childminders, school run nursery class, and 'wrap around care' (Breakfast, After school and Holiday clubs).

Assessment

	Qualifying House	Qualifying Flat
Child Yield Factor	0.12	0.06

In practice, ECC does not seek a developer contribution to those sites of less than 20 dwellings unless their co-location with other sites necessitates a holistic look at their cumulative impact. The latter has been assumed for this assessment.

Where demand is of such a scale, a new facility will be sought, either co-located with a new primary school or as a stand-alone facility along with the land.

Scenario test results

The qualifying houses and flats generate the demand for around 2,209 additional early years and childcare places.

The demand is generally generated by the site allocations themselves, but in some circumstances a new nursery will serve the demand generated by proposed cumulative demand in the locality.

Whilst there may be a surplus in some early years and childcare places there is a lack of viable land available for the delivery of EYCC provision across the borough. This will be exacerbated by further Childcare Reforms.

Current providers seeking to establish EYCC provision are facing pressures related to finding any available, suitable premises to start up their new setting, or expansion on existing provision is not an option. ECC will therefore be seeking land to create new EYCC provision, where possible, in addition to developer contributions from sites to potentially enable the expansion of existing provision.

Sensitivity assessment

The outcomes are outlined below, based on demand per ward.

Ward	Outcomes
Billericay East Ward	The potential development of 19 homes within the ward, across 5 separate sites would generate the need for some 2 places. There are presently 8 providers with 61 vacancies. Therefore we would not seek any EYCC provision within these developments.
Billericay West Ward	The potential development of 253 homes within the ward, across 2 separate sites would generate the need for some 24 places. There are presently 13 providers with 55 vacancies. Therefore we would not seek any EYCC provision within these developments.
Burstead Ward	The potential development of 8,857 homes within the ward, across 14 separate sites would generate the need for some 829 places. There are presently 20 providers with 121 vacancies, and we require an additional 708 places to be planned for.

	Therefore we would request seven x 72 EYCC provision (land and contributions) to be co-located with a primary where this has been requested, and four x56 place EYCC provision (land and contributions) and contributions for the remaining places generated from the developments to contribute to the above and allow local providers to expand. ECC make the following observations for consideration on the spatial distribution: **Site H1 South East Billericay** generates the need for 246 places on its own right and suggest 3 x 72 place provision (land and contributions). The Education Assessment identifies a need for a new primary school on its own due to the scale of the development, this should be co-located with a 72 place EYCC provision (land and contributions), with a further two x 72 place standalone early year and childcare provision (land and contributions). **Site H3 Land South of Great Burstead** generates the need for 39 places and suggest it should be considered to provide 56 place provision (land and contributions). **Site H4 Land West of Laindon Road Billericay** generates the need for 70 places and should be considered to provide on 56 place provision (land and contributions). **Site H6 Land South of London Road Billericay** generates the need for 271 places on its own right, and suggest 3 x 72 place provision (land and contributions) and 1 x 56 place provision (land and contributions). The Education Assessment identifies a need for a new primary school on its own due to the scale of the development, this should be co-located with a 72 place EYCC provision (land and contributions), a further two 72 place standalone early year and childcare provision (land and contributions) and a further 56 place standalone early years and childcare provision (land and contributions). **Site H7 Land North of London Road, Billericay** generates the need for 45 places and should be considered to provide one x 56 place standalone early year and childcare provision (land and contributions). **Site H12 Land adjacent to Dunton Road** generates the need for 133 places, and should be considered to provide one x 72 place provision and one x 56 place provision (land and contributions). The Education assessment for the planning group Primary Group D (West) has identified a need for 1 new primary schools land for 3.09ha (equivalent to 3fe) with commensurate EYCC provision, with the location non defined other than Noak Bridge / Steepleview. Any primary school located in H12 should be co-located with 72 place nursery (if not then standalone provision), and a further one x 56 place standalone early years and childcare provision (land and contributions).
Castledon & Couch Ward	The potential development of 2,115 homes within the ward, across 12 separate sites would generate the need for some 282 places. There is presently 5 providers with 2 vacancies. Therefore, we request one x 72 place and three x 56 place EYCC provision (land and contributions) and this should be co-located with a Primary School where this has been requested. The Education assessment for the planning group Primary Group D (West) has identified a need for 1 new primary school land for 3.09ha (equivalent to 3fe) with commensurate EYCC provision, with the location non defined other than Noak Bridge/ Steepleview.

	Any new primary school located in within the Vicinity of Noak Bridge within the Castledon Ward should be co-located with 72 place nursery (land and contributions) It is noted that the following five sites generate the most places within the ward: H15 land adjacent to Nevendon Road (for 631) generates 59 places H20 land North of London Road (for 351)generates 33 places H21 land south of London road (for 659) generates 62 places H22 land North of Wast Road (for 584) generates 55 places H26 land south of Wash Road (for 400) generates 37 places, it is noted that there is a resolution to grant planning permission subject to S106 including provision for a 56 place standalone EYCC provision.
Fryerns Ward	The potential development of 981 homes within the ward, across 12 separate sites would generate the need for some 92 places. There is presently 19 providers with 93 vacancies, and we do not require an additional places to be planned for therefore no land for further provision is required. However ECC would note the following caveat that H25 (Gardiners Lane South) is the largest development for 700 homes generating 66 places. If BBC propose to increase growth within this ward and/or Basildon Town Centre (St Martins ward), then recommend that the requirement here is reviewed, as there may be a need to secure a 56 place provision (standalone and contributions) as a precautionary approach and would welcome a discussion.
Laindon Park Ward	The potential development of 1483 homes within the ward, across 10 separate sites would generate the need for some 139 places. There is presently 19 providers with 83 vacancies, and we require an additional 56 places to be planned for. Therefore we request one x 56 place EYCC standalone provision (land and contributions).
Langdon Hills Ward	The potential development of 174 homes within the ward, across 7 separate sites would generate the need for some 16 places. There is presently 16 providers with 17 vacancies. Therefore we would not seek any EYCC provision within these developments.
Lee Chappel North Ward	The potential development of 215 homes within the ward, across 8 separate sites would generate the need for some 20 places. There is presently 14 providers with 43 vacancies. Therefore we would not seek any EYCC provision within these developments.
Nethermayne Ward	The potential development of 632 homes within the ward, across 15 separate sites would generate the need for some 59 places. There are 14 providers with 41 vacancies and we require an additional 18 places to be planned for. Therefore we would request contributions towards the creation of these places to allow local providers to expand.
Pitsea North West Ward	The potential development of 123 homes within the ward, across 4 separate sites would generate the need for some 12 places. There is presently 15 providers with 47 vacancies. Therefore we would not seek any EYCC contributions or provision within these developments.
Pitsea South East Ward	The potential development of 4,129 homes within the ward, across 15 separate sites would generate the need for some 386 places. There is presently 18 providers with 103 vacancies and we require an additional 283 places to be planned for.

	Therefore in the Ward we would request three x 72EYCC provision (land and contributions) to be co-located with a primary where this has been requested, one x 56 place EYCC provision (land and contributions) and one x 30 place standalone EYCC provision (land and contributions) The Education Assessment identifies the need in East Basildon for "One 14.77ha education land allocation for a new primary and secondary or 'all-through' school with commensurate EY&C." In relation to primary school provision notes that "H8 will generate approaching 3fe of demand in its own right and, taken with the 'Plotland' (H23), a new school will likely be necessary." It is noted that: **Site H8** Land west of Bowers Gifford generates the need for 246 places, and should be considered to provide two x 72 place provision and one x 56 place provision (land and contributions) and one 30 place EYCC provision (land and contributions) and contributions towards the remaining places Any primary school located in H8 should be co-located with 72 place nursery, with the remaining provision to be a standalone. **Site H33** Land East of Bowers Gifford generates the need for 61 places and should be considered to provide one x 72 EYCC provision (land and contributions). Any primary school located in H33 should be co-located with commensurate nursery provision (with land and contributions). H23 generates the need for 47 places and should provide contributions towards the places generated from this development.
St Martin's Ward	The potential development of 739 homes within the ward, across 14 separate sites would generate the need for some 69 places. There is presently 18 providers with 42 vacancies and we require an additional 27 places to be planned for. It is noted that site SS0759 will generate 47 places in its own right, and given unknown windfall provision and BBC's own overall ambitions for the Town Centre, recommend provision of a 30 place setting (land and contributions) on ground floor with access to outside space should be considered as a precautionary approach. Any increase in growth in the ward will need to be reviewed with Fryern Ward in relation to H25 Gardiners Lane South, as set out above.
Wickford North ward	The potential development of 1,076 homes within the ward, across 3 separate sites would generate the need for some 101 places. There is presently 14 providers with 33 vacancies and we require an additional 68 places to be planned for. Therefore we would require one x 56 EYCC provision (land and contributions) to be co-located with a Primary if requested and contributions for the remaining places to allow local provider to expand.
Wickford Park ward	The potential development of 1894 homes within the ward, across 11 separate sites would generate the need for some 177 places. There is presently 12 providers with 37 vacancies and we require an additional 140 places to be planned for. Therefore we would require one x 72 EYCC provision (land and contributions) to be co-located with a Primary if requested and one x 56 place provision (land and contributions) to be co-located with a primary school if requested and contributions for the remaining places to allow local providers to expand.

It is noted that:

- Site H16 (from 593 homes) Land West of Wick Country Park generates the need for 56 places and
- Site H17 (for 1202 homes) Land East of Wick Country Park generates the need for 113 places.

It is noted that the Education Assessment (Primary Group B Northeast (Wickford) seeks one 2.18ha education land allocation for a new primary school with commensurate EYCC. The commentary notes. Seek further discussion noting the quantum of EYCC places generated on H16 and H17 respectively

Table 9 Generated EYCC demand in Basildon by ward

ECC recommended Local plan site requirements and policy wording

Where land is required for the EYCC provision, the area of land required should be clearly stated and allocated as *"land for Use Class (E(f))"*, within the respective site allocation policy. This is necessary to secure the land for EYCC provision and at the correct land use value to enable EYCC to be viable and deliverable, and this should be factored into the supporting whole Plan Viability Report.

Any policy should refer to the following land requirements for the respective EYCC provision:

- A new 72 place stand-alone early years and childcare nurseries (Use Class E(f)) on 0.22 hectares of suitable land allocated for education and childcare use.
- Two new 72 place stand-alone early years and childcare nurseries (Use Class E(f)) each on 0.22 hectares of suitable land allocated for education and childcare use.
- A new 56 place stand-alone early years and childcare nursery (Use Class E(f)) on 0.18 hectares of suitable land allocated for education and childcare use.
- A new 30 place stand-alone early years and childcare nursery (Use Class E(f)) on 0.11 hectares of suitable land allocated for education and childcare use.

A developer contribution will be sought for any surplus places.

Developer contributions

A developer contribution will be sought to expand existing facilities, where feasible. All costings should be quoted as Indexed Linked, with the year and financial quarter stated.

The cost of each project and developer contributions is considered on a case-by-case basis. As a guide, the costs for provision are outlined below, based on the DfE Scorecard, first Quarter 2025:

- New stand-alone facilities: £24,416 per child place
- Expansion projects: £20,450.

ECC would further welcome consideration be given to any opportunities to provide additional provision through any redevelopment/regeneration of clusters/sites. This is further necessary given that some places will be generated through as yet undefined windfall development, and it will not be possible to determine its impact given the lack of any spatial distribution.

Further assessment will be undertaken to support individual planning applications once the detailed housing mix has been determined by the developer.

Any new provision should not be shared use, be based on the ground floor and have suitable access to its own outdoor area.

ECC will need to closely monitor capacity given the implications arising from the new access to childcare, as its full implications are not yet fully known.

Any site required to provide a new early years and childcare nursery will be expected to provide the 'land' and a proportionate financial contribution based on the ECC Developers' Guide.

2.4.6 Primary

2.4.6.1 Existing plans, strategies and Local Plan evidence

Essex County Council – 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025)[106]

The 10 Year Plan sets out demand, the future pipeline to meet demand and the options to address long-term demand for school places in Essex.

The Essex County Council Local and Neighbourhood Planners' Guidance to School Organisation and Place Planning (2025)[107]

This Guide explains how ECC's School Organisation & Place Planning team can assist Local Planning Authorities (LPAs) in the preparation of Local and Neighbourhood Plans to ensure sufficient school places are provided to meet the need arising from new development over the Plan period.

Essex School Organisation Service – Garden Communities and Planning School Places (2022)[108]

This report outlines how schools can be planned for in garden communities.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

ECC provided a consultation response to the BBC emerging Local Plan as part of Regulation 18 consultation published in November 2024. ECC provided commentary on the primary school education considerations required to accommodate the proposed growth.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[109]

This document outlines the scope and range of contributions towards infrastructure which ECC may seek from developers and landowners in order to mitigate the impact of development.

BBC Infrastructure Delivery Plan (IDP) (2022)[110]

The previous BBC IDP sets out the context for primary schools, existing provision, infrastructure needs and details surrounding ways to deliver the growth allocated in the Local Plan.

2.4.6.2 Existing infrastructure, current needs and potential future needs

Essex County Council – 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025)

The purpose of the 10 Year Plan is to set out:

- The demand for mainstream school places in the next 10 years (from academic year 2025/26 to academic year 2034/35) for each of the pupil place planning areas;
- Solutions already in the pipeline that will meet the forecast demand for school;

[106] https://www.essex.gov.uk/sites/default/files/2025-02/10%20Year%20Plan%202025%20to%202034%20-%20January%202025.pdf

[107] https://www.essex.gov.uk/sites/default/files/2025-02/Essex%20County%20Council%20%20Local%20and%20Neighbourhood%20Planners%E2%80%99%20Guide%20to%20School%20Organisation%202025.pdf

[108] https://www.essex.gov.uk/sites/default/files/migration_data/files/assets.ctfassets.net/knkzaf64jx5x/7iszxZwkA9GUxU0MDMm5vM/6b2d38458f0270eb03b631a21932f283/Garden-Communities-and-Planning-School-Places-Guide.pdf

[109] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

[110] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

- Potential options to address medium to long term forecast demand for school places; and
- The context in which the School Organisation & Place Planning Service operates to ensure there are sufficient school places.

For the purposes of planning school places, ECC organises schools by quadrants, districts and planning groups. Basildon Borough falls within the South quadrant.

Planning groups are groups of schools wherein a sufficiency of places across the group will generally ensure every child can access a local school place even if some schools are oversubscribed.

ECC uses a mixture of funding sources to finance additional school places. Funding sources available include the Basic Need grant from central government, Section 106 and Community Infrastructure Levy (CIL) contributions from developers, Free School funding from the Education and Skills Funding Agency (ESFA) and contributions from schools. New school places must be funded through these means as ECC has no other grants or funds dedicated to providing school places.[111]

ECC's Capital Programme, which includes the planned spending on education infrastructure, is published annually.

When the number of pupils generated by new housing is greater than the surplus capacity in permanent accommodation in schools, a contribution can be sought from the developer via a Section 106 agreement. This contribution can be in the form of additional land and/or a financial contribution for new accommodation. Local planning authorities decide whether to support such requests and they have a duty to balance all the requests made by infrastructure providers against the viability of the development.[112]

CIL allows a local planning authority to introduce a fixed charge on development to fund infrastructure that is not being delivered through Section 106 funds. BBC have not adopted a CIL.[113]

The report outlines school place forecasts for reception for primary school planning groups in Basildon.

It also outlines the pipeline for future school expansion projects for each school planning group in Basildon, as follows:

Planning group	School	Year	Description	Places	Further details
C. Town west (Laindon)	Chapel Hill Primary	As required	1 form entry expansion utilising the full extent of accommodation	30/0	Delivered as S106 obligation on allocation H24 – Land North of Dry Street.
D. Town Centre	-	-	-	-	A S106 agreement providing land for education use at Gardiners Lane had been signed. Consent has subsequently expired. Land could potentially be used in future

[111] Essex County Council, 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025), pg 4.

[112] Essex County Council, 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025), pg 8.

[113] Essex County Council, 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025).

	for a primary school if required to meet long-term demand.

Table 10 Pipeline for future school expansion projects for each school planning group in Basildon

The Essex County Council Local and Neighbourhood Planners' Guidance to School Organisation and Place Planning (2025)

This report states that during the drafting of development plans, the LPA needs to consider the availability of school places and, where there is insufficient capacity, the feasibility and viability of expanding provision or constructing new schools.

This document contains formulae for forecasting the impact of growth on school places.

It also indicates the how school places can be considered during the Local Plan preparation process, including the development of IDPs.

Essex School Organisation Service – Garden Communities and Planning School Places (2022)

Sets out formulae used in pupil place planning to estimate the number of pupils from new homes and school sizes. It also explains the number of schools required, where they should be located, when they should be delivered and funding and other considerations for delivering schools.

Sets out formula used in pupil place planning to estimate the number of pupils from new homes and school sizes.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

This report states that growth could be in the range of around 11-20 new primary schools, depending on the level of planned growth, preferred strategy, sites and housing mix. The lower figure is informed by the spatial distribution presented by the potential site allocations in the Regulation 18 document.

ECC recommend the removal of school sites from the Green Belt in recognition of the potential need for school sites to expand in response to the level of proposed planned growth.

ECC's recommended policy / actions included:[114]

- To engage ECC to undertake a full education scenario testing as set out in the ECC Local and Neighbourhood Planners Guide to School Organisation and the ECC Developers' Guide to Infrastructure Contributions. This might need to have regard to growth in neighbouring authorities, subject to locations.
- That the requirements on any large-scale developments have regard to ECC's Garden Communities Guide to School Place Organisation. This will inform the early years and childcare, primary, secondary and SEND provision requirements.
- The need to recognise land required for infrastructure in site capacity calculations and allocate specific areas as F1(a) use class for new schools, including SEND schools and co-location with early years and childcare nurseries, and standalone early years and childcare nurseries as E(f) to establish viable land values.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[115]

[114] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 20

[115] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

When a Section 106 agreement secures land and funding for a new school, ECC typically procures the building and arranges leasehold transfer to the school provider.

How the need for additional school places is assessed

Developments of 20 or more dwellings are assessed for potential education contributions. If local schools can absorb the growth, no contribution is required. However, where pupil numbers are expected to rise, especially in areas with allocated housing sites, developers may be asked to contribute proportionally to expansion costs.

Schools should not operate at full capacity. A 5% surplus is recommended by the National Audit Office to allow for flexibility and parental choice. If a development generates more pupils than existing surplus capacity, ECC may require contributions for permanent expansion, which could include land transfer.

In cases where immediate provision is not feasible, ECC may seek additional contributions for temporary measures such as mobile classrooms or school transport, particularly in early development phases or where viability delays permanent facilities being brought forward.

Calculating the demand from new housing development

ECC estimates pupil yield based on the number and type of dwellings suitable for families. One-bedroom units, student housing and elderly accommodation are excluded. For contributions:

- Houses (two or more floors with private outdoor space): 0.3 primary pupils per dwelling.
- Flats (including bungalows, maisonettes, caravans): 0.15 primary pupils per dwelling.

Large developments may generate higher-than-expected demand due to demographic trends, requiring temporary accommodation for initial pupil "bulges."

Expanding existing provision

Where no new school is planned, contributions fund capital works to expand existing schools. If ECC commissions places via a free school or academy using S106 funds, the provider must enter a legal agreement outlining the works and number of places.

Thresholds for new schools

A development of number likely to be generated by approximately 1,400 new houses or a mixed development of approaching 2,000 dwellings would establish the required demand for a new two form entry primary school with 420 pupils.

For schools containing primary and secondary age groups, there is no exact growth threshold for establishing a new school and the following factors need to be considered:

- Local schools' expansion capacity
- Cumulative development impacts.
- Community needs and development viability
- Early-stage school viability
- Innovative models (e.g., all-through schools)
- Sustainable travel and active travel promotion.

ECC may request additional land to future-proof school sites for expansion.

The cost of additional school places

Costs are based on Department for Education (DfE) National Scorecard data:

- Primary school place: £19,989 (Q1 2024)
- Primary school extension: £23,865 per place

School site areas

The Primary School Land Requirements, based on Department for Education Building Bulletin BB103, are set out below.

Primary school land requirement (ages 4-11)	Pupils/places	Site area (hectares)
14 (2FE)	420	2.1

Table 11 Primary school land requirements

BBC Infrastructure Delivery Plan (IDP) (2022)[116]

This document contains the primary school infrastructure improvements required to support growth allocated in the previous Local Plan:[117]

Primary School Planning Group	Required additional infrastructure improvements to meet demand[118]
Group 1: Billericay	• 1fe expansion of existing primary school • New primary school, 2.1 ha site co-located with a new early years and childcare facility
Group 2: Wickford/Runwell	• 1fe expansion of existing primary school • New primary school, 2.1 ha site co-located with a new early years and childcare facility
Group 3: Basildon Central and West	• Expansion of existing primary schools • New primary school, 2.1 ha sites co-located with a new early years and childcare facility • New primary school, 2.1 ha site
Group 5: Basildon East	• New primary school, 2.1 ha site co-located with a new early years and childcare facility
Group 6: Crays Hill	• No additional infrastructure required

Table 12 Primary school infrastructure improvements required to support growth for previous withdrawn Local Plan

2.4.6.3 Standards to calculate future provision

The Essex County Council Local and Neighbourhood Planners' Guidance to School Organisation and Place Planning (2025)

This document contains formulae for forecasting the impact of growth on school places.

When forecasting pupil numbers, ECC works on the basis that 100 houses will on average generate demand for 30 mainstream primary state school places and 20 secondary school places (excluding sixth form). These estimates are halved for most flats and bungalows. Some dwelling types which are not expected to generate demand for school places, such as single bedroom properties, student accommodation and retirement homes, are excluded from such calculations. In summary, the demand forecast per dwelling is:

Age	House	Flat	Discounted Unit
Primary	0.3	0.15	0
Secondary	0.2	0.1	0.1

Table 13 Formulae for forecasting the impact of growth on school places

Figure 16 below shows the distribution of all social infrastructure, including schools across Basildon Borough.

[116] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

[117] BBC IDP, (2022), pg. 23.

[118] All education land provided must meet the criteria set out within the ECC Developers Guide 2020.

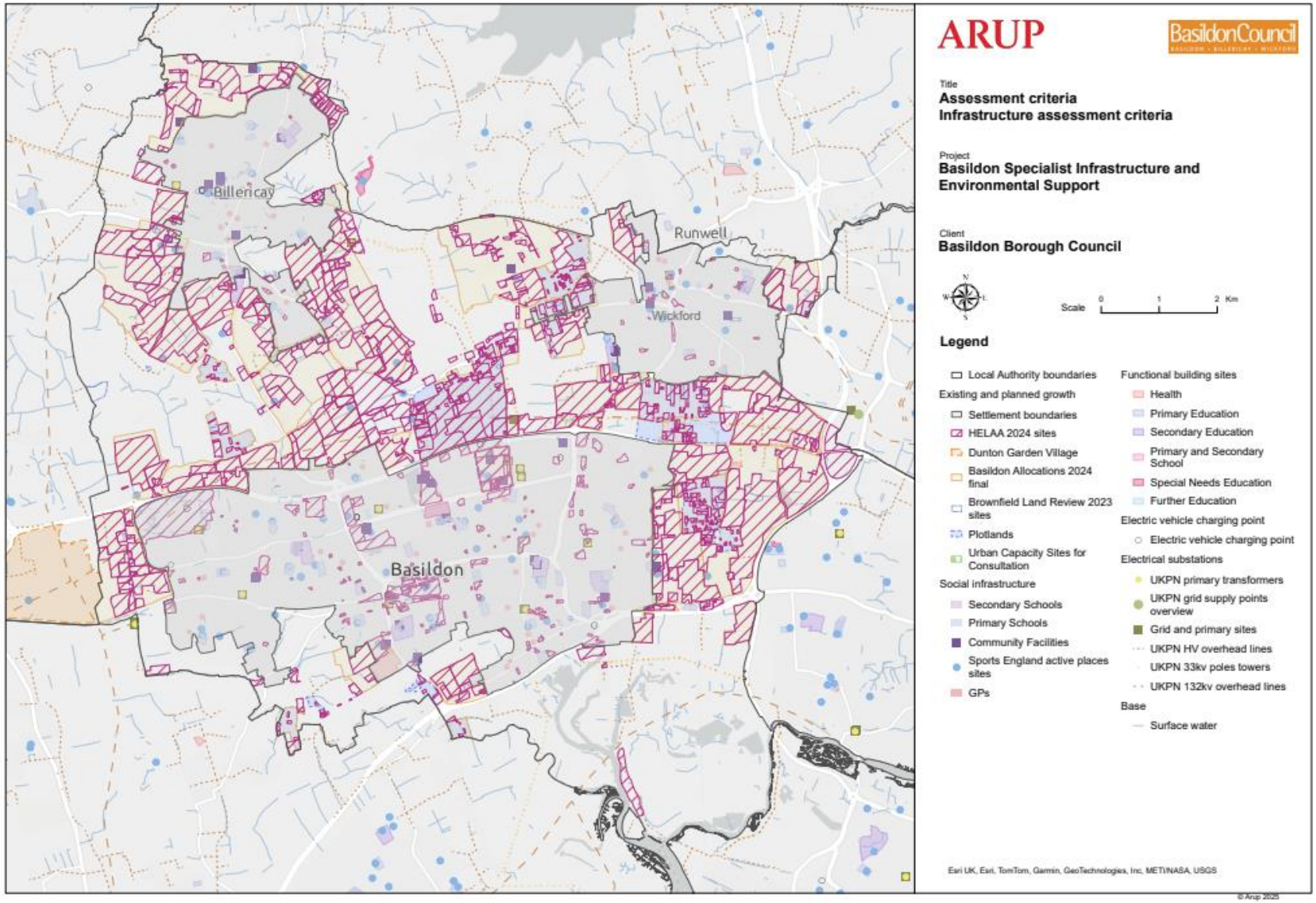


Figure 16 Map of social infrastructure – Basildon Borough

2.4.7 Primary – engagement findings

2.4.7.1 Overview

Engagement with ECC Education took place on 8 September 2025 to discuss primary school capacity and infrastructure needs arising from Basildon's Local Plan growth.

ECC also issued the Basildon Housing Scenario Test – Primary (August 2025), which confirms the level of additional primary provision required across the borough and identifies priority locations for new schools.

The discussion focused on delivery feasibility, site allocation requirements, and cross-boundary issues linked to growth

2.4.7.2 Existing provision and capacity

Primary capacity across Basildon is already constrained in areas expected to accommodate significant new housing.

ECC confirmed that growth of 27,332 homes would generate demand equivalent to 29.4 forms of entry (FE) in total. Existing expansion opportunities are limited and unevenly distributed:

- Billericay: Expansion potential exists at Quilters, Sunnymede and possibly St Peter's RC, but even with these, ECC forecasts a deficit of 3.6–6.5FE. Two new primary school sites are required, each capable of up to 3FE.
- Wickford: ECC confirmed one new 2FE school is required to serve growth south of the railway near East of Wick Country Park (H17). Existing schools provide limited expansion capacity, and active travel routes will be essential to manage impacts on the road network.
- Laindon/Noak Bridge: One new 3FE school site is needed to support growth north of the A127, as expansion options are limited.
- Bowers Gifford / East Basildon: Growth from Land West of Bowers Gifford (H8) and surrounding allocations will require a new school alongside expansions.
- Basildon Town Centre & East: Some capacity can be met through smaller expansions but dependent on securing travel safety improvements.

ECC emphasised that capacity cannot be considered available unless safe walking and cycling routes exist. This will be a policy requirement linked to school allocations.

2.4.7.3 Future infrastructure required to support growth

ECC confirmed that four new primary school sites must be allocated as a minimum in the Local Plan in the ECC Scenario Test 2025:

Location	Education Allocation Requirement
Billericay	Two 3.09ha sites (Primary)
Wickford	One 2.18ha site (Primary)
Noak Bridge / Steeple View	One 3.09ha site (Primary)
East Basildon	Potential all-through site

Table 14 Generated Primary School requirements

Further key infrastructure delivery requirements were also highlighted:

- Education land must be formally allocated for Use Class F1(a) and secured at education land value, not residential value.
- All school sites must meet ECC's Education Site Suitability Checklist and pass land compliance reviews before planning.
- Phasing must align with occupation rates to avoid severe early deficits.
- Developer contributions via Section 106 will fund both land and delivery, with potential pooled contributions for multi-phase growth.
- ECC warned that cross-boundary demand must be addressed through Duty to Cooperate discussions, particularly around Wickford, where growth at Dollymans Farm in Rochford could impact Basildon's

primary planning area. Dollymans Farm is subject to additional work Arup is undertaking on behalf of BBC.

2.4.8 Secondary

2.4.8.1 Existing plans, strategies and Local Plan evidence

Essex County Council – 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025)
The 10 Year Plan sets out demand, the future pipeline to meet demand and the options to address long-term demand for school places in Essex.

The Essex County Council Local and Neighbourhood Planners' Guidance to School Organisation and Place Planning (2025)
This Guide explains how ECC's School Organisation & Place Planning team can assist LPAs in the preparation of Local and Neighbourhood Plans to ensure sufficient school places are provided to meet the need arising from new development over the Plan period.

Essex School Organisation Service – Garden Communities and Planning School Places (2022)
This report outlines how schools can be planned for in garden communities.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

ECC provided a consultation response to the BBC emerging Local Plan as part of the Regulation 18 consultation published in November 2024. ECC provided commentary on the secondary school education considerations required to accommodate this level of growth.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[119]

This document outlines the scope and range of contributions towards infrastructure which ECC may seek from developers and landowners in order to mitigate the impact of development.

BBC Infrastructure Delivery Plan (IDP) (2022)[120]

The previous BBC IDP sets out the context for secondary schools, their existing provision, infrastructure needs and details surrounding ways to deliver the growth allocated in the Local Plan.

2.4.8.2 Existing infrastructure, current needs and potential future needs

Essex County Council – 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025)
The purpose of the 10 Year Plan is to set out:

- The demand for mainstream school places in the next 10 years (from academic year 2025/26 to academic year 2034/35) for each of the pupil place planning areas;
- Solutions already in the pipeline that will meet the forecast demand for school;
- Potential options to address medium to long term forecast demand for school places; and
- The context in which the School Organisation & Place Planning Service operates to ensure there are sufficient school places.

[119] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

[120] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

For the purposes of planning school places, ECC organises schools by quadrants, districts and planning groups. Basildon Borough falls within the South quadrant.

Planning groups are groups of schools wherein a sufficiency of places across the group will generally ensure every child can access a local school place even if some schools are oversubscribed.

ECC uses a mixture of funding sources to finance additional school places. Funding sources available include the Basic Need grant from central government, Section 106 and CIL contributions from developers, Free School funding from the Education and Skills Funding Agency (ESFA) and contributions from schools. New school places must be funded through these means as ECC has no other grants or funds dedicated to providing school places.[121]

ECC's Capital Programme, which includes the planned spending on education infrastructure, is published annually.

When the number of pupils generated by new housing is greater than the surplus capacity in permanent accommodation in schools, a contribution can be sought from the developer via a Section 106 agreement. This contribution can be in the form of additional land and/or a financial contribution for new accommodation. Local planning authorities decide whether to support such requests and they have a duty to balance all the requests made by infrastructure providers against the viability of the development.[122]

CIL allows a local planning authority to introduce a fixed charge on development to fund infrastructure that is not being delivered through Section 106 funds. BBC have not adopted a CIL.[123]

The report outlines school place forecasts for year 7 for secondary school planning groups in Basildon.

It also outlines the pipeline for future school expansion projects for each school planning group in Basildon, as follows:

[121] Essex County Council, 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025), pg 4

[122] Essex County Council, 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025), pg 8

[123] Essex County Council, 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025)

Planning group	School	Year	Description	Places	Further details
A. Northwest (Billericay)	-	-	-	-	Many Basildon pupils attend secondary school in Billericay. As the area fills due to local growth over time, it is expected that pupils living in Basildon will attend their local schools.
B. Northeast (Wickford)	-	-	-	-	Beauchamps High expanded permanently in September 2024 by 1 form of entry to address the above forecast deficit. Currently many Basildon pupils attend secondary school in Wickford. As the area fills due to local growth over time, it is expected that pupils living in Basildon will attend their local schools.
C. South (Basildon)	tbc	27/28	1 form entry expansion	30/150	-
	-	-	-	-	Many Basildon pupils attend secondary school in Billericay and Wickford. If those areas fill due to their own local growth over time, there is expected to be an increased need for school places to accommodate pupils living in Basildon.

Table 15 Future school expansion projects for each school planning group in Basildon

The Essex County Council Local and Neighbourhood Planners' Guidance to School Organisation and Place Planning (2025)

This guide explains how ECC's School Organisation & Place Planning team can assist LPAs in the preparation of Local and Neighbourhood Plans to ensure sufficient school places are provided to meet the need arising from new development over the Plan period.

It states that during the drafting of development plans, the LPA needs to consider the availability of school places and, where there is insufficient capacity, the feasibility and viability of expanding provision or constructing new schools.

This document contains formulae for forecasting the impact of growth on school places.

It also indicates the how school places can be considered during the Local Plan preparation process, including the development of IDPs.

Essex School Organisation Service – Garden Communities and Planning School Places (2022)

Sets out formulae used in pupil place planning to estimate the number of pupils from new homes and school sizes. It also explains the number of schools required, where they should be located, when they should be delivered and funding and other considerations for delivering schools.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)[124]

ECC stated that growth could be in the range of around 3-6 new secondary schools, depending on the level of planned growth, preferred strategy, sites and housing mix etc. The lower figure is informed by the spatial distribution presented by the potential site allocations in the Regulation 18 documents.

ECC also recommend the removal of school sites from the Green Belt in recognition of the potential need for school sites to expand in response to the level of proposed planned growth.

ECC's recommended policy / actions included:[125]

- To engage ECC to undertake a full education scenario testing as set out in the ECC Local and Neighbourhood Planners Guide to School Organisation and the ECC Developers' Guide to Infrastructure Contributions. This might need to have regard to growth in neighbouring authorities, subject to locations.
- That the requirements on any large-scale developments have regard to ECC's Garden Communities Guide to School Place Organisation. This will inform the early years and childcare, primary, secondary and SEND provision requirements.
- The need to recognise land required for infrastructure in site capacity calculations and allocate specific areas as F1(a) use class for new schools, including SEND schools and co-location with early years and childcare nurseries, and standalone early years and childcare nurseries as E(f) to establish viable land values.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[126]

When a Section 106 agreement secures land and funding for a new school, ECC typically procures the building and arranges leasehold transfer to the school provider.

How the need for additional school places is assessed

Developments of 20+ dwellings are assessed for potential education contributions. If local schools can absorb the growth, no contribution is required. However, where pupil numbers are expected to rise, especially in areas with allocated housing sites, developers may be asked to contribute proportionally to expansion costs.

Schools should not operate at full capacity. A 5% surplus is recommended by the National Audit Office to allow for flexibility and parental choice. If a development generates more pupils than existing surplus capacity, ECC may require contributions for permanent expansion, which could include land transfer.

In cases where immediate provision is not feasible, ECC may seek additional contributions for temporary measures such as mobile classrooms or school transport, particularly in early development phases or where viability delays permanent facilities being brought forward.

Calculating the demand from new housing development

ECC estimates pupil yield based on the number and type of dwellings suitable for families. One-bedroom units, student housing and elderly accommodation are excluded. For contributions (excluding 6th form students):

- Houses (two or more floors with private outdoor space): 0.2 pupils per dwelling

[124] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

[125] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 20

[126] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

- Flats (including bungalows, maisonettes, caravans): 0.1 per dwelling

Generally, secondary schools accommodate at least 600 pupils or four forms of entry (one form of entry = five age groups x thirty per class). However, larger schools are:

- able to offer a wider curriculum to their community;
- cheaper to build on a per place basis;
- more resilient to fluctuations in demand that could challenge financial viability.

Therefore, ECC will look to establish a new secondary school only where demand for six forms of entry has been established (from approximately 4,500 new or existing houses).

Expanding existing provision

Where no new school is planned, contributions fund capital works to expand existing schools. If ECC commissions places via a free school or academy using S106 funds, the provider must enter a legal agreement outlining the works and number of places.

Thresholds for new schools

For schools containing primary and secondary age groups, there is no exact growth threshold for establishing a new school and the following factors need to be considered:

- Local schools' expansion capacity
- Cumulative development impacts
- Community needs and development viability
- Early-stage school viability
- Innovative models (e.g., all-through schools)
- Sustainable travel and active travel promotion.

ECC may request additional land to future-proof school sites for expansion.

The cost of additional school places

Costs are based on Department for Education (DfE) National Scorecard data:

- Primary school place: £27,492 (Q1 2024)
- Primary school extension: £28,912 per place.

School site areas

The secondary school land requirements, based on Department for Education Building Bulletin BB103, are set out below.

Class bases	Ages 11-16 Pupils/ Places which includes commensurate sixth form provision added at 20%	Site area (hectares)
6FE	900	7.9
8FE	1,200	10.1
10FE	1,500	12.4

Table 16 Secondary school land requirement (ages 11-18)

Land for 6th form provision may be required alongside secondary school sites, even when there are alternative further education facilities located within an appropriate distance.

BBC Infrastructure Delivery Plan (IDP) (2022)[127]

[127] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

This document contains the secondary school infrastructure improvements required to support the growth allocated in the previous Local Plan:[128]

Secondary School Planning Group	Required additional infrastructure improvements to meet demand[129]
Group 1: Basildon	• New 10ha secondary school site, co-located with land for a primary school and early years and childcare facility • 3fe expansion of existing schools
Group 2: Billericay	• 1fe expansion of existing schools
Group 3: Wickford	• 2fe expansion of existing schools

Table 17 Secondary school infrastructure improvements required to support growth

2.4.8.3 Standards to calculate future provision

Essex County Council – 10 year plan: meeting the demand for mainstream school places in Essex: 2025 to 2034 (2025)

This report outlines the pipeline for future school expansion projects for each school planning group in Basildon.

Essex School Organisation Service – Garden Communities and Planning School Places (2022)

Sets out formula used in pupil place planning to estimate the number of pupils from new homes and school sizes.

2.4.9 Secondary – engagement findings

2.4.9.1 Overview

Engagement with ECC took place on 8 September 2025 to discuss secondary school provision requirements arising from Local Plan growth.

ECC confirmed that the assessment should be based on the Basildon Housing Scenario Test (August 2025), applying standard ECC pupil yield factors and the 2025 Developers' Guide to Infrastructure Contributions.

ECC reiterated that secondary planning must respond to spatial distribution, pupil movement patterns and cross-boundary pressures, particularly with Rochford and Thurrock.

2.4.9.2 Existing provision and capacity

Basildon currently operates as a net exporter of secondary-age pupils, with significant numbers travelling to schools in Billericay and Wickford.

Existing capacity is unevenly distributed, with some limited headroom in Basildon town but increasing pressure in Billericay and Wickford. The ECC Scenario Test identifies that Billericay may require additional capacity equivalent to around 6 forms of entry over the plan period, with expansion potential at Mayflower School.

In Wickford, Bromfords School occupies a large site, but ECC cautioned against significant further expansion due to the implications of operating at 10–12FE, including traffic and operational impacts.

ECC also noted that future changes to cross-boundary pupil movement may reduce the current export of pupils, which would in turn increase pressure on secondary capacity within Basildon. This risk was highlighted in relation to growth in neighbouring authorities and the need for coordinated planning under the Duty to Cooperate.

[128] BBC IDP, (2022), pg. 23

[129] All education land provided must meet the criteria set out within the ECC Developers Guide 2020

2.4.9.3 Future infrastructure required to support growth

The ECC Scenario Test identifies the need for one new secondary school to serve Basildon Borough, alongside planned expansion of existing schools where feasible.

The preferred location for this provision is in East Basildon (Bowers Gifford), supported by the identification of a 14.77ha education land allocation capable of accommodating a secondary or all-through school with co-located early years provision. ECC advised that this land must be formally safeguarded within the Local Plan at education land value to ensure deliverability. ECC also made clear that delivery of secondary provision in Basildon is linked to cross-boundary planning. ECC considered that a new secondary school, potentially delivered at the strategic allocation site Dollymans Farm in Rochford District adjacent to Wickford, would serve growth in west Rayleigh and east Wickford.

ECC noted this may accommodate a proportion of Basildon pupils from Wickford and Nevendon, subject to agreement with Rochford District Council.

However, if this proposal does not proceed or is delayed, Basildon would need to identify a reserve secondary school site within its own administrative boundary. ECC also emphasised the need for strategic land allocations, active travel connectivity to minimise car-based school trips, and use of Section 106 obligations in line with the ECC Developers' Guide.

2.4.10 SEND

2.4.10.1 Existing plans, strategies and Local Plan evidence

Essex SEND Strategy 2022-2027[130]

This report outlines the strategy for ECC to deliver SEND services, including schooling.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

ECC provided a consultation response to the BBC emerging Local Plan as part of the Regulation 18 consultation published in November 2024. ECC provided commentary on the SEND education considerations required to accommodate this level of growth.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[131]

This document outlines the scope and range of contributions towards infrastructure which ECC may seek from developers and landowners in order to mitigate the impact of development.

2.4.10.2 Existing infrastructure, current needs and potential future needs

Essex SEND Strategy 2022-2027[132]

The education system in Essex is largely inclusive; around nine of every ten Essex children and young people with SEND (89.0%) are educated in mainstream settings.

Over the last seven years Essex has used a SEN capital programme to grow capacity in Essex special schools. The programme has delivered expansions

[130] https://www.essex.gov.uk/sites/default/files/2024-04/SEND%20Strategy%202022%20to%202027.pdf

[131] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

[132] https://www.essex.gov.uk/sites/default/files/2024-04/SEND%20Strategy%202022%20to%202027.pdf

at eight Essex special schools and created new facilities for residential provision at three schools. As well as investment from ECC and the Essex Schools Forum, ECC was able to successfully develop plans for four new special schools via the free school route. One, Chatten, has already opened with a further three to follow. There are a thousand more children attending an Essex special school in 2022 than in 2015.

It also sets out the outcomes that will be achieved through the strategy and details all the different work plans and projects that are in place across the local area to make the changes happen.

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

The report stated the proposed level of growth will necessitate a need to expand the SEND provision. Based on the planned growth of 26,909 new homes, a need for a maximum of 460 SEND places could be created for children aged from 0-19 years.

ECC's recommended policy / actions included:[133]

- To engage ECC to undertake a full education scenario testing as set out in the ECC Local and Neighbourhood Planners Guide to School Organisation and the ECC Developers' Guide to Infrastructure Contributions. This might need to have regard to growth in neighbouring authorities, subject to locations.
- That the requirements on any large-scale developments have regard to ECC's Garden Communities Guide to School Place Organisation. This will inform the early years and childcare, primary, secondary and SEND provision requirements.
- The need to recognise land required for infrastructure in site capacity calculations and allocate specific areas as F1(a) use class for new schools, including SEND schools and co-location with early years and childcare nurseries, and standalone early years and childcare nurseries as E(f) to establish viable land values.

Notwithstanding the Education Scenario testing, ECC confirmed that, at this early stage, with the scale of planned growth of circa 27,110 homes, there would be a need for a new dedicated SEND school.

2.4.11 SEND – engagement findings

2.4.11.1 Overview

Engagement with ECC on SEND took place on 26 September 2025. ECC confirmed that Basildon's growth will generate significant additional SEND demand and that provision must be considered across mainstream, enhanced provisions and special school places.

ECC emphasised statutory duties under the Children and Families Act 2014 and confirmed that all planning must comply with the forthcoming 2025 ECC Developers' Guide to Infrastructure Contributions.

SEND provision must be treated as strategic infrastructure requiring safeguarded land as well as financial contributions.

2.4.11.2 Existing provision and capacity

SEND capacity in Basildon is already under pressure. There are two special schools in the borough: Castledon, which supports pupils with moderate learning difficulties, and Pioneer, which supports pupils with severe learning difficulties.

Both schools are operating at full capacity and their sites offer no realistic scope for expansion.

ECC confirmed that mainstream schools are now accommodating increasing numbers of pupils who would usually require specialist provision, indicating an existing supply deficit in dedicated SEND places.

[133] ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024), pg 20.

Basildon also contains a number of enhanced provisions attached to mainstream schools, covering needs such as autism, speech and language, hearing impairment and social, emotional and mental health (SEMH). However, ECC advised that demand for SEND support is rising faster than provision, and current expansion projects address historic shortfalls rather than planned Local Plan growth. Overall, SEND provision across Basildon lacks resilience and has limited headroom to absorb additional demand.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[134]

Some children from new housing developments will have Special Educational Needs (SEN), though predicting exact numbers is challenging. Based on 2020 data:

- 15% of Essex pupils have some form of SEN.
- 3.9% have an Education, Health and Care Plan, with:
  - 2.1% in mainstream schools (including SEN units)
  - 1.3% in special schools.

This equates to an estimated 7 SEN places per 1,000 dwellings.

SEN places are significantly more expensive than mainstream places. According to DfE guidance, contributions for SEN or alternative provision should be four times the cost of a mainstream place, reflecting higher space and resource requirements.

Only large-scale developments are likely to generate enough demand to justify new SEN schools. More commonly, ECC will seek to:

- Create a small unit of or expand Specially Resourced Provisions within mainstream schools.
- Secure bespoke contributions from developments of 1,000 or more dwellings, where the expected SEN demand for approximately seven pupils may warrant new or expanded provision.

All new school sites will be assessed for potential SEN facilities, and contributions will be requested where a need is identified.

2.4.11.3 Future infrastructure required to support growth

ECC's SEND Scenario Test (August 2025) identifies that growth of 27,332 dwellings would generate need for around 287 pupils requiring EHCP support in mainstream settings and a further 178 pupils requiring specialist placements.

This level of demand cannot be accommodated within existing facilities. ECC advised that new provision will be required and outlined the following priorities:

- New enhanced SEND provision within mainstream schools to meet growing need locally.
- A satellite special school within Basildon to provide specialist capacity that cannot be accommodated through expansion of existing schools.
- Allocation of land specifically for SEND use within the Local Plan as part of the wider education strategy.
- Cross-boundary planning with Castle Point, Rochford and Southend to reflect cumulative growth and pupil movement.
- A central and accessible site location, ideally on the Basildon and Castle Point boundary, to support travel patterns and regional need.

[134] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

- Section 106 contributions from schemes of 20 dwellings or more, using ECC's cost rate of £102,697 per SEND place, with ECC funding any existing unmet need separately.

ECC confirmed it prefers to deliver SEND provision directly, with developers securing serviced land and financial contributions. All sites must comply with ECC's Land Compliance Study process and the Education Site Suitability Checklist to ensure they are viable for SEND use. Co-location with mainstream schools may be appropriate but must be planned case by case to reflect the nature of need, access requirements and safeguarding.

2.4.12 Further education

Educational opportunities for those over the age of 16 years old is vital to skills development to access training and employment. Education for ages 16-18 in Essex is primarily delivered through school sixth forms, sixth form colleges, further education colleges, universities or private training providers.[135]

2.4.12.1 Existing plans, strategies and Local Plan evidence

ECC Consultation Response: Basildon Borough Council Draft Local Plan Consultation – Regulation 18 (November 2024)

ECC provided a consultation response to the BBC emerging Local Plan as part of Regulation 18 consultation published in November 2024. ECC provided commentary on the further education considerations required to accommodate growth.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[136]

This document outlines the scope and range of contributions towards infrastructure which ECC may seek from developers and landowners in order to mitigate the impact of development.

BBC Infrastructure Delivery Plan (IDP) (2022)[137]

The previous BBC IDP set out the context for further education, its existing provision, infrastructure needs and details surrounding ways to deliver growth.

2.4.12.2 Existing infrastructure, current needs and potential future needs

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[138]

Young people have a choice at key stage 4 (year 11) as to how they continue in education or training post-16, which could be through:

- full-time study in a school, college or with a training provider
- full-time work or volunteering (20 hours or more) combined with regulated part-time education or training (about one day per week).
- an apprenticeship or traineeship (See '5.4-Employment and Skills Plan' for guidance on obligations and contributions for apprenticeships).

ECC has a duty to secure sufficient and suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an Education, Health and Care Plan (EHCP) is maintained.

[135] BBC IDP, (2022), pg. 27.

[136]

[137] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

[138] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

Revenue funding for all post 16 education is provided via the ESFA and covers academic and vocational learning.

Where necessary, capital contributions will be sought to support additional full-time Post 16 education as referred to above.

The Local Growth Fund (LGF) is government funding awarded to Local Enterprise Partnerships (LEPs) for projects that benefit the local area and economy. This funding is not ringfenced to support post 16 provision, however some funding may be sourced through an application to the LGF and, where robustly secured, count towards a developer contribution to post 16 provision. Investment is limited on a case-by-case basis and not guaranteed. Developers' contributions would make up any funding requirement not met from other sources.

Calculating the demand for Post 16 education

The funding formula is calculated on the basis that there are 0.04 qualifying post 16 students per house and half this number from qualifying flats, including one-bedroom units. Other types of accommodation such as age restricted units are discounted as they are unlikely to generate a need for additional places.

The key difference between post 16 provision and primary / secondary education is the element of choice and the different training routes available. Therefore, the need in any area will be assessed on a case-by-case basis, so that contributions are only required where necessary.

For contributions, the following pupil yield amounts apply:

- One bed: 0.01 pupils per dwelling
- Flats (2+ bed): 0.02 pupils per dwelling
- Houses (2+ bed): 0.04 pupils per dwelling.

The cost of additional school places

Costs for full-time post-16 places are based on DfE National Scorecard data:

- New build: £28,865
- Extensions: £27,492.

The precise cost of projects will be determined by ECC after reviewing the Land Compliance Study report.

BBC Infrastructure Delivery Plan (IDP) (2022)[139]

This report states that BBC has post-16 education provision in the form of sixth forms at The Billericay School and Mayflower High School in Billericay; Beauchamps High School and The Bromfords School in Wickford; and Basildon Upper Academy in Basildon. There are also several other providers delivering post-16 learning in the Borough, including South Essex College of Further and Higher Education (including Prospects College of Advanced Technology), Essex County Council Adult Community Learning, The LightBulb Ltd, LifeSkills Solutions Ltd, SEETEC Business Technology Centre Ltd and the Workers Educational Association. In addition, it stated that resident learners travel to post-16 providers based outside of the Borough.

This report also outlines that, as of March 2021, Basildon has a total 16-18 cohort of 4,330, of which:

- 48.5% attend further education or a sixth form college
- 41.5% attend school sixth forms
- 4.8% are undertaking an apprenticeship or traineeship
- 6.9% are undertaking other types of training (including in some kind of employment, in custodial sentence, or other forms of training)

[139] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

- 6.2% are either not in education, employment or training, or their destinations are unknown.

It noted that to estimate the costs of post 16 education infrastructure contributions for each site allocated in the Local Plan, the ECC Developers Guide (previous version dated 2020) identified that contributions of £23,962 per place should be applied where additional infrastructure is required.

Essex County Council – Developers' Guide to Infrastructure Contributions – Revised 2025[140]

This document outlines the scope and range of contributions towards infrastructure which ECC may seek from developers and landowners in order to mitigate the impact of development.

2.4.13 Adult Education and Skills

2.4.13.1 Existing plans, strategies and Local Plan evidence

ECC Response to Basildon Borough Local Plan (Regulation 18) – Issues and Options Consultation: "The First Conversation" (June 2023)

This response sets out Essex County Council's position at the earliest stage of Basildon's new Local Plan. It confirms that ECC expects to be involved throughout plan preparation under the Duty to Cooperate and that all infrastructure topics, including education, skills, adult community learning and wider county services, must be grounded in an agreed and up to date evidence base.

The response highlights ECC's dual interest as both an infrastructure provider and a service operator. It also indicates that ECC will support Basildon in assembling and interpreting the wider evidence base, including education provision and skills

ECC Response to Draft Basildon Borough Local Plan Regulation 18 Consultation (November 2024)[141]

ECC's November 2024 Regulation 18 response said plainly that the draft Basildon Local Plan was not yet reflecting how adult education and skills actually operate in the borough.

ECC asked for explicit reference to Adult Community Learning (ACL), to the existing ACL Basildon offer, and to opportunities to expand or relocate it so that it is easier to reach. This aligns with ECC's statutory duty to secure suitable post-16 and adult learning for residents. ECC noted that most adult learning is currently delivered through ACL Essex and South Essex College, but that a lot of it is not in the places with the greatest need. A town centre location for ACL, ideally co-located with Basildon Library and other civic services, would improve access for residents who currently travel to other districts for entry-level, foundation or A level routes.

This co-location point had already been raised in earlier community facilities engagement and is consistent with the revised NPPF emphasis on concentrating public services in accessible centres.

ECC's response to draft Basildon Borough Local Plan Reg 18 Second Consultation (March 2025) and Draft Basildon Town Centre Masterplan consultation (March 2025)[142]

[140] https://www.essex.gov.uk/sites/default/files/2025-05/updated%20draft%20version%20of%20the%20%20Developers%20Guide%20to%20Infrastructure%20Contributions%20-%202025.pdf

[141] https://cmis.essex.gov.uk/Essexcmis5/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=SCW1kkzBWqdge4qVEUi6g%2b7i7cdRKn0fjzZZ3K79OdyeOwIup2%2bR8A%3d%3d&rUzwRPf%2bZ3zd4E7Ikn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPlIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d

[142] https://cmis.essex.gov.uk/Essexcmis5/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=if8TQViQbyIqY6E5t%2fVNSSWLJ94jU35%2b%2f34xwt%2fOSRO2jlJEsy2zpg%3d%3d&rUzwRPf%2bZ3zd4E7Ikn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPlIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQ

Essex County Council's response to the Draft Basildon Borough Local Plan Regulation 18 Second Consultation (March 2025) and the Draft Basildon Town Centre Masterplan confirmed that adult education, including ACL Essex, must be explicitly recognised in the Local Plan and in supporting evidence for the IDP.

ECC noted that previous drafts had referred to schools and further education but had omitted ACL and wider lifelong learning provision, which is contrary to national policy expectations in paragraph 101 of the revised NPPF (2024) that require plans to plan positively for public services, including libraries and adult education. The March 2025 response reiterates earlier ECC submissions (2023 and 2024) that there is an active proposal to explore co-location of ACL Basildon with Basildon Library and wider civic and community services in the town centre. This reflects ECC's Everyone's Library Service 2022–2026, the ACL Strategic Plan and the approach set out in the ECC Developers' Guide to Infrastructure Contributions (2025), all of which promote multi-service, town centre-based community hubs where this improves accessibility for residents who are harder to reach.

Local Skills Improvement Plan (LSIP) for Essex, Southend and Thurrock[143]

The LSIP, led by Essex Chambers of Commerce as the designated Employer Representative Body, provides the countywide employer view of skills gaps and priorities. It was prepared following engagement with local employers between September 2022 and March 2023 and is the document that further education providers are expected to respond to. The plan runs on a three-year cycle to March 2025 and requires annual progress reporting. Its core message is that the skills system must be better aligned to what local employers actually need.

The LSIP groups its recommendations under three broad themes, with a strong emphasis on:

- Raising basic English, maths and ESOL levels,
- Improving digital and "digitech" capability,
- Developing green skills to support the transition to net zero, and
- Strengthening leadership and management skills in local businesses.

It also identifies inconsistent information, advice and guidance (IAG) across the county and calls for clearer vocational routes.

For the Basildon IDP this means the adult learning and skills narrative should not rely only on ACL Essex, but should reference the LSIP also, as the current employer-led statement of need.

ACL Strategy 2022-2025[144]

The ACL Strategic Plan 2022–25 sets out Essex County Council's approach to adult community learning as a core delivery arm of Everyone's Essex and the county's Levelling Up agenda. It confirms that ACL is expected to support economic prosperity, health and wellbeing, social inclusion and progression into work, not simply deliver leisure learning.

The strategy organises ACL around four strands (communities and families, economy, health and independence, and environment) and commits to a mixed delivery model, with centres, outreach and online provision. It also anticipates closer alignment with other public-facing services, including libraries, to create accessible learning hubs.

2.4.13.2 Existing infrastructure, current needs and potential future needs

ECC Response to Basildon Borough Local Plan (Regulation 18) – Issues and Options Consultation: "The First Conversation" (June 2023)

ECC's Regulation 18 response makes clear that education in Basildon must cover more than school places. ECC has a statutory duty to secure post 16 and adult learning for 16- to 19-year-olds, and for adults 19- to 25-years-old,

K=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d

[143]https://www.essexchambers.co.uk/files/2023/LSIP/Report/LSIPMainReportAug2023digitalcopy.pdf

[144]https://issuu.com/acl-essex/docs/9471_acl_strategy_2022-2025_accessible

with an EHCP (Education, Health and Care plan), delivered through colleges, training providers and ACL Essex. Growth will therefore affect re-training, English, maths and digital skills, employment support and family learning, not just primary and secondary. ACL Essex already operates in the borough, but ECC noted that it had been omitted from earlier IDP drafts and must now be referenced. ECC has repeatedly asked, through the 2023, 2024 and 2025 Reg 18 responses and the Basildon Town Centre Masterplan consultation, that co-location of ACL Basildon with Basildon Library is explored. This aligns with Everyone's Library Service 2022–2026, which sees libraries as shared access points for digital, careers and skills services.

ECC's preference is that town centre redevelopment is used to cluster public services library, ACL, skills and employment support in a single, accessible hub rather than dispersing provision. It also wants growth to drive skills outcomes. The Reg 18 responses ask that major development is required to prepare Employment and Skills Plans, secure apprenticeships and work placements, and make financial contributions in line with the ECC Developers' Guide. Skills evidence should be embedded in the Local Plan so that support targets priority sectors such as construction, digital and net zero.

ECC Response to Draft Basildon Borough Local Plan Regulation 18 Consultation (November 2024)

Current adult learning and skills in Basildon is delivered through a patchwork of ACL Essex provision, community venues, South Essex College and employer or sector-based training. In its November 2024 Regulation 18 response ECC said this provision is real but under-represented in Local Plan and IDP material, which risks it being missed when strategic sites and the town centre are masterplanned. ECC confirmed that ACL Basildon is a useful asset but not in the best place for people who most need it. Lower qualification areas and residents needing ESOL, digital or employability support often must travel.

ECC has asked, since the 2023 Issues and Options stage, for ACL to be considered for co-location with Basildon Library and other civic uses in the town centre, consistent with Everyone's Library Service 2022–2026. A single, visible learning hub would improve access, share safeguarding and reception, and support digital inclusion. On skills, ECC linked Basildon's planned growth to the need for a stronger pipeline in construction, green skills, digital and health and care.

Looking ahead, ECC identified two tests for new development. Adult learning needs to be put where people can actually get to it, which in practice means the town centre, transport-accessible locations and major mixed-use sites. And new civic or community floorspace should be planned to take ACL or skills uses, either permanently or through flexible fit-out. ECC asked that this is written into allocation policies and the IDP so that contributions, viability and delivery phasing line up from the start.

ECC's response to draft Basildon Borough Local Plan Reg 18 Second Consultation (March 2025) and Draft Basildon Town Centre Masterplan consultation (March 2025)

In this 2025 consultation response ECC made clear that the current ACL Basildon premises, located off Churchill Avenue, is not ideally placed for those who rely on public transport or who would benefit from a single, central point of access for learning, employment support and advice. ECC therefore identified Basildon town centre as the preferred long-term location for an expanded ACL offer, delivered through co-location with the library, the Advice Store and potentially South Essex College activity. This is tied directly to Basildon's levelling up objectives and to the need to reach residents who are not currently participating in education or training.

ECC also advised that new development in the town centre and in strategic growth locations should provide flexible community floorspace capable of accommodating adult learning, skills and employability programmes.

Contributions should be secured in line with the ECC Developers' Guide (2025) so that ACL and skills provision can grow in parallel with housing and employment growth.

ECC's view remains that adult learning is part of the education and skills infrastructure needed to support Basildon's economic ambitions and should be planned alongside libraries, youth services and community facilities, not added later.

Local Skills Improvement Plan (LSIP) for Essex, Southend and Thurrock

Current adult skills provision in Basildon already delivers several of the LSIP's priorities, particularly basic skills, ESOL and digital, through ACL Essex centres, community venues and South Essex College.

However, employer feedback captured in the LSIP shows that too many entrants and returners still lack applied English and maths, and that higher level English is needed for residents with overseas professional qualifications. This matches ECC's point that existing provision is not always in the right place or visible to those in the most deprived neighbourhoods. The LSIP also underlines that businesses want more consistent careers advice and clearer pathways into local sectors, including construction, health and care, and green industries. That implies a need for adult learning space that can host short, intensive provision such as Skills Bootcamps and sector-based academies.

ECC's parallel comments on the Local Plan point to Basildon town centre as the logical location for that offer, ideally co-located with the library and other civic services so that outreach, digital access and skills support can run from one hub. Looking ahead, the LSIP expects providers to adjust their programmes as employer needs change and to report annually on progress.

ACL Strategy 2022-2025

Current adult learning in Basildon is delivered through ACL Essex's existing site, outreach venues and online courses, supported by wider FE and skills providers. ECC has made clear that this network is functioning, but not always in the right place for those with the lowest skills, poorest health or least access to transport.

The present ACL Basildon location is less convenient for residents who rely on public transport, which limits take-up of ESOL, entry level, digital and employability courses that are central to the levelling up offer.

The strategy highlights several pressure points that are relevant to the IDP: rising demand from low-income households, parents, people with mental health needs, digitally excluded residents and adults with learning difficulties. It also signals a permanent move to hybrid delivery, which means future community or town centre floorspace should be specified to support flexible, digitally enabled classrooms. ECC's engagement on the Basildon Local Plan and the Basildon Town Centre Masterplan therefore seeks a town centre, co-located solution that would bring together library, ACL and skills/employment support in a single accessible hub.

This would improve reach into disadvantaged neighbourhoods, allow partnership delivery with Public Health and Jobcentre Plus, and create capacity to run construction, green and health and care skills programmes that support the wider growth strategy.

2.4.14 Adult Education and Skills – engagement findings

2.4.14.1 Overview

Engagement with Essex County Council (ECC) on Education took place via MS Teams, followed by a written submission from ECC colleagues in Skills and Adult Community Learning (ACL Essex) on the 30th of October 2025. ECC confirmed that the IDP education chapter, as drafted, did not yet reflect the full scope of post-16, adult learning and community skills provision in the borough, and asked that ACL Essex be explicitly referenced alongside schools, further education and libraries. This aligns with earlier ECC representations to Basildon's Regulation 18 consultations in 2023, 2024 and 2025, all of which requested that Adult Community Learning and wider skills infrastructure be treated as part of the education offer for Basildon. ECC advised also, that, at this point, there are no named capital schemes for adult or further education that can be directly linked to Local Plan growth. Current provision is largely programme based, for example Skills Bootcamps and the Connect to Work programme, and is designed to flex in response to labour market need rather than fixed to specific development sites.

However, ECC highlighted a clear strategic omission in the baseline with ACL Basildon needing to be recognised, together with ECC's live Duty to Cooperate request to explore co-location of ACL with Basildon Library in the town centre.

This co-location opportunity has already been raised through the Community Facilities engagement and was reiterated in ECC's 2024 and 2025 Local Plan responses.

ECC also directed the IDP team to the ACL Strategic Plan 2022–25 and the relevant Local Skills Improvement Plans contained in ECC's published

evidence base. These documents set the policy context for adult learning in Basildon, particularly around employability, core skills (English, maths, digital) and targeted provision for harder to reach groups. ECC asked that the IDP references the forthcoming 2025 Developers' Guide to Infrastructure Contributions as the working basis for any future adult education or skills-related developer contributions, noting that the draft version can be used in the interim.

2.4.14.2 Existing provision and capacity

Adult learning in Basildon is currently delivered through ACL Essex, countywide outreach and national skills programmes rather than through a single, purpose-built facility linked to the Local Plan.

ACL Essex provides the statutory adult community learning offer for residents aged 19+, including English, maths and digital skills, employability courses, apprenticeships from 16+, and 12-week Skills Bootcamps in sectors identified through local labour market intelligence. Provision is delivered through a mix of centres, online delivery and community venues, which allows ACL to reach families, people returning to work, adults with learning difficulties and disabilities, and residents experiencing social isolation. However, ECC noted that access to the existing ACL Basildon site, which is located off Churchill Avenue, is not ideal for those who rely on public transport and does not fully support outreach to harder to reach communities in the town centre.

ECC asked that the IDP explicitly references the ACL Strategic Plan 2022–25, the Essex Local Skills Improvement Plan and the Developers' Guide to Infrastructure Contributions (2025) as the core evidence base for this strand. ECC also pointed to the increasing role of libraries as multi-service access points.

Basildon Library is already used as an access route for digital skills, careers and community support, and ECC considers that ACL, libraries and employment support should be viewed as part of one skills ecosystem.

At present, there are no confirmed capital schemes for adult education arising solely from Basildon's housing growth. Provision is therefore best described as present but spatially sub optimal, reliant on outreach, and constrained by the current location of ACL Basildon.

2.4.14.3 Future infrastructure required to support growth

ECC advised that growth of around 27,000 homes and the planned intensification of Basildon town centre will increase demand for adult learning, digital inclusion, employability support and family learning. They asked that the IDP records a clear requirement to explore co location of ACL Basildon with Basildon Library or another town centre civic hub, in line with the 2024 NPPF paragraph 101 on new and expanded public services. A central location would improve public transport access, strengthen links to the Basildon Advice Store and create a single front door for residents who need skills, careers advice, ESOL, or health and wellbeing courses. ECC noted that a similar model in Harlow has been successful and should be treated as a relevant comparator.

Looking ahead, ECC expects adult education and skills infrastructure to be delivered in flexible, mixed-use space rather than in standalone colleges. New strategic sites and town centre schemes should therefore be required, through planning obligations, to provide floorspace that can be used for ACL outreach, digital skills and employer led short courses.

Where this cannot be delivered on site, financial contributions should be secured in accordance with the 2025 Developers' Guide to support expansion of ACL, delivery of Skills Bootcamps and targeted provision in areas of highest deprivation. ECC also asked that employment and skills plans are embedded in site allocation policies, so that major development actively generates apprenticeships and training places which ACL can help broker.

Finally, ECC reiterated that all of this should be aligned with the Local Skills Improvement Plan and with emerging green skills initiatives, so that Basildon's growth is matched by a local, upskilled workforce rather than relying on in-commuting or leaving existing inequalities unaddressed.

2.5 Health

2.5.1 Primary healthcare - GPs and healthcare hubs

2.5.1.1 Existing plans, strategies and Local Plan evidence

Mid and South Essex Integrated Care System – Five Year Strategy and Delivery Plan (2022)[145]

This document outlines the vision and delivery approach of the Integrated Care System (ICS) for Mid and South Essex. It sets out how partner organisations will work together to improve health outcomes and reduce health inequalities across the sub-region.

The strategy emphasises collaboration between Primary Care Networks (PCNs), local authorities, NHS services, and the voluntary sector. Four 'Place' partnerships are identified, including one for Basildon and Brentwood, which brings together six PCNs, local councils, NHS Trusts, and community partners to deliver coordinated, localised care.

Mid and South Essex Integrated Care Board – Response to Basildon Regulation 18 Local Plan: Second Consultation (2025)

The Mid and South Essex Integrated Care Board (ICB) submitted a formal response to the second Regulation 18 consultation on Basildon's emerging Local Plan. The response outlines statutory duties placed on the ICB under the Health and Care Act 2022, including improving healthcare outcomes, addressing inequalities in access and outcomes, and ensuring sustainable use of health system resources.

The ICB recognises that many wider determinants of health such as housing, environment, and local infrastructure fall within the influence of the Local Plan. The response stresses the need for close engagement to ensure policies and allocations support positive health outcomes and reduce inequalities through healthy place-making and infrastructure delivery.

Mid and South Essex Integrated Care Board – Response to Basildon Regulation 18 Local Plan (2024)

The Mid and South Essex ICB submitted a formal response to the Regulation 18 consultation on Basildon's Local Plan, setting out its statutory responsibilities under the Health and Care Act 2022. These include improving population health, tackling inequalities in access and outcomes, promoting innovation in health services, and supporting social and economic development. The response is aligned with the Mid and South Essex Integrated Care Strategy 2023–2033, which outlines a system-wide ambition to reduce avoidable health inequalities through prevention, early intervention, and coordinated service delivery.

2.5.1.2 Existing infrastructure, current needs and potential future needs

Mid and South Essex Integrated Care System – Five Year Strategy and Delivery Plan (2022)

The Strategy sets out actions to improve service delivery and health outcomes across several key clinical areas:

- Prevention, Cancer, Mental Health, Cardiovascular disease, Diabetes and Maternity.

Within Basildon and Brentwood, local priorities include:

1. Implementation of the aligned team model across partners
2. Supporting patients and carers to better manage their own health and wellbeing
3. Improving access to alternative services within the community

The plan highlights the need for sustained investment and coordination across NHS Trusts, local authorities, and voluntary groups to meet future health infrastructure needs and respond to growing population demands in the area.

[145] Our five year strategy and delivery plan - Mid and South Essex Integrated Care System

Mid and South Essex Integrated Care Board – Response to Basildon Regulation 18 Local Plan: Second Consultation (2025)

The ICB response identifies a range of existing health inequalities and service pressures that are relevant to spatial planning in Basildon. It highlights the importance of using linked data to improve the recording and analysis of ethnicity and health conditions across Alliances and PCNs, supporting more effective responses to inequality.

- Reducing premature mortality is a key focus, with specific emphasis on cardiovascular disease, cancer and respiratory illness. The response notes the value of benchmarking and the use of the Primary Care Mortality Database to identify local priorities. There is also a need to strengthen tobacco control measures.
- Obesity in adults and children is recognised as a systemic challenge requiring coordinated, place-based action. Long-term condition management is another area of concern, particularly in relation to hypertension and younger people with diabetes. The ICB also raises concern about the low uptake of physical health checks for people with severe mental illness, particularly among younger age groups, and calls for improved follow-up pathways.
- Additional recommendations include improving uptake of flu and pneumonia vaccinations in patients with Chronic Obstructive Pulmonary Disease and enhancing early diagnosis of cancer through local campaigns. These issues reflect the wider health infrastructure and service delivery challenges that will need to be addressed as part of planning for future growth in the borough.

Mid and South Essex Integrated Care Board – Response to Basildon Regulation 18 Local Plan (2024)

The ICB raises concerns regarding the omission of health-related data in the Plan's evidence base and spatial portrait. It recommends that key public health indicators such as rates of smoking, obesity, diabetes, cardiovascular conditions, and mental health prevalence be incorporated to better inform policy direction and site allocations.

It also highlighted the need for an overview of existing health infrastructure and service provision to ensure that future growth is matched by appropriate levels of healthcare capacity.

While the Plan includes an aspiration to raise health and wellbeing standards, the ICB advised this be expanded to explicitly reference reducing health inequalities and ensuring modern healthcare facilities. The response emphasises the importance of healthy place-making and integrating health considerations at the earliest stage of plan-making to support sustainable and inclusive development.

2.5.1.3 Standards to calculate future provision

Arup will engage with social infrastructure providers to determine preferred local standards where these exist. Otherwise, national and other industry best practice standards for primary healthcare provision will be considered. Such standards typically focus on the quantum of primary healthcare floorspace required associated with population growth. Examples include the Healthy Urban Development Unit (HUDU) model.

2.5.2 Engagement findings – Primary healthcare

2.5.2.1 Overview

Engagement with ECC took place on 6 October 2025. ECC confirmed that primary healthcare capacity is already under sustained pressure across Basildon, with growth from the emerging Local Plan expected to significantly intensify demand on local GP services. The Mid and South Essex ICB reiterated these concerns in a written response dated 17 October 2025, highlighting a borough-wide existing floorspace deficit across GP practices, and indicating that strategic growth alone will require at least four new health facilities to meet projected demand.

ECC emphasised the need for the IDP to reflect current health policy and evidence, including the Essex Joint Strategic Needs Assessment (2022), Essex Joint Health and Wellbeing Strategy (2022–2026), Southend, Essex and Thurrock Mental Health Strategy (2023–2028) and the ECC Developers Guide to Infrastructure Contributions (2025).

These documents collectively frame the strategic approach to health infrastructure, prevention and service access.

The ICB further advised that infrastructure planning should apply the national floorspace standard of 120m² per 1,750 patients, as set out in Health Building Note 11-01, until new estate standards linked to the 'Fit for the Future: 10-Year Health Plan for England (2025)' are published. This model of care is expected to reshape the long-term infrastructure landscape, and the ICB confirmed it will share revised space standards when available.

ECC also confirmed that primary healthcare must be planned alongside wider determinants of health such as deprivation, access to green space, active travel and healthy place-making. Health infrastructure solutions should therefore not solely focus on GP surgeries but also consider integrated neighbourhood health hubs capable of delivering community diagnostics, preventative services and mental health support.

Finally, the ICB confirmed in their written response that it is not centrally funded to deliver new facilities to support growth; and therefore relies on developer contributions to mitigate the healthcare impacts of housing development. Construction cost benchmarks are based on BCIS data, which estimate GP surgery build costs at £4,261/m² (Q2, 2025).

2.5.2.2 Existing provision and capacity

Baseline evidence from the Mid and South Essex ICB and the Essex Joint Strategic Needs Assessment indicates that primary care capacity in Basildon is already constrained relative to population need.

Findings from engagement corroborate evidence that demand is rising due to a high prevalence of long-term conditions, particularly cardiovascular disease, diabetes and chronic respiratory illness, which are above regional averages.

Access to GP services varies across the borough, with practices in Wickford and Billericay already operating near or at capacity and reporting patient access pressures alongside workforce and recruitment challenges. A number of practices operate from estates that are either undersized or not configured to modern clinical standards, limiting their ability to expand or accommodate multidisciplinary teams.

This places a constraint on the delivery of integrated neighbourhood-based care models promoted by the ICB. Health inequalities represent a significant challenge. Basildon includes areas within the most deprived deciles nationally, and health outcomes in parts of the borough fall below county and national levels.

ECC highlighted during engagement that future health infrastructure planning must respond to these inequalities through place-based interventions consistent with the Essex Joint Health and Wellbeing Strategy.

The ICB's written response echoed these concerns; confirming through engagement that there is a borough-wide floorspace deficit across GP practices. Based on the national standard of 120m² per 1,750 patients, existing provision falls 6,461m² short of required capacity. Of the 27 GP practices operating across the borough, only one currently has surplus space. The largest shortfalls were identified at Laindon Medical Group (–787m²), Western Road Surgery (–594m²), and Ballards Walk Surgery (–605m²), reflecting the pressures already present within West Basildon and Billericay. These constraints mean that most practices do not have the physical space to accommodate growth or deliver the full suite of primary and preventative services envisaged under the neighbourhood health model.

2.5.2.3 Future infrastructure required to support growth

Evidence from the Mid and South Essex Integrated Care System (ICS), as referenced by ECC during engagement, indicates that planned growth in Basildon will require new primary care capacity. Existing GP estates are already operating with limited flexibility and cannot absorb significant additional patient demand without expansion or new provision.

ECC directed the IDP team to the ICS Five-Year Strategic Delivery Plan and the Essex Joint Health and Wellbeing Strategy, both of which set a clear direction toward neighbourhood-based care and integrated community health facilities.

Based on this evidence, future healthcare infrastructure in Basildon will need to:

- Provide additional clinical capacity in growth locations, especially Wickford, east Basildon/Bowers Gifford and Laindon, where practices already report patient pressure and limited space to expand.
- Support the delivery of integrated primary care hubs, consistent with ICS policy, to combine GP provision with diagnostics, community mental health teams and prevention services.
- Enable extensions or reconfiguration of existing GP premises where viable, supported by developer contributions. ECC noted that many premises do not meet modern clinical standards or space requirements for multidisciplinary teams.
- Address health inequalities by locating new provision where access barriers are greatest, in line with the Essex Health and Wellbeing Strategy.
- Secure developer contributions, with funding expected to follow the Essex Developers' Guide to Infrastructure Contributions (2025), including capital costs for new or expanded premises.

ECC emphasised that health infrastructure would need to be planned early alongside housing delivery to avoid placing additional strain on already stretched GP services.

Specific facility requirements will need to be refined in partnership with the ICB at planning application stage, supported by population modelling and local capacity assessments.

Following on from this engagement, the Mid and South Essex ICB's written response was received. Confirming:

- Basildon's planned growth of approximately 26,000 dwellings will generate demand for around 4,284m² of additional GP surgery floorspace, equivalent to five or six new healthcare hubs.
- It identified Billericay, Wickford, east Basildon and north-west Basildon as priority locations and reaffirmed that new facilities must be developer-funded, with no central NHS capital available for growth-related provision. Estimated construction costs are £4,261 per m² (Q2 2025), based on BCIS benchmarks rebased for Essex.
- The ICB also advised that all new primary care infrastructure should reflect the shift toward integrated neighbourhood health models outlined in the Fit for the Future: 10-Year Health Plan for England (2025).
- In conclusion, four new primary healthcare hub facilities would be required at Billericay, Wickford, East Basildon and north-west Basildon to serve growth on strategic allocations. Two new primary healthcare hub facilities would be required within the existing Basildon urban area to serve brownfield growth, especially in the town centre and in the east of the urban area.

2.5.3 Secondary Healthcare

2.5.3.1 Existing plans, strategies and Local Plan evidence

Mid and South Essex Integrated Care System – Five Year Strategy and Delivery Plan (2022)

This strategic plan outlines the priorities of the Mid and South Essex Health and Care Partnership, which includes NHS trusts, local councils, community services, and mental health providers. It sets out a system-wide approach to reducing health inequalities, transforming care delivery, and integrating services across a population of 1.2 million people. The plan identifies six themes for improving health outcomes, with a strong emphasis on prevention, early intervention, and joined-up care across hospital and community settings.

Basildon Borough Council – Infrastructure Delivery Plan (January 2022), Section 2.4: Health Infrastructure

This section of the previous IDP outlines local infrastructure needs aligned with national health priorities and the NHS Long Term Plan. The Plan references ongoing NHS reforms including the formation of the ICS and the development of community-based hubs to reduce pressure on hospital sites and enhance access to early intervention and mental health services.

2.5.3.2 *Existing infrastructure, current needs and potential future needs*

Mid and South Essex Integrated Care System – Five Year Strategy and Delivery Plan (2022)

The ICS recognises mental health as a key priority in their 5 year plan, noting a need for faster, earlier access to support across all age groups. To address this, the Partnership is developing safe spaces such as walk-in community cafés for people in mental distress and is embedding mental health teams in schools to provide direct support to children and young people. Early intervention for personality disorders is also identified, aiming to reduce hospital admissions through better community-based management.

Hospital infrastructure forms part of a single acute care system with main sites in Basildon, Southend, and Chelmsford. The Partnership is working to bring care closer to home by relocating certain outpatient services and diagnostics into the community. It also sets out ambitions to expand virtual care and improve long-term condition management to reduce avoidable hospital use. These efforts are underpinned by a broader transformation agenda, aiming to integrate mental and physical healthcare pathways, enhance early intervention, and modernise hospital and community infrastructure to better respond to rising demand and complexity.

Basildon Borough Council – Infrastructure Delivery Plan (January 2022), Section 2.4: Health Infrastructure

Basildon Hospital currently accommodates 660 beds and is experiencing rising pressure, with a 5% increase in inpatient admissions and a 20% surge in emergency department demand compared to baseline levels as at January 2022. The emergency department was designed for half its current daily load of 530 patients, which in turn creates significant capacity and operational challenges. To address this, the NHS is investing in hospital expansion and new models of care delivery, including greater community-based provision.

Mental health services and early intervention are central to future healthcare planning. The ICS will require facilities that support multi-agency working and deliver out-of-hospital mental health and wellbeing support. Community health hubs are proposed to host a mix of diagnostic, preventative, and mental health services, delivered through a blend of new builds, extensions, and shared facility models. NHS procurement principles favour larger, multi-use formats that support integration and digital service delivery.

Developer contributions will be sought to fund new healthcare infrastructure accordingly, including hubs, administrative spaces, and upgrades to existing facilities. The ICS also notes that additional investment in workforce capacity and digital capability will also be required to meet the needs of a growing and ageing population with increasingly complex mental and physical health needs.

2.5.3.3 *Standards to calculate future provision*

Arup will engage with social infrastructure providers to determine preferred local standards where these exist. Otherwise, national and other industry best practice standards for primary healthcare provision will be considered. Example models include HUDU.

2.5.4 Engagement findings – Secondary healthcare

2.5.4.1 *Overview*

Engagement with ECC on 6 October 2025 focused on confirming the relevant evidence base for health and social care within the IDP.

ECC clarified that while responsibility for acute and secondary healthcare provision lies with the NHS Integrated Care Board (ICB) and the Mid and South Essex NHS Foundation Trust, the IDP should align with existing system-level evidence such as the Essex Joint Strategic Needs Assessment (JSNA) and NHS system strategies.

ECC did not provide new operational data on hospital capacity but directed the IDP team to ensure that secondary healthcare is addressed as part of the wider health infrastructure picture and consistent with these established frameworks.

Following this meeting, the Mid and South Essex ICB provided a written response on 17 October 2025. The ICB confirmed that planning for acute capacity and any Basildon Hospital expansion sits with Mid and South Essex NHS Foundation Trust and that no scheme details were available at this stage.

The ICB is developing an estates strategy aligned to the national 10 Year Health Plan and its left shift toward neighbourhood-based care, which will

influence the balance between community and hospital provision. The ICB will share updated space standards and potential locations for neighbourhood health centres and community hubs as work progresses and asked that the IDP treat secondary care as a system-level issue with ongoing dialogue as the Local Plan is refined.

2.5.4.2 Existing provision and capacity

Baseline evidence identifies that Basildon Hospital forms part of the Mid and South Essex NHS Foundation Trust network, serving a large sub-regional population including neighbouring authorities.

Existing strategy documents and ICB publications highlight that the Trust continues to face capacity pressures associated with population growth, long-term health conditions and demand for urgent and emergency care. ECC did not comment directly on the hospital estate but reaffirmed the need for the IDP to reflect existing pressures identified in published system evidence rather than seeking to generate new capacity estimates independently.

The Mid and South Essex ICB's written response added that any expansion proposals for Basildon Hospital sit with Mid and South Essex NHS Foundation Trust and were not available at the time of writing.

However, the ICB noted that acute healthcare impacts from growth should therefore be treated at system level, with updated requirements to follow as the ICB's estates strategy develops.

The ICB also indicated that, alongside primary care hubs, there may be a need for strategic developer contributions toward secondary and mental health services, to be refined through ongoing engagement as site allocations and phasing are confirmed.

2.5.4.3 Future infrastructure required to support growth

ECC advised that planning for secondary healthcare should be approached at a system-wide scale and in coordination with the relevant NHS bodies through future duty-to-cooperate discussions. Growth within Basildon will contribute to wider cumulative demand across the Mid and South Essex system, and any mitigation measures should be considered within that shared context.

ECC noted that the IDP should emphasise the shift towards community-based health models and integrated neighbourhood care, reflecting the strategic direction of the NHS.

New acute hospital facilities are unlikely to be the primary means of addressing growth impacts; instead, investment should prioritise intermediate and preventative care infrastructure to help manage demand on hospital services.

Where a clear link can be demonstrated between local plan growth and increased healthcare demand, Section 106 contributions may be sought in accordance with the Essex Developers' Guide to Infrastructure Contributions (2025). ECC reiterated that all health land or premises delivered through development must be consistent with relevant design and compliance guidance, including inclusive access standards and opportunities for co-location with other community facilities.

The ICB's written response reiterated that growth in Basildon may increase demand on Basildon Hospital but, given the hospital's borough-wide catchment, acute impacts are less sensitive to the specific location of sites.

The ICB further indicated that requirements for secondary, mental health services, and any strategic developer contributions will be refined through its developing estates strategy and implementation of the NHS 10-Year Plan; with updates provided through ongoing plan-making and application-stage engagement.

2.5.5 Adult Social Care

2.5.5.1 Existing plans, strategies and Local Plan evidence

Essex County Council – Adult Social Care Business Plan 2024-2030[146]

This plan sets out ECC's strategic priorities for adult social care over a six-year period. It focuses on promoting independence, preventing escalation of need, and delivering care that is person-centred, locally delivered, and aligned with statutory duties under the Care Act 2014 and Health and Care Act 2022.

2.5.5.2 Existing infrastructure, current needs and potential future needs

Essex County Council – Adult Social Care Business Plan 2024-2030 (2022)

Essex's adult social care system currently supports around 16,000 people at any one time, with over 40,000 contacts annually. Demand is rising, driven by increased complexity of need, growth in mental health referrals, and ongoing pressure from NHS elective care backlogs. There is also sustained demand via the Discharge to Assess model, placing additional strain on both reablement and long-term care services.

The plan identifies the need for expanded and diversified provision to meet future demand, particularly for those with long-term conditions, learning disabilities, and safeguarding needs.

Technology-enabled care is highlighted as a growing component of the care offer, already supporting over 5,000 individuals to remain independent. Planning for future care infrastructure will need to reflect demographic trends, rising complexity, and the need for localised, flexible support models that reduce reliance on institutional care and maximise community-based provision.

2.5.6 Engagement findings – Adult Social Care

2.5.6.1 Overview

Engagement with ECC on 6 October 2025 confirmed that adult social care must be treated as a distinct infrastructure theme within the IDP, given the statutory duties placed on ECC under the Care Act 2014.

ECC emphasised the importance of using the Essex Supported and Specialised Housing Accommodation Needs Assessment (SSHANA, 2025) as the primary evidence source for future provision, alongside relevant market position statements and the Essex Developers' Guide to Infrastructure Contributions (2025).

Following engagement with ECC, the Mid and South Essex ICB provided a written response on 17 October 2025. The response confirms a move to a neighbourhood health model under the NHS 10 Year Plan, with activity shifting into community settings and the development of neighbourhood health centres and community hubs.

The proposed health hubs present opportunities for co-location with supported and specialised housing and day opportunities where appropriate.

The ICB is assessing priority locations based on deprivation and existing capacity pressures and will continue to engage with the Council and ECC. The ICB note that detailed space standards for the new model will follow.

2.5.6.2 Existing provision and capacity

ECC advised that adult social care provision in Basildon is already operating under pressure, driven by rising demand from older people, working-age adults with disabilities, autism, and complex needs.

Existing provision includes supported living, extra care housing, residential and nursing care homes, and day opportunities. However certain themes emerged during engagement:

[146] https://www.essex.gov.uk/sites/default/files/2024-05/Adult%20Social%20Care%20Business%20Plan%202024%20to%202030.pdf

- Capacity is constrained, particularly for specialist accommodation and supported housing which requires targeted investment.
- Market provision is uneven geographically, with gaps in affordable and adaptable housing options across Basildon.
- There is limited flexibility to absorb additional demand arising from Local Plan growth.
- ECC confirmed that current investment programmes are targeted at addressing existing shortfalls, not planned growth requiring a more forward facing approach moving forwards.

2.5.6.3 Future infrastructure required to support growth

ECC stated that Local Plan growth would generate additional statutory demand for adult social care, requiring a mix of housing-based and service-based responses. The IDP should reflect that infrastructure requirements will be site-driven and shaped through masterplanning rather than fixed spatial allocations at this stage. ECC highlighted three key priority needs during engagement.

The first of these was specialist and supported housing provision, noting that growth will increase demand for supported housing for people with learning disabilities, autism and complex needs, as well as extra care housing for older people. Delivery will be expected within large allocations, secured through developer contributions and appropriate affordable housing policy mechanisms.

Day opportunities and care hubs were another priority area for ECC noting that the traditional day centre model is evolving, and confirming that community-based provision enabling independence will still be required. Co-location with other services (e.g. health or community facilities) may be appropriate, subject to design standards.

Lastly, they reiterated that all large developments should comply with ECC's design guidance for inclusive environments, including accessible housing standards and adaptable infrastructure to enable care in the home. ECC also noted that financial contributions may be sought under the Essex Developers' Guide (2025) to support delivery where clear growth impacts are evidenced.

Detailed costing and site-specific requirements will be developed in later plan stages and through continued engagement under the Duty to Cooperate.

Although adult social care is led by ECC, the ICB's written response signals a move toward neighbourhood health centres and community hubs; where appropriate, these could be co-located with adult social care offers to support integrated, place-based provision, subject to design standards and subsequent agreement with ECC and the ICB.

2.6 Green and Blue Infrastructure

2.6.1 Publicly accessible green & blue infrastructure

2.6.1.1 Existing plans, strategies and Local Plan evidence

Basildon Borough Council – PPG17 Open Space Assessment (Part I) 2010[147]

Prepared by BBC, this assessment was undertaken to provide a comprehensive analysis of the quantity, quality and accessibility of open spaces.

Developed in accordance with Planning Policy Guidance 17 (PPG17), it forms part of the evidence base for spatial planning and open space policy, supporting future provision and investment through the Local Development Framework.

Basildon Borough Council – Draft PPG17 Open Space Assessment (Part 2) 2010[148]

This second part of the PPG17 Open Space Assessment builds on the baseline audit established in Part 1 and proposes policy approaches for the delivery, enhancement and management of open spaces across the borough. It provides evidence-based recommendations to support policy development in the Local Development Framework, with a focus on community assets such as allotments, cemeteries, and children's play areas.

The report reflects both community demand and strategic spatial planning priorities, and adopts national guidance on accessibility, quality and quantity of provision.

Basildon Borough Council – Local Green Spaces Report (September 2017)[149]

This report outlines the Council's approach to identifying and designating Local Green Spaces (LGS) across the borough, in line with national policy set out in the NPPF.

It forms part of the evidence base for the emerging Local Plan and sets out the criteria, assessment process, and justification for LGS designations.

The report confirms that designated sites will receive protection similar to Green Belt once adopted through the Local Plan.

Essex Green Infrastructure Partnership – Essex Green Infrastructure Strategy 2020[150]

This strategy was developed by the Essex Green Infrastructure Partnership, which includes BBC, other local authorities across Greater Essex, statutory environmental bodies such as Natural England and the EA, and third sector partners.

It establishes a collective vision to enhance, protect, and deliver a well-connected green infrastructure network across Essex, with a strong emphasis on integrating natural assets into spatial planning and development frameworks. The strategy supports local implementation through district-level planning documents, investment strategies, and delivery frameworks.

Essex County Council – Green Essex (A spatial analysis of green infrastructure provision) 2022[151]

This spatial evidence base was commissioned by ECC and developed by the University of East Anglia to support the Essex Green Infrastructure Strategy (2020).

[147] https://www.basildon.gov.uk/media/2111/Basildon-District-PPG17-Open-Space-Assessment-Part-I-2010/pdf/Basildon_District_PPG17_Open_Space_Assessment_Part_I_-_2010.pdf?m=1270049701733

[148] https://www.basildon.gov.uk/media/3790/Basildon-Council-PPG17-Part-II-Draft/pdf/Basildon_Borough_Council_-_PPG17_Part_II_-_Draft.pdf?m=1330012354780

[149] https://www.basildon.gov.uk/media/8026/Basildon-Council-Local-Green-Spaces-Report-Sept-2017/pdf/Basildon_Council_-_Local_Green_Spaces_Report_-_Sept_2017.pdf?m=1520004082640

[150] https://www.placeservices.co.uk/media/325343/essex-gi-strategy-accessible-pdf.pdf

[151] https://www.placeservices.co.uk/green-essex/

It provides a county-wide visual and statistical overview of the extent and distribution of green infrastructure (GI) across Greater Essex, including Basildon. The data is presented through an interactive Story Map and serves as a technical input into both county-level and district-level planning and investment frameworks.

Essex County Council – Green Infrastructure Compendium 2024[152]

Prepared by the ECC Green Infrastructure Team, this compendium consolidates key responses to planning applications, policies, and associated documents, offering practical guidance aligned with the Essex Green Infrastructure Strategy 2020 and its nine principles and standards. It serves as a reference tool for local planning authorities to secure and deliver high-quality GI as part of new development proposals.

ASELA – South Essex Strategic Green and Blue Infrastructure Study 2020[153]

Prepared for the Association of South Essex Local Authorities (ASELA), this 2020 study sets out a strategic framework to guide green and blue infrastructure (GI/BI) delivery across South Essex.

It supports the emerging Joint Strategic Plan (JSP) and is intended to shape Local Plans by defining a cohesive GI/BI vision, spatial priorities, and policy directions.

Basildon Borough Council – Infrastructure Delivery Plan 2022 (section 2.5[154]

The IDP formed part of Basildon's previous Local Plan evidence base to support Local Plan allocations and assess the capacity of infrastructure to meet growth. Section 2.5 outlines green infrastructure and open space considerations, drawing on previous assessments such as the Basildon Open Space Gap Analysis (2015). This identified a net increase in open space since 2010, but concluded that the pace of population growth has outstripped provision, resulting in a shortfall against recommended standards.

2.6.1.2 Existing infrastructure, current needs and potential future needs

Basildon Borough Council – PPG17 Open Space Assessment (Part I) 2010[155]

The assessment identifies that open spaces in Basildon perform a wide range of GI functions, including formal and informal recreation, education, biodiversity enhancement, flood management, and climate adaptation. The report highlights the importance of multifunctionality in green spaces, noting their role in visual amenity, community identity, and environmental sustainability. Even in the most built-up areas, open spaces are recognised as having potential for biodiversity and for forming natural drainage corridors, contributing to climate mitigation at a local scale.

Accessibility standards were established based on public engagement, recommending that no resident should be more than 400m from a publicly accessible green space defined as an urban park or garden, natural or semi-natural greenspace, or amenity green space. Areas identified for targeted improvements to green space access include Wickford, Ramsden, North Benfleet, Great Burstead, North Laindon and Noak Bridge.

The western part of the study area also shows a specific deficiency in allotment access. These findings are intended to guide strategic enhancements to the GI network across Basildon.

The figure below sets out a high level overview of blue and green infrastructure within Basildon Borough.

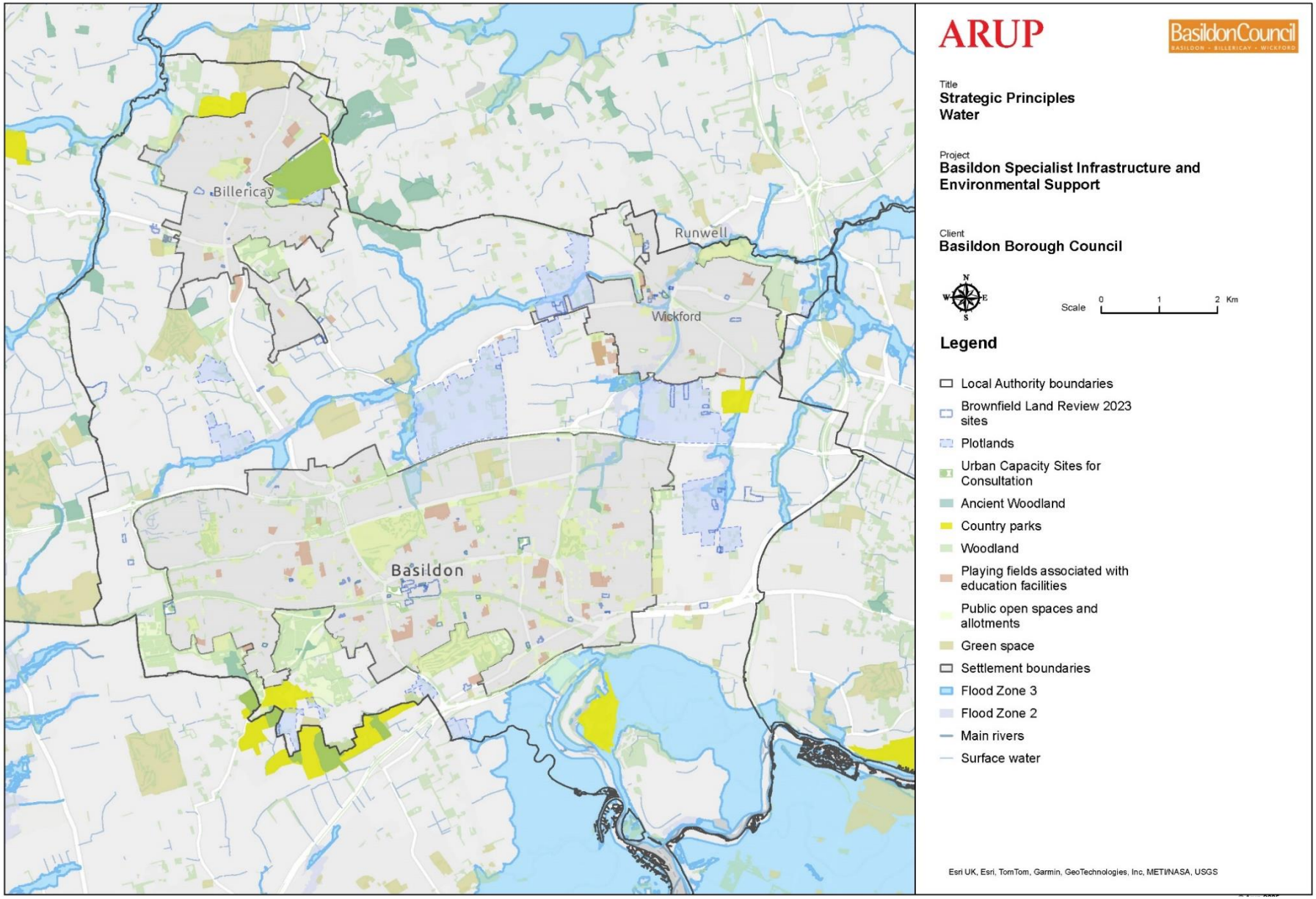
[152] https://flood.essex.gov.uk/media/1391/gi-comment-compendium-august-2024.pdf

[153] https://localplan.southend.gov.uk/sites/localplan.southend/files/2021-08/South-Essex-Strategic-Green-and-Blue-Infrastructure-Study.pdf

[154] https://www.basildon.gov.uk/media/10978/PSD038-Basildon-Council-Infrastructure-Delivery-Plan-January-2022/pdf/PSD038_Basildon_Council_Infrastructure_Delivery_Plan_-_January_2022.pdf?m=1642587499720

[155] https://www.basildon.gov.uk/media/2111/Basildon-District-PPG17-Open-Space-Assessment-Part-I-2010/pdf/Basildon_District_PPG17_Open_Space_Assessment_Part_I_-_2010.pdf?m=1270049701733

Figure 17 Map of green and blue infrastructure – Basildon Borough



Basildon Borough Council – Draft PPG17 Open Space Assessment (Part 2) 2010[156]

In relation to GBI, the assessment highlights a clear shortfall in allotment provision in parts of the Borough, compounded by long waiting lists and rising demand. It recommends a strategic response based on accessibility standards and site expansion, including new allotment sites designed to a 'good' quality standard.

Key proposals include prioritising waiting list applicants for new plots, engaging with existing allotment societies in new site planning, and ensuring accessibility for disabled users through inclusive design.

On children's play spaces, the assessment calls for a move from legacy-led provision to needs-based delivery, reflecting changes in population demographics. It proposes local quantity standards such as 2.5 play spaces per 1,000 children and local accessibility benchmarks to ensure that play areas are distributed equitably.

Basildon Borough Council – Local Green Spaces Report (September 2017)[157]

The report confirms that designated Local Green Spaces will be safeguarded against inappropriate development, with exceptions limited to specific forms of outdoor sport, recreation and cemetery use, as well as proportionate building alterations or replacements. This policy approach recognises the multi-functional role of GI in supporting community wellbeing, environmental quality and access to open space.

While the report does not propose new provision, it identifies specific sites for protection due to their local significance, character, and openness. These designations are intended to complement wider green infrastructure objectives by embedding long-term protection of valued open spaces within the Borough's planning framework.

Essex Green Infrastructure Partnership – Essex Green Infrastructure Strategy[158]

The strategy outlines seven objectives to guide the future of GI, focusing on protection, improvement, creation, connectivity, inclusivity, health, and long-term sustainability. It promotes the enhancement of designated green spaces and seeks to embed environmental net gain within development, including through green corridors, Sustainable Urban Drainage Systems (SuDS) features, and nature-based flood management. There is a particular emphasis on improving the performance of existing assets and targeting interventions in areas with identified deficiencies.

For Basildon, the strategy provides a strategic framework to guide the integration of GBI into new growth areas, town centres, and the urban fringe.

It supports opportunities for multifunctional infrastructure that combines ecological, recreational, and drainage functions. Suggested mechanisms include the rewilding or adaptation of disused land, the delivery of accessible green spaces within development sites, and the restoration of natural features such as watercourses and wetland habitats.

Implementation is intended to occur through coordinated partnerships, supported by governance and funding tools such as a Green Essex Network and a dedicated investment fund.

Essex County Council – Green Essex (A spatial analysis of green infrastructure provision) 2022[159]

The analysis identifies that green infrastructure covers approximately 21% of the land area in Greater Essex, with 41.9% of that classified as natural and semi-natural open space, 13% as coastal features, and nearly 10% as parks

[156] https://www.basildon.gov.uk/media/3790/Basildon-Council-PPG17-Part-II-Draft/pdf/Basildon_Borough_Council_-_PPG17_Part_II_-_Draft.pdf?m=1330012354780

[157] https://www.basildon.gov.uk/media/8026/Basildon-Council-Local-Green-Spaces-Report-Sept-2017/pdf/Basildon_Council_-_Local_Green_Spaces_Report_-_Sept_2017.pdf?m=1520004082640

[158] https://www.placeservices.co.uk/resources/built-environment/essex-gi-strategy/

[159] https://www.placeservices.co.uk/green-essex/

and gardens. In Basildon's context, the spatial mapping highlights a relatively high proportion of GI in comparison to other lower tier authorities in the north of Essex. These GI assets include formal and informal greenspaces, rivers, wetlands, and green corridors, which contribute to local amenity, biodiversity, and resilience.

The findings also distinguish GI from agricultural land, which accounts for over 60% of land cover county-wide, reinforcing the importance of distinguishing multifunctional GI from productive rural land. A key insight relevant to the Basildon IDP is the uneven spatial distribution of GI across Essex, with the south generally showing higher coverage. This underlines the importance of targeted investment to fill gaps in GBI structure provision, particularly in urbanising areas and locations earmarked for future development. The dataset supports policy responses aligned with the 25 Year Environment Plan and the Environment Act 2021, especially those seeking to embed nature-based solutions within growth strategies.

Essex County Council – Green Infrastructure Compendium 2024[160]

The compendium promotes a consistent approach to integrating green and blue infrastructure across Essex, with direct relevance for Basildon. It defines a broad range of GI assets including parks, watercourses, natural spaces, sustainable drainage systems, and urban greening. For major development schemes, it recommends preparing Green Infrastructure Strategies that show how proposals contribute to a connected, multifunctional network supporting biodiversity net gain, nature recovery, and public health.

It also advises the use of site-level GI audits to assess existing provision and functions, supported by early and inclusive community engagement. The guidance places emphasis on accessible, inclusive design that promotes active travel and recreational use, with tree planting, water-sensitive urban design, and ecological corridors identified as key priorities.

ASELA – South Essex Strategic Green and Blue Infrastructure Study 2020[161]

The study outlines a spatial network of existing GI/BI assets including open spaces, natural habitats, waterways, agricultural land and regional parks. It identifies opportunities to integrate hydrological systems and green corridors more effectively into future growth areas.

Objectives such as improving landscape connectivity, embedding SuDS and ecological systems in new development, and safeguarding natural resource productivity are framed as critical to climate resilience and public health. For Basildon, the study highlights the need for coordinated investment in multifunctional green space and blue infrastructure to support strategic housing delivery and address infrastructure gaps at a cross-boundary scale.

Basildon Borough Council – Infrastructure Delivery Plan 2022 (section 2.5)

The plan identifies that while past gains have occurred (particularly in natural and semi-natural greens pace) the overall level of GI and open space provision has not kept pace with growth. New development will therefore need to deliver additional infrastructure to meet the needs of incoming residents, rather than relying on existing provision. BBC anticipates securing this through Section 106 contributions and other mechanisms. It also highlights the need for further detailed assessments at site level, particularly through masterplaning, to determine the type, amount, and location of future provision.

BBC informed Arup as of July 2025, that a new Open Space Strategy has been commissioned, and inception of this work is expected to take place shortly. An updated strategy for play spaces is also underway.

[160] https://flood.essex.gov.uk/media/1391/gi-comment-compendium-august-2024.pdf

[161] https://localplan.southend.gov.uk/sites/localplan.southend/files/2021-08/South-Essex-Strategic-Green-and-Blue-Infrastructure-Study.pdf

2.6.1.3 *Standards to calculate future provision*

Arup will engage with ECC and BBC to understand preferred local open space standards. There are also national best practice standards such as those provided by Sports England.[162]

2.6.2 Engagement findings – Green and Blue infrastructure

2.6.2.1 *Overview*

Engagement with ECC on green and blue infrastructure took place on 9 September 2025. ECC provided commentary on existing provision, spatial deficiencies, and future requirements associated with housing and employment growth in Basildon. The discussion covered open space standards, multifunctional green corridors, biodiversity net gain (BNG), and the role of strategic green infrastructure in supporting health, climate resilience, and ecological connectivity.

ECC highlighted the need for consistent application of the Essex Green Infrastructure Standards (2022), with reference to national guidance including the Essex Design Guide, Natural England's Green Infrastructure Framework, and the forthcoming Local Nature Recovery Strategy (LNRS).

Basildon's existing provision was described as variable across settlement areas, with notable pressure points expected to intensify under the emerging Local Plan.

They also noted that future planning must incorporate GI and SuDS infrastructure as strategic infrastructure, delivered early in the design process and funded through developer contributions in line with the ECC Developers' Guide to Infrastructure Contributions (2025).

2.6.2.2 *Existing provision and capacity*

ECC confirmed that the borough has a legacy of high-quality green infrastructure in some locations, but also significant gaps; particularly in North Laindon, Noak Bridge, North Benfleet, and parts of Wickford and Ramsden. These gaps coincide with key areas of proposed growth, intensifying the urgency of delivery.

Billericay was noted as comparatively well-served, while areas north of the A127 show limited green infrastructure coverage overall.

The baseline evidence from BBC identifies long waiting lists for allotments, especially in the west of the borough. ECC indicated that the emerging Local Plan must consider this alongside wider deficits in open space provision. Basildon continues to apply an accessibility standard of 400 metres to publicly accessible green space, though ECC noted that 800 metres is generally considered acceptable, equating to a 10-minute walk. Most of the borough meets this standard, but specific growth areas fall short.

The meeting also confirmed that parts of the borough contain established habitats including ancient woodland and large-scale wetland sites, and that these areas alongside new opportunities, should be linked into a wider green network.

ECC advised that previous concentrations of brownfield development helped avoid loss of greenfield sites, but that future growth will increase pressure on greenfield land. As such, a more strategic, embedded approach to GI will be required.

The Essex Green Infrastructure Strategy (2020), Green Infrastructure Compendium (2024), and Local Nature Recovery Strategy (LNRS) were highlighted as critical reference documents. These set out the need for site-specific GI audits, inclusive design, and strong ecological connectivity. ECC reiterated that highways and drainage infrastructure should also be treated as potential GI assets, aligning with biodiversity and surface water management goals. Retention ponds, green corridors, and SuDS-based drainage should all be incorporated into wider GI delivery where possible. Natural England's GI Framework and mapping tools were also referenced, particularly in relation to identifying priority areas for habitat creation and ensuring that development aligns with strategic green infrastructure ambitions.

[162] Planning for sport | Sport England

2.6.2.3 Future infrastructure required to support growth

ECC noted that future growth in Basildon will require the delivery of high-quality, multifunctional green and blue infrastructure at a strategic scale.

ECC also stressed that green infrastructure should not be siloed from wider policy aims, and must instead support co-benefits across health, climate adaptation, biodiversity, and active travel. In particular, the existing network of green corridors and open space assets must be enhanced and expanded to reflect the spatial distribution of new housing and employment.

Delivery expectations include early embedding of GI in the masterplanning process. ECC advised that provisions include:

- Strategic green corridors, connecting existing habitats and communities.
- Sustainable Urban Drainage Systems (SuDS) integrated with public open space.
- Allotment land and community growing space, especially in the west of the borough.
- New natural habitats, aligned with LNRS priorities.
- GI to support active travel, such as greenways that serve walking and cycling trips.

Where existing sites are already under pressure, such as North Benfleet and Noak Bridge, ECC suggested that rewilding or repurposing disused land may support ecological and recreational objectives. However, in areas with limited existing green infrastructure, direct provision of new accessible open space will be essential. Further to this, ECC highlighted that the Developers' Guide to Infrastructure Contributions (2025) outlines green infrastructure as a core infrastructure requirement and includes expectations for safeguarding land, financial contributions, and alignment with the Essex Design Guide.

Engagement also outlined that opportunities to link GI delivery with highways schemes such as through verges, swales, or green bridges should be pursued also. ECC also advised that some flood zones, which are otherwise undevelopable, may offer opportunities for dual-function GI and recreational space. Baseline policy from BBC remains clear that no net loss of public open space should occur and that any growth must result in a net gain. ECC's Annual Monitoring Report (AMR) highlights a stall in open space delivery despite population increases, a trend which must be reversed to meet Local Plan ambitions.

This will require both qualitative improvements to existing GI and new provision in under-served areas.

2.6.3 Other Strategic and Local Green Infrastructure

2.6.3.1 Existing plans, strategies and Local Plan evidence

Basildon Borough Council – Authority Monitoring Report 2022/3[163]

The Authority Monitoring Report provides a high-level update on environmental quality and land use within Basildon. It reinforces the Council's aim to protect biodiversity and enhance local character through spatial planning, including the integration of green corridors and green infrastructure. Strategic objectives also prioritise the creation, renewal and management of habitats as part of a broader approach to green infrastructure delivery.

Essex Highways – Essex Highways Strategy for Managing its Green Estate 2024[164]

This strategy document sets out ECC's approach to embedding GI into the highways network. While primarily a transport asset management document, it reframes the Green Estate as a platform to support wider environmental goals. The strategy aligns with key county-wide policies including the Essex

[163] https://www.basildon.gov.uk/media/12048/Basildon-Council-Annual-Monitoring-Report-2022-2023/pdf/Basildon_Council_-_Annual_Monitoring_Report_2022_-_2023.pdf?m=1715619914963

[164] https://www.essexhighways.org/uploads/road-strategies/kd04-fp-005-01-24--a2_strategy-for-managing-eh-green-estate-final_.pdf

Climate Action Commission's net zero ambition, the Local Transport Plan, and Everyone's Essex priorities.

Essex County Council – Essex Local Nature Recovery Strategy [165]

The Essex Local Nature Recovery Strategy (LNRS), led by ECC as the designated Responsible Authority, provides a spatially explicit framework for nature recovery across Greater Essex. It identifies priority areas and actions for habitat creation and enhancement, guided by national policy and the Lawton Principles. The strategy defines clear targets, including the ambition to expand green and blue habitat coverage from 14% to 25% of the county by 2030, with a longer-term goal of 30%.

Essex County Council – Essex Biodiversity Net Gain Evidence for Need[166]

This evidence document, published by ECC in 2024, provides a county-wide evidence base for the implementation of Biodiversity Net Gain (BNG) policy under the Environment Act 2021. It evaluates whether a higher BNG requirement than the national statutory minimum of 10% could be justified in Essex.

The report sets out the case for increasing this baseline to 20%, based on extensive biodiversity loss, limited habitat quality from onsite delivery, and the strategic need to align net gain with the spatial ambitions of the Essex LNRS. It also outlines the importance of using BNG to support landscape-scale habitat creation and ecological connectivity, which are not easily achievable through development-led onsite mitigation alone.

[165] https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010119/EN010119-001221-Essex%20County%20Council%20and%20Tendring%20District%20Council%20-%20Responses%20to%20ExQ2%20Essex%20Local%20Nature%20Recovery%20Strategy%20Part%201.pdf

[166] https://www.essexdesignguide.co.uk/media/3059/place-services-2024-essex-bng-evidence-for-need-final.pdf

[167] https://www.basildon.gov.uk/media/12048/Basildon-Council-Annual-Monitoring-Report-2022-2023/pdf/Basildon_Council_-_Annual_Monitoring_Report_2022_-_2023.pdf?m=1715619914963

2.6.3.2 Existing infrastructure, current needs and potential future needs

Basildon Borough Council – Authority Monitoring Report 2022/3[167]

The Report highlights that there was no net gain in open space provision across the borough in 2022/23, despite sustained development activity. It also records that while Sites of Special Scientific Interest remain stable in condition, continued monitoring is needed. The reliance on brownfield land for housing is helping to reduce pressure on undeveloped greenfield areas, but further coordination will be required to ensure that future growth is supported by accessible and high-quality green infrastructure.

Essex Highways – Essex Highways Strategy for Managing its Green Estate 2024[168]

Though not specific to Basildon, the strategy has borough-wide implications, particularly where future transport upgrades intersect with GI priorities. It identifies the highways network as an underutilised asset for enhancing biodiversity, water management, and habitat connectivity.

However, it also emphasises the financial constraints facing local authorities, requiring external funding or collaborative delivery models for GI enhancements.

Essex County Council – Essex Local Nature Recovery Strategy[169]

The LNRS emphasises that every part of Essex, including Basildon, can contribute to nature recovery. Strategic opportunity maps highlight the top 15% of locations for habitat creation, while also supporting action beyond these areas. For Basildon, urban nature recovery is particularly relevant given pressures on green space and the ecological value of urban habitats. The

[168] https://www.essexhighways.org/uploads/road-strategies/kd04-fp-005-01-24--a2_strategy-for-managing-eh-green-estate-final_.pdf

[169] EN010119-001221-Essex County Council and Tendring District Council - Responses to ExQ2 Essex Local Nature Recovery Strategy Part 1.pdf

strategy also underscores the role of mechanisms such as BNG and Environmental Land Management Schemes in funding and delivering these enhancements. Future GI planning in Basildon will benefit from aligning with the LNRS priorities, particularly in targeting fragmented grasslands, woodland regeneration, freshwater quality, and urban greening.

Essex County Council – Essex Biodiversity Net Gain Evidence for Need[170]

Despite the introduction of mandatory BNG for most development in April 2024, the scale of historic habitat loss and current environmental pressures in Essex suggest that a 10% net gain is insufficient to achieve meaningful nature recovery. The report highlights risks around over-reliance on onsite gains, which are typically lower in ecological value and less aligned with wider strategic objectives. For Basildon, this reinforces the need to integrate BNG with existing green infrastructure networks, ensuring that future developments contribute to county-level ecological enhancement goals and the LNRS's spatial priorities.

[170] https://www.essexdesignguide.co.uk/media/3059/place-services-2024-essex-bng-evidence-for-need-final.pdf

2.7 Community Facilities

2.7.1 Youth facilities and community centres

2.7.1.1 Existing plans, strategies and Local Plan evidence

Basildon Borough Council – Built Facilities Strategy Needs Assessment (2024 [171]

This section of the Built Facilities Strategy outlines the role of community centres in providing accessible, multi-functional spaces for local residents. The strategy identifies 48 community centres across the Borough, including 10 owned and managed by BBC, with the remainder run by community groups, charities and schools. These venues host a range of activities from fitness classes to social care services and play a key role in enabling local access to recreational and wellbeing provision.

Basildon Borough Council – Built Sports Facilities Strategy (2024) [172]

This strategy sets out a long-term plan for the development and enhancement of built sports and physical activity facilities across Basildon Borough. It provides an evidence-based framework aligned with the Local Plan to guide investment, partnership working, and health-focused infrastructure planning. Community centres and small halls are identified as key assets supporting inclusive, accessible participation in physical activity, particularly for older residents and those facing barriers to traditional leisure provision.

2.7.1.2 Existing infrastructure, current needs and potential future needs

Basildon Borough Council – Built Facilities Strategy Needs Assessment (2024)

Community centres are generally well distributed across Basildon, Billericay, and Wickford, with 73.5% of residents living within an 800m radius of a hall. All sites are available for public hire and operate across daytime and evening hours. Activities offered reflect local needs, ranging from yoga, dance, and table tennis to NHS-led programmes such as mother and baby classes and physical activity support. While no formal quality assessment was conducted, the strategy highlights the need to maintain high standards across Council-owned facilities and support voluntary sector operators to sustain quality and relevance.

This assessment found that future priorities should include assurance that community centres remain price-accessible, responsive to local demand, and integrated with health and wellbeing objectives where appropriate. It also highlighted maintenance and enhancement, as these spaces will be essential in supporting inclusive, place-based infrastructure that addresses both physical activity and social cohesion across Basildon's growing population.

Basildon Borough Council – Built Sports Facilities Strategy (2024)

The strategy notes that there are 48 small community halls in Basildon, ten of which are managed by the Council. These facilities, typically equivalent to one or two badminton court spaces, play a vital role in providing low-cost, local opportunities for physical activity and wellbeing. Many are used for yoga, martial arts, dance, and NHS-supported programmes such as health screening and exercise referral. Given the projected growth in Basildon's older population, these venues are considered critical for supporting activity levels and managing long-term health conditions.

The strategy recommends that BBC continue to maintain its own small halls to a high standard, ensure affordability, and support local partners, including parish councils and voluntary groups. It found that capital grants for equipment and minor upgrades would be key to achieving this. The strategy also encourages collaboration with Active Essex and Primary Care Networks to embed community halls into social prescribing and health referral pathways if long-term feasibility is to be ensured. This aligns with the broader goal of sustaining an equitable, preventative community-based health infrastructure.

[171] https://www.basildon.gov.uk/media/12299/Basildon-Council-Indoor-Needs-Assessment-2024/pdf/Basildon_Council_Indoor_Needs_Assessment_2024_1hnqlhkb299u8.pdf?m=1739803790193

[172] https://www.basildon.gov.uk/media/12300/Basildon-Council-Indoor-Facility-Strategy-2024/pdf/Basildon_Council_Indoor_Facility_Strategy_2024.pdf?m=1739803817860

2.7.2 Cultural spaces

2.7.2.1 Existing plans, strategies and Local Plan evidence

Essex Cultural Strategy (2023)[173]

The Essex Cultural Strategy sets out ECC's ambitions for arts, culture, and creativity over the coming years, with a focus on enhancing quality of life, wellbeing, and economic growth.

The Strategy identifies culture as a key contributor to the priorities of the Everyone's Essex plan: Renewal, Equality, and Ambition. It acknowledges the significant role that arts and culture play in supporting economic resilience and job creation, particularly within the creative industries, which are among the fastest-growing sectors both nationally and locally. The Strategy was developed following a series of consultations and workshops with residents, creative practitioners, and the cultural sector

Mapping Creative Hubs in Essex (2023)[174]

This report presents an in-depth analysis of the creative hub landscape in Essex, offering a working definition of hubs as physical or virtual spaces that bring together individuals in the creative and cultural industries. The document identifies hubs as key enablers of collaboration, talent development, business growth, and community engagement within the wider cultural sector. While many organisations supported creative practice without identifying as 'hubs', the report takes an inclusive approach, recognising the evolving role of galleries, community centres, libraries, and informal collectives.

[173] https://e.issuu.com/embed.html?d=sc-3209a-ecc-1920x1080-cs-36pp-300dpi-rgb-250324_-&u=exploreessex

2.7.2.2 Existing infrastructure, current needs and potential future needs

Essex Cultural Strategy (2023)

The Strategy highlights a number of cross-cutting challenges affecting cultural development across Essex, including funding pressures, skills gaps, demographic change, and limited rural access to cultural activity. It also identifies key enablers for future growth, including improved connectivity, stronger networks between towns and villages, and enhanced infrastructure for formal and informal creative exchange.

There is a recognised need to strengthen talent retention in the cultural and creative sectors, particularly for young people at the early stages of their careers, who may be drawn away by opportunities in London.

Cultural infrastructure and creative economy policies are therefore positioned as essential to maintaining long-term economic sustainability and regional identity. Place-based approaches are advocated to address access and equity, especially in areas of higher deprivation or low participation. The Strategy also notes the opportunity for spatial planning to embed cultural assets, promote rural inclusion, and support investment in creative clusters as part of a wider ambition to develop a thriving and resilient cultural ecosystem across Essex.

Mapping Creative Hubs in Essex (2023)

The report reveals a dynamic yet uneven distribution of creative infrastructure across Essex, with significant differences in scale, age, and geographic reach. Around 68% of hubs occupy a physical location, while the remainder operate digitally or flexibly. Many hubs cater to hyper-local communities, and although most are small-scale (34% serve under 10 members) some accommodate over 500. The creative sectors most represented include visual arts, crafts, performing arts, design, music, and film, with additional activity in digital media, heritage, and education.

[174] https://ca1-exe.edcdn.com/Mapping-Creative-Hubs-in-Essex-Report.pdf

The report identifies five recommended actions to strengthen the hub ecosystem: improving financial and tenure security, establishing impact measurement frameworks, facilitating collaboration, and enhancing skills and capacity through training. Despite external pressures, many hubs expressed optimism about growing audience engagement and member numbers. This highlights the potential of creative hubs to play a more prominent role in shaping inclusive, resilient cultural infrastructure across Essex, especially if supported through targeted policy and funding interventions.

2.7.3 Libraries

2.7.3.1 Existing plans, strategies and Local Plan evidence

Essex County Council – Everyone's Library Service (2023)[175]

The plan identifies libraries as a key infrastructure asset supporting education, digital access, wellbeing, and community cohesion across Essex. Future priorities include expanding volunteering, enhancing digital services, and targeting resources to areas with the greatest need. It promotes the use of underutilised spaces, improved marketing, and data-informed service design.

Basildon Borough Council – Infrastructure Delivery Plan: Library Infrastructure (January 2022)

This section of the previous IDP (Section 2.8) outlines the statutory context and existing provision of Essex's library network, which operates under the 1964 Public Libraries and Museums Act. Libraries are positioned as integral to ECC's strategic aims, supporting literacy, social inclusion, skills development, and community connectivity. Provision across the Borough includes seven core public libraries, with services including children's events, Bookstart packs, NHS and Jobcentre Plus partnerships, Citizens Advice, and digital access.

2.7.3.2 Existing infrastructure, current needs and potential future needs

Essex County Council – Everyone's Library Service (2023)

The plan identifies libraries as a key infrastructure asset supporting education, digital access, wellbeing, and community cohesion across Essex. Future priorities include expanding volunteering, enhancing digital services, and targeting resources to areas with the greatest need.

It promotes the use of underutilised spaces, improved marketing, and data-informed service design. The strategy highlights the role of libraries in addressing wider challenges, from literacy inequality to climate change awareness, and commits to ongoing community engagement to shape inclusive, future-facing services.

Basildon Borough Council – Draft Infrastructure Delivery Plan: Library Infrastructure (January 2022)

The draft IDP outlines that future library provision will focus on enhancing existing infrastructure rather than building new facilities. Growth arising from Local Plan allocations is not expected to double current catchment areas, meaning expansion and upgrading of existing libraries will be prioritised.

Improvements may include investment in furniture, stock, technology, and internal reconfiguration to support multifunctional use and community resilience.

ECC advises that developer contributions will be sought to address capacity pressures, particularly where new communities are established or where significant population growth is expected. A contribution rate of £77.80 per dwelling has been applied to strategic sites across the Borough to calculate library infrastructure requirements. Based on this methodology, the IDP identifies a total of approximately £1.01 million in developer contributions for library improvements. These contributions will be considered further at the masterplanning and application stage, with a focus on ensuring long-term sustainability of library provision.

[175] Everyone's Library Service 2022-2026 | Our strategies, policies and terms | Essex Library Service

2.7.4 Cemeteries

2.7.4.1 Existing plans, strategies and Local Plan evidence

Basildon Borough Council – PPG17 Open Space Assessment: Churchyards & Cemeteries (Part II, 2011)[176]

This chapter of the Open Space Assessment sets out the policy context and public perception of churchyards and cemeteries in Basildon. While overall visitation rates are relatively low, these spaces are recognised for their intrinsic value. Consultation responses consistently identified mental and emotional wellbeing benefits linked to these spaces, with general satisfaction reported in their current condition and character.

The Vision for these spaces calls for well-maintained, clean, and tranquil environments with safe access, adequate signage, appropriate facilities such as seating and toilets, and a natural, respectful setting that discourages antisocial behaviour.

Environment Agency – Response to Basildon Regulation 18 Draft Local Plan Consultation (2025)

In its response to the Regulation 18 consultation, the EA emphasised the need for the Local Plan to address cemetery provision as part of essential infrastructure. The Agency recommended that the Plan include reference to specific national guidance: *Guidance for Cemeteries and Burials*, *Protecting Groundwater from Human Burials*, and *The Environment Agency's Approach to Groundwater Protection – Section L*.

2.7.4.2 Existing infrastructure, current needs and potential future needs

Basildon Borough Council – PPG17 Open Space Assessment: Churchyards & Cemeteries (Part II, 2011)

The report identifies a significant long-term shortfall in burial space provision within public cemeteries. While combined private and public sites are currently sufficient to meet borough-wide burial demand over a 30-year timespan, public cemetery capacity is projected to be exhausted by 2031. An additional 1.9 hectares of land will be required to meet public burial needs to 2040, with annual demand for new graves estimated between 0.081 ha and 0.104 ha per year.

Key policy recommendations include annual monitoring of burial land requirements, a framework for integrating burial provision into Local Development Frameworks and Open Space Strategies and encouraging community adoption of detached burial grounds as local assets.

Future cemetery provision and enhancements should also align with quality standards outlined in the vision for churchyards and cemeteries, targeting a minimum 'High Reasonable' quality rating (50%+). Emphasis is placed on ensuring any new or expanded sites are well-integrated, safe, and sensitively designed to maintain their role as reflective and valued community spaces.

Environment Agency – Response to Basildon Regulation 18 Draft Local Plan Consultation (2025)

The EA advised that cemetery provision should not only meet future demand but also comply with environmental safeguards, particularly those relating to groundwater protection.

It highlighted that site selection and management practices for new burial grounds must consider soil conditions, hydrology, and long-term environmental impact.

The Local Plan should incorporate reference to relevant regulatory frameworks and ensure that any future cemetery proposals are supported by appropriate environmental assessments.

[176] https://www.basildon.gov.uk/media/3790/Basildon-Council-PPG17-Part-II-Draft/pdf/Basildon_Borough_Council_-_PPG17_Part_II_-_Draft.pdf?m=1330012354780

2.7.5 Historic Environment

2.7.5.1 Existing plans, strategies and Local Plan evidence

Historic England – Regulation 18 Local Plan Consultation Response (2025)

Historic England is the Government's statutory adviser on the historic environment. In its response to BBC's second Regulation 18 Local Plan consultation, Historic England supports the Council's intention to incorporate heritage considerations into future planning policy. It welcomes Policy R1 in the "Ensuring the Vitality of Town Centres" document, particularly the emphasis on respecting Basildon's unique New Town character through high-quality design, architecture, landscaping, and public art.

2.7.5.2 Existing infrastructure, current needs and potential future needs

Historic England – Regulation 18 Local Plan Consultation Response (2025)

Historic England highlights the value of the Borough's existing historic buildings in supporting both placemaking and sustainable development. It notes that the repair, maintenance, and reuse of historic assets should form a central part of the Local Plan's approach to sustainability, as the retention of existing buildings helps reduce embodied carbon and construction waste.

The response recommends that the Council adopt a 'whole-building' approach when considering adaptations to heritage assets, ensuring that any energy efficiency improvements are contextually appropriate, proportionate, and do not compromise their architectural or historic significance.

In preparing the new Local Plan, Historic England encourages ongoing engagement with conservation officers, the county archaeologist, and local heritage groups to ensure that the historic environment is positively managed and integrated into emerging spatial strategies.

2.7.6 Engagement Findings: Community Facilities

2.7.6.1 Overview

Engagement sessions were held with BBC, ECC and Historic England on 21 and 26 of August 2025. Discussions focused on:

- Existing provision across youth facilities, community centres, libraries, cultural assets and burial space.
- Infrastructure pressures arising from planned Local Plan growth.
- Requirements for future provision, funding and delivery mechanisms.
- Cross-boundary implications and statutory considerations, including heritage.

2.7.6.2 Existing provision and capacity

Community centres

- BBC clarified that 8 community halls are directly managed by the Council (not 10 as previously reported).
- Many facilities are heavily used in evenings and weekends, while daytime capacity is underused.
- Funding currently focuses on asset sustainability rather than major refurbishment, limiting modernisation.

Youth facilities

- ECC confirmed three youth centres operate in the borough (two ECC-owned, one leased), with additional voluntary sector provision supplementing gaps.
- Provision is uneven geographically, with Wickford and parts of Pitsea reliant on street-based outreach rather than dedicated facilities.
- ECC highlighted budget constraints and uncertain future delivery models, pending a new National Youth Strategy in 2026.

Libraries

- ECC operates libraries in Basildon, Wickford and Billericay, with strong usage in Billericay and rising footfall in Basildon.
- Libraries increasingly function as multi-use hubs providing digital access, study space and community programmes.
- Wickford Library has been identified by ECC as requiring investment and relocation or reconfiguration options (to be confirmed in writing by ECC).

Cultural spaces

- BBC referenced the Basildon Culture and Creative Industries Strategy (2023), noting limited dedicated cultural space and reliance on dual-use facilities.
- Funding constraints limit delivery of permanent venues. Growth offers opportunities to embed cultural floorspace in new community hubs.

Burial and crematoria provision

- BBC confirmed a significant shortfall in burial capacity. Provision may be exhausted by 2031 or earlier, with increasing demand for Islamic burials accelerating pressure.
- Scope for expansion is very limited, with Burstead Cemetery identified as the only realistic option for extension.
- No crematorium exists within the borough, and some use crosses into neighbouring authorities.

Historic environment

- Historic England highlighted the high number of listed buildings and heritage assets in Basildon.
- Early engagement is essential to avoid delays or conflict at application stage.
- Growth areas will need heritage sensitivity assessments and design guidance to manage development impact.

2.7.6.3 Future infrastructure required to support growth

Planned growth of approximately 26,000 new homes in Basildon will generate substantial additional demand on community infrastructure.

Engagement with BBC, ECC and Historic England indicates that current provision lacks the resilience and spatial distribution needed to support new communities without targeted investment.

Future provision will need to be strategically planned, location-specific, and aligned with housing phasing to avoid widening inequalities across the borough.

Community centres

Growth will intensify demand for accessible indoor community space, particularly in Wickford, Billericay and areas of eastern Basildon where provision is already stretched.

BBC confirmed that existing centres cannot absorb borough-wide population growth, particularly as evening and weekend bookings are already close to capacity.

Future delivery must:

- Secure new community facilities within strategic development sites, proportionate to population yield and co-located where feasible with health or education functions.
- Modernise existing centres to expand functional capacity and support multi-use programming (health services, adult learning, early years, youth engagement).
- Ensure long-term sustainability through secured revenue models, not just capital delivery, to avoid underutilisation or decline. Developer contributions via Section 106 agreements will be required for both on-site provision and off-site enhancement, guided by the ECC Developers' Guide (2025).

Youth facilities

Youth provision is an identified gap and a priority for ECC. Existing youth centres in Basildon are limited in number and unevenly distributed, with only one dedicated facility in Wickford and reliance elsewhere on outreach and voluntary provision.

ECC confirmed that youth services should not be assumed to share general community buildings, as this can create safeguarding and operational conflicts between users.

Growth in Wickford and Laindon will therefore require dedicated space for young people, secured through Section 106 planning obligations, and potentially supported in future by new Government funding anticipated under the National Youth Strategy in 2026.

Cultural spaces

Cultural infrastructure is another recognised area of under-provision. BBC noted that existing cultural activity is fragmented and lacks reliable space, with many groups dependent on temporary or commercial venues.

Future planning must secure affordable cultural floorspace within major regeneration areas and large strategic sites, either through safeguarded space in mixed-use centres or through contributions towards refurbishment of adaptable buildings.

This aligns with the Essex Cultural Strategy and BBC's own work on creative economy growth. Ensuring space for informal cultural activity will also support social cohesion and placemaking objectives.

Libraries

Library provision will also require investment to support growth. ECC confirmed that libraries are now explicitly recognised as essential social infrastructure and must be planned for accordingly in the Local Plan.

While no new libraries are currently proposed, expansion and modernisation will be required to increase capacity, improve digital access and support extended community use.

Wickford Library is expected to face the greatest pressure due to growth in south Wickford and at the administrative boundary. Enhanced provision in Billericay and Basildon town centre is also being explored through hub-based delivery, combining libraries with other public-facing services.

Funding will be secured through developer contributions, potentially pooled where upgrades serve growth in multiple locations.

Cemeteries

Burial provision is one of the most acute infrastructure pressures raised during engagement. Basildon's public cemetery capacity is forecast to be exhausted before 2031, with rising demand for Islamic burial provision creating additional pressure. BBC confirmed that new burial land must be allocated through the Local Plan and that this will likely require release of additional land, potentially within or adjacent to Burstead Cemetery.

This is a high-risk area of provision where growth-related demand cannot be accommodated without allocating additional land.

Developer contributions will be required to mitigate the growth-related share of need but will not address current deficits, which will need separate funding.

Historic Environment

Historic England stressed that growth must be accompanied by proportionate heritage planning to avoid delays and design conflicts later in the process. Major sites will require heritage impact assessments at masterplanning stage, particularly within Billericay and Wickford where setting and character are sensitive.

Early engagement and clear design coding were recommended to ensure heritage is integrated as an asset within placemaking, rather than seen as a constraint during detailed planning.

2.8 Sports and Recreation Infrastructure

2.8.1 Indoor & Outdoor Facilities

2.8.1.1 Existing plans, strategies and Local Plan evidence

Basildon Borough Council - Basildon Indoor Facility Strategy (2024)[177]

The Basildon Indoor Facility Strategy builds on the conclusions identified in the Basildon Indoor and Built Facilities Needs Assessment Report (IBF) researched and produced between September 2023 and January 2024. The IBF and this report were part of a wider suite of inter-related documents including a Playing Pitch Strategy (PPS). The IBF, and Indoor Facility Strategy were both prepared in accordance with Sport England's ANOG (Assessing Needs and Opportunities Guidance) and in consultation with BBC, Sports England, national governing bodies of sport, Active Essex, local sports clubs and other key stakeholders.

The overarching observation made is that the IBF confirms the borough's sports halls, swimming pools and fitness suites are mainly in good condition and are generally well positioned to meet the needs of its resident population. Most schools in Basildon are available, via community lettings to sports clubs and individuals. Among the current stock, BBC notes that the community usage of school halls is strong. The Indoor Facility Strategy is aimed to address key overarching strategic recommendations set out in the local plan, including:

- Ensuring leisure facility offer contributes to reducing health inequalities;
- Offering a good quality balanced swimming offer;
- Continuing to promote and sustain the role of small community hall facilities; and
- Increasing the community use of sports facilities on school sites.

Basildon Borough Council - Playing Pitch & Outdoor Sports Strategy (2025)[178]

The Playing Pitch & Outdoor Sport Strategy (PPOSS) built upon the preceding updated Assessment Report, providing a clear strategic framework in relation to the provision of playing pitch and outdoor sports facilities. It was published to update and replace the previous 2018 study and delivers strategic forward-facing aims such as: A vision for the future protection, improvement and development of provision, and guidance as to how the PPOSS can be delivered.

The Strategy is delivered in accordance with Sport England's Playing Pitch Strategy (PPS) Guidance and Sport England's Assessing Needs and Opportunities Guide. The Strategy found that the existing position for all sports is either that demand is being met or that there is a shortfall, however, future positions show the exacerbation of current shortfalls and the creation of additional shortfalls for some pitch and facility types. As a result, no provision could be deemed surplus to requirements, meaning that there is a clear need to protect all existing provision.

Basildon Borough Council - Built Facilities Strategy Needs Assessment (2024)[179]

This strategy document, prepared by Knight, Kavanagh & Page for BBC, provides a detailed borough-wide review of indoor and built sports facilities to support the emerging Local Plan (2026). The strategy covers current provision and anticipated needs up to 2042, aligning with Sport England's ANOG guidance. It identifies priorities for future investment, promoting facility-based physical activity as a driver for improved health and wellbeing.

[177] Basildon Borough Council Built Sports Facilities Strategy Strategy Report & Action Plan Final Report October 2024

[178] Basildon Borough Council Playing Pitch & Outdoor Sport Strategy Strategy Report February 2025

[179] Built Facilities Strategy Needs Assessment – Final Report October 2024

The evidence base highlights the role of built leisure infrastructure in supporting borough-wide objectives, including health inequality reduction, active lifestyles, and provision of accessible recreation spaces.

2.8.1.2 Existing infrastructure, current needs and potential future needs

Basildon Indoor Facility Strategy (2024)

Basildon's core indoor sports facilities are concentrated in its three main towns and include Basildon Sporting Village, Eversley Leisure Centre and Wickford Swim & Fitness Centre. These sites are operated by Everyone Active and have benefitted from recent investment, including a new swimming pool and gymnastics hall at Eversley. Together, they form the backbone of the Borough's leisure offer and are well-placed to support health improvement objectives by reducing inactivity. Billericay Swimming Pool, operated under lease by First Strokes, remains the key exception, with significant improvements required to plant, ventilation and changing areas. The Council intends to secure these upgrades through a revised lease agreement and a recommended condition survey.

Basildon's network of 48 smaller community activity halls is an important complement to its major facilities, offering accessible spaces for a range of physical activity, particularly for older adults. Most schools in the Borough offer community access to their facilities, although a minority report lower use or are temporarily closed.

Future demand will be shaped by housing growth set out in the emerging Local Plan, and leisure provision will need to adjust accordingly. Ensuring continued community access to school sports halls and swimming pools will be vital, particularly at sites in poor condition. Monitoring use through tools such as Moving Communities and adjusting programming will help align provision with changing community needs.

Basildon Borough Council Playing Pitch & Outdoor Sports Strategy (2025)

Basildon's playing pitch and outdoor sports infrastructure is under significant pressure, with no sites deemed surplus to requirement. Existing facilities, including those of lower quality or underused, must be retained and improved to meet identified current and future demand. Protection through local planning policy is essential, with loss of any site requiring clear mitigation aligned with national planning guidance. Investment priorities include enhancing pitch quality, improving ancillary facilities, and addressing overuse. A tiered approach to facility management is recommended, focusing limited resources on high-use or overplayed sites. To support this, partnerships with clubs, schools, and private providers are encouraged, including community use agreements at key school sites. Developer contributions and external funding will be vital in addressing gaps, particularly as the borough grows. Coordinated planning, supported by the PPOSS evidence base, will help secure the long-term future of outdoor sport provision in Basildon.

Basildon Borough Council - Built Facilities Strategy Needs Assessment (2024)

Basildon benefits from a good range of indoor sports facilities, with the Basildon Sporting Village acting as the borough's flagship site. The recent new pool at Eversley Leisure Centre has expanded provision, particularly in the east. However, infrastructure challenges remain, notably at Billericay Swimming Pool, which requires urgent investment. Community centres and school facilities also form an important part of the sports network. Many offer public access but vary in quality, with several school sites needing investment and formalised community use agreements. Future needs include support for club-led expansions, such as Celebrate Gymnastics, and monitoring demand for facilities like indoor bowls as the population ages. Continued investment in the quality, accessibility, and capacity of built sports infrastructure will be essential to meet Basildon's projected population growth and changing recreational needs to 2042.

2.8.2 Engagement findings – Sports and Recreation infrastructure

2.8.2.1 Overview

Engagement with Sport England was held on 28 August 2025, to assess the adequacy of indoor and outdoor sports infrastructure across Basildon Borough.

This was followed by further strategic input from ECC during the Blue and Green Infrastructure engagement on 9 September 2025. Both sessions highlighted the scale of infrastructure pressure associated with growth. Sport

England's feedback drew on the Council's Indoor Facilities Strategy (2024), Playing Pitch Strategy (2024), and a new Facilities Planning Model (FPM) for pools and sports halls, which had been completed but not yet reviewed by Basildon Borough Council BBC at the time of engagement. ECC also confirmed that open space delivery has stalled despite population growth, as noted in the Annual Monitoring Report (AMR), and reiterated that multifunctional green and blue infrastructure must be embedded in growth areas.

2.8.2.2 Existing provisions and capacity

Sport England confirmed there is no surplus capacity within the outdoor sports network. All sites are heavily used, and the Playing Pitch Strategy identifies persistent shortfalls in football, cricket, and 3G artificial pitches. Loss of existing outdoor sites is not considered sustainable. Sport England also reiterated that pressures are exacerbated by Basildon's role in serving neighbouring authorities.

Sport England also found that indoor facilities are similarly constrained. Basildon Sporting Village and Eversley Leisure Centre are sub-regional facilities recently upgraded with a new swimming pool and gymnastics hall, but they operate at or near full capacity.

Wickford Swimming & Fitness Centre and Billericay Pool are ageing assets. Billericay Pool was identified as a priority for refurbishment or replacement due to poor ventilation, outdated plant equipment, and limited capacity. Although leased to a private operator, long-term responsibility remains with the Council.

The Indoor Facilities Strategy highlights the borough's reliance on 48 community and school halls. Many offer only limited public access due to safeguarding concerns and lack of formal agreements. ECC noted that where schools do allow community access, this is typically negotiated on a case-by-case basis and depends on design specifications, safeguarding policies, and local willingness which can have frictional inefficiencies. Sport England has compiled a list of known agreements, including those secured through planning obligations since 2019.

ECC reinforced that recent brownfield-led development has alleviated pressure on greenfield land, but this approach is no longer sustainable. Greenfield sites will now be required to accommodate significant growth.

The stalled delivery of public open space, as identified in the AMR, risks compounding existing deficiencies unless addressed through strategic planning and targeted infrastructure delivery.

2.8.2.3 Future infrastructure required to support growth

Key emergent themes from engagement were that infrastructure delivery must respond to both qualitative shortfalls and gaps in spatial coverage.

Sport England identified Billericay, Wickford, and Basildon's eastern growth areas as priority locations requiring targeted investment. Contributions should be directed toward enhancements at strategic hubs rather than dispersed, smaller-scale facilities. Given the scale of planned growth and deteriorating condition, Billericay Pool may justify full replacement. New secondary schools provide an opportunity to embed indoor sports facilities with secured community access. ECC advised that such access must be designed in from the outset

ECC note that moving forwards, outdoor provision will require more than intensification. While pitch upgrades and scheduling changes can unlock some capacity, Sport England and ECC confirmed that new, multi-pitch sites will be necessary. Large-scale allocations like Bowers Gifford and North Benfleet offer opportunities for pooled delivery. Gardeners Lane South and Bartlett Park were cited as schemes with potential, though funding constraints remain a challenge.

Both Sport England and ECC advised that developer contributions should be calculated using the Sports Facility Calculator and Playing Pitch Calculator, which are embedded in BBC's evidence base. Finally, ECC stressed that the shift toward larger, strategic presents a timely opportunity to deliver green and recreational infrastructure from the outset. LNRS mapping identifies habitat creation priorities that should be aligned with open space and sports delivery.

Sport England concluded that all existing sites must be safeguarded, and that future growth will require a step change in infrastructure provision to address rising demand both within and beyond the borough.

2.9 Digital Infrastructure

Essex County Council – Digital Strategy for Essex[180]

The strategy outlines the goals of ECC and Digital Essex for driving better digital connectivity and also outlines how the strategy will be delivered.

This document outlines the following relevant strategic goals:

- Superfast speeds available at all premises in Essex;
- Gigabit-capable services available at more than 85% of premises in Essex; and
- 4G available across 99% of Essex and 5G available at all key employment locations and priority areas.

The strategy will be delivered through the following key areas:

- Actively engaging with the mobile network operators to support their local rollout plans and working with Essex Highways to enable the use of the street furniture for mobile infrastructure deployment; and
- Supporting and engaging with Building Digital UK (BDUK) on Project Gigabit – the plan to upgrade 85% of UK addresses to gigabit-capable broadband by 2025.

The website also lists key partners to boost digital connectivity in the region. From the private sector, Openreach and Gigaclear were listed as key partners.

2.9.1 Overview

Arup engaged with ECC through Microsoft Teams on 28 August 2025. In the discussion, ECC confirmed that a new digital infrastructure policy is in development and highlighted the role of the Essex Design Guide in shaping planning decisions despite some outdated evidence. The discussion emphasised the need for improved monitoring of mobile connectivity, given the limitations of current data, and noted that fixed-line broadband delivery is progressing through BDUK contracts, with ECC maintaining mapping data to identify underserved areas.

ECC also stressed the importance of early integration of digital infrastructure in new developments, particularly in plotland areas like North Benfleet and Bowers Gifford, where fragmented growth poses delivery challenges. The need for a coordinated approach, aligned with CIL compliance and supported by strong local policy, was reiterated to ensure digital infrastructure keeps pace with planned growth.

2.9.2 Existing provision and capacity

Digital infrastructure in Basildon is shaped by a mix of legacy provision and emerging policy. While ECC is developing a new digital infrastructure policy, the Essex Design Guide remains a key reference, and monitoring mobile coverage remains challenging due to unreliable operator data, though ECC is exploring improved methods.

Fixed-line broadband in Basildon has seen significant improvements thanks to targeted investment in areas where commercial rollout has been limited. ECC previously partnered with Openreach and Gigaclear to expand fibre coverage. Although those contracts have now ended, progress continues under the BDUK Type C programme, which prioritises fibre deployment and sets rolling delivery targets. ECC retains access to delivery data, offering a more reliable view of fixed-line broadband progress than is currently available for mobile networks.

ECC maintains maps to identify areas with poor gigabit connectivity, though some datasets are now slightly out of date. BBC also holds a shapefile

[180] Digital Strategy for Essex

showing current gigabit coverage across the borough, which supports local understanding of service gaps. While these tools provide a useful baseline, there is a recognised need to refresh the evidence base to reflect recent delivery and emerging priorities.

Servicing challenges persist in plotland areas such as North Benfleet Neighbourhood Development Order (NDO), with eastern and western parts of the borough expected to be the most difficult to serve, highlighting the need for updated evidence and targeted intervention.

2.9.3 Future infrastructure required to support growth

Future development across Basildon will require a more strategic and coordinated approach to digital infrastructure, particularly in plotland areas such as North Benfleet and Bowers Gifford, which are expected to accommodate significant growth.

ECC advised that planning should align with its Developers' Guide to Contributions, while BBC is exploring a local CIL-based solution for plotland allocations to support digital improvements in this area. Ensuring early provision of both mobile and fixed-line connectivity will be critical to avoid retrofitting challenges and resident objections.

Furthermore, ECC emphasised the importance of CIL compliance and strong local policy as key enablers of delivery, particularly in large-scale developments, with concerns raised about gaps in provision in employment areas along the A127, where weaker building control regulations may require a dedicated policy response to ensure consistent standards.

2.10 Waste Infrastructure

2.10.1 Existing plans, strategies and Local Plan evidence

Essex County Council and Southend-on-Sea Borough Council – Essex and Southend-on-Sea Waste Local Plan (WLP) (July 2017)[181]

This Plan sets out the existing waste management capacity within ECC and the waste facilities within the county.

Essex County Council – Waste Strategy for Essex (2024)[182]

The Waste Strategy for Essex sets out the vision and principles of the Essex Waste Partnership. It provides a framework for how waste will be managed in the county for the next 30 years.

Essex Minerals Local Plan (2017)

This Plan provides planning policies for minerals development in Essex until 2029 and identifies future sites for mineral development.

2.10.2 Existing infrastructure, current needs and potential future needs

Essex County Council and Southend-on-Sea Borough Council – Essex and Southend-on-Sea Waste Local Plan (WLP) (July 2017)

This report outlines that Local Authority collected waste accounts for 20% of waste that requires managing in the plan area. IWMF Tovi EcoPark (Courtauld Road) is listed as the main Local Authority Collected Waste site in Basildon.

Non-Local Authority Collected Waste totals approximately 80% of the waste that requires managing in the Plan area. The Plan states that the evidence

[181] https://www.essex.gov.uk/sites/default/files/migration_data/files/assets.ctfassets.net/knkzaf64jx5x/5MMZ5nNFmOClpF56igb0Jc/e6f7ab4cba4ed1198c67b87be7b375e7/waste-local-plan-2017-compressed.pdf

[182] https://www.loveessex.org/waste-strategy-essex

associated with the WLP shows that in order to meet national policies and waste targets, the Waste Planning Authorities will need to make provision for some new waste management facilities during the Plan period.

The Plan outlines the waste challenges associated with non-hazardous waste; construction, demolition and excavation waste; hazardous waste; radioactive waste; and wastewater.

Progress has been made on the provision of new and more sustainable facilities in the Plan area, including those provided in connection with the contracts for recycling and treatment of Local Authority Collected Waste. There remains, however, a need for further new facilities for the recycling, treatment and disposal of other waste streams. An enhanced provision of Recycling Centres for Household Waste will also be required to reflect changes in local population and demand.

The future waste management capacity requirements of the Plan area have been calculated through the Waste Capacity Topic Paper 2015 which builds on the analysis originally presented in the Capacity Gap Report 2014. The reports model future waste arisings alongside existing operational waste capacity to identify future waste treatment and disposal requirements in the Plan area to 2032.

The Plan is based on the principle of net self-sufficiency, where practicable, excluding for hazardous and radioactive waste. This means having sufficient waste transfer, recycling, recovery, and disposal capacity within the Plan area to manage the amount of waste generated, with only limited cross border movements with other authorities.

Policy 1 (see extract below) outlines the future waste development required to meet the shortall in capacity:

'In order to meet the future needs of the Plan area, waste development will be permitted to meet the shortfall in capacity of:

a. *Up to 218,000 tonnes per annum by 2031/32 of biological treatment for non-hazardous organic waste;*

b. *Up to 1.95 million tonnes per annum by 2031/32 for the management of inert waste;*

c. *Up to 200,000 tonnes per annum by 2031/32 for the further management of non-hazardous residual waste; and*

d. *Up to 50,250 tonnes per annum by 2031/32 for the management of hazardous waste.'*

Chapter 7 also sets out the policy for locating waste management facilities required to manage waste in the Plan area to 2032. Although it is recognised that capacity gaps remain in all waste streams other than for biological treatment, it is considered that all suitable sites submitted to the Waste Planning Authorities have been allocated.

Under Policy 3 Strategic Site Allocations, it states waste management development will be permitted for proposals at the following locations in Basildon:

- Basildon Water Recycling Centre, Basildon (W3)
- Courtauld Road, Basildon (W20)
- Dollymans Farm, Basildon/Rochford (L(i)16).

Essex County Council – Waste Strategy for Essex (2024)

The Strategy sets out how the county will move towards a circular economy, including ceasing using landfill and introducing Energy from Waste technology to capture energy and materials from the treatment of residual waste. It does not specifically mention other relevant information for the local plan process.

2.10.3 Overview

We engaged with BBC through Microsoft Teams on 15 September 2025 to discuss waste collection, and with ECC on 4 September 2025 to discuss waste disposal. The discussion confirmed that existing facilities can accommodate planned growth, including 26,909 new homes and 302 Gypsy and Traveller pitches, though access remains challenging in areas such as Windsor Road plotlands and parts of Bowers Gifford.

Fly-tipping was identified as a persistent issue, with concerns that the closure of recycling facilities may be contributing to the problem, and the closure of

the Courthauld Road site and the opening of a new facility in Witham were noted, alongside the importance of the new Rivenhall site and the need to update the Waste Local Plan.

BBC clarified the ECC and BBC's respective roles in waste collection and disposal, while also acknowledging uncertainty around future governance due to Local Government Reorganisation (LGR). The need to integrate waste servicing early in the design process and ensure developments meet operational requirements was emphasised, with additional resources potentially required to support long-term growth.

2.10.4 Existing provision and capacity

Basildon's waste infrastructure is under increasing pressure as the borough plans for substantial growth, including 26,909 new homes and 302 Gypsy and Traveller pitches. While many existing sites are already serviced, formalisation and expansion will require continued coordination.

Most areas are accessible for collection, though plotland locations such as Pound Lane and Windsor Road present operational challenges.

Additionally, fly-tipping remains a persistent issue, linked to both construction and household waste, with concerns that the closure of local recycling facilities may be contributing to the problem. The borough is supported by a network of key facilities, including the Rivenhall site and a new facility in Witham, though the Courthauld Road site has closed. The Waste Local Plan is eight years old and has not completed its five-year review, and the waste transfer site is considered critical to maintaining capacity as growth continues.

2.10.5 Future infrastructure required to support growth

Future development across Basildon will need to meet clear operational standards for waste servicing, including vehicle access, turning space, and container storage.

While most schemes can be accommodated where guidance is followed, permitted development, such as office-to-residential conversions, can complicate provision due to limited oversight. Existing facilities are expected to support planned growth, but additional resources may be needed as development intensifies.

Governance changes under potential LGR and the potential shift to unitary authority status could require BBC to establish new disposal contracts or invest in its own waste facilities.

New sites, including Gypsy and Traveller pitches, must come forward with appropriate waste collection infrastructure in place, and although increased waste volume is not currently seen as a constraint, site-specific provision will be essential to maintaining consistent service delivery.

ECC noted that the Waste Local Plan is eight years old and no updated assessment of county-wide waste needs has been undertaken since its adoption. ECC is not currently reviewing the plan, and a new waste needs or capacity gap assessment would be required to establish current arisings, capacity and shortfalls. As part of the Minerals Local Plan review, ECC will assess inert waste arisings using the Environment Agency's Waste Data Interrogator, but updated data for other waste streams is not yet available.

ECC clarified that the previous 20:80 split reflects local authority collected waste versus all other waste, with the latter largely managed by the private sector. ECC noted that almost all local authority collected waste in Essex is household waste, and national DEFRA data now indicates household waste accounts for around 14–15% of total arisings. This suggests the current split is closer to 15:85 rather than 20:80.

ECC also noted upcoming Environment Act reforms will change waste composition and volumes, though the scale is uncertain. Courtauld Road has been decommissioned, and ECC now relies on third-party facilities: residual waste goes to the Rivenhall Energy from Waste plant under a medium-term contract, while bio-waste and recyclables are processed outside the borough with some local bulking.

The discussion highlighted ECC's main growth concern is local bulking and handling capacity, as most disposal sites are elsewhere. The single Recycling Centre for Household Waste (RCHW) at Pitsea is already at or above capacity and will face further pressure from growth and new segregation requirements.

ECC flagged the 2024 Essex Developers' Guide includes stronger requirements on waste infrastructure contributions, which should inform the IDP. ECC suggested new food and garden waste collections could shift demand from in-vessel composting to anaerobic digestion or windrow composting. ECC noted food waste volumes could rise from 40,000 to 60–80,000 tonnes annually, creating competition for existing capacity and likely requiring new local facilities.

During engagement, ECC considered Courtauld Road's closure has not reduced treatment capacity but has increased reliance on Rivenhall EfW, creating logistical pressures on local bulking and haulage points. Waste now travels longer distances, which small collection vehicles are unsuited for. Any future facility will need strong links to the strategic road network while remaining close to the population it serves.