

Basildon Borough Council

Basildon Borough Local Plan

Regulation 22 Submission Statement

March 2019

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Regulation 22 Submission Statement

1. Introduction

- 1.1 This Consultation Statement sets out how Basildon Borough Council has undertaken consultation and engagement during the preparation of its Local Plan. It outlines the main issues raised through each stage of consultation and explains how these have shaped the Local Plan.
- 1.2 The Statement has been prepared to demonstrate how the Council has complied with Regulations 18, 19 and 20 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2012¹, hereafter referred to as 'The Regulations', and in doing so fulfils the requirements of Regulation 22 (1) part (c) of the Regulations..
- 1.3 Regulation 22 sets out what documentation and information must be submitted to the Secretary of State in order for the Local Plan to be independently examined by the Planning Inspectorate. Regulation 22 (1) part (c) specifically requires a statement to be submitted which sets out:
- i. which bodies and persons the local planning authority invited to make representations under regulation 18,
 - ii. how those bodies and persons were invited to make representations under regulation 18,
 - iii. a summary of the main issues raised by the representations made pursuant to regulation 18,
 - iv. how any representations made pursuant to regulation 18 have been taken into account;
 - v. if representations were made pursuant to regulation 20, the number of representations made and a summary of the main issues raised in those representations; and
 - vi. if no representations were made in regulation 20, that no such representations were made.
- 1.4 In preparing the Local Plan, the Council has carried out several rounds of public consultation:
1. Regulation 25¹ Consultation on the Core Strategy Issues Paper 2007;
 2. Regulation 18 Consultation on the Core Strategy Preferred Options Report 2012;
 3. Regulation 18 Consultation on the Core Strategy Revised Preferred Options Report 2014;
 4. Joint Consultation on Dunton Garden Suburb 2014-2015;

¹ Former Town and Country Planning (Local Development) (England) Regulations 2004

5. Regulation 18 Consultation on the Draft Local Plan 2016;
6. Regulation 18 Consultation on Local Plan New and Alternative Sites 2016; and
7. Regulation 19 Consultation on the Revised Publication Local Plan 2018.

- 1.5 In addition to complying with the relevant Regulations, each consultation has also been carried out in compliance with the provisions of the Council's Statement of Community Involvement (SCI), including earlier versions and the latest version published in July 2016.
- 1.6 For each stage of consultation the Council has gone over and above the publicity and support requirements of the relevant Regulations and the SCI adopted at the time of each consultation in order to ensure a high level of engagement could be achieved.
- 1.7 Throughout the preparation of the Local Plan the Council has also fulfilled its statutory 'Duty to Co-operate' commitments, in accordance with Section 110 of the Localism Act 2011 inserted s33A into Part 2 of the Planning and Compulsory Purchase Act 2004, which are set out in the Council's Duty to Cooperate Statement.

2. Consultation Process

Regulation 18 Consultations

- 2.1 The Council undertook five formal stages of consultation under Regulation 18 (or equivalent) and an additional consultation exercise with a neighbouring local planning authority, which was in accordance with Regulation 18. The consultation stages were as follows:

Table 1: Regulation 18 Consultations

Consultation	Date of Consultation
Core Strategy Issues Paper (Regulation 25 ²)	22 October - 30 November 2007
Core Strategy Preferred Options Report (Regulation 18)	27 February - 11 April 2012
Core Strategy Revised Preferred Options Report (Regulation 18)	20 January - 1 April 2014
Dunton Garden Suburb	6 January - 17 March 2015
Draft Local Plan (Regulation 18)	28 January - 24 March 2016
Local Plan New & Alternative Sites (Regulation 18)	3 November - 15 December 2016

- 2.2 The following sections provide further information on each of the consultations listed above including a summary of how the Council carried out each one and the volume of response received. A summary of consultees notified of the consultation stages and invited to make representations in accordance with Regulation 18 of the Regulations is provided in Appendix A.

Core Strategy Issues Paper Consultation

- 2.3 The Council's initial development of its Local Development Framework Core Strategy was undertaken during 2006/2007 in accordance with the Council's first Local Development Scheme 2005-2009. The Council's Cabinet agreed to publish for consultation an "Issues Paper" on 11 October 2007.

² Former Town and Country Planning (Local Development) (England) Regulations 2004

- 2.4 The first documents on the Core Strategy were prepared under national planning policy (Planning Policy Statement 12) and public consultations were conducted in accordance with Regulation 25 of the *former* Town and Country Planning (Local Development) (England) Regulations 2004.
- 2.5 In addition to the formal consultation on the Core Strategy Issues Paper the Council undertook two supplementary engagement activities as part of the development of the Issues stage. They occurred in the following order:
1. a Joint Local Development Framework/ Sustainable Community Strategy Citizens' Panel Questionnaire (June 2007);
 2. the Core Strategy Issues Paper consultation (Oct-Nov 2007); and
 3. a Call for Sites (2007/2008).
- 2.6 A summary of the consultation and additional activities are further explained below:
- 1) The Joint Citizens Panel Questionnaire*
- 2.7 The Basildon District Citizens' Panel provided a platform through which the Council could listen to local people and take on board their views in the development services. The Basildon District Citizens' Panel was set up in September 2005 and in 2007 was made up of 1,260 local residents who were representative of the population at large. Members of the panel are drawn proportionately from residents belonging to different demographic backgrounds and geographic areas across the District. The Citizens' Panel were sent up to four questionnaires a year, and, from time to time, invited to take part in a range of other consultation activities hosted by the Council. Results from the surveys are used to help influence and improve the planning and delivery of local services.
- 2.8 In June 2007, the Council conducted a joint Citizens' Panel Survey for the Local Development Framework and the Sustainable Community Strategy; both of which were under development. The Survey ran from 6 to 20 June 2007, following a pilot at the Citizen's Panel Focus Group in May 2007. 381 questionnaires were returned, which represented a 30% response rate, which was considered to be a good response rate considering the length of the survey.
- 2.9 The survey asked a series of questions to gauge views on what local people considered to be different priorities, based around the following themes:
- Providing Homes for the Future
 - Supporting Jobs and Businesses
 - Environment, Transport, Energy and Design

- Promoting Healthy Communities
- Education Provision
- Community Issues

2.10 A full account of the consultation analysis and the consultation process are set out in the Core Strategy Issues Consultation Report – March 2008, which has been submitted alongside this Statement and is available to view on the Council's website www.basildon.gov.uk. The findings were used to inform the production of the Core Strategy.

2) Core Strategy Issues Paper

2.11 The purpose of the Issues Paper was to set out the issues facing the Basildon District, looking forward to 2021, which the Council had identified as being important to address in its Core Strategy. It wanted to canvass views and take into account the opinions of all interested parties, particularly as to whether there are any additional issues to be considered, but also whether any of the issues identified should be changed or disregarded.

2.12 The Core Strategy Issues Paper consultation ran for six weeks from 22 October 2007 to 30 November 2007. The Call for Sites exercise ran from 5 November to 14 December 2007. They were promoted in the following ways:

- A press briefing;
- Letters/ emails sent out to the Council's Local Development Framework mailing list;
- An article in the Council's Economic Development Team's "Foundations" newsletter sent by email to local businesses;
- Full page adverts on the Issues Paper were taken out in the free weekly newspaper, the Yellow Advertiser and a half page advert in the Basildon Echo at the beginning of the consultation. Reminder adverts followed towards the end of the consultation;
- Notice Board posters sent to Parish / Town Councils, the Billericay District Residents Association, libraries, community halls and leisure centres;
- Copies of the consultation documents were available in public libraries in the Borough, at Planning Reception in the Basildon Centre and in the Area Housing Offices for viewing;
- Copies could also be picked up free to take away, from the main libraries and in Planning Reception. Paper copies of the Issues Paper were available free of charge, on request, for those people without internet access; and

- The consultation was predominantly an on-line consultation with consultees encouraged to make representations electronically via www.basildon.gov.uk.

Core Strategy Preferred Options Report Consultation

2.13 The Council's Cabinet agreed to publish for consultation the Preferred Options Report on 16 February 2012. The Preferred Options Report set out details on the Council's Preferred Option for growth in the Borough until 2031 as it stood in 2012; identifying the subsequent strategic allocations and planning policies that would be required to deliver it. The Council presented three different strategic options in the Core Strategy and stated that its Preferred Option was Option A. The options were:

- Option A: 6,500 homes and 6 hectares of employment land within the existing urban areas, with no Green Belt development;
- Option B: 10,100 homes and 14 hectares of employment land, in which 3,400 homes and 8ha of employment land would be provided within the Green Belt, including through infill in the Plotland areas; and
- Option C: 21,600 homes and 26 hectares of employment land, in which 14,100 homes and 20 hectares of employment land would be provided in the Green Belt including through infill in the Plotland areas.

2.14 The consultation on the Core Strategy Preferred Options Report, as well as the accompanying Sustainability Appraisal, Habitat Regulations Assessment and Service Impact Assessment, commenced on 27 February and ended on 11 April 2012. Approximately 3,400 comments were received by 370 consultees.

2.15 The consultation procedure followed the Council's Statement of Community Involvement approved in 2011. The publicity for the consultation included sending letters out to residents, local businesses and statutory consultees registered on the Council's Local Development Framework mailing list; placing adverts in the local press and holding eight public roadshows around the Borough. The Core Strategy Preferred Options Report, nine Topic Papers, all evidence-base studies and the Comments Forms were all made available online, as well as at local libraries, housing offices and at the roadshows. Documents could also be sent out to people on request. They were promoted in the following ways:

- | | |
|-----------------------------------|---|
| • Media releases and articles | • The Council's website homepage |
| • Newspaper advertisements | • A3, A4 posters and A5 flyers for Council offices, |
| • Notification letters and emails | |

- libraries and Parish/Town Councils
- Local libraries
- Facebook and Twitter
- Internal communication activities
- A permanent exhibition in the Basildon Centre
- Public roadshows in the District's five town centres on selected weekdays and Saturdays
- Borough Diary March 2012 edition
- Hard to reach and community groups

2.16 Neighbouring authorities were offered the opportunity to attend a presentation on Basildon Borough Council Core Strategy Preferred Options Report. However, due to commitments the neighbouring authorities were unable to attend. Chelmsford Borough Council attended a roadshow instead and updates were provided to statutory bodies at regular Essex Planning Officers' Association meetings and Thames Gateway South Essex meetings instead.

2.17 The Core Strategy Preferred Options Statement of Consultation was published in September 2014 and contains the full details of the consultation. It has been submitted alongside this Statement and is available to view on the Council's website www.basildon.gov.uk.

Core Strategy Revised Preferred Options Report Consultation

1.1 Having regard to the conclusions reached in respect of the Core Strategy Preferred Options, a Revised Preferred Options Report was prepared and published for consultation purposes in January 2014, with consultation responses accepted until the April 2014. This proposed the provision of 16,000 homes, assessed to be the OAN for housing at that time, and 49ha of employment, the need for which was identified through the Employment Land and Premises Review. As with the earlier consultation, comments were welcomed on the vision, strategic objectives, plan period, the options, Primary Areas for Development and Change (PADC), individual policies and the regulatory assessments (consisting Sustainability Appraisal/ Strategic Environmental Assessment/ Habitat Regulations Assessment and Service Impact Assessment).

2.18 The consultation was carried out in accordance with Regulation 18 of the Regulations and the Council's adopted Statement of Community Involvement 2011.

2.19 The publicity included sending notification letters/emails to 1,670 consultees registered on the Council's planning policy consultation database (hosted by Objective), including residents, local businesses, developers and statutory

consultees; placing adverts in the local press, at trains stations and both within, and on the back of Borough buses. An advert was also stationed in a high footfall location in Basildon's Town Square for selected weeks to raise the consultation's profile.

2.20 Eight public roadshows were held during January and February visiting Billericay, Wickford, Basildon, Laindon and Pitsea. The Council also held a Parish Council liaison group meeting on the 9th January 2014, and a special Business Breakfast for local businesses on 4th February 2014. Officers also attended several forums, external meetings (e.g. Basildon Business Group, Disability Forum, Wildlife and Countryside Forum, etc.) and two Parish Council meetings (following invitations) in Little Burstead and Bowers Gifford and North Benfleet to present the plan, its proposals, and answer any questions. The consultation employed more forms of advertising than the previous consultation on the Preferred Options to try to increase public participation.

2.21 All documentation was made freely available on the Council's dedicated webpage www.basildon.gov.uk/basildon2031. It was also viewable at local libraries, the Basildon Centre, and at the eight public roadshows held around the Borough. Parish Councils were also provided with a full suite of documentation and promotional material. Documents were available to purchase on request. The following methods of communication and engagement were carried out:

- Media releases;
- Advertisements;
- Notification Letters / Emails;
- Use of website;
- Posters
- Summary Leaflet;
- Provision of hard copies;
- Social Networking;
- Internal Communications;
- Article in Borough Diary;
- Business e-Bulletin & Foundations Newsletter;
- Business Breakfast;
- Briefings – including Hard to reach groups; and
- Exhibitions / Roadshows.

2.22 The consultation gave rise to around 10,150 consultation comments addressing a range of issues by nearly 2,500 consultees. A key issue arising from these comments was the need for more detail to be provided around the allocation of land to meet the need for development and change going forward, and the infrastructure required to support such growth. A comprehensive approach to plan-making which incorporated not only the preparation of a spatial strategy and strategic policies, but also the allocation of land and the preparation of development management policies was identified as a mechanism by which this additional detail could be provided

to the satisfaction of consultees. This gave rise to the change of approach taken in December 2014.

- 2.23 The Core Strategy Revised Preferred Options Statement of Consultation was published in August 2014 and contains the full details of the consultation. It has been submitted alongside this Statement and is available to view on the Council's website www.basildon.gov.uk.

Dunton Garden Suburb Consultation

- 2.24 During the preparation of the first draft of the Local Plan the Council undertook work in partnership with Brentwood Borough Council, as part of the Duty to Cooperate, to explore Dunton Garden Suburb, as a potential cross-boundary development opportunity located to the west of Laindon (Basildon Borough) and east of West Horndon (Brentwood Borough). On 4 November 2014, Basildon Borough Council and Brentwood Borough Council each signed a Memorandum of Understanding (MoU) setting out the terms and conditions for the joint project.
- 2.25 An informal planning concept was prepared which looked at the issues, location merits and constraints of the potential Dunton Garden Suburb. The document proposed 4,000 to 6,000 homes together with retail and leisure uses, Gypsy and Traveller pitches, commercial buildings, open spaces, local facilities and improved infrastructure routes. It was subject to a joint 10 week public consultation between 6 January and 17 March 2015 and whilst not being a formal part of either Council's Local Plan preparation, the consultation was undertaken in accordance with Regulation 18.
- 2.26 The Councils carried out several methods of public engagement and due to the subject of the consultation, focused events were held near to the proposed development area. During the consultation period the Councils held a series of events, the first two being stakeholder workshops open to landowners, residents, businesses within the site area boundary only, as well as Parish Councils, within or adjacent to it. A further four drop in events were held for the wider public, two in Laindon (Basildon Borough) and two in West Horndon (Brentwood Borough).
- 2.27 Prior to the start of the consultation, a joint letter and email was sent to all residents and businesses within the potential site area as well as other stakeholders to notify them of the consultation and events. 3,165 consultees on Basildon Council's consultation database were contacted in addition to those on Brentwood Council's consultation database. Residents of both Boroughs were sent information regarding the consultation in the Councils' own published newsletters. For Basildon Council this was within the Spring Edition of the Borough Diary and for Brentwood Council this was contained

within the Borough Bulletin newsletter. The Councils made several joint press releases during the consultation, publicised the consultation on social media and made all documentation available on their respective websites.

- 2.28 To advertise the consultation, several half page adverts were placed within local newspapers with coverage in both Boroughs, news stories were broadcasted on local radio stations and posters were distributed to local Parish Councils to place in community notice boards, village halls and community centres as well as within local libraries. Paid advertising was also undertaken at Basildon and Laindon train stations where platform advertising was available.
- 2.29 1,528 representations were received during the consultation period from nearly 1,400 consultees. The majority of the representations were objections to the proposals with a number of issues and concerns being raised. This indicated a need for additional evidence to demonstrate that the larger area was the most appropriate location for development for both Borough's and that the scale of development could be supported by appropriate infrastructure. Due to insufficient evidence provided by Brentwood Borough Council to indicate that it was the most appropriate location for development in their area the Council did not include this proposal as a preferred allocation within the first draft of its Local Plan.
- 2.30 The Statement of Consultation for Dunton Garden Suburb was published in December 2015 and contains the full details of the consultation. It has been submitted alongside this Statement. It is available to view on the Council's website www.basildon.gov.uk.

Draft Local Plan Consultation

- 2.31 On 7 January 2016, the Council approved public consultation on the first draft of the Local Plan. Subsequently, an eight week public consultation commenced on 28 January, running until 24 March 2016. The Draft Local Plan comprised the full suite of strategic policies, allocation policies and development management policies which set out the overall proposed framework for the development of the Borough up to 2034. It included a preferred approach and also a series of alternative options for every policy.
- 2.32 The Council notified more than 5,500 consultees registered on the Council's own consultation database of this consultation. This included all statutory consultees; a range of non-statutory interest groups; other stakeholders with an interest in the Borough, such as developers and businesses; infrastructure and service providers; and all residents who had previously provided consultation responses to the Core Strategy and Dunton Garden Suburb proposal. In addition to direct notification, the Council also distributed

a special edition of the Council's Borough Diary on the Draft Local Plan to households in the Borough as well as making it available to view online and be picked up from sports centres, community centres, libraries and some supermarkets within the Borough. The Borough Diary provided a summary of what the plan was proposing and included a 'cut out' survey response form on the back pages along with details of public events. The Council also included an article within the Basildon for Business e-newsletter which was sent to around 1,000 businesses in the Borough.

- 2.33 To publicise the consultation, the Council undertook proactive borough-wide media liaison and paid media promotion. This media work included a specific press briefing at the start of the consultation, several press releases, social media activity, writing to the local media to promote the beginning of the consultation process and the placement of nine quarter-page and three half-page colour advertisements across the Basildon Recorder, Basildon Echo, Yellow Advertiser and the Billericay and Wickford Gazette newspapers during the consultation period. The Council also placed large posters at Laindon, Pitsea, Wickford, Billericay and Basildon train stations and smaller posters at local libraries. A narrated cinema advertisement developed by Pearl & Dean was played before every film at the Empire Cinema in Basildon, and a radio advert play repeatedly on Heart Essex (96.3FM) for four weeks during the consultation.
- 2.34 In order to raise awareness amongst local communities of developments nearby, site notices were also placed around and nearby those locations proposed for housing development within policies in the Draft Local Plan. These were visible throughout the consultation period.
- 2.35 A wide reaching programme of engagement activity throughout the consultation period was undertaken in order to provide residents and other stakeholders with the opportunity to raise queries regarding the proposals set out in the Draft Local Plan prior to making a formal response. This included 10 public exhibitions events held on different days and at different times of the day within Pitsea, Basildon, Laindon, Billericay and Wickford; a business breakfast; a special exhibition event at the request of Dunton Resident's Association; and a series of local council meetings attended by members of the public. Officers presented at the Essex Planning Officers Association's Planning Policy Forum, attended meetings by local interest groups (Basildon Wildlife & Countryside Forum and the Basildon Business Group) and where requested met with a number of developers/landowners.
- 2.36 All documentation was made freely available on the Council's dedicated webpage www.basildon.gov.uk/localplan. It was also viewable at local libraries, the Basildon Centre, and at the public exhibitions held around the

Borough. Local councils were also provided with a copy of the Draft Local Plan and Draft Policies Map, and also the supporting statutory assessments.

- 2.37 The consultation generated much public interest and remained a topical subject in local and social media throughout its duration. Over 2,200 people attended eleven public exhibitions held around the Borough, together with a further 500 attending special Parish Council meetings, business breakfasts and special interest forums where information on the Draft Local Plan was presented and the possible implications for different locational areas was discussed. 21,636 individual comments were received during the consultation period by 3,805 consultees. 981 of these responses were made using the questionnaire contained within the Borough Diary.
- 2.38 A range of issues and comments relating to all aspects of the plan were raised during the consultation and the Council produced a Statement of Consultation in September 2016 setting out 52 key actions that would need to be undertaken in order to progress the Local Plan to publication and submission. These included revising existing evidence, undertaking new studies, and carrying out a further round of consultation on sites put forward for development.
- 2.39 The Draft Local Plan Statement of Consultation was published in September 2016 and contains the full details of the consultation. It has been submitted alongside this Statement and is available to view on the Council's website www.basildon.gov.uk.

Local Plan New and Alternative Sites Consultation

- 2.40 As part of the consultation on the Draft Local Plan, representations were received from developers and landowners in relation to specific sites and alternative proposals. In order to formally consider these proposals, and consequently the alternative options for the distribution of development across the Borough, the Council approved a further round of consultation on 29 September 2016.
- 2.41 The consultation on the new and alternative sites ran for six weeks from 3 November to 15 December 2016 and was in accordance with the Council's adopted Statement of Community Involvement 2016. The consultation documents consisted of a Summary Document produced by the Council which set out the purpose and scope of the consultation and a list of the seventeen sites; a map of new and alternative sites, also produced by the Council; and the promotional material and representations submitted during the Draft Local Plan consultation for each new/alternative site by site promoters, developers and/or landowners.

- 2.42 As this Regulation 18 consultation focused on these seventeen sites only, comments were only welcomed on the seventeen new/alternative options for sites being promoted and the cumulative impacts of these proposals when considered alongside other sites proposed within the Draft Local Plan.
- 2.43 As a result of the volume of comments received during the Draft Local Plan consultation the Council sent letters/ emails to over 8,900 consultees registered on the Council's consultation database notifying them of the consultation on New and Alternative Sites. In line with all previous consultation notifications, the letter/email identified where a copy of the consultation documents could be found, how additional information could be gained, advised how comments could be made, and stated the deadline to meet.
- 2.44 All documentation was made freely available on the Council's dedicated webpage www.basildon.gov.uk/localplan. It was also viewable at local libraries and the Basildon Centre. Local Councils were also provided with copies of the consultation documents, including maps. Prior to the start of the consultation officers briefed representatives from the Borough's Local Councils on the consultation and during the consultation officers presented at the Bowers Gifford & North Benfleet Parish Council meeting by invitation.
- 2.45 The Council published two press releases which were picked up by local media, and placed posters to advertise the consultation in a range of local civic buildings, including council buildings, leisure centres and libraries. Site notices were also put up around and nearby those new/additional locations proposed for development to raise local awareness. Similar to those produced for the Draft Local Plan consultation, the site notices were visible throughout the consultation period and showed a map of the proposed development location, and provided details of where further information could be found.
- 2.46 The consultation gave rise to 1,650 individual comments that were made by 814 contributing consultees. As a result of the issues raised a further seven key actions were identified in the Statement of Consultation and approved by Council in order for the Local Plan to progress to the next stage.
- 2.47 The Local Plan New and Alternative Sites Statement of Consultation was published in July 2017 and contains the full details of the consultation. It has been submitted alongside this Statement and is available to view on the Council's website www.basildon.gov.uk.

Regulation 19 Consultation

- 2.48 The Council undertook one formal stage of consultation in accordance with Regulation 19 of the Regulations where representations were invited in accordance with Regulation 20.

Revised Publication Local Plan Consultation

- 2.49 On 22 March 2018, Council agreed the publication and submission of the Publication Local Plan to the Secretary of State in accordance with Section 20 of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) Regulations 2012, (as amended). This version of the plan had evolved from the Draft Local Plan and incorporated the outcomes of the 59 actions agreed by Council following the Draft Local Plan and New and Alternative Sites consultations.
- 2.50 Following a change of leadership of the Council in May 2018, the Council agreed a motion to rescind the previous decision to publish and submit the Publication Local Plan at an extraordinary meeting of the Council on the 7 June 2018. They instructed a review of seven specified components of the plan to be undertaken and once complete the plan was to be taken back to Council for consideration.
- 2.51 The focused reviews were carried out and on 18 October 2018, the Council approved the publication of a revised Local Plan, called the Revised Publication Local Plan, for consultation and submission to the Secretary of State in accordance with the relevant legislation and the Council's Local Development Scheme 2018-2020.
- 2.52 The six week public consultation of the Revised Publication Local Plan, its Policies Map, Sustainability Appraisal (incorporating the Strategic Environmental Assessment), Habitat Regulations Assessment and Service Impact Assessment launched on 1 November 2018 and closed at 5pm on 17 December 2018. In addition, the evidence that had informed the preparation of the Local Plan was also published as part of the consultation.
- 2.53 The Council directly notified over 9,000 consultees at the start of the consultation, including all statutory consultees, such as the Environment Agency and Essex County Council; a range of non-statutory groups, such as Essex Wildlife Trust and RSPB; other stakeholders with an interest in the borough, such as developers and businesses; infrastructure and service providers, such as Network Rail and Anglian Water, and also any members of the public that had provided responses to earlier consultations, or had registered to be kept informed. The communication included information about the consultation, where they could view documentation in person and

online, the offer of Advice Sessions and instructions of how to book them, the ways in which they could respond to the consultation and what would happen after the consultation closed.

- 2.54 As required under Regulation 19 of the Regulations, the Council published a Public Notice and Statement of Representations Procedure setting out information about the consultation, where and when the documents were available for inspection and how representations should be made.
- 2.55 The Council also published three press releases and placed eight half page adverts within several local newspapers during the consultation period. The consultation was proactively advertised through social media by paid advertising and from the Council's own social media accounts. Articles about the Local Plan consultation were also included within the Council's winter 2018 edition of the 'together' Magazine which was distributed to 78,000 households within the Borough and available in an audio version, online and in the Council's main offices; within the Local News e-newsletter; and within the Bas for Business e-newsletter.
- 2.56 To help raise awareness of the consultation with local businesses, officers presented to the Basildon Business Group at the start of December and had a stand at the Basildon Business Expo held on 22 November 2018 for the Local Plan. To engage with the Borough's Local Councils, officers gave a Local Plan update and information on the consultation at the quarterly Local Council Liaison Meeting at the end of October 2018.
- 2.57 Due to the technical nature of the consultation the Council ran a series of one-to-one advice sessions during the middle of the consultation period on specific weekday mornings, afternoons and evenings and on Saturdays to provide anyone who wanted to respond to the consultation with focused personal advice of how to do so. The Council also produced a consultation response booklet to assist those wishing to make a representation which was adapted from the model representation form for local plans set out in Annex 1 of the Procedural Practice in the Examination of Local Plans (2016) document. Other consultation material which the Council had prepared for the Draft Local Plan consultation, such as a summary booklet and FAQs was also replicated for this consultation.
- 2.58 All documentation including the Revised Publication Local Plan, its supporting documents, the evidence base, the Public Notice and Statement of Representations Procedure, representation booklets, Local Plan summary booklets and FAQs were made freely available online at www.basildon.gov.uk/localplan. They were also viewable at local libraries, where space permitted, and in the Basildon Centre. The Council also created

a special micro-site (www.basildonlocalplan.co.uk) which was publicised on the Council's own website to assist users in identifying what the Local Plan was proposing across the Borough. During the consultation period more than 10,300 visits to the Council's Local Plan website and the microsite were recorded. Copies of the Revised Publication Local Plan, the Policies Map and the Policies Map Changes Booklet were also available for purchase upon request.

- 2.59 A total of 5,070 individual comments were made by 1,588 consultees to the consultation under Regulation 20 of the Regulations. In line with legislation the Council considered whether all the comments had been 'duly made' in that they were submitted in accordance with the consultation procedures. In discharging this duty, the Council also considered whether any comments were 'inadmissible' and therefore invalid as they either contained inappropriate comments, were submitted late, were presented anonymously, were not compliant with GDPR or were illegible. Following this process, 120 comments were considered to be inadmissible resulting in 4,950 comments being valid.
- 2.60 The Revised Publication Local Plan Statement of Consultation was published in March 2019 and contains the full details of the consultation. It has been submitted alongside this Statement and is available to view on the Council's website www.basildon.gov.uk.

3. Summary of Main Issues

- 3.1 This sections sets out the summary of main issues raised for each stage of consultation that the Council has undertaken. Under each Regulation 18 consultation the Council has also stated how the representations received have informed the preparation of the Local Plan and subsequent iterations of the Local Plan.
- 3.2 Summaries of every representation made during each of the Regulation 18 consultations and the Regulation 19 consultation are set out within the respective Statement of Consultations, along with the Council's responses to them.

Regulation 18³ – Summary of Main Issues

Core Strategy Issues Paper 2007

- 3.3 The following main issues were identified as arising from the Local Development Framework Core Strategy Issues Paper consultation 2007 which took place between October and November 2007. It was prepared under national Planning Policy Statements and when Regional Spatial Strategies were part of the expected planning framework. It was also prior to the introduction of the Duty to Cooperate. The local authority was also a District Council until 2010.

Policy Topics for the Core Strategy

Main Issue and Initial Reaction of the Council in 2007

The Issues Paper was designed to canvass views on what the Core Strategy should contain. It was structured into detailed sections covering matters which could be grouped under the headings Green Belt, Housing, Climate Change and Flooding, Natural and Built Environment, Employment, Recreation, Town Centres, Retailing and Leisure, Transport and Social Factors.

Varying degrees of support to these topic was received from consultees, including the public, developers, housebuilders and statutory consultees. There were a number of criticisms however that the Issues Paper appeared to be leading the Council to prepare a traditional Local Plan, rather than a Local Development Framework and Core Strategy as required by national planning policy.

Comments were raised that the Core Strategy should establish a vision and objectives for the future of the area that could show it would then respond

³ Issues Paper conducted under Regulation 25 of Town and Country Planning (Local Development) (England) Regulations 2004

strategically to local challenges. It was considered that issues and options should instead be identified from the analysis of the District's social, economic and environmental context, challenges and opportunities. There were challenges over the narrow nature of questions and claims that the issues consulted on were not strategic enough.

Actions 2008-2012

The Council noted the comments to the Issues Report, drew from national and emerging regional policy, prepared evidence to examine the District's social, economic and environmental context and took them into account in preparing the Core Strategy Preferred Options Report 2012.

Outcomes in 2012

The Core Strategy Preferred Options Report focussed on strategic policies covering how the Council wanted to address strategic issues facing the Borough.

Core Strategy Preferred Options Report 2012

- 3.4 The following main issues were identified as arising from the Local Development Framework Core Strategy Preferred Options Consultation 2012, which took place between February and April 2012.

Scale of Growth

Main Issue and Initial Reaction of the Council in 2017

A varied range of comments were made about the scale of growth proposed in the Preferred Options Report. There was broad support from residents, nature conservation bodies and Local Councils that the Preferred Options would be the better option to pursue, agreeing that protecting the character of the area and using brownfield sites for development first was an appropriate approach. Many felt that infrastructure and services were already at capacity and further growth would make this worse. Some local residents however, still felt that 6,500 new homes by 2031 across the Borough was too great a number to accommodate.

Some local support however requested infill be permitted within the Green Belt Plotlands to contribute to growth and enable a better quality of life for those communities.

There was a strong external view that the Preferred Option was not the most appropriate strategy for the Council to pursue. The representations identified that the Preferred Option did not meet the objectively assessed needs of the Borough that had been identified by evidence and the limited

economic investment proposed under the Preferred Option would cause Basildon Borough to stagnate.

As an alternative, many external views felt that Option B represented the minimum scale of growth needed by 2031 and that a more realistic scale of growth was somewhere between Option B and C.

There were other local people and external consultees that considered Option C as being the most appropriate, whilst some external consultees considered none of the options represented appropriate growth.

Actions Agreed in 2012

The Council agreed that it would revise the Core Strategy and update its evidence base to inform the scale and distribution of development needs over 20 years. It agreed that it would consider the implications of the Thames Gateway growth requirements and include references within the Core Strategy where appropriate.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It planned for 16,000 new homes and 49ha of employment land; 9100 and 11ha of which was proposed to be on land removed from the Green Belt.

Soundness of Preferred Option A – Compliance and Conformity

Main Issue and Initial Reaction of the Council in 2012

There was significant concerns expressed by representations from developers, housebuilders, planning agents, the Basildon Business Group, some neighbouring authorities, Essex County Council and some residents that the Preferred Option was not compliant with legislation, Regulations and the National Planning Policy Framework (NPPF2012), nor was it compliant with the Core Strategy's own Sustainability Appraisal or the objectives of the Thames Gateway sub-regional partnership and the Borough Community Strategy 2012-2036, adopted by the Basildon Renaissance Partnership and the Council in April 2012.

Actions Agreed in 2012

The Council agreed that it would revise the Core Strategy and update its evidence base to inform options for the scale and distribution of development needs over 20 years. It agreed that it would consider the implications of the Thames Gateway growth requirements and include references within the Core Strategy where appropriate. It agreed it would update its Sustainability Appraisal to inform the next draft.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It was informed by:

Updates to evidence base with a new Strategic Flood Risk Assessment, Spatial Options Transport Modelling, Housing Growth Topic Paper, Strategic Housing Market Assessment, Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment, Strategic Housing Land Availability Assessment, Viability Assessment, Employment Land and Premises Study, Infrastructure Baselines Study, Green Belt Study, Green Belt Landscape Sensitivity Assessment, Landscape Character Appraisal, Indoor Sports and Recreational Facilities Study, Basildon Town Centre Masterplan, Conservation Area Appraisals and Management Plans and Surface Water Management Plan.

The Basildon Borough Community Strategy 2012-2036, the NPPF12 and Planning Policy for Travellers Sites 2012. It reviewed other plans, strategies and assessments which could have a spatial impact prepared by the Council and its partners.

An iterative Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitat Regulations Assessment and Service Impact Assessment to guide options and policy development, including the consideration of reasonable alternatives.

The outcome of continued engagement activities with the public, local businesses, infrastructure providers and partners.

Evidence continued to be updated following changes to national policy and context. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Soundness of Preferred Option A – Economic and Social Considerations

Main Issue and Initial Reaction of the Council in 2012

The Council had not fully considered the economic and social implications of the Preferred Option, claiming that it would have a negative effect on residents' quality of life, however it was contested that this would provide them with limited job and life opportunities or housing choice.

Actions Agreed in 2012

The Council agreed that it would revise the Core Strategy and update its evidence base to inform options for the scale and distribution of development needs over 20 years. It agreed that it would consider the implications of the Thames Gateway growth requirements and include references within the Core Strategy where appropriate. It agreed it would update its Sustainability Appraisal to inform the next draft.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It was informed by:

Updates to evidence base with a new Strategic Flood Risk Assessment, Spatial Options Transport Modelling, Housing Growth Topic Paper, Strategic Housing Market Assessment, Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment, Strategic Housing Land Availability Assessment, Viability Assessment, Employment Land and Premises Study, Infrastructure Baselines Study, Green Belt Study, Green Belt Landscape Sensitivity Assessment, Landscape Character Appraisal, Indoor Sports and Recreational Facilities Study, Basildon Town Centre Masterplan, Conservation Area Appraisals and Management Plans and Surface Water Management Plan.

The Basildon Borough Community Strategy 2012-2036, the NPPF12 and Planning Policy for Travellers Sites 2012. It reviewed other plans, strategies and assessments which could have a spatial impact prepared by the Council and its partners.

An iterative Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitat Regulations Assessment and Service Impact Assessment to guide options and policy development, including the consideration of reasonable alternatives.

Evidence continued to be updated following changes to national policy and context. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Soundness of Preferred Option A – Green Belt and Environment

Main Issue and Initial Reaction of the Council in 2012

The approach in the Preferred Option, to place Green Belt/ Environmental protection above other considerations, was not an appropriate or sound strategy and was not in accordance with the NPPF12, which stated that social, economic and environmental considerations should be equally balanced. Furthermore, there was a concern that the Preferred Option had not been subject to a thorough Green Belt Review, as required by the NPPF12 and therefore did not provide the long term and defensible position for the Borough's Green Belt.

Actions Agreed in 2012

The Council agreed to review the Core Strategy and, informed by evidence, select an option which better achieved against all pillars of sustainable development in accordance with the NPPF.

The Council agreed it would work update its Green Belt Study to determine how areas performed against the 5 purposes and a local landscape study to inform the next draft.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It was informed by:

Updates to evidence base with a new Strategic Flood Risk Assessment, Spatial Options Transport Modelling, Housing Growth Topic Paper, Strategic Housing Market Assessment, Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment, Strategic Housing Land Availability Assessment, Viability Assessment, Employment Land and Premises Study, Infrastructure Baselines Study, Green Belt Study, Green Belt Landscape Sensitivity Assessment, Landscape Character Appraisal, Indoor Sports and Recreational Facilities Study, Basildon Town Centre Masterplan, Conservation Area Appraisals and Management Plans and Surface Water Management Plan.

The Basildon Borough Community Strategy 2012-2036, the NPPF12 and Planning Policy for Travellers Sites 2012. It reviewed other plans, strategies and assessments which could have a spatial impact prepared by the Council and its partners.

An iterative Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitat Regulations Assessment and Service Impact Assessment to guide options and policy development, including the consideration of reasonable alternatives.

It proposed to release the Green Belt around the main towns and serviced villages to cater for 9,100 homes and 11ha of employment land, together limited infill in the Plotlands.

Evidence continued to be updated following changes to national policy and context. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Soundness of Preferred Option – Spatial Strategy

Main Issue and Initial Reaction of the Council in 2012

The Preferred Option did not address the needs of the Borough, resulting in a Vision and Strategic Objectives that would not be sufficiently delivered. The Spatial Strategy was felt to have been unfairly constrained, and therefore not the most advantageous option for the Council to follow; and that limited investment into the area from the scale of growth in the Preferred Option could pose a threat to the long-term viability of major regeneration schemes, including Basildon Town Centre.

Actions Agreed in 2012

The Council agreed to review the Core Strategy and being informed by evidence, select an option which better achieves the vision, objectives and drivers of change.

The Council agreed to update evidence including housing needs, employment land, landscape, Green Belt, Gypsies and Traveller

accommodation needs, transport and highways modelling and Plotland capacity.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It was informed by:

Updates to evidence base with a new Strategic Flood Risk Assessment, Spatial Options Transport Modelling, Housing Growth Topic Paper, Strategic Housing Market Assessment, Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment, Strategic Housing Land Availability Assessment, Viability Assessment, Employment Land and Premises Study, Infrastructure Baselines Study, Green Belt Study, Green Belt Landscape Sensitivity Assessment, Landscape Character Appraisal, Indoor Sports and Recreational Facilities Study, Basildon Town Centre Masterplan, Conservation Area Appraisals and Management Plans and Surface Water Management Plan.

The Basildon Borough Community Strategy 2012-2036, the NPPF12 and Planning Policy for Travellers Sites 2012. It reviewed other plans, strategies and assessments which could have a spatial impact prepared by the Council and its partners.

An iterative Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitat Regulations Assessment and Service Impact Assessment to guide options and policy development, including the consideration of reasonable alternatives.

It proposed to pursue Spatial Option 2A, which was based upon the principle of trying to meet development needs using a proportionate distribution of housing growth between Basildon, Billericay and Wickford comparable to the size of existing settlements. The remainder of the growth would be split between the serviced villages of Crays Hills, Ramsden Bellhouse and Bowers Gifford, with some allowance for infill within Plotlands. It supported the redevelopment and regeneration of the Borough's five town centres to make sure they were focal points for their communities. Business needs would be catered for through regeneration of existing states and the release of additional land. It proposed to phase the delivery of this development to ensure the infrastructure and services could be suitably upgraded in sequence with development needs and make sure open spaces and nature reserves could be enhanced to help open-up the countryside to its communities.

Alternative options focussing growth to Billericay and Wickford (Spatial Option 2B) and focussing growth to Basildon (Spatial Option 2C) were rejected as being unsustainable.

Evidence continued to be updated following changes to national policy and context. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Soundness of Preferred Option – Duty to Cooperate

Main Issue and Initial Reaction of the Council in 2012

Developers, planning agents, Essex County Council and some local residents called for a better partnership approach to address strategic matters. Essex County Council were concerned that further joint working was needed on education and transport in particular and offered further support in the development of the Core Strategy. There has been no documented discussion or agreement with neighbouring authorities on how any additional need arising from Basildon Borough was to be catered for, once the urban capacity of the Borough had been reached. The Council was reminded of its Duty to Cooperate, as required by s.110 of the Localism Act 2011 which could, if not fully complied with render any future Core Strategy unlawful.

Actions Agreed in 2012

The Council agreed to work with partners and local service providers to continue to review the social, economic and environmental context of the Borough and consider cross-boundary implications with neighbouring authorities.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It was informed by:

Updates to strategic and cross boundary evidence base including the South Essex Strategic Flood Risk Assessment, Strategic Housing Market Assessment, Essex Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment and South Essex Surface Water Management Plan.

Reviews of other plans, strategies and assessments which could have a spatial impact prepared by the Council and its partners.

It was supported by the Basildon Borough Draft Infrastructure Delivery Plan which set out a draft structure for the IDP that could be further developed before submission to the Government and monitored periodically once the Core Strategy had been adopted. It set out the infrastructure most likely to be required to support planned growth, cost estimates where known, funding providers and responsibility for delivery. Its publication alongside the Core Strategy 2014 consultation was designed to seek additional engagement with service and infrastructure providers, over and above what had been achieved until that point.

The Core Strategy set out that in developing the 2014 version, there has and continues to be ongoing dialogue, meetings and discussions with other public bodies including:

- Impacts of initiatives and decisions taken by SELEP and Government including the Lower Thames Crossing;
- Expansion of Lakeside Basin into a mixed use town centre (Thurrock);
- Providing the right housing types and tenures to support the South Essex Housing Market Area;
- The unmet needs of Gypsies, Travellers and Travelling Showpeople;
- Future route management and investment in the east-west road links of the A127 and A130;
- Strategic cross boundary green infrastructure corridors;
- Securing the continued proactive protection of the strategic Green Belt gap, between Pitsea/Bowers Gifford and Thundersley/ South Benfleet (Castle Point);
- Working jointly with Essex County Council to meet waste and mineral needs; and
- Working jointly with the Lead Local Flood Authority and other risk management authorities in identifying flood risk and managing drainage.

Evidence continued to be updated following changes to national policy and context, alongside effective strategic and cross boundary engagement with necessary bodies. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Soundness of Preferred Option – Delivery

Main Issue and Initial Reaction of the Council in 2012

The Preferred Option was considered by a number of local residents, developers, housebuilders was unlikely to generate enough funding from development to contribute to infrastructure upgrades to ensure that the impact on the Borough's infrastructure could be sufficiently mitigated. Suggestions from Essex County Council and Basildon Business Group that a Community Infrastructure Levy (CIL) should be prepared to help invest in local infrastructure.

Actions Agreed in 2012

The Council agreed to prepare a Local Infrastructure Plan to accompany the Core Strategy, setting out what local infrastructure was required to make the Borough's growth acceptable, how it would be phased and funding options. If necessary prepare a CIL to help fund necessary infrastructure.

Outcome in 2014-2018

The Council prepared an Infrastructure Baseline Study as part of its evidence and used this to inform the Basildon Borough Draft Infrastructure

Delivery Plan which set out a draft structure for the IDP that could be further developed before submission to the Government and monitored periodically once the Core Strategy had been adopted. It set out the infrastructure most likely to be required to support planned growth, cost estimates where known, funding providers and responsibility for delivery. Its publication alongside the Core Strategy 2014 consultation was designed to seek additional engagement with service and infrastructure providers, over and above what had been achieved until that point.

Evidence continued to be updated following changes to national policy and context. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Primary Areas for Development and Change (PADC)

Main Issue and Initial Reaction of the Council in 2012

There was broad support for the four town centre PADC1-4s and A127 Enterprise Corridor (PADC7), from local residents, businesses, developers, planning agents and although concerns were raised about some detailed components of the Basildon Town Centre Masterplan, which was subject to public consultation at a similar period as the Core Strategy Preferred Options Report. Essex County Council expressed a wish that more education and transport modelling as being required to inform how to mitigate any impact. Concerns were however expressed from businesses that urban intensification for PADC7 would not be enough to meet businesses needs and more land would be required. Concern was expressed at how the redevelopment of Laindon, Pitsea and Wickford town centres would be delivered. Some concern was raised by the Environment Agency and Natural England as to how environmental considerations would be accounted for. Some local residents felt that improvements to local infrastructure was needed as well.

There were conflicting local views about the loss of some surplus land at Ford Dunton within PADC8/9 for housing and employment. Some local people do not believe the land should be used for either housing, or employment. The view from leading Borough businesses however was that if the land previously allocated for employment was set aside for housing purposes that additional employment land should be allocated to replace it.

There was also support for the continued regeneration of Five Links and Craylands (PADC5-6) residential estates, however there were a few suggestions that the Council should also state in the Core Strategy which other estate renewal programmes will be a priority over the next 20 years.

PADC10 – Nethermayne Cluster (encompassing the sites of Basildon University Hospital, St Luke's Hospice, South Essex College's Nethermayne Campus and the Dry Street Area of Special Reserve) received strong local objection, including a 2,302 signature petition in relation to its proposed development for a new mixed-use neighbourhood. The general view was

that it should be preserved for local amenity purposes, rather than developed and should be placed into the Green Belt.

Concern was raised about the PADC 12 which concentrated the majority of the Borough's future outdoor recreational provision in the Upper Crouch river valley, in the vicinity of Barleylands Farm, with particular concerns raised at how the Council could secure the ongoing provision of the land for these purposes to meet the needs of the population.

PADC13 – South Essex Marshes was broadly supported by local residents, CPRE, businesses, planning agents, Natural England, with some minor suggestions as to how it could be strengthened by the Environment Agency.

Finally, several other areas were suggested as being eligible for PADC status that had not been identified in the Core Strategy. These related to alternative Green Belt locations promoted for development by landowners and/ or developers.

Actions Agreed in 2012

The Council agreed to review the Core Strategy's scale of development, the Spatial Strategy and PADCs ensuring they were informed by national/sub-regional partner objectives, existing and updated evidence including the Strategic Housing Land Availability Assessment, employment land review, water and flooding studies and agreed to the principle of preparing an Infrastructure Delivery Plan alongside the Core Strategy.

The Council agreed to work with Essex County Council as Highways Authority and other service providers to understand the infrastructure context of the Borough and test the Core Strategy for their impact to determine appropriate mitigation.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It was informed by:

Updates to evidence base with a new Strategic Flood Risk Assessment, Spatial Options Transport Modelling, Housing Growth Topic Paper, Strategic Housing Market Assessment, Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment, Strategic Housing Land Availability Assessment, Viability Assessment, Employment Land and Premises Study, Infrastructure Baselines Study, Green Belt Study, Green Belt Landscape Sensitivity Assessment, Landscape Character Appraisal, Indoor Sports and Recreational Facilities Study, Basildon Town Centre Masterplan, Conservation Area Appraisals and Management Plans and Surface Water Management Plan.

The Basildon Borough Community Strategy 2012-2036, the NPPF12 and Planning Policy for Travellers Sites 2012. It reviewed other plans, strategies and assessments which could have a spatial impact prepared by the Council and its partners.

An iterative Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitat Regulations Assessment and Service Impact Assessment to guide options and policy development, including the consideration of reasonable alternatives.

To deliver the Revised Preferred Spatial Option 2A, 15 PADCs were proposed as the locations where it was felt the most sustainable strategic areas for future development could be located and were to include urban extensions, town centre regeneration, business area enhancement and areas of environmental significance. Incorporated into Core Policy 1 was a requirement that housing growth would be supported by providing the necessary infrastructure as identified in the Infrastructure Delivery Plan.

Evidence continued to be updated following changes to national policy and context. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Gypsy and Traveller and Travelling Showpeople Needs

Main Issue and Initial Reaction of the Council in 2012

There was some agreement for local residents and statutory bodies that the Core Strategy should establish how it will plan for Gypsy, Traveller and Travelling Showpeople needs through a Local Needs Accommodation Assessment, ensuring that their needs do not adversely compromise the natural environment.

There was challenge from some people that the Core Strategy did not comply with national policy or deal with short-term growth in the Traveller population and that this was a shortcoming. There was challenge from the Dale Farm Resident's Association that the assessments of need was flawed and questioned whether making provision would actually occur based on experience from elsewhere. The Irish Traveller Movement in Britain challenged that there was an acute shortage of appropriate accommodation and the Core Strategy should identify a 15 year supply of deliverable sites. It suggested that sites should be included in new urban extensions and temporary sites should be provided in the meantime. There were some detailed comments in relation to how sites would be designed and lived on.

Actions Agreed in 2012

The Council agreed that that updates to the Core Strategy would be in compliance with the NPPF (which had not yet been published). It also agreed it would undertake a Gypsy and Traveller Local Needs Accommodation Assessment. It was also update its Green Belt Study and commission a local landscape study to inform the next version of the Core Strategy. The Council confirmed it was preparing a separate DPD for Gypsies and Traveller Accommodation containing detailed policies on site design and amenity.

Outcome in 2014-2018

The Core Strategy Revised Preferred Options Report was published in 2014 setting out an alternative strategy for growth until 2031. It was informed by a Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment and an iterative Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitat Regulations Assessment and Service Impact Assessment to guide options and policy development, including the consideration of reasonable alternatives. Evidence suggested a need for a further 121 pitches (6 per annum over 20 years) from Traveller families residing on authorised sites. A further 155 pitches were required for families living at Dale Farm at the time the site was cleared in 2011.

Core Policy 5 proposed to make provision of a minimum of 30 pitches up to 2016 and a further 91 pitches in a separate Gypsy Traveller and Travelling Showpeople Local Plan. It sought the provision of the remaining 155 pitches arising from projected growth of unauthorised households from Dale Farm to be provided outside the Borough through cross boundary working with local planning authorities within Essex over the plan period.

Evidence continued to be updated following changes to national policy and context, including a Site Potential Study. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Infrastructure

Main Issue and Initial Reaction of the Council in 2012

There was support from local residents, resident associations and planning agents that upgrading and installing new infrastructure was critical to the success of the Borough.

Concern was raised as to whether utilities and Basildon Hospital would be able to cope and how their needs were being taken into account. There were challenges from local people that greater provision for parking needed to be improved across the Borough, whilst others including businesses, environmental groups and developers argued that there was too much emphasis of road traffic and too little on reducing road transport and promoting sustainable transport modes, particularly along A127 corridor. There was concern that there was no mention of the Lower Thames Crossing, expansion of ports and airports, which could improve the Borough's competitiveness. There was a challenge from a developer that Green Belt should be released to provide the necessary infrastructure.

Actions Agreed in 2012

The Council agreed that it needed to strengthen how the Core Strategy would promote alternative travel choices. It agreed it would prepare an Infrastructure Delivery Plan alongside providers and reflect on how development could assist in providing infrastructure and how sub-regional infrastructure improvements outside the Borough could support the Borough's competitiveness. It agreed, if necessary, it would prepare a Community Infrastructure Levy to help fund necessary infrastructure.

The Council agreed it would carry out an Employment Land and Premises Study to reflect on important transport links that assist the local economy and work with Essex County Council to determine how public transport could be given a greater role in the Core Strategy.

The Council agreed that it would revise the Core Strategy, informed by the outcome of traffic modelling work.

Outcome in 2014-2018

The Council carried out an Employment Land and Premises Study to review the importance of transport links that assist the local economy and prepared transport evidence that considered, amongst other things, the role of public transport.

The Council prepared an Infrastructure Baseline Study as part of its evidence and used this to inform the Basildon Borough Draft Infrastructure Delivery Plan which set out a draft structure for the IDP that could be further developed before submission to the Government and monitored periodically once the Core Strategy had been adopted. It set out the infrastructure most likely to be required to support planned growth, cost estimates where known, funding providers and responsibility for delivery. Its publication alongside the Core Strategy 2014 consultation was designed to seek additional engagement with service and infrastructure providers, over and above what had been achieved until that point.

Evidence continued to be updated following changes to national policy and context. These informed policy in the Draft Local Plan 2016 and Revised Publication Local Plan 2018.

Core Strategy Revised Preferred Options Report 2014

- 3.5 The following main issues were identified as arising from the Basildon Borough Local Plan Core Strategy Revised Preferred Options consultation which took place between 20 January and 1 April 2014.

Consultation

Main Issue and Initial Reaction of the Council in 2014

A lot of residents expressed concern that the comments they submitted would not be taken into account and the decisions had already been made. Many residents felt that they had not been adequately informed of the consultation process and only found out towards the end of the process, when they did not have enough time to review the Core Strategy Revised Preferred Options Report and its supporting documentation. The Council felt that it had gone over and above the publicity requirements of the relevant Regulations and the Council's adopted Statement of Community Involvement 2011. The publicity included sending letters to residents, local

businesses and statutory consultees registered on the Council's planning policy consultation database; placing adverts in the local press, at train stations and both within, and on the back of Borough buses. An advert was also stationed in a high footfall location in Basildon's Town Square for selected weeks to raise the consultation's profile.

Actions Agreed in 2014

A decision was taken by the Council to extend the consultation period by a further two weeks when it became apparent that different areas of the Borough had either not heard about the consultation in time, or felt they needed more time to properly consider it before responding. In order to raise public awareness of the consultation extension, the Council carried out a series of additional advertising. Notification letters were also sent to everyone on the Local Plan database and to all those that had already submitted a response.

Additionally, in preparation for the subsequent Draft Local Plan, the New and Alternative Sites Consultation (Reg 18), and the Revised Publication Local Plan Consultation (Reg 19), clear consultation plans were prepared and implemented to continue ensuring high levels of engagement using effective means.

Outcomes 2014-2018

There has been a high level of engagement in the development of the Local Plan which reached a peak for the Draft Local Plan consultation in January to March 2016. Later consultations have received a lower, but more focused responses.

Scale of Growth

Main Issue and Initial Reaction of the Council in 2014

The public generally did not support the scale of growth proposed in the Local Plan Core Strategy Revised Preferred Options Report feeling that the South East of England was already too crowded. The statutory consultees generally supported the scale of growth recognising the need to provide for housing and employment, as well as protecting the Green Belt in the long term. Generally, developers and house builders commended the Council for supporting a reasonable level of growth, but some still feel that a higher amount of growth should be delivered.

Actions taken in 2014

Given that the Core Strategy Revised Preferred Options Report was consistent with national planning policy, no specific action needed to be taken to correct this main issue. However, the SHMA has been regularly updated based on the relevant population projections as recommended in national policy. In June 2018, the NPPF was revised and a standard method for calculating housing needs was brought into being. Again, the housing need requirement was recalculated to reflect this method and to ensure consistency with national policy.

Outcomes in 2016-2018

The Revised Publication Local Plan continues to contain an identified housing need which has been calculated based on the 2014 CLG Household Projections and is therefore considered to accord with the NPPF, and the associated Planning Practice Guidance. In light of these policy requirements it has not been possible to adjust downwards the housing need as suggested by consultees responding to the CSRPO or Draft Local Plan consultations.

Distribution of Growth

Main Issue and Initial Reaction of the Council in 2014

It was felt by the majority of Billericay and Wickford residents that Basildon (including Laindon and Pitsea) could accommodate more growth; and conversely the majority of Basildon residents felt that Billericay and Wickford could accommodate more growth. Developers and statutory consultees predominantly agreed with the distribution of growth between the three main settlements, but required further clarity on the term 'proportionate'.

Actions taken in 2014

The strategy adopted for the Core Strategy Revised Preferred Options Report was to apply a proportionate amount of growth to each of the main settlements of the Borough with each settlement being allocated a level of housing growth proportionate to the existing size and population of that settlement, where possible, whilst having regard to the suitability and availability of land options within the Borough, and also the capacity of the environment and infrastructure to accommodate growth in each settlement. Having considered alternative spatial options, including the provision of a new settlement and looking at maximising development opportunities in different settlements, the proportionate approach was considered to be the most sustainable approach option. Additional sites were submitted to the Council through the HELAA as part of the consultation and further consideration was given to alternative locations for development allocations but this resulted in the Draft Local Plan 2016 containing development proposals which represented a relatively proportionate distribution of growth across the main three settlements.

Outcomes in 2016-2018

An action was agreed following the Draft Local Plan consultation in 2016 for a focussed consultation on New & Alternative sites to see whether the distribution of growth should be altered to ensure the most appropriate development sites featured in the Publication Local Plan.

The New and Alternative Sites Consultation took place during November and December 2016, and the Statement of Community Involvement was reported to the Council's IGD Committee in August 2017.

Sustainability Appraisal, ecology assessments, landscape assessments, archaeology assessments and infrastructure capacity information, was reported alongside existing data for each sites to the IGD Committee in December 2017 where decisions were taken in respect of the inclusion of each of these sites in the Local Plan. The Local Plan was subsequently amended to reflect any positive decisions made.

Loss of Green Belt

Main Issue and Initial Reaction of the Council in 2014

Most of the residents did not support the loss of Green Belt. Statutory bodies and developers agreed that the Council should accommodate growth needs that could not be accommodated in the urban areas by amending the Green Belt boundaries to provide for the Borough's needs and support its economic position in the Thames Gateway and Essex.

Actions Agreed in 2014

Following the consultation on the CSRPOR between Jan and Apr 2014, the Green Belt Study undertaken by Basildon Borough Council between Sep 2012 and Oct 2013 was subject to a review in 2015 to determine whether or not applying greater protection of the Green Belt was justified by evidence.

The main changes to the study related to the methodology which representations identified as being too complex in the Oct 2013 version, and also suggested that the methodology had not been applied consistently across all sites. As a result, the constraints scoring element, which was considered superfluous and beyond the scope of the study was removed and amendments were made, where necessary, in relation to the consistency with which the methodology had been applied to individual sites.

Outcomes in 2016-2018

Following consultation on the Draft Local Plan in 2016, action 2 arising from the Draft Local Plan was as follows: Keep under review, and provide a written update of approved Local Plans, particularly where they address the matter of meeting housing need in areas of Green Belt constraint.

Further review of Green Belt Study was also carried out to ensure that the evidence to support the release of Green Belt land to meet growth needs was robust and justified. This included submitting the 2015 Green Belt Review for independent assessment undertaken by the Planning Advisory Service (PAS) in November 2016. Such an approach allowed for a fully independent review of both the methodology used to inform the Review as well as a consideration of its findings. Following the PAS review, its conclusions were implemented by Basildon Council working together with an independent consultant, across the period of Jan – Feb 2017. As part of this process, the Green Belt Study report was reviewed and updated accordingly, and informs the Green Belt Review 2017.

A Green Belt Topic Paper (2017) was reported to the Committee in December 2017. It informed decisions taken in the Publication Local Plan, approved by the Council in March 2018. A Final Green Belt Topic Paper (2018) informed the decisions taken in the Revised Publication Local Plan considered on 3 October 2018.

Infrastructure

Main Issue and Initial Reaction of the Council in 2014

Most of the residents feel that there is insufficient infrastructure in the Borough at present and that this issue would be exacerbated by further development. Statutory bodies, infrastructure/ service providers and developers felt that the additional infrastructure set out in the Plan could be delivered but, that further work was required on the detail, funding and timing.

Actions taken in 2014

An Infrastructure Baseline Study had been produced to accompany the consultation on the Local Plan Core Strategy Revised Preferred Options Report, and following the responses to the consultation it was decided that a full Infrastructure Delivery Plan (IDP) would be produced in partnership with infrastructure providers to provide additional detail, funding and timing of infrastructure upgrades to ensure they would be in place as growth is delivered. The Infrastructure Delivery Plan would be a 'living' document updated on a regular basis to inform decision on infrastructure delivery and as supporting evidence in bids for external funding throughout the plan period.

Outcomes in 2016-2018

The IDP has been subject to several updates since the version produced in 2015 following the Core Strategy Revised Preferred Options consultation. Additional actions were agreed in 2016 following the Draft Local Plan consultation and a phasing strategy is now included within the Infrastructure Delivery Plan which accompanies the Local Plan. Individual site allocation policies are clear as to the infrastructure required for/of them and if they are affected by specific phasing issues.

Deliverability

Main Issue and Initial Reaction of the Council in 2014

There was concern that some of the Policy Areas for Development and Change (PADCs) could not be delivered as not all of the land was available for development. Further, it was felt that some PADCs would not be built-out within the timescales of the Council's proposed development phasing schedule that had been set out in the Revised Preferred Options Report – concluding that in the main, the Council was being too positive in the

delivery rate of development per annum. A research paper was submitted by one consultee as part of their response to illustrate that an urban extension can take a minimum of eight years to start construction on site and due to the scale and size of some of the PADCs, some would be built-out after the plan period had passed. Consequently, the Borough would not be meeting its objectively assessed need within the plan period and this could affect the Local Plan's soundness. Taking this on board questions have been raised by some Consultees as to why some locations had been dismissed by the Council that are equally as suitable for development and could be delivered much sooner and enable the Council to meet its Local Planning Authority responsibilities.

Actions Agreed in 2014

The Council agreed to review the appropriateness of development locations and spatial options in light of merits of counter proposals and new/updated evidence. This would include reviewing the HELAA on an annual basis and reviewing the use of sites in the Residential Land Assessment. The Council also agreed that it would work with landowners, developers and the development industry to ensure that sites allocated for development in later versions of the Local Plan are deliverable. This would include the Council reviewing the 'Draft Phasing Strategy' to ensure that development is suitably phased so that necessary improvements to infrastructure can be brought forward in a timely manner to support development.

Outcomes in 2016-2018

The phasing strategy has been updated as part of each future iteration of the plan including the Draft Local Plan in 2016 and the Revised Publication Local Plan in 2018. This has also included a New & Alternative Sites consultation to ensure sufficient land is made available to meet as much of the Objectively Assessed Needs within the plan period. However, it is also recognised that due to specific constraints in the Basildon Borough it will not be possible to deliver the full objectively assessed needs within the plan period. In order to address this, the Council has agreed with the Association of South Essex Authorities (ASELA) to produce a Joint Strategic Plan (JSP) which will include further locations for development in order to accelerate growth over the plan period and beyond.

Lack of Detail

Main Issue and Initial Reaction of the Council in 2014

A number of representations from the community, stakeholders and developers felt that there was limited information. It was mentioned by attendees at many of the roadshows and in the consultation comments that the details of the sites were unknown and therefore, it was difficult to make an effective and informed comment. It was stated by a few of the representations that it would be more effective and sound to identify the sites in the plan, so they could be allocated for development enabling the

<p>Council to demonstrate that the sites could be delivered and would meet the targets set out in the Plan.</p>
<p><u>Actions Agreed in 2014</u></p> <p>Following the concerns raised as part of the CSRPO that the Local Plan Core Strategy was too strategic and did not contain enough detail for local people, in particular, to form a view on its contents. In September 2014, Cabinet considered the comments received and agreed to review the evidence base and consider preparing a single Local Plan. This would consolidate the Core Strategy, the Site Allocations and Development Management Policies, and Gypsy, Traveller and Travelling Showpeople development plan documents into one document. The Government's <i>Planning Practice Guidance</i>, which was first published in March 2014, also made it clear that Local Plans were expected to be prepared as single Local Plan documents. In view of this information, the Council adopted a revised <i>Local Development Scheme</i> in December 2014 which set out a timetable for preparing a single Local Plan and the first draft would be published for consultation in early 2016.</p>
<p><u>Outcomes in 2016-2018</u></p> <p>The Draft Local Plan, consulted on from Jan – Mar 2016 was the Council's first draft of a single Local Plan document and contained significantly more detail in terms of the locations of development proposals, where potential access could be provided and the infrastructure that would be required to support development and where this would be likely to be located. This has been subject to further consultation as part of the Revised Publication Local Plan, which contains yet more detail on the proposed site allocations and supporting infrastructure etc.</p>
<p>Other Comments</p>
<p><u>Main issues and initial reaction of the Council in 2014</u></p> <p>These representations largely request clarification on areas of the Local Plan Core Strategy Revised Preferred Options Report, its supporting policies, or recommend wording / phrases changes.</p>
<p><u>Actions Agreed in 2014</u></p> <p>The Council undertook a process of reviewing comments to determine appropriate responses to the representations and to identify any specific actions that the Council should take in light of the representation. Full details of the representations, Council responses and actions was set out in the Local Plan Core Strategy Revised Preferred Options Statement of Consultation Aug 2014. The main issues are covered as part of this report.</p>
<p><u>Outcomes 2016-2018</u></p> <p>This process has continued as part of the Draft Local Plan 2016 where specific actions were identified and carried out prior to the Revised</p>

Publication Local Plan consultation in 2018, where consultation responses have informed the list of minor modifications submitted as part of this plan.

Policy Areas for Development and Change

Main issues and initial reaction of the Council in 2014

Specific comments (as supporting statements, observations or objections) were also made on the PADCs. In general, observations and objections fit into the seven categories above, however it should also be reported that there was broad support for PADCs in the Borough's town centres, the A127 Enterprise Corridor and South Essex Marshes.

Regarding the town centres, many residents raised concerns as to whether the town centre proposals were deliverable given the failed schemes and regeneration challenges experienced previously, or expressed dissatisfaction at recent planning application approvals for Basildon College, Basildon Market and the related scheme for new housing on fields to the south of Dry Street, which forms PADC4.

Finally, several other areas were suggested as being eligible for development by landowners / developers.

Actions Agreed in 2014

The comments in relation to the PADCs in the Borough's town centres, the A127 Enterprise corridor and South Essex Marshes were noted as would be considered as part of future versions of the Local Plan.

The residents' concerns in relation to town centres were largely related to Laindon, Pitsea and Basildon centres. In relation to Laindon Town Centre, the Council was working with new Land Owners at the time to ensure the regeneration of Laindon Town Centre came forward. The Council also agreed to carry out a Retail and Commercial Leisure Study to provide an update on the character and status of the Laindon Town Centre. Pitsea Town Centre was not identified as a specific PADC as the majority of the regeneration works had taken place and the remaining development would not be so significant as to require a strategic policy area to be defined within the plan. PADC1 identified Basildon Town Centre as the spatial strategy's focus for mixed-use town centre regeneration, which would be co-ordinated by a periodically reviewed Masterplan that aims to improve public and private investment.

The Council also agreed to review the appropriateness of development allocations and the chosen spatial option in light of the merits of counter proposals and new/updated evidence.

Outcome 2016-2018

The Retail and Leisure evidence was updated to inform updates to policy.

The Laindon Centre has subsequently been granted planning permission for mixed use scheme including 224 new homes, a new supermarket, an

expanded health centre and a brand new high street with various shops. Early works have completed and ground breaking took place in October 2018.

The review of the Basildon Town Centre Masterplan is to get underway in 2019 with planning permission granted for the relocation of the College into the town centre and a separate permission for the provision of a new Cinema complex at east square. The relocation of the market has been completed and other cosmetic work to the town centre is underway.

Dunton Garden Suburb 2014-2015

- 3.6 Following the consultation on the Dunton Garden Suburb, it was clear that there were three main issues that respondents were most concerned with:
- Potential environmental damage and erosion of Green Belt protection;
 - Infrastructure provision not being able to cope with additional development;
 - Delivery feasibility of the project.
- 3.7 Many comments suggested both Councils should consider spreading the growth needed in other areas rather than concentrating the majority of development in one area. Others added that the scale of Dunton Garden Suburb would make it unlikely to make a contribution to either Council's five year housing supply, and would support the view that additional land should be allocated elsewhere.
- 3.8 Other respondents suggested that more work and evidence was needed before a garden suburb might become an option.
- 3.9 Some local residents expressed sceptical views towards the Dunton Garden Suburb proposal. Apart from the main concerns, many were of the opinion that development would bring a transient population and weaken the feel of local community, that the development did not include enough jobs to support the increase in population, and that flood risk had not properly been assessed.
- 3.10 Concern was expressed that the impacts of development would disproportionately affect existing Basildon Borough residents more than Brentwood Borough residents. There was also the feeling amongst some Basildon residents that this proposal allowed Brentwood to dump their housing growth requirements in the Basildon area.
- 3.11 Other matters, beyond the general concerns set out in the paragraphs above, arising through this consultation are summarised in the table which follows.

Potential environmental damage and erosion of Green Belt

Main Issue and Initial Reaction of the Council in 2015

The Environmental Assessment of Plans and Programmes Regulations 2004 require certain plans, projects and programmes to be evaluated against their impact on the environment and to take this on board to mitigate the impact as much as possible. Likewise, the Conservation of Habitats and Species Regulations 2010 seeks to ensure plans do not impact on specific habitats designated at either European or International levels for their biodiversity importance. Given the potential evolution of the Dunton Garden Suburb project into the emerging Local Plans, the councils carried out an initial assessment and consulted Natural England, English Heritage and the Environment Agency as the prescribed bodies.

It was also recognised by the Council that any development within the Green Belt would have an impact on it, however, the development could offer generous new green space and presents an opportunity to connect Thorndon and Langdon Hills Country Parks making the Green Belt in this area more accessible and provide opportunities for outdoor activities and recreation.

Actions Agreed in 2015

The MoU expired on 4 February 2016 and was not renewed. Basildon Council was not convinced at the time that Brentwood Borough Council had produced sufficient evidence to support the growth strategy in their emerging Local Plan and to pursue a joint development allocation could put at risk the completion of the Basildon Borough Local Plan within the timescale set out in the Local Development Scheme.

Outcome in 2018

Brentwood Borough Council has subsequently decided to pursue a Dunton Hills Garden Village proposal entirely within the Brentwood Borough but still between Horndon and west Basildon. This project has received funding from the Ministry for Housing, Communities and Local Government to help drive the design and delivery of the proposal, which will assist in determining whether or not the scheme is feasible to deliver as part of their Local Plan.

Basildon Borough Council and Brentwood Borough Council subsequently commissioned Place Services at Essex County Council to carry out 'The Dunton Area Landscape Corridor Design Options – Local Plan Green Infrastructure' study. This study was a broad scale landscape assessment which presented proposals for a landscape buffer and green corridor that could encompass the Borough boundaries and give visual separation between two potential residential development sites. The two potential development sites being an urban extension to the west of Basildon and the Dunton Hills Garden Village proposal in the Brentwood Borough.

Following completion of the study, Basildon Borough Council has not seen any evidence that the recommendations have been considered in the progression of the Brentwood emerging Local Plan and has therefore reduced the housing allocation which represented an urban extension to the west of Basildon on the basis that any further development may result in coalescence of settlements, which would not accord with the requirements of the NPPF in terms of Green Belt policy.

Infrastructure provision not being able to cope with additional development

Main Issue and Initial Reaction of the Council in 2015

An Infrastructure Baseline Study had been produced to accompany the consultation on the Local Plan Core Strategy Revised Preferred Options Report, and following the responses to the consultation it was decided that a full Infrastructure Delivery Plan (IDP) would be produced in partnership with infrastructure providers to provide additional detail, funding and timing of infrastructure upgrades to ensure they would be in place as growth is delivered. The Infrastructure Delivery Plan would be a 'living' document updated on a regular basis to inform decision on infrastructure delivery and as supporting evidence in bids for external funding throughout the plan period.

Actions Agreed in 2015

The MoU expired on 4 February 2016 and was not renewed. Basildon Council was not convinced at the time that Brentwood Borough Council had produced sufficient evidence to support the growth strategy in their emerging Local Plan and to pursue a joint development allocation could put at risk the completion of the Basildon Borough Local Plan within the timescale set out in the Local Development Scheme.

Further work was agreed to be carried out in relation to the production of the Infrastructure Delivery Plan which included the potential option of a Dunton Garden Suburb development proposal. Therefore, infrastructure providers were asked to make comments on the proposals in the Basildon Borough Local Plan with and without the Dunton Garden Suburb proposal. This extended as far as the transport modelling to support the emerging Local Plan.

Outcome in 2018

Brentwood Borough Council has subsequently decided to pursue a Dunton Hills Garden Village proposal entirely within the Brentwood Borough but still between Horndon and west Basildon. This project has received funding from the Ministry for Housing, Communities and Local Government to help drive the design and delivery of the proposal, which will assist in determining whether or not the scheme is feasible to deliver as part of their Local Plan.

The potential impact of such a development on infrastructure capacity within the Basildon Borough remains a concern despite the evidence gathered as part of the emerging Basildon Borough Local Plan. As such Basildon Borough Council has requested as part of statutory consultations on the Brentwood Local Plan that Brentwood Council takes into consideration the potential impact of the Dunton Hills Garden Village proposal on the infrastructure capacity of the Basildon Borough and requested further opportunity to work in partnership to deliver satisfactory mitigation where required.

Delivery feasibility of the project

Main Issue and Initial Reaction of the Council in 2015

The main consultation document did not constitute part of the emerging Local Development Plan of either Council in its own right, but following the results of this preliminary consultation, it could lead to the establishment of a joint project between the Councils to carry out further testing and assessment to determine the true delivery feasibility of the project.

Actions Agreed in 2015

The MoU expired on 4 February 2016 and was not renewed. Basildon Council was not convinced at the time that Brentwood Borough Council had produced sufficient evidence to support the growth strategy in their emerging Local Plan and to pursue a joint development allocation could put at risk the completion of the Basildon Borough Local Plan within the timescale set out in the Local Development Scheme.

Outcome in 2018

Brentwood Borough Council has subsequently decided to pursue a Dunton Hills Garden Village proposal entirely within the Brentwood Borough but still between Horndon and west Basildon. This project has received funding from the Ministry for Housing, Communities and Local Government to help drive the design and delivery of the proposal, which will assist in determining whether or not the scheme is feasible to deliver as part of their Local Plan.

Draft Local Plan 2016

- 3.12 The following main issues were identified as arising from the Draft Local Plan consultation which took place between January and March 2016. Actions in addition to those set out in the table below were used to deal with non-main and technical issues. Therefore, not all action numbers are reported upon.

Consultation

Main Issue and Initial Reaction of the Council in 2016

Some comments were received indicating that residents did not feel that consultation had been adequate. The council was however of the view that it went considerably above and beyond the minimum requirements of the Regulations and the Statement of Community Involvement. It is considered that the council can robustly defend its position in this respect.

Actions Agreed in 2016

No specific actions were identified in respect of this issue. However, in preparation for the subsequent New and Alternative Sites Consultation (Reg 18) and the Revised Publication Local Plan Consultation (Reg 19) clear consultation plans were prepared and implemented to continue ensuring high levels of engagement using effective means.

Outcomes

There has been a high level of engagement in the Local Plan which reached a peak for the Draft Local Plan consultation in January to March 2016. Later consultations have received a lower, but more focused response.

Achieving Sustainable Development - Housing Growth

Main Issue and Initial Reaction of the Council in 2016

The majority of those residents commenting on the *Achieving Sustainable Development* chapter of the Local Plan, or on the proposals within the Local Plan more generally, raised an objection to the level of housing growth proposed. The outcomes of question 5 of the Borough Diary questionnaire indicate the extent of this objection, with 80% of residents indicating that there were dissatisfied or very dissatisfied with the proposals.

A key concern for residents who provided written comments on their objections related to the quantum of development proposed. Alternative proposals were put forward for a lower quantum of development based on indigenous population growth only. However, the NPPF is clear that housing need should include consideration of both natural change in the population (births and deaths) and also the implications of migration. The PPG sets out a clear methodology for calculating housing need, using the Government's Household Projections and this has been applied to the South Essex Strategic Housing Market Assessment (SHMA) which was used to set the housing target in the Draft Local Plan. The NPPF is clear that local planning authorities should seek to plan for the full, objectively assessed need for housing, unless other parts of the NPPF indicate that it is not appropriate to do so.

Actions Agreed in 2016

Given that the Draft Local Plan was consistent with national planning policy, no specific action was agreed in respect of this main issue. However, since September 2016, the 2014-based CLG Household Projections have been published. An addendum to the SHMA was therefore prepared in 2017 based on these revised projections. In June 2018 meanwhile, the NPPF was revised and standard method for calculating housing needs was brought into being. Again, the housing need requirement was recalculated to reflect this method and ensure consistency with national policy.

Outcomes in 2018

The Revised Publication Local Plan continues to contain an identified housing need which has been calculated based on the 2014 CLG Household Projections and is therefore considered to accord with the NPPF, and the associated Planning Practice Guidance. In light of these policy requirements it has not been possible to adjust downwards the housing need as suggested by consultees responding to the Draft Local Plan.

Achieving Sustainable Development – Housing Growth and the Green Belt

Main Issue and Initial Reaction of the Council in 2016

The implications of the proposals in the Draft Local Plan on the natural environment was a key concern for residents. This is illustrated by the response to question 9 of the *Borough Diary* questionnaire.

A number of consultees suggested that the council should not seek to meet the borough's need for housing due to the impact it would have on the Green Belt. They suggest that to do so would be contrary to national policy. However, there is a distinction between Green Belt policy when it applies to plan-making (the Local Plan) and decision-taking (planning applications). When reviewing a Local Plan, Green Belt boundaries may be reviewed, in order to ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development. The legally required Sustainability Appraisal (SA), prepared independently of the Council for the Draft Local Plan, tested various options for growth within Basildon borough, including a 'no growth in the Green Belt' option. It concluded that the approach to meeting housing need which included the release of some Green Belt sites to deliver the full objectively assessed need for housing scored significantly better overall across all sustainability objectives compared to a 'no growth in the Green Belt' option and therefore represents more sustainable development.

Some Inspectors' Reports and Initial Findings letters reviewed at September 2016 showed that generally speaking, Planning Inspectors were supporting

the release of Green Belt for the purposes of meeting housing need during the review of Local Plans.

- In the case of Sefton, a lower number based on urban containment was not supported as a reasonable alternative, and neither was an optimistic growth scenario which would see additional Green Belt released.
- In the case of the Joint Plan for Cheltenham, Gloucester and Tewkesbury, Green Belt release to provide urban extensions to Cheltenham and Gloucester were considered exceptionally appropriate in meeting housing needs as it was the only option in those authorities. However, as Tewkesbury has land available that is not in the Green Belt, the release of Green Belt land was agreed by the Inspector to not be exceptionally appropriate for that authority.

On this basis, whilst the strong views of residents on this matter are respected, it is not considered that it would be possible based on current practice to pursue a plan that fails to meet the need for housing on the basis of just the Green Belt restraint. However, it is recognised that practice can change, and therefore officers will prepare an update for Members on Local Plan approvals across the Country looking at how the conflict between meeting housing need and protecting the Green Belt is being treated in Local Plan examinations, to provide assurance over practice.

Actions Agreed in 2016

Action 2 arising from the Draft Local Plan Statement of Consultation was as follows:

Keep under review, and provide a written update of approved Local Plans, particularly where they address the matter of meeting housing need in areas of Green Belt constraint.

Outcomes in 2018

A Green Belt Topic Paper (2017) was reported to the Committee in December 2017. It was correct up to that point in time. The Council is not aware of any decisions which depart significantly from the advice provided at that time, which have occurred since.

Achieving Sustainable Development - Housing Growth and Environmental Constraints

Main Issue and Initial Reaction of the Council in 2016

Residents, and some organisations with an environmental interest, also raised concerns about the implications of the level of growth proposed within the Draft Local Plan more generally on the natural environment, including wildlife, landscape, and flood risk.

The NPPF provides a clear steer on how each of these matters should be dealt with through the plan-making process. For example, the highest level of wildlife protection should be offered to internationally and nationally designated sites such as Ramsar Sites for migratory birds and Sites of Special Scientific Interest (SSSIs). Mitigation, management and compensatory provision can be applied to other, local wildlife designations. It also directs that development should not normally be directed towards those areas at high risk of flooding as defined Flood Risk Zones 2 and 3 by the Environment Agency. Limited protection is offered to the landscapes by the NPPF in areas that do not contain Areas of Outstanding Natural Beauty (AONBs), although planning for green infrastructure provision (nature reserves, sports pitches, allotments, etc.) is still expected.

Evidence prepared to inform the Local Plan indicates that there is sufficient suitable land which has been promoted for development purposes to meet the full, objectively assessed housing need of Basildon Borough without running contrary to the requirements of the NPPF in respect of these environmental issues. Consequently, whilst the strong views of residents are also respected in relation to this matter, it is not considered that it would be possible to pursue a plan that fails to meet the need for housing on the basis of environmental constraints. Again, this is not to say however that every location in the borough is suitable for development, as some environmental issues will affect particular sites. Particular concerns were expressed by residents in Basildon regarding local environmental impacts of development which may impact on the quality of life in that area. In particular matters of population density, and deprivation. In order to better address these matters, it is recommended that additional data of this nature is incorporated into the sustainability appraisal.

Actions Agreed in 2016

Action 3 arising from the Draft Local Plan Statement of Consultation was as follows:

In order to capture local implications of development on the environment, incorporate population density data and IMD data into the Sustainability Appraisal.

Outcomes in 2018

The Sustainability Appraisal has been amended accordingly, and the assessment of all allocations and all policies has been reviewed in respect of these amendments. The Sustainability Appraisal has been prepared iteratively alongside the Local Plan and used to inform the decision making process.

Achieving Sustainable Development – Housing and Infrastructure

Main Issue and Initial Reaction of the Council in 2016

Many residents expressed concerns about the impact of the level of growth proposed in Basildon borough on the capacity of community and transport infrastructure. This was reflected by residents responding to the questions 6 and 7 of the *Borough Diary* questionnaire. Question 6 asked: *How satisfied are you with plans to provide community infrastructure?* Question 7 asked: *How satisfied are you with the plan to provide appropriate transport infrastructure?* There was a high level of dissatisfaction amongst residents with 82% concerned about both proposals for community and transport infrastructure.

Many of the comments received reflected residents experiences of using local roads, especially the A127 and within Billericay Town Centre. Concerns were also expressed about the capacity of local railway services. In relation to community services, concerns were expressed particularly with regard to the capacity of GP surgeries and Basildon Hospital. Many residents indicated a concern about the future capacity of schools.

Considerable engagement with service providers was undertaken prior to the publication of the Draft Local Plan, as detailed in the Draft Infrastructure Delivery Plan 2016 (IDP) which accompanied the Draft Local Plan. This detailed the level of infrastructure assessed as being required to meet the needs of the level of growth proposed in order to ensure new development is sustainable. It is agreed by the Council that this infrastructure should be delivered alongside new development, in order to mitigate the impacts of growth on the demand for services and infrastructure.

From a highway authority perspective, Essex County Council, the London Borough of Havering, Thurrock Council and Transport for London have all raised particular concerns regarding the implications of growth in Basildon, and also across South Essex, specifically on the A127. Essex County Council have also expressed the need for housing growth to the S.W. of Billericay to align with the provision of a relief route as proposed in the Draft

Local Plan. Consideration should therefore be given to better articulating the link between infrastructure provisions and housing growth in the Local Plan by introducing a phasing strategy which uses the programming of substantial highway upgrades as the trigger for releasing sites for development. Sites would still be allocated, but would have policy conditions attached to them which related to specific infrastructure that would need to be met to enable their development.

Actions Agreed in 2016

Action 4 arising from the Draft Local Plan Statement of Consultation was as follows:

Include a phasing strategy within the Publication Local Plan which uses the programming of infrastructure provision as the trigger for releasing sites, either wholly or in part, for development.

Outcomes in 2018

A phasing strategy is included within the Infrastructure Delivery Plan which accompanies the Local Plan. Individual site allocation policies are clear as to the infrastructure required for/of them and if they are affected by specific phasing issues.

Achieving Sustainable Development – Housing Distribution

Main Issue and Initial Reaction of the Council in 2016

Many residents commented on the distribution of development, with a particular emphasis on seeking a reduction in the number of homes proposed in their local area through the provision of a higher quantum elsewhere in the borough.

The distribution of development within the Draft Local Plan was based on the availability and suitability of land options within the borough, and also the capacity of the environment and infrastructure to accommodate growth in each settlement. Such an evidence based approach is consistent with the NPPF, and therefore distributions which may be considered to be 'fairer', but do not align with evidence cannot be taken forward.

This is not to say that the distribution of development cannot be altered to some degree in the Publication Local Plan. Representations received from developers in relation to specific sites, and in relation to alternative proposals, are set out in the housing chapter. These provide the opportunity to consider some alterations to the housing site allocations in the Local Plan, and consequently the distribution of development across the borough. However, in order for this to occur each of the proposals will need to be considered against the same suite of evidence. This requires new alternative proposals to have site appraisals completed in relation to ecology, landscape, infrastructure, flood risk, Green Belt impact and sustainability. It is recommended that this work is completed before any re-distribution is considered to ensure that the most appropriate development sites feature in the Publication Local Plan, resulting in the final distribution of housing that best responds to evidence of local circumstances.

Actions Agreed in 2016

Action 5 arising from the Draft Local Plan Statement of Consultation was as follows:

Undertake proportionate consultation, and complete site specific appraisals for any new alternative housing site proposals received through the consultation process. Once complete, use the full suite of evidence to

determine whether the distribution of development should be altered to ensure the most appropriate development sites feature in the Publication Local Plan. If appropriate amend policy SD2, and any associated housing policies, to reflect the outcomes of this work.

Outcomes in 2018

The New and Alternative Sites Consultation took place during November and December 2016, and the Statement of Community Involvement was reported to the Council's IGD Committee in August 2017.

Sustainability appraisal, ecology assessments, landscape assessments, archaeology assessments and infrastructure capacity information, was reported alongside existing data for each sites to the IGD Committee in December 2017 where decisions were taken in respect of the inclusion of each of these sites in the Local Plan. The Local Plan was subsequently amended to reflect any positive decisions made.

Achieving Sustainable Development – the views of other stakeholders in respect of housing growth and distribution

Main Issue and Initial Reaction of the Council in 2016

Generally, other local planning authorities in Essex who responded to the consultation indicated their support for Basildon meeting its full, objectively assessed need for housing. Meanwhile, statutory specialist advisory bodies such as the Environment Agency and Natural England did not raise any objections to the quantum of development proposed on the grounds of environmental constraints.

There was limited challenge to the SHMA raised by developers, with the House Builders Federation indicating its support for the approach taken. However, many developers questioned the council's decision to use the lower end of the OAN range as its housing target, advocating the higher end of the range as a preference. This was particularly the case when their site would benefit from release or additional growth.

Consideration has been given to this matter, however, the lower end of the OAN range is sufficient to provide enough homes to respond to changes to market conditions, and also out-migration from London as modelled in the Greater London Authority Central Scenario. It is also sufficient to support the labour requirements of both the Experian and East of England Forecasting Model (EEFM) economic growth projections, based on assumptions in those models and also more conservative assumptions on how older people will participate in the labour market applied by the Office for Budget Responsibility (OBR).

The upper end of the OAN range was formed from an economic growth scenario that applies very conservative assumptions around labour market participation by older people based on pension age changes only. These

assumptions go beyond the assumptions of the OBR, and would place undue pressure on the Green Belt to address an uncertainty only. If such additional need was to arise, it could potentially be addressed through windfall development which does not currently feature in the council's calculations of land supply, or through increased densities on development sites, which has been advocated by some developers in any event. It is not therefore recommended that the upper end of the OAN range is used as the housing target in the Publication Local Plan.

Actions Agreed in 2016

Given that the Draft Local Plan was consistent with national planning policy, no specific action was agreed in respect of this main issue. However, since September 2016, the 2014-based CLG Household Projections have been published. An addendum to the SHMA was therefore prepared in 2017 based on these revised projections. In June 2018 meanwhile, the NPPF was revised and standard method for calculating housing needs was brought into being. Again, the housing need requirement was recalculated to reflect this method and ensure consistency with national policy.

Outcomes in 2018

The Revised Publication Local Plan continues to contain an identified housing need which has been calculated based on the 2014 CLG Household Projections and is therefore considered to accord with the NPPF, and the associated Planning Practice Guidance. In light of these policy requirements the housing need has increased. However, it has not been possible to increase supply sufficiently to fully cover the increase due to Green Belt and infrastructure constraints. A windfall allowance has however been included beyond five years to address some of the deficit. This was based on a careful calculation of past and potential windfall set out in the *Housing Supply Windfall Report March 2017*.

Achieving Sustainable Development - Employment

Main Issue and Initial Reaction of the Council in 2016

Very limited comment was received in relation to the overall quantum of employment growth proposed within the borough, or its distribution which is largely focused on the existing A127 Enterprise Corridor. Residents responding to Question 8 in the *Borough Diary* were generally dissatisfied with the Draft Local Plan's approach to business growth.

However, insufficient comments were provided to explain why, or what alternatives should be followed instead. It should be noted that the amount of business growth proposed is based on economic forecasts for the borough, and aligns well with the number of homes proposed ensuring that there is a general alignment between job creation and housing growth.

Actions Agreed in 2016

Given that the Draft Local Plan was consistent with national planning policy, no specific action was agreed in respect of this main issue. However, since September 2016, Basildon has worked with the other South Essex authorities to prepare an Economic Development Needs Assessment (EDNA) updating the evidence base for economic development land requirements in Basildon. In addition to this, the Council has engaged with the GLA with regard to being a willing partner in respect of any unmet economic land requirements arising from the London Plan.

Outcomes in 2018

Sufficient land has been allocated in the Local Plan to accommodate the employment land requirement identified in the EDNA. In addition to this specific additional provision has been made to address the market failure in Grow-on Space provision, as identified in the *Essex Grown-on Space Study*. A further mark up has been made to meet the needs of businesses displaced, or otherwise finding their need is unmet in London. This has resulted from discussions with the GLA.

Building a Strong, Competitive Economy – Alignment with Housing and Infrastructure

Main Issue and Initial Reaction of the Council in 2016

Generally, comments in relation to this chapter were supportive of the overall strategy of achieving greater levels of economic growth in Basildon borough. However, a number of comments were received in relation to the specific sites identified for future economic development. Housing typically attracts higher land values than economic development. Consequently, there were objections from developers to the requirement for mixed use development comprising B Class (i.e offices, research & development, general industry or storage and distribution) employment floorspace provision within allocations to the West of Basildon and at Gardiners Lane South. There were also objections to the allocation to the East of Basildon and north of Burnt Mills Road for B Class employment floorspace provision in favour of just residential development instead

The housing needs of the borough are however in part driven by growth in the economy i.e. without growth in the economy some housing growth, and consequently some housing sites would not be required. Furthermore, the NPPF does not just require the provision of housing sites, it also requires local planning authorities to identify and maintain a flexible supply of employment land for the purposes of economic growth. The NPPF expects some alignment of employment provision with housing provision to promote sustainable travel patterns.

Growth of the A127 Enterprise Corridor is seen by the council as the best way of aligning growth with where people live, with existing economic activity and with infrastructure provision. It is not therefore unreasonable of the council to set out the mixed use development requirements proposed within the Draft Local Plan, or to allocate land for employment purposes as well as residential at East Basildon. Sites in these locations were viewed favourably for such growth, relative to other locations, within the Employment Land and Premise Study 2013 (ELPS). An Economic Development Needs Assessment (EDNA) is underway for the South Essex authorities which will review the findings of the ELPS. However, the A127 Enterprise Corridor remains a key area for growth in South Essex, and therefore it is unlikely that the recommendation of the EDNA will seek to refocus employment growth within Basildon Borough to locations outside the A127 Enterprise Corridor. Therefore, it is not recommended that these policy requirements or allocations are altered, and that the use of these sites for employment purposes is actively pursued by the council through both the IDP and through its wider Economic Development service. Such an approach will address concerns expressed by some residents that the economic growth elements of the Local Plan will not be delivered.

Actions Agreed in 2016

Action 6 arising from the Draft Local Plan Statement of Consultation was as follows:

Establish more clearly in the IDP how the economic growth requirements of the Local Plan will be delivered alongside housing growth and infrastructure applying evidence emerging from the South Essex Economic Development Needs Assessment (EDNA) where appropriate.

Outcomes in 2018

The Council has prepared an Infrastructure Delivery Plan which accompanies the Local Plan. This ensures both housing and employment growth are aligned with infrastructure provision.

Building a Strong, Competitive Economy – Ford Dunton and other Technical Issues

Main Issue and Initial Reaction of the Council in 2016

Policy E3 of the Draft Local Plan sought the retention of automotive research land use at Ford Dunton, and also the use of vacant and under-used land in this location specifically for other research and development purposes, rather than other forms of commercial or non-employment development. The Ford Motor Company have objected to this policy as it reduces the flexibility of their land holdings to be used for general industrial or storage/distribution purposes. However, the council has clear ambitions around creating advanced manufacturing hubs, which are underpinned by

the presence of such research and development activity that takes place in the borough, and the availability of land for such purposes. This level of specificity is being reviewed as part of South Essex EDNA, to ensure it remains appropriate.

Actions Agreed in 2016

Action 7 arising from the Draft Local Plan Statement of Consultation was as follows:

Consider making technical amendments to the policies in chapter 7 where they would improve the soundness of the plan, whilst ensuring the economic ambitions of the council for Basildon borough remain attainable.

Outcomes in 2018

Increased flexibility around the types of B1 uses that could be accommodated at Ford Dunton has been introduced in policy E3 compared to the Draft Local Plan.

Ensuring the Vitality of Town Centres – Town Centre Regeneration / Capacity

Main Issue and Initial Reaction of the Council in 2016

Comments received in relation to Chapter 8 of the Draft Local Plan were generally supportive of the Council's approach to town centre improvements and the management of retailing. However, residents raised the following concerns:

The deliverability of Basildon Town Centre Regeneration. The council is about to commence a key component of this project through the relocation of the market, to enable the relocation of the South Essex College into the town centre. It is also bringing forward proposals for East Square. It is not therefore necessary to amend the Local Plan in respect of this concern as delivery on the ground is occurring.

The condition of Laindon Shopping Centre. The current landowner, Swan Housing, has begun community engagement on the redevelopment of the shopping centre, and are expected to make a planning application later in 2016. Such redevelopment is supported by the Local Plan, and no amendment is therefore necessary in respect of these concerns.

The capacity of Wickford Town Centre to cater for growth in the town's population. A larger population is likely to have a positive benefit for Wickford Town Centre by increasing its catchment population, increasing footfall and spend for shops and businesses. It is not considered that the town centre is a constraint on growth, and no amendment to the Local Plan is recommended in this regard.

There is insufficient car parking within Billericay Town Centre to accommodate growth in retail provision. Due to heritage constraints and land availability growth in retail provision is not considered to be a priority for Billericay Town Centre. That is not to say however that demands on parking in town centre and employment locations may not be affected by growth in the town more widely. A Vehicle Parking Capacity and Intervention Study has therefore already been commissioned which is due to report later in 2016. It is recommended that consideration is given to this study, its findings and recommendations within policy R6, and other relevant town centre policies and policies related to employment provision.

Actions Agreed in 2016

Action 8 arising from the Draft Local Plan Statement of Consultation was as follows: Consider making amendments to policy R6, and other policies in Chapters 7, 8 and 9 as appropriate, having regard to the findings of the Vehicle Parking Capacity and Intervention Study, once available.

Outcomes in 2018

The Vehicle Parking Capacity and Intervention Study was completed July 2017, and amendments we made to the emerging policies in the Local Plan as appropriate.

Ensuring the Vitality of Town Centres – Hotel Proposal at Basildon Golf Course

Main Issue and Initial Reaction of the Council in 2016

Policy R13 proposed a hotel adjacent to Basildon Golf Course, objections were received in relation to this proposed due to its potential impact on wildlife, as highlighted through the Sustainability Appraisal. A Hotel Needs and Demands Study has been commissioned which is due to report later in 2016. This considers the need for, and potential location of hotels in Basildon borough. It is recommended that consideration is given to the outcomes of this study in deciding how policy R13 is taken forward.

Actions Agreed in 2016

Action 9 arising from the Draft Local Plan Statement of Consultation was as follows: Consider the outcomes of the Hotel Study, once available, to determine how best to take forward proposals for hotels in Basildon borough. If appropriate, amend policy R13 accordingly.

Outcomes in 2018

A Hotel Needs and Demand Review was completed March 2017. Amendments have been made as appropriate to Policy R13. Amendments

also made to Policy E6, as need for a hotel also identified in A127 Enterprise Corridor.

In respect of the potential wildlife impacts site level ecology and landscape appraisals were prepared for this site and reported to the IGD committee as part of their decision making process.

Promoting Sustainable Transport – Capacity of the Highway Network

Main Issue and Initial Reaction of the Council in 2016

Comments received from many residents in relation to the transport chapter reiterated the concerns regarding the impact of new housing on transport infrastructure capacity. They were keen to emphasise the importance of highway projects being delivered before growth to address some of the existing deficits seen across the highway network. National investment assistance in highway infrastructure is at this time tightly aligned to growth and funding contributions from development require development consents to be in place before it can be paid and therefore it is unlikely that the provision of all highway infrastructure before any growth occurs will be achieved. However, the alignment of infrastructure provision with growth is something that can be achieved, and is advocated for in the Local Plan. No additional actions are therefore recommended in this respect.

In relation to the A127, many residents were concerned about its capacity to accommodate growth. This was reiterated by Essex County Council, the London Borough of Havering and TfL. The Council is not the borough's Highway Authority (HA), rather this remit falls to Essex County Council. It has adopted a joint strategy for the A127 alongside TfL and Southend on Sea Borough Council who are the route's other highway authorities.

However, in light of the growth proposed along its route, not just in Basildon but also in Brentwood, Castle Point, Rochford and Southend, it is considered that this strategy needs to be reviewed. This work is currently underway, being led by Essex County Council. It is anticipated that the outcomes of this review will be available in time to inform the Examination in Public stage of the Local Plan. In the meantime, it is recommended that the Council engages with ECC to identify an agreed position on improvements to the A127 to inform the Publication Local Plan.

Action Agreed in 2016

Action 11 arising from the Draft Local Plan Statement of Consultation was as follows: Continue to work with Essex County Council, other authorities in South Essex, mid Essex and in East London on updating the Route Management Strategy for the delivery of improvements to the A127, and enter into a position statement with ECC and other relevant authorities prior to submission of the Local Plan on how such improvements may be delivered over the plan period. Make any amendments necessary to the

Local Plan to enable this delivery to occur. Where appropriate undertake similar joint work on other strategic routes in and around Basildon Borough.

Outcome in 2018

The Council has fed into the ongoing review of the 'A127 Corridor For Growth: An Economic Plan' by Essex County Council and Southend-on-Sea Borough Council, which will form the basis of the next bid to the South East Local Enterprise Partnership for further funding to make highway improvements to the A127.

The Council has also jointly signed a Statement of Common Ground with the London Borough of Havering, Essex County Council, Brentwood Borough Council, Castle Point Borough Council, Rochford District Council, Southend-on-Sea Borough Council, Thurrock Council and Highways England to tackle the implications that cross-boundary growth along the A127's route could cause without coordination. It should assist the authorities in making Government aware of the extent to which the A127 is providing a constraint to growth, and the need for significant investment. A similar initiative is to be drawn up for the A13.

Promoting Sustainable Transport – Transport Modelling

Main Issue and Initial Reaction of the Council in 2016

Several comments were received in relation to the transport modelling work which has been undertaken by Essex Highways to date. Emerging issues in relation to this work were identified by Thurrock Council and Ford Motor Company. They have concerns about the extent of the SATURN model used to understand the implications of growth in and around the settlement of Basildon. In particular, they were concerned about its westward extent and also the fact that it has a 2011 base date. In order to overcome this issue, and also overcome other issues related to the overlap of the Basildon SATURN model with the separate models for Billericay and Wickford, Basildon Borough Council in partnership with Essex County Council has commissioned a new borough-wide VISUM model to be prepared. This model will have a 2014 base date, and will be used to test the baseline position at 2014, and at 2034 with growth accounted for. It will also be used to test the effects of proposed mitigation measures to determine if those being considered are sufficient, or if any additional mitigation is also required. Unlike the SATURN model used until now, the VISUM model will be able to incorporate flows of traffic between Basildon and other local authority areas, enabling the implications of growth in those areas to also be better understood. It is recommended that the council use the outcomes of the VISUM model to inform the work undertaken on site selection, and also use it to update the policy requirements of the Publication Local Plan.

Action Agreed in 2016

Action 12 arising from the Draft Local Plan Statement of Consultation was as follows: Once complete, review the outcomes of the VISUM modelling work, and use it to inform site selection, and also to make amendments to the publication Local Plan in relation to policy requirements for transport infrastructure provision.

Outcome in 2018

The VISUM modelling was used to inform the policy requirements of the Local Plan, including the transport policies and also specific infrastructure requirements for development sites in relation to highways infrastructure. Cross boundary impacts were considered through the modelling.

Promoting Sustainable Transport – Sustainable Travel Modes

Main Issue and Initial Reaction of the Council in 2016

A number of comments were received in relation to sustainable transport options, commenting in particular on the capacity of railway services and the availability, suitability and safety of cycling routes and cycling facilities.

In terms of railway services, the council engages with the infrastructure and two train service providers on a regular basis through the Basildon Rail Forum and the South Essex Strategic Transport Board. However, until very recently the provider on the Greater Anglia line had not been revealing its plans for the longer-term due to the short extent of its franchise. This franchise has now been renewed and granted for a further 10-year period, and will enable the council to work more closely with both railway line providers to ensure service provision aligns better with growth. On the Essex Thameside line which was re-awarded to National Express (trading as c2c) for 15 years in 2014 new carriages have already been ordered and peak time service frequency has been increased. It is recommended that further engagement with the rail service providers and Network Rail is undertaken to ensure a joint understanding of the implications of growth, and how rail services are expected to grow accordingly.

In terms of cycling provision within the borough, work is already underway on a new Cycling Action Plan for Basildon Borough by Essex County Council. This will identify any necessary improvements to the Cycling network within the borough to make it a more attractive form of travel for short journeys. Basildon Borough Council has been engaged on the initial proposals for the Cycling Action Plan, and it is now in the process of being progressed for completion in autumn 2016. It is recommended that the proposals in the Cycling Action Plan are incorporated into the Publication Local Plan.

Actions Agreed in 2016

Action 13 arising from the Draft Local Plan Statement of Consultation was as follows: Undertake further engagement with the rail service providers and Network Rail operating in Basildon borough in order to ensure that the proposals for railway improvements align with growth proposals for the borough, and the growth proposed in other districts and boroughs along their respective routes. Amend the Local Plan, if necessary, to reflect the outcomes of any discussions.

Action 14 arising from the Draft Local Plan Statement of Consultation was as follows:

Once complete, and where appropriate, incorporate the spatial requirements of the Cycling Action Plan for Basildon Borough, as prepared by Essex County Council into the Publication Local Plan, and agree with Essex County Council an approach to funding any required infrastructure improvements.

Outcome in 2018

In relation to railway provision, the rail service providers and Network Rail have input into the IDP. Furthermore, Policies T1 and T4 specifically require joint working with rail service providers and Network Rail to secure enhancements aligned with growth. Members of the IGD Committee also received a presentation and were able to pose questions of C2C Trenitalia, Greater Anglia and Network Rail in November 2017.

In relation to cycling provision, The Basildon Borough Cycling Action Plan was published in November 2017 by Essex Highways. Policy T3 of the Local Plan has been updated to capture the infrastructure requirements arising from this, and ensure development contributes to its delivery.

Supporting High Quality Communications Infrastructure

Main Issue and Initial Reaction of the Council in 2016

Limited comments were received in relation to this chapter. The proposed policies were generally supported with some amendments to the wording sought to improve clarity. Where such clarity would be achieved amendments should be supported. Residents who commented in relation to this chapter generally sought for improved broadband provision, which would be achieved through the implementation of such policies.

Actions Agreed in 2016

Action 16 arising from the Draft Local Plan Statement of Consultation was as follows:

Consider making amendments to the policies in chapter 10 where they would improve the clarity of policies, and enable the delivery of improved broadband provision.

Outcome in 2018

Amendments were made to chapter 10 as appropriate to address issues raised.

Delivering a Wide Choice of High Quality Homes – Variable Housing Delivery Target

Main Issue and Initial Reaction of the Council in 2016

Policy H1 of the Draft Local Plan set out the strategic approach to delivering the overall quantum of development proposed in a way which aligned with local circumstances and the needs of local people as set out in the SHMA. Due to Green Belt restraints currently limiting the supply of sites, causing a time lag on site availability during the first four years of the Local Plan's delivery period, a lower housing target was proposed for the first five years followed by a higher target every year thereafter. Numerous developers objected to this, suggesting that additional land should be released from the Green Belt instead to ensure a consistent five-year housing land supply. This would result in a greater impact on the Green Belt than is necessary to meet housing needs over the plan period and is not therefore recommended. It should however be noted that comments such as this are likely to persist to the examination stage of the Local Plan and will need to be defended.

Action Agreed in 2016

No specific action was agreed in 2016 in relation to this matter, for those reasons set out above. However, the evidence base relating to housing provision in the Local Plan has been kept up to date and used to amend the variable housing delivery target accordingly to reflect the potential delivery expected to arise from identified sites over the plan period.

Outcome in 2018

The variable housing target is retained based on evidence. It has been updated to reflect the most up to date evidence, as at April 2018, adjusted to account for any changes to site allocations arising between March and October 2018. It should be noted that the variable targets are expressed as minimums and do not limit additional homes coming forward early if circumstances are favourable. The only constraints the Local Plan places on sites in respect of phasing is good air quality (affecting allocations H9 and H10) and infrastructure provision. It is recognised that some other environmental constraints may also affect the speed of delivery.

Delivering a Wide Choice of High Quality Homes – Affordable Housing

Main Issue and Initial Reaction of the Council in 2016

The Draft Local Plan sought 25% provision of affordable housing (social, affordable rent and shared equity), aligning with the need for affordable housing set out in the NPPF. Some residents sought higher levels of affordable housing reflecting the higher costs being experienced by those seeking to purchase property compared to earnings within the Borough. This concern is noted, but is not supported by the evidence in the SHMA around

affordability and in respects of people's concerns about the affordability of homes to purchase, these would not have benefited from any of the 25% of provision anyway due to the national definition of affordable housing excluding homes to buy.

Some developers meanwhile sought flexibility in this policy target to improve scheme viability. The council's viability evidence does however indicate that for the majority of development locations in the borough, this level of affordable housing requirement is viable. The policy already includes a clause which could be applied in any future cases where viability is proven to be an issue as part of an 'open book' process and therefore any target flexibility should not be offered in this regard, as it may be taken advantage of to the detriment of providing homes to meet local affordable housing needs.

Several consultees also raised the concern that the Starter Homes requirement had not been factored into the requirements of the Draft Local Plan, or into the Viability Assessment. At the time the Draft Local Plan was prepared the Housing and Planning Act which formally introduced the requirement for Starter Homes had not received Royal Assent, and the Starter Homes Regulations which set out all the details including % requirement from developments have not yet been published. Indeed, the definition of Starter Homes was very different at the time the Draft Local Plan was prepared compared to that which has now been adopted.

However, it is recognised that when the requirements for Starter Homes is introduced in regulations, this will have an impact on viability and will require further testing in order to inform the policy requirements for affordable housing and other requirements such as accessibility standards, renewable energy standards and the provision of specialist accommodation in the Publication Local Plan.

Action Agreed in 2016

Action 17 arising from the Draft Local Plan Statement of Consultation was as follows:

Test the implications of Starter Homes on the viability of those forms of affordable housing that would genuinely meet the needs of Basildon

Borough, and other policy requirements in the Local Plan and take decisions on how policies should be amended accordingly.

Outcome in 2018

Since 2016, the SHMA was reviewed for South Essex to take account of the 2014-based Household Projections. This increased the need for affordable housing in Basildon to 31%. The policy in the Local Plan has been amended accordingly in this respect.

The NPPF has also been reviewed. It does not place as much emphasis on the provision of starter homes as expected in 2016. Consequently, the opportunity has been taken in the Revised Publication Local Plan to specify those types of affordable housing products the Council will seek which are genuinely affordable in Basildon Borough. This primarily includes social and affordable rent (at 60% market values) and shared ownership products. Starter homes do not form part of the affordable mix. This policy has been tested in terms of viability and has been found to be generally viable, with some difficulties potential around mid-sized schemes in Basildon.

Delivering a Wide Choice of High Quality Homes – Housing Sizes and Types

Main Issue and Initial Reaction of the Council in 2016

A number of developers raised concerns about the proposals set out in policy H33 of the Draft Local Plan to apply the Nationally Described Space Standard to all new homes in the borough and also to seek proportional provision of Category 2 and Category 3 level accessible homes that are either wheelchair ready or adaptable. These concerns primarily related to the additional costs that would need to be borne by a development and therefore the viability of development. This was tested as part of the Whole Plan Viability Assessment 2015 and found to be reasonable in most locations. However, this was prior to any consideration of Starter Homes.

Developers also queried the requirement to secure specialist accommodation for older people as part of larger developments set out in policy H33. However, older people's accommodation is calculated as a part of the overall housing supply in the SHMA, accounting for around 10% of the total housing units required by 2034. It is not therefore appropriate for all homes to be traditional houses as this does not meet local needs. It is considered reasonable that this requirement is secured proportionately on larger sites as it enables older people to live within the wider community and pursue active social and physical lifestyles as much as they are able to. However, specific schemes have been identified on two sites (H21 and H22), so an alternative approach could be considered if enough bespoke schemes were otherwise available.

Additionally, a number of residents have advocated the protection of existing bungalows, and also the provision of new bungalows within

development schemes to meet the needs of an ageing population. The use of bungalows to meet the specialist accommodation needs for older people can also be investigated further.

Action Agreed in 2016

Action 18 arising from the Draft Local Plan Statement of Consultation was as follows:

Review site proposals to determine whether the approach to specialist accommodation for older people can be altered in light of the specific proposals for specialist accommodation received by the council which could help improve the viability pressures arising from Starter Homes. Also consider the potential for bungalow policies to help address this need for specialist accommodation.

Outcome in 2018

A paper on the potential for proposed allocation sites to accommodate specialist accommodation for older people has been prepared. This identifies that a number of the housing allocations as suitable for older peoples accommodation provision.

The Local Plan and CIL Viability Update Study 2018, assessed the potential for larger strategic sites (600 units+) to accommodate a 10% specialist accommodation for older people, securing the 60 unit plus schemes required to be operationally viable. This found that the overall viability of strategic sites was retained.

For sites of less than 600 units the same viability work tested the provision of 10% of homes being built in accordance with Part M Category 2. Again, it was found that developments remained generally viable with this policy requirement in place.

Policies have been amended in the Local Plan to reflect this evidence and secure this specialist accommodation for older people on development sites as allocated.

Delivering a Wide Choice of High Quality Homes – General Comments on Proposed Allocations

Main Issue and Initial Reaction of the Council in 2016

In relation to most development sites comments were received in relation to a range of matters including wildlife & ecology impacts, Green Belt impacts, infrastructure impacts, and flood risk impacts. In the case of all these matters, evidence base work was prepared to inform the Draft Local Plan and was used to determine the suitability of allocating land for development, the extent of that allocation and any mitigation required to minimise impacts including the application of development density restraints or areas which

should be set aside from green infrastructure. With some exceptions, comments received in relation to the proposed development sites have not given rise to any new concerns in relation to the proposed development sites, unless specified against the site in the section of the report to follow. However, some minor amendments are required to some of the site allocation policies to better address some of the evidence base outcomes e.g. details around landscape buffering requirements, and on-site open space provision. It is recommended that where these minor amendments would improve the soundness of the

Publication Local Plan, whilst also ensuring the delivery of sustainable development that aligns with the council's vision that these amendments should be made.

Action Agreed in 2016

Action 19 arising from the Draft Local Plan Statement of Consultation was as follows:

Consider making amendments to policies H7 to H27 where they would improve the clarity and soundness of policies, and enable the delivery of sustainable development proposals.

Outcome in 2018

Where sites have been retained between the Draft Local Plan and the Revised Publication Local Plan, then appropriate amendments have been made to the allocation policies.

Delivering a Wide Choice of High Quality Homes – Local Site Access

Main Issue and Initial Reaction of the Council in 2016

An issue of concern that was not fully addressed by this evidence across all sites was local site access arrangements and local junction improvements. Additional work is therefore underway with Essex County Council to understand what local access and junction arrangements should be provided around each proposed development site and each reasonable alternative in order to determine whether additional requirements need to be introduced into site specific policies on this matter.

Action Agreed in 2016

Action 20 arising from the Draft Local Plan Statement of Consultation was as follows:

Consider the outcomes of the local access and junction arrangement testing to ensure that site allocation policies identify the full highway infrastructure arrangements required of them and not just strategic needs.

Outcome in 2018

The Transport and Highway Impact Assessment 2018, sets out a list of junction mitigations and local road improvements considered to be the minimum requirements necessary to accommodate future development. In addition, it provides the assumed access points for each of the site allocations. Developers will be expected to provide additional local mitigation, where appropriate, in order to satisfactorily deal with the site-specific requirements. As the specific access points may not provide the only safe and sustainable option within some of the sites, it will act as a guide for developers when considering detailed development proposals. They will still be required to work with Basildon Borough Council and the Highway Authority at masterplanning/planning application stage to ensure the highway infrastructure arrangements are suitable enough to make the development proposals acceptable in planning terms. Furthermore the Local Plan policies require the submission of Transport Assessments by developers on all development proposals where developments are expected to significantly increase traffic movements.

Delivering a Wide Choice of High Quality Homes – Site H7: Land at Gardiners Lane South

Main Issue and Initial Reaction of the Council in 2016

Developers with an interest in this site seek to pursue a higher proportion of residential development on this site at the expense of employment and open space development for those reasons set out earlier in the economic development section. It is not suggested that this proposal is supported through the Local Plan given the additional impact this would place on the releasing land from the Green Belt.

Developers also sought for the policy to allow piecemeal development to be permitted on this site rather than requiring a comprehensive approach to development. There are concerns that this may have implications for the delivery of the number of homes proposed, due to inefficient land use, and also on the delivery of infrastructure as one landowner passes the responsibility to the next for its provision. It is therefore recommended that this approach is not supported through the Local Plan as it would not result in sustainable development. Additional work should instead be undertaken on a high level development framework of the Gardiners Lane South site in order to test whether the policy requirements for development and infrastructure on this site can be accommodated adequately on the site and inform a phased rather than piecemeal development approach.

Action Agreed in 2016

Action 21 arising from the Draft Local Plan Statement of Consultation was as follows:

Prepare a high level development framework of the Gardiners Lane South site to provide some direction for the Local Plan as to how the development and infrastructure requirements of this site could realistically be achieved through more comprehensive development delivered on a phased basis.

Outcome in 2018

A High Level Development Framework was prepared, and this was reported to the IGD Committee at its meeting on 7 December 2017. Its recommendations were accepted and policy H5 of the Local Plan reflects the decision taken in respect of this site on 7 December 2017 and 13 February 2018.

Delivering a Wide Choice of High Quality Homes – Site H8: Dry Street

Main Issue and Initial Reaction of the Council in 2016

Anglian Water has identified additional land within the current extent of this site which it has declared is available for development purposes. This site will be reviewed through the council's annual Housing and Economic Land Availability Assessment (HELAA) to determine whether it is suitable for development. If it is found to be suitable, the capacity of this site could be altered accordingly to reflect the availability of this additional land.

Action Agreed in 2016

Action 22 arising from the Draft Local Plan Statement of Consultation was as follows:

Review the additional land identified as available within site H8 as part of the review of new and alternative sites.

Outcome in 2018

This land is a designated washland, falling within Flood Risk Zone 3b. In accordance with national policy and the Strategic Flood Risk Assessment, it is not therefore a sequentially preferable development location. The assessment of this site is set out in the Housing Options Topic Paper 2017, reported to the Committee on 7 December 2017. Consequently, the capacity of the site at Dry Street was not increased within the Revised Publication Local Plan to include additional housing supply from this land parcel.

Delivering a Wide Choice of High Quality Homes – Site H9: London Road, Vange

Main Issue and Initial Reaction of the Council in 2016

The Draft Local Plan proposed accommodating 55 homes in this location. The site promoter is keen to bring forward a larger development of 525 homes (an increase of 470 homes) on pasture and scrub land at Tompkins Farm and redevelop the Five Bells Retail

Park (Homebase and former Essex Fabric Warehouse) for residential development. This would lead to a greater landscape impact if it were to develop this location to a greater degree, as the slopes of the Kingston Ridge, upon which the Basildon Golf Course sits, are more prominent in this location. It would also bring development closer to the Basildon Meadows SSSI requiring specific additional environmental mitigation. However, this location would have less immediate impact on the A127 so could help demonstrate the council was trying to limit the impact on the strategic route be redistributing development.

Action Agreed in 2016

Action 23 arising from the Draft Local Plan Statement of Consultation was as follows:

Review proposals for a larger allocation at London Road, Vange as part of the review of new and alternative sites.

Outcome in 2018

The larger proposal was a subject of the New and Alternative Sites Consultation in November to December 2016. The outcomes of which were reported to this Committee on 1 August 2017.

An assessment of this site option is set out in the Housing Options Topic Paper (2017), reported to the Committee on 7 December 2017. At that meeting it was decided to make a larger allocation in this location. The allocation did not however cover the full extent of the land promoted, avoiding a Local Wildlife Site, and the land immediately adjacent a listed building. Policy H7 of the Revised Publication Local Plan reflects the decision taken in respect of this site on 7 December 2017.

Delivering a Wide Choice of High Quality Homes – Site H10: West Basildon

Main Issues and Initial Reaction of the Council in 2016

Development in this location was subject to particular objection due to the association of it to proposals in 2015 for a 4,000-6,000 cross boundary development in this location with Brentwood Borough Council. Objection was further exacerbated by additional proposals published by Brentwood Borough Council in mid-January for a new Dunton Hills Garden Village in the strategic gap between Laindon and West Hordon, which when combined with site H10 would potentially result in settlement coalescence, undermining the purpose of the Green Belt in this location. Furthermore,

there were concerns that when combined the development in Brentwood and the development in Basildon would justify a joined up approach to infrastructure provision, if it were to go ahead as proposed. There is therefore a need to undertake further engagement with Brentwood Borough Council under the Duty to Cooperate to determine a suitable way forward for this area, so as to prevent coalescence of place, and address any infrastructure concerns in a joined up manner.

Developers also made considerable representations in relation to this site, with additional land being suggested as being available. Two key landowners with the majority of land in H10a proposed for delivery within the plan period sought various amendments to be made to the plan including the removal of the employment land requirement and the removal of the requirement to accommodate playing pitch uses displaced from redeveloping the site at Gardiners Lane South. In both cases, it is recommended that the Council resist these requests, as there is a need and an imperative to bring forward these requirements in order to deliver the most sustainable pattern of development. It is however recognised that the playing pitch requirement from Gardiners Lane South will carry additional land budget burdens for sites H10 and H13. Specialist advice on what is required in land budget terms and how much this will cost will therefore be sought on this to ensure it is adequately built into the IDP and the location benefits as much as possible from the provision of these facilities and avoid duplication with its own independent facilities.

Some residents also raised queries and concerns about the implications of moving these pitches on access, traffic and noise levels. These implications will also be investigated further.

Actions Agreed in 2016

Action 24 arising from the Draft Local Plan Statement of Consultation was as follows:

Undertake Duty to Cooperate discussions with Brentwood Borough Council in order to ensure that development proposals between Basildon and West Horndon do not result in the coalescence of towns in South Essex, and if taken forward such proposals also incorporate a joined up approach to infrastructure provision.

Action 25 arising from the Draft Local Plan Statement of Consultation was as follows:

Investigate the costs and implications associated with the relocation of playing pitches to sites H10 and H13 and update the IDP accordingly.

Outcome in 2018

In respect of the Duty to Cooperate with Brentwood, a joint study was undertaken in 2017 between Basildon Borough Council and Brentwood Borough Council to seek to identify if a strategic landscape gap could be

secured between an urban extension to the west of Basildon and the proposed Dunton Hills Garden Village. The Dunton Area Landscape Corridor Design Options Report was reported to the Committee at its meeting of 7 December 2017.

However, it is not clear at that time (and it has become no clearer since) that Brentwood Borough Council are willing to use the joint work to define the eastward extent of the proposed Dunton Hills settlement. Therefore this matter remains unresolved with a potential risk of settlement coalescence between Basildon and West Horndon if both schemes were to go ahead.

Consequently, at its meeting on 7 December 2017 this was taken into account in determining the extent of an urban extension to Basildon, with a stance taken which protects the majority of the Green Belt in this location within Basildon Borough. The decision of the Committee is reflected in Policy H8 of the Revised Publication Local Plan.

In respect of the costs and implications of playing pitch relocation, A Playing Pitch Relocation Feasibility Assessment was undertaken and reported to the Committee on 7 December 2017. This recommended the creation of a sport hub at west Basildon to accommodate the Ford element of the sports provision currently at Gardiners Lane. This enabled the committee to identify the location of a smaller allocation at West Basildon which secured these pitches whilst maintaining the Green Belt gap. Policies H5, H8 and H12 of the Local Plan reflect the decisions taken in relation to these sites and playing pitch provision taken on 7 December 2017.

Delivering a Wide Choice of High Quality Homes – Site H12: Noak Bridge

Main Issue and Initial Reaction of the Council in 2016

In its response to the Draft Local Plan the advice of Essex County Council has changed with regard to school provision for this development site, with an on-site primary school now not being sought by the county council. This has implications for policy H12 and the approach to meeting the education needs arising from growth which require further investigation and collaboration with the county council.

Action Agreed in 2016

No site specific actions were agreed in relation to this matter, however ongoing engagement with the county council as the Education Authority has occurred as the plan has progressed from its Draft to Revised Publication version, as would reasonably be expected.

Outcome in 2018

The means by which the primary age pupil product arising from site H12 is addressed has been the subject of ongoing discussions between the

borough council, the county council and the site promoter. The site promoter has brought forward a proposal for meeting the need of this site, and site H9 (Steeple View) through an extension to the existing Noak Bridge Primary. The county council are still investigating the viability of this option, as whilst practically achievable, it is likely to cost more to deliver this extension than an extension to a school on a less constrained site. In the meantime, policies H9 and H10 have been written to indicate that these developments should meet the higher costs associated with delivering an extension to this specific school.

Delivering a Wide Choice of High Quality Homes – Site H13: East Basildon

Main Issue and Initial Reaction of the Council in 2016

Draft Policy H13, and its annotation on the policies map caused confusion for residents as it was not clear as to the extent of residential development and open space provision in this location. Residents were therefore concerned over the scale of development being proposed and the relationship residential development would have with open space uses.

What was not articulated clear enough is that the proposed allocation is not filling the gap between Pitsea and Bowers Gifford with housing alone, but includes a significant green parkland accommodating nature conservation, open space and sports facilities to serve the expanded area. A high level development framework masterplan is therefore being prepared for this area to better articulate how land in this location could be brought forward to deliver housing, open space, infrastructure and employment as set out in policies H13 and E8 of the Draft Local Plan and inform how the Policies Map should change to illustrate this better.

A number of landowners have made representations with regard to various sites within this location. Whilst generally supportive of the allocation they seek amendments to the plan in relation to the requirement for a masterplanned approach, to the provision of open space and to the provision of a landscape buffer between Bowers Gifford and Pitsea. These are all fundamental requirements of the proposed allocation in this location due to the scale and potential impact of development otherwise. The council is not therefore recommended to depart from these requirements, and indeed it further emphasises the need for a high level development framework to articulate the policy requirements in this location to deliver a sustainable development.

An alternative site has been promoted to the east of Pound Lane at North Benfleet. This was considered as an alternative option in the preparation of the Draft Local Plan, but it was however excluded due to Green Belt impact in so far as it would increase the risk of coalescence between the Borough with Rayleigh and New Thundersley. However, the proposal put forward in the Draft Local Plan is now limited in its eastward extent, and therefore consideration will also be given to this area as part of the development

framework process to determine whether it could contribute towards the creation of a more sustainable community in this location.

Action Agreed in 2016

Action 26 arising from the Draft Local Plan Statement of Consultation was as follows:

Prepare a high level development framework for East Basildon to provide some direction for the Publication Local Plan as to where and how the development and infrastructure requirements for this location could be achieved through comprehensive development delivered on a phased basis.

Outcome in 2018

A High Level Development Framework was prepared, and this was reported to the IGD Committee at its meeting on 7 December 2017. The preferred option in the High Level development Framework proposed around 2,500 homes. The Committee concluded that they could support those elements of the framework to the west of Pound Lane, with elements to the east considered to constitute over-development in this location. The High Level Development Framework proposals as they related to land west of Pound Lane were included in the version of the Local Plan agreed in March 2018.

As a consequence of the review of the Local Plan which took place between June and October 2018, the allocations within the Bowers Gifford and North Benfleet Neighbourhood Area have been removed from the Local Plan in favour of a housing target for the Neighbourhood Area of 1,350 homes. This number was informed by the High Level Development Framework. However, otherwise the High Level Development Framework has had limited influence on the allocations in this location within the Revised Publication Local Plan.

Delivering a Wide Choice of High Quality Homes – Site H14: South of Wickford

Main Issue and Initial Reaction of the Council in 2016

The Local Plan is currently looking at accommodating 870 homes in this location, together with open space and a new primary school. The promoter is however seeking a larger scheme and there are other promoters of land in the area including the council whose land could also be considered extending the southern band of housing further westwards along Cranfield Park Road accommodating 1,130 homes (an increase of 260 homes). This would have a greater impact on the landscape, but limited impact on Green Belt separation between Basildon and Wickford. Consideration could therefore be given to extending the scale of development in this location, possibly at the expense of other less desirable locations in Wickford.

Action Agreed in 2016

Action 27 arising from the Draft Local Plan Statement of Consultation was as follows:

Review proposals for a larger allocation at South Wickford as part of the review of New and Alternative sites.

Outcome in 2018

An assessment of this site option is set out in the Housing Options Topic Paper (2017), reported to the Committee on 7 December 2017. The decision was taken to retain a constrained site allocation in this location in order to maintain the Green Belt gap between Wickford and Basildon. The density requirement for this site was however increased in line with the development density of the existing neighbouring area. Policy H12 of the Revised Publication Local Plan reflects the decision taken in respect of this site on 7 December 2017.

Delivering a Wide Choice of High Quality Homes – Site H15: Shotgate

Main Issue and Initial Reaction of the Council in 2016

Essex County Council have raised some concerns about how the primary education needs of this site can be met, although it is known that there is a local school seeking to expand. Further discussions with Essex County Council are required in relation to this site to identify whether an appropriate education provision can be secured on site or off site.

Action Agreed in 2016

No site specific actions were agreed in relation to this matter, however ongoing engagement with the county council as the Education Authority has occurred as the plan has progressed from its Draft to Revised Publication version, as would reasonably be expected.

Outcome in 2018

The county council are satisfied that the primary school pupil product arising from this site can be accommodated within Wickford assuming proposals for new and expanded schools within Wickford, as set out in the IDP are delivered.

Delivering a Wide Choice of High Quality Homes – Site H16: Barn Hall

Main Issue and Initial Reaction of the Council in 2016

A key issue arising from this site is the inclusion of the provision of a Gypsy and Traveller site within the development mix for this site, making use of unused council land in the urban area. Concerns were expressed that the proximity of the proposed Gypsy and Traveller site to existing and proposed residential development may give rise to tensions between the two communities.

Action Agreed in 2016

This matter was addressed as part of the review of the Gypsy and Traveller Site Potential Assessment, the details of which are set out later.

Outcome in 2018

The allocation of a Gypsy and Traveller site in this location was considered by the IGD Committee in February 2018. It was concluded that a site in this location would not be suitable for the accommodation of those travellers which meet the definition in the PPTS (and therefore travel frequently), as temporary parking restrictions would be required on the surrounding residential roads for large vehicles to pass by. This component of the site has therefore been allocated for housing purposes instead. The overall density for this site has also been increased in the Local Plan, reflecting the close proximity of this site to Wickford Town Centre. These amendments were agreed by the IGD Committee in March 2018, and are included within policy H14 of the Revised Publication Local Plan.

Delivering a Wide Choice of High Quality Homes – Site H19: North of Billericay

Main Issue and Initial Reaction of the Council in 2016

Consultation responses received from residents of The Vale have indicated that a proportion of the land proposed for allocation in this location has been mis-represented to the Council. The ownership has been sold to a group of residents who do not wish to promote the land for development purposes. However, separately, another parcel of land within the draft allocation has been promoted for development, and the land ownership has been confirmed by the land registry. There is therefore a need to review the extent of the allocation in this location, and the quantum of development proposed to ensure it better aligns with that land which is actually available for development purposes.

Action Agreed in 2016

Action 28 arising from the Draft Local Plan Statement of Consultation was as follows:

Review the extent and quantum of development that could occur in the location of site H19 in light of the additional information provided regarding land ownership and land availability.

Outcome in 2018

As a consequence of the issues arising for this site, land registry searches were undertaken for all potential allocations to ensure those who were promoting development had a stake in the sites they were promoting. No significant issues were thrown up in light of this work.

Options in respect of this site, which excluded the unavailable land, were considered by the IGD Committee in December 2017, and were reported in the Housing Options Topic Paper 2017. The decision was taken to allocate a compressed site boundary which excluded both the unavailable land to the west, but also the fragmented frontage land to the east due to the need for road widening which is frustrated by the fragmented land ownership. However, the density requirement for this site was increased to 30duph to make the best use of the land being allocated, off-setting the loss of size in the physical allocation. These amendments are reflected in policy H16 of the Revised Publication Local Plan.

Delivering a Wide Choice of High Quality Homes – Site H20 to H23: South West Billericay

Main Issue and Initial Reaction of the Council in 2016

Consultation responses received from residents in relation to these proposed development sites expressed concerns that the relief route would not overcome issues experienced within Billericay's road network. This view is not supported by the outcomes of the *Highway Mitigation Modelling*. However, the delivery of the route, as proposed in the Local Plan, is reliant on the landowners/developers of the adjacent sites working together to deliver the various stretches of the route alongside their development proposals. Each of the landowners/developers along the route have made representations to the Local Plan, each indicating that they can deliver their site without the provision of the required route in its entirety. These sites are currently within the Green Belt, and not available for development purposes at this time. The purpose of the Local Plan is to make provision for the homes and infrastructure needed to serve the area as a whole, with *Highway Modelling* and *Mitigation Modelling* showing the cumulative impacts of development that need to be addressed through the Local Plan. It is not therefore acceptable for development in this location to go ahead without this route.

It is recognised that there is a cost to the provision of this route, which if provided as a stand-alone infrastructure project on a wider arc around south west Billericay has been estimated to cost around £60m. This would have implications for development viability in this location, which could only be

managed through allowing a larger allocation of land. A number of the landowners/developers along this route have advocated larger allocations with a combined capacity of 1,920 homes compared to 970 homes set out in the Draft Local Plan. This would have greater impacts on the landscape, but would assist in delivering the relief route which the highway evidence determines would address major issues in central Billericay. Given that the landowners in this location are not working together on this matter, it is recommended that a high level development framework is prepared which identifies how best to deliver the proposed relief route, and how much development can be considered in this location to enable its delivery.

Action Agreed in 2016

Action 29 arising from the Draft Local Plan Statement of Consultation was as follows: Prepare a high level development framework of sites within S.W. Billericay in order to provide direction for the Publication Local Plan as to how much development could be accommodated in this location, and how it could be aligned to facilitate the delivery of a relief route, and any other infrastructure requirements, for Billericay.

Outcome in 2018

A High Level Development Framework was prepared, and this was reported to the Committee at its meeting on 7 December 2017. Whilst various proposals have been put forward by developers promoting variations in respect of the High level Development Framework, it is the proposals within the Framework which have informed Policy H17 of the Revised Publication Local Plan.

Delivering a Wide Choice of High Quality Homes – Alternative Sites Promoted

Main Issue and Initial Reaction of the Council in 2016

A number of alternative sites were promoted for consideration. Some of these, such as land north of Outwood Farm Road, Billericay; land north of Wash Road, Noak Bridge; land north of Burnt Mills Road, Basildon; land east of Pound Lane, North Benfleet and land at the Alpha Garden Centre, Wickford have previously been considered and discounted from inclusion in the Draft Local Plan. However, the council is obliged to consider the representations made in respect of these proposals.

Additionally, three new strategically sized development locations around Great Burstead and South Green in Billericay have been put forward for consideration. Several landowners have also asked for consideration to be given to the strip of land between the London Road and the A13 in Pitsea as a development location, including the existing residential care home, which could contribute towards further provision of specialist accommodation for older people. Finally, a developer has advised that it

has acquired options for an area of land to the south of Crays Hill which includes the former Dale Farm site, and the cluster of authorised Gypsy and Traveller sites around Oak Lane. It is proposing 500 homes in this location.

Action Agreed in 2016

Action 30 arising from the Draft Local Plan Statement of Consultation was as follows: Reconsider previously discounted alternative sites, having regard to the information submitted during the consultation, as part of the work for the New and Alternative sites.

Outcome in 2018

All alternative proposals which were significantly different in scale to the proposals in the Draft Local Plan, along with any strategic sized reasonable New Sites were subject to the New and Alternative Consultation in November to December 2016.

An assessment of all new and alternative options was set out in the Housing Options Topic Paper (2017), reported to the Committee on 7 December 2017. Where sites were identified by that Committee as appropriate for inclusion in the Local Plan, it was amended accordingly. Omission sites were reconsidered in March 2018 and September 2018 by the IGD and SPI Committees respectively ensuring that each site, and reasonable alternatives have been given full consideration.

Delivering a Wide Choice of High Quality Homes – Ramsden Bellhouse and Crays Hill

Main Issue and Initial Reaction of the Council in 2016

Despite the relatively small allocations for these two settlements (45 new dwellings each), a considerable number of representations were received objecting to the proposals. Due to the scale of development, very small sites were identified in the Draft Local Plan which attracted very specific representations about their perceived constraints. The sites had been identified through the *Housing and Economic Land Availability Assessment* and had been subject to high level appraisal only. It is considered that this may have resulted in some of the more local concerns being raised. As a consequence, a specific review of sites within Ramsden Bellhouse and Crays Hill from a Development Management perspective has been commissioned in order to advise on the selection of sites that should be identified for housing delivery in these settlements. It should be noted that Ramsden Bellhouse Parish Council have indicated a preference for a frontage only development approach along the villages main road which will be considered as part of this review. Within Crays Hill meanwhile, the relationship between the settlement and the nearby Crays Hill Plotland will be considered, as its close proximity is a concern in that area due to a proposed Plotland Infill Policy. The outcomes of this review should be used

to inform the policies and site allocations in Ramsden Bellhouse and Crays Hill in the Publication Local Plan.

Action Agreed in 2016

Action 31 arising from the Draft Local Plan Statement of Consultation was as follows: Once available, consider the outcome of the site review of Ramsden Bellhouse and Crays Hill, and where appropriate amend the policy requirements and site allocations in these settlements.

Outcome in 2018

The Serviced Settlement Review was reported to the Committee at its meeting on 7 December 2017. Its recommendations were approved and consequently, the sites identified in that document were identified for development in these two settlements in the now revoked Publication Local Plan agreed in March 2018.

In June 2018, the Council sought for the allocation to Ramsden Bellhouse to be reviewed due to the scale of local objection in respect of the sites identified. In the intervening period the Parish Council for Ramsden Bellhouse was approved as a Neighbourhood Planning area. It was therefore agreed by the SPI committee that Ramsden Bellhouse would be given a housing target to plan for through their neighbourhood plan. The capacity of Ramsden Bellhouse, as identified through the Serviced Settlement Review was agreed as the target for the settlement and this was set out in policy SD3 of the Revised Publication Local Plan. This did not affect the allocations in Crays Hill which are still based on the serviced Settlement Review.

Delivering a Wide Choice of High Quality Homes – Gypsy and Traveller Accommodation

Main Issues and Initial Reaction of the Council in 2016

Local planning authorities are required by the NPPF and the Planning Policy for Traveller Sites (PPTS) to plan for meeting the needs of their Gypsy and Traveller population. Gypsies and Travellers form part of the borough's existing resident population, and their requirements for housing into the future need to be met just as the needs for a population seeking traditional homes does. The council cannot discriminate against this part of the community because they choose to live in a different type of accommodation. The council is not therefore recommended to act in relation to comments received indicating that the Local Plan should not make any new planned site provision for Gypsies and Travellers, as such an approach would be illegal under the Equalities Act 2010.

The Draft Local Plan was prepared on the basis of the *Gypsy and Traveller Accommodation Needs Assessment 2014*. The availability of sites to meet

this need was then determined through a *Sites Potential Study 2015*. However, in August 2015, the PPTS was updated by the Government to change the definition of a Gypsy and Traveller for planning purposes. The need figure identified in the Draft Local Plan was not in accordance with this revised definition, and this was raised as a concern by number of consultees. A new *Gypsy and Traveller Accommodation Needs Assessment and Site*

Potential Study is underway at this time. It will be these revised assessments which will have to be used to inform the policy requirement for the provision of Gypsy and Traveller sites in the Publication Local Plan.

Some comments were received about the location and distribution of proposed Gypsy and Traveller site provision. The *Site Potential Study* has used an evidenced based methodical approach to identify the most appropriate locations for the accommodation of this need. The use of land for the accommodation of Gypsies and Travellers is not dissimilar to the use of land for traditional residential development. Therefore, this has resulted in some sites close to existing residential areas being identified as suitable for such purposes including at Barn Hall and within the Plotlands.

It is however recognised that the Gypsies and Travellers who currently reside in Basildon borough typically occupy more rurally located sites, and it is understood that they may have a preference for such sites. The representation received from The Gypsy Council advocated additional provision on a number of the strategic housing sites H7-H27 where they had a more rural setting in the first instances, such as sites H11 and H12. It is

therefore possibly the case that the location of the Gypsy and Traveller site within H16 of the Draft Local Plan may not be the most appropriate location and it may be possible to provide a better location to accommodate this need. This would enable the continued provision of these pitches, as required by policy and law, whilst also addressing the community conflict concerns raised on it being immediately adjacent to existing properties being addressed in a positive manner.

A number of consultees commented indicating that the distribution of proposed Gypsy and Traveller sites across the borough was not fair, with large clusters of individual sites occurring in some areas, whilst there being no provision in other areas. Prior to August 2015, the PPTS set a maximum site size for new Gypsy & Traveller sites; however when the PPTS was updated in August 2015 it removed the maximum size. The issue of how to manage the clustering of sites within close proximity to one another is not addressed at all. It should however be noted that when dealing with traditional residential homes, clustering is normally considered to be more sustainable, than adopting more dispersed development patterns. As the Local Plan is ultimately seeking to achieve sustainable development it is not considered that the clustering of Gypsy and Traveller sites should therefore be resisted as a matter of principle. In fact for those Gypsies & Travellers who no longer travel and are therefore no longer defined as a Gypsy or Traveller under the planning system, their accommodation needs are

treated under the NPPF and not the PPTS, albeit that they have a protected cultural right to live in a caravan.

In terms of there being limited provision in some settlements for Gypsies and Travellers, this is noted. The *Site Potential Study* was informed by a 'Call for Sites'. No sites suitable for the provision of new Gypsy and Traveller sites were presented as being available to the council in the Billericay and West Basildon areas. The council reviewed its available land holdings, but no locations were found to be available or suitable. The soundness of the Local Plan would potentially be challenged if Billericay and West Basildon were expected to make provision without having sufficient land available to deliver that requirement. Consideration could however be given to seeking provision alongside housing on strategic housing sites within Billericay and at West Basildon to make provision within these settlements. However, it should be noted that this may be met with resistance from developers in that location due to potential conflicts with their own proposals and impacts on development viability, and would need to be defended at the examination. It should however be noted that the neighbouring City of Chelmsford have been successful in delivering a site for Gypsies and Travellers in this way.

Actions Agreed in 2016

Action 32 arising from the Draft Local Plan Statement of Consultation was as follows: Once available, consider the outcome of the updated Gypsy and Traveller Accommodation Needs Assessment and Site Potential Study, and where appropriate amend the policy requirements set out in the Publication Local Plan.

Action 33 arising from the Draft Local Plan Statement of Consultation was as follows: Consider whether a better location for the accommodation of Gypsies and Travellers may be achieved. If, appropriate amend policy H16 accordingly.

Action 34 arising from the Draft Local Plan Statement of Consultation was as follows: Consider whether the distribution of Gypsy and Traveller sites across the Borough could be improved by requiring the on-site provision of pitches on strategic development sites, including those in Billericay and at West Basildon.

Outcome in 2018

The Basildon Gypsy and Traveller Accommodation Needs Assessment was reported to the IGD Committee on 13 February 2018. Initial outcomes of the Gypsies, Travellers and Travelling Showpeople Site Study 2018 were also reported to the IGD Committee on 13 February. The Final report was reported to the IGD Committee on the 19 March 2018. At that time the evidence was used to determine that provision for gypsies and travellers should be made as part of the allocation of strategic housing sites. However, the allocation at H16 (now H14) was excluded due to access

issues. This approach saw the new provision for gypsies and travellers distributed across the boroughs main settlements 26:15:15 to Basildon, Billericay and Wickford respectively. Policies based on this distribution were set out in the now revoked Publication Local Plan approved in March 2018.

This matter was reviewed between June and October 2018, and the Basildon Gypsy and Traveller Accommodation Needs Assessment and the Gypsies, Travellers and Travelling Showpeople Site Study 2018 was used to investigate different options for meeting the needs of gypsies and travellers. This revised approach focused on concentrating growth in the existing clusters through the authorisation of existing sites and allocation of smaller sites in these locations which have been promoted for such a purpose. This revised approach was set out in the Revised Publication Local Plan agreed in October 2018. This does not address the distribution issues raised by action 33.

Requiring Good Design

Main Issue and Initial Reaction of the Council in 2016

A small number of comments were received in relation to this chapter. The proposed policies were generally supported with some amendments to the wording sought to improve clarity and the chance of higher quality design being achieved. Where such clarity and improved design quality would be achieved amendments should be supported. Residents who commented in relation to this chapter generally sought for high quality design, particularly in relation to new housing provision.

Action Agreed in 2016

Action 35 arising from the Draft Local Plan Statement of Consultation was as follows:

Consider making amendments to the policies in chapter 12 where they would improve the clarity of policies, and improve the delivery of high quality design.

Outcome in 2018

Amendments have been made to this chapter as appropriate, including the consolidation of policies that resulted in repetition.

Promoting Healthy Communities – Health Care and Education

Main Issue and Initial Reaction of the Council in 2016

This section of the Draft Local Plan set out proposed policies in relation to the provision of open spaces and community facilities such as schools and health centres.

Many residents expressed concerns about the impact of growth in Basildon borough on the capacity of community infrastructure generally, and also on the capacity of leisure services, schools, and healthcare services. The alignment of infrastructure provision with growth is dealt with earlier in this report against those chapters dealing with the level of growth and the locations of growth. However, it should be noted that policy HC1 sets out the strategic approach to leisure provision, HC2 sets out the strategic approach to Education, Skills and Learning and HC3 sets out a strategy for health and social care. In all instances, it is expected that provision will be increased to align with growth, and that developers will be expected to contribute towards such provision of infrastructure via legal Planning Obligations where appropriate. The requirements of the Draft Local Plan therefore already responded to concerns in this regard and therefore is not much more that can be done to address this future.

Concerns were also expressed about the funding of infrastructure provision. As set out above, Planning Obligations will be used where appropriate. However, it is unlikely that these will be sufficient on their own. In anticipation of this, draft policy IMP1 sets out a strategy which seeks to make use of a variety of funding streams including Community Infrastructure Levy, service provider funding, funding bodies and Government funding. An Infrastructure Delivery Plan will be used to coordinate delivery of infrastructure and

development in a phased way. These concerns were therefore addressed through the Draft Local Plan. Although, as set out earlier in this report, more detail in the plan and its policies around development phasing would assist in relation to how this matter is better understood.

Whilst residents' concerns are already addressed in relation to leisure services, schools and healthcare, some technical comments were made in relation to these policies which require them to be amended. Furthermore, some consultees sought further details about the nature of provision required i.e. expansion of existing schools versus the provision of new schools. Consideration should be given to both these technical comments and also

the details sought in order to ensure that policies HC1-HC3 will be as effective as possible in meeting the needs of the community as it grows. This should be done in conjunction with those service providers and responsible authorities who will ultimately be commissioning or delivering the services.

Actions Agreed in 2016

Action 36 arising from the Draft Local Plan Statement of Consultation was as follows:

In discussion with service commissioners and providers, ensure that health service provision within the Borough, including the provision of primary care, hospital care, community care and mental health provision, and also the provision of sports and leisure provision which contributes to good health and wellbeing, is sufficient to meet the needs arising from the growth proposed within the Local Plan. Identify within relevant policies trigger points and policy requirements where appropriate to ensure alignment of provision and development.

Action 37 arising from the Draft Local Plan Statement of Consultation was as follows:

In discussion with service commissioners and providers, ensure that all forms of child care and education provision within the Borough, is sufficient to meet the needs arising from the growth proposed within the Local Plan. Identify within relevant policies trigger points and policy requirements where appropriate to ensure alignment of provision and development.

Outcome in 2018

Various organisations within the NHS, and health and wellbeing officers at both the Council and Essex County Council have been engaged as part of the review of the Infrastructure Delivery Plan 2018 to understand the health requirements of all sites contained within the Local Plan. Site allocation policies now contain a requirement for development to be aligned with infrastructure provision and where possible, total dwelling capacities on site allocations have been determined in relation to the critical mass required in order to ensure the new or improved infrastructure can be justified and delivered, an approach approved at the IGD Committee in December 2017.

Alongside this, work has been undertaken in conjunction with Public Health Officers at ECC and within Basildon to determine how the Local Plan can ensure that new places and spaces created in Basildon contribute positively to health and wellbeing. The Health and Wellbeing Topic Paper identified measures to be incorporated into the Local Plan for this purpose.

The Local Education Authority has been engaged as part of the review of the Infrastructure Delivery Plan 2018 to understand the schools and early years requirements of all sites contained within the Local Plan. Site allocation policies now contain a requirement for development to be aligned with infrastructure provision and where possible, total dwelling capacities on site allocations have been determined in relation to the critical mass required in order to ensure the new or improved infrastructure can be justified and delivered, an approach approved at the IGD Committee in December 2017.

Promoting Healthy Communities – Policing

Main Issue and Initial Reaction of the Council in 2016

The same issues raised above were also raised in relation to the provision of policing services. There was no policy within the Draft Local Plan on the provision of any emergency services. It is therefore suggested that engagement is undertaken with the Essex Police in particular to determine what their needs are arising from growth, and if appropriate incorporate a policy in Chapter 13 addressing their needs. It should however be noted that Essex Police were consulted on the Draft Local Plan, but did not respond to

the consultation. Furthermore, they did not respond to the earlier engagement on the preparation of the Infrastructure Delivery Plan (IDP) conducted during 2015 prior to the publication of the Draft Local Plan. This is a gap that therefore requires addressing.

Actions Agreed in 2016

Action 38 arising from the Draft Local Plan Statement of Consultation was as follows:

Undertake further efforts to engage with emergency service providers, including the Police Services, in order to understand the implications of growth in Basildon borough on emergency service provision. If needs are identified, amend the IDP accordingly, and introduce a policy requirement within Chapter 13 to ensure emergency services are also a consideration when delivering new development.

Outcome in 2018

Emergency Service providers have been engaged as part of the review of the Infrastructure Delivery Plan 2018. For the most part, Local Plan growth has not identified any specific infrastructure projects that they would need brought forward to support local plan growth, and this can be managed within the overall level of population growth already being planned for by these services. The Ambulance service has informed us that they will require more opportunities for placing Ambulances in new lay-by style facilities with access to a toilet and refreshment facilities, so that Ambulances can maintain a fast response time and provide wider coverage, but this provision can be negotiated as part of the planning application process. In the long term, emergency services will be looking to share station facilities in order to make better use of land and buildings.

Promoting Healthy Communities – CemeteryMain Issue and Initial Reaction of the Council in 2016

The need for cemetery provision was also raised, by a landowner promoting his land for such purposes. It should be noted that the need for cemetery

space is included with the borough's assessment of open space requirements as the NPPF considers it to be a type of open space. There is no identified specific requirement for additional cemetery space at this time but the policies in the Draft Local Plan can already secure it as part of development through open space provision requirements. There is therefore no need to take further action in relation to this proposal.

Actions Agreed in 2016

No action was agreed in respect of this particular matter, for the reasons set out above. However, officers did check with the manager of Open Spaces at that time, and it was confirmed that there is no current need for cemetery space in the borough.

Outcome in 2018

No changes to the Local Plan arose in respect of this matter for the reasons set out above.

Promoting Healthy Communities – Open Space

Main Issue and Initial Reaction of the Council in 2016

A range of technical comments and comments seeking minor amendments to policies within Chapter 13 were also made. In particular, Sport England have challenged the robustness of the evidence base regarding open space requirements, as the outcomes do not align with its own standards. It should however be noted that the NPPF expects local assessments of need to be undertaken, and for local standards to be set. There is therefore no requirement for Basildon's open space standards to align with Sports

England standards. The local standards were developed with national body CABE Space (now part of The Design Council) and have been used for a number of years and successfully applied to a number of new developments to date. Consideration should therefore be given to the technical comments received and the comments seeking minor amendments. However, this should be done with care to ensure that any evidence base comments are treated in a proportionate way consistent with the requirements of the NPPF.

Actions Agreed in 2016

Action 39 arising from the Draft Local Plan Statement of Consultation was as follows:

Consider making technical amendments and minor amendments to the policies in chapter 13 where they would result in more robust policies which align with the requirements of the NPPF in a proportionate manner that reflects local circumstances.

Outcome in 2018

In partnership with Sport England, Active Essex and the other South Essex authorities of Castle Point, Rochford and Southend, updated Playing Pitch and Built Facilities Strategies have been prepared. Whilst these were not finalised until later in 2018, flexibility was provided within the policies in chapter 13 to ensure that they could be delivered on developments sites as appropriate, or through developer contributions.

The Strategies were approved by the Council's Environment, Leisure and Culture Committee in November 2018 for operational delivery. Initial priority actions were agreed at that time.

Protecting Green Belt Land – Green Belt EvidenceMain Issue and Initial Reaction of the Council in 2016

Whilst many comments in relation to development within the current extent of the Green Belt can be found against earlier chapters in the Draft Local Plan, some residents did set out concerns regarding the loss of Green Belt land for development purposes against Chapter 14 also. These matters are dealt with within this report against those earlier chapters.

Both opponents of development in the Green Belt, and also those seeking for additional Green Belt land to be made available for development purposes have challenged the Green Belt evidence base, comprising the Green Belt Assessment 2015, the Green Belt Assessment Addendum 2015, the Landscape Character Assessment Update 2015 and the Outline Landscape Appraisals 2015. Whilst it is considered these assessments provide a robust framework from which to make decisions in relation to Green Belt, it is important that the issues raised are considered, and where potential deficits in the evidence base do exist, amendments are made to ensure that the Publication Local Plan is based on the most up to date evidence base.

Actions Agreed in 2016

Action 40 arising from the Draft Local Plan Statement of Consultation was as follows:

Review Green Belt evidence base documents in light of comments made regarding these evidence base documents, and if necessary update evidence base documents to ensure that they address any deficiencies identified in a proportionate manner. Ensure that the

Publication Local Plan reflects any alterations to the evidence base.

Outcome in 2018

An independent Review of the Green Belt Review was commissioned from the Planning Advisory Service (PAS) in late 2016. The outcomes of this were reported to an All Members Briefing in April 2017.

As a result of the Independent Review, the Green Belt Review 2017 was updated to take into account the matters raised, primarily around the presentation of results and the approach taken to identifying the overall contribution a Green Belt parcel makes to the Green Belt – i.e. combining the results.

Separately, a Green Belt Topic Paper 2017 was prepared having regard to the Calverton ‘tests’ regarding exceptional circumstances and the proposed amendments to the NPPF regarding Green Belt set out in the Housing White Paper. This was reported to the IGD Committee on the 7 December 2017, and provided part of the basis for decision taking regarding the site allocations in the Local Plan. It should be noted that the proposed amendments to the NPPF set out in the Housing White Paper featured in the NPPF2018 and remain in the NPPF2019.

Protecting Green Belt Land – Plotland Development

Main Issue and Initial Reaction of the Council in 2016

Policy GB3 regarding infill development within the Plotlands received a diverse range of comments. Whilst there were some objections to allowing further development within the Plotlands, the majority of comments were supportive. There were however concerns raised about, the criteria within the policy, with some considering them to be too restrictive. There were also concerns raised about the extent of the Plotland infill areas defined on the Policies Map, with some people seeking them to be larger, whilst others seeking for them to be smaller. Whilst the number of comments in relation to this policy is likely to be reflective of the number of people who are likely to be benefit, or be affected in some way by the introduction of this policy, the diversity of comments indicated that there are a range of issues to be addressed before this policy can be progressed towards inclusion in the Publication Local Plan.

Actions Agreed in 2016

Action 41 arising from the Draft Local Plan Statement of Consultation was as follows:

Undertake a full review of policy GB3 and its underpinning evidence base in order to address the range of comments received regarding the proposal to permit infilling in the borough’s Plotlands, the criteria that should be applied and the extent of the Plotland Infill areas identified on the Policies Map. As appropriate, amend policy GB3 accordingly.

Outcome in 2018

The consultation responses received in relation to the Plotlands were reviewed, and the Plotlands Assessment 2015 was updated. A Plotland Study Update 2017 was prepared, and a separate Green Belt Infill Policy Topic Paper 2017 was also prepared looking at different options in relation to this policy.

The principle concern arising from consultees regarded where the policy would or would not apply. This has been resolved in the Revised Publication Local Plan by replacing the plotland specific policy with a generic Green Belt Infill Policy – GB4, which will still allow infill development in all locations which exhibit plotland characteristics.

The other main concern related to the restriction of infill to residents local to the site. This has been removed from policy GB4 as it would have been difficult to implement.

Meeting the Challenges of Climate Change – Proposal for a CHP Plant

Main Issue and Initial Reaction of the Council in 2016

A single comment, submitted by a promoter, proposes that policy CC7 (*Renewable Energy Infrastructure*) is amended to include the provision of a major Combined Heat & Power (CHP) plant to the west of the borough, on the boundary with Brentwood. This proposal is located within the current extent of the Green Belt, and coincides with the housing proposal H10 – West Basildon. The promoter suggests the CHP Plant would be fuelled by waste derived fuel, but could also use natural gas from the gas pipeline running nearby the proposed site if waste derived fuel streams were insufficient. The proposed CHP plant is of such a scale that it would be a National Infrastructure Project, dealt with by the Planning Inspectorate rather than Basildon Borough Council.

A key element of the promoter's argument for this proposal for a CHP plant is the limited provision that the Draft Local Plan makes for specific large scale renewable energy generation. It should however be noted that since the Draft Local Plan was published for consultation, Basildon Borough Council and Essex County Council have completed a joint feasibility study in relation to turning the Burnt Mills Industrial Estate in east Basildon into an Eco-Industrial Park. This would see renewable energy generation occurring as part of a wider approach to the circular economy within the existing urban area. There is therefore a need to consider the proposals for the CHP plant to the west of the borough, but this should be done in light of the proposals for the Burnt Mills Eco-Industrial Park as an alternative approach in order that the most sustainable and deliverable option for the borough can be pursued.

Actions Agreed in 2016

Action 44 arising from the Draft Local Plan Statement of Consultation was as follows:

Consider the sustainability and deliverability of the CHP plant proposed to the west of the borough, and also the proposals identified for the Burnt Mills Eco-Industrial Park. If appropriate, consider amending policy CC7, and any other relevant policies, to reflect the findings of this evidence and assessment work.

Outcome in 2018

An initial assessment of the proposed CHP plant was undertaken. However, Officers were advised in 2017 that this proposal was no longer being promoted. No further action has therefore been taken in respect of this proposal as it is not considered deliverable.

The proposals for an Eco-Industrial Park at Burnt Mills focus largely on supply chain activities, and do not require specific planning policy to progress.

Conserving and Enhancing the Natural Environment – Air Quality

Main Issue and Initial Reaction of the Council in 2016

A number of consultees commented on matters of air quality. The council currently monitors air quality on a monthly basis using NOx diffusion tubes in various locations around the borough where complaints about air pollution have been made. It reports this monitoring annually to the Government. These reports are available to view on the council's website. It is however recognised that additional development may alter air quality in particular locations. As a consequence, additional diffusion tubes have recently been put out across the borough, aligned with proposed development locations and reasonable alternatives in the Draft Local Plan. This will provide new baseline data to feed into the Sustainability Appraisal (SA) of the Local Plan, and provide a basis for any future monitoring of the plan's impacts, once the final distribution of development is known. It is recommended that weighted consideration is given to this air quality data in the preparation of the Publication Local Plan and any measures to mitigate its impact.

Actions Agreed in 2016

Action 46 arising from the Draft Local Plan Statement of Consultation was as follows:

Once available, give full consideration to the baseline air quality data collected by incorporating it into the SA and SEA process. Use this information to determine the need for any changes to the distribution of development and/or any mitigation required. Where appropriate amend the Local Plan accordingly, and identify any locations where ongoing Air Quality

Monitoring is required to assess the impacts of the Local Plan as part of the monitoring framework.

Outcome in 2018

Air Quality Data has been incorporated into the SA/SEA, and has been used to inform its outcomes for the Revised Publication Local Plan.

As a consequence of the publication of the UK Air Quality Action Plan, an Air Quality Topic Paper addressing the relationship between air quality and the Local Plan has been prepared, with the engagement of the Environmental Health Team and Highway Authority. This was reported to the Committee on 7 December 2017. A separate verbal update was provided to the IGD Committee in March 2018.

Reflecting this evidence, amendments have been made to policy NE6: Pollution Control and Residential Amenity, and also Policy T7: Safe and Sustainable Access. A requirement for air quality assessment to accompany planning applications where a transport assessment is required has been introduced.

Additionally, a new policy, T10 has been included within the Local Plan to require the provision of Electric Vehicle Charging points as part of new development. The Electric Vehicles Charging Infrastructure Briefing Paper sets out the evidence for this policy.

Conserving and Enhancing the Historic Environment – Archaeology

Main Issue and Initial Reaction of the Council in 2016

A small number of comments were received in relation to this chapter of the Draft Local Plan. Several of these comments were from residents concerned that the historic environment had not been adequately considered in the identification of housing sites. However, the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) had already considered the matter of impact of the plan on historic and cultural heritage and made some recommendations in this respect. However, the baseline position in the SA and SEA includes consideration of Listed Buildings, Scheduled Monuments and the Basildon Borough Historic Environment Characterisation Report. It does not however include any consideration of the likelihood of undiscovered archaeology. The NPPF expects consideration to be given to the likelihood of undiscovered archaeological deposits being present. Therefore, the council's Archaeology Advisor has been asked to undertake an assessment of the likelihood of archaeological deposits being present at each of the proposed development locations, and reasonable alternatives, in order to enhance the baseline for the SA and SEA and ensure sufficient mitigation is included in the policies.

Actions Agreed in 2016

Action 47 arising from the Draft Local Plan Statement of Consultation was as follows:

Once available, give full consideration to the baseline archaeological assessment by incorporating it into the SA and SEA process. Use this information to determine the need for any changes to the distribution of development and/or any mitigation required. Where appropriate amend the Local Plan accordingly, and identify any locations where further archaeological assessment is required before development commences.

Outcome in 2018

The Archaeological Assets Impact Assessment was reported to the IDG Committee on 7 December 2017.

The information from the Archaeological Assets Impact Assessment has been incorporated into the SA/SEA, and has been used to inform its outcomes for the Revised Publication Local Plan.

Information from the Assessment was incorporated into the Housing Options Topic Paper 2017 reported to the IDG Committee on 7 December 2017, and was taken into account in the recommendations put forward as part of that report.

Where necessary, amendments to Policies H5 to H21 have been amended to reflect the need for archaeological investigations etc. identified in this evidence.

Implementation – Financial Statement

Main Issue and Initial Reaction of the Council in 2016

The vast majority of comments received in relation to the implementation of the Local Plan were concerned that infrastructure provision will not be aligned with growth, and that existing deficits in relation to infrastructure will be exacerbated. This matter is addressed earlier, with a specific proposal for a phasing strategy to be introduced. Policies in Chapter 18 of the Draft Local Plan are focused on ensuring that tools such as phasing, masterplanning, partnership working, planning obligations and Community Infrastructure Levy (CIL) are all used to deliver all aspects of the Local Plan, including its infrastructure requirements. No changes to this section of the Local Plan are therefore required in respect of these concerns.

Some residents did however seek further clarification of the ways in which infrastructure will be funded. It is therefore proposed that a financial statement will be prepared to accompany the Publication Local Plan to explain this.

Actions Agreed in 2016

Action 49 arising from the Draft Local Plan Statement of Consultation was as follows:

Prepare a financial statement to accompany the Publication Local Plan setting out how infrastructure provision required to support growth will be secured.

Outcome in 2018

A financial statement was prepared and incorporated into the IDP. This was informed by discussions with service providers and also the work on the Viability Assessment.

Local Plan New and Alternative Sites 2016

- 3.13 In relation to most of the proposed new and alternative sites , comments were received in relation to a range of adverse impacts on wildlife & ecology, Green Belt, infrastructure, and flood risk. Many of the views presented in relation to the new and alternative sites were negative comments / objections. Although, Southend-on-Sea Borough Council welcomed the opportunity of bringing new housing sites forward to deliver sufficient housing within the borough. Rochford District Council also welcomed opportunities to continue to engage with Basildon Council on strategic planning matters particularly in relation to meeting housing needs and highways impacts through the Duty to Co-operate.
- 3.14 It is noted that concerns were expressed about the cumulative impacts that the new and alternative sites could cause if they were brought forward in addition to other allocations already proposed in the Draft Local Plan.
- 3.15 Matters of cumulative impact, along with site specific matters, beyond the general concerns set out in the paragraphs above, arising through this consultation are summarised in the table which follows.

General Comments - Transport Infrastructure

Main Issue and Initial Reaction of the Council in 2017

Comments received from many residents in relation to the New/Alternative sites reiterated the concerns regarding the adverse impact of new housing on transport infrastructure capacity, similar to those raised in the previous Draft Local Plan consultation. Many of the comments received reflected residents' experiences of using local roads, and they were concerned about the capacity of local and strategic highway networks to be able to accommodate the traffic arising from further growth. A number of comments

were also received in relation to other sustainable transport options, commenting in particular on the capacity of public transport services and the availability, suitability and safety of pedestrian and cycling routes and facilities.

Essex County Council, the borough's Highway Authority (HA), also sought caution to the adverse impacts that could arise as a result of further growth, and recommended a phased implementation. Transport for London (TfL) however made no comments in relation to the new and alternative sites.

In order to overcome some of the transport related issues, Basildon Borough Council, in partnership with Essex County Council, has already commissioned additional highway modelling work, including identifying appropriate site access points and local junction improvements, to determine the local and strategic impacts of Local Plan growth on the highway network. Specific engagement has also occurred with the Borough's two rail franchise operators and Network Rail, in order to explore and gauge how the proposals for railway improvements align with the demands arising from growth in the borough and other districts and boroughs along their respective routes. These will enable the Council to make informed amendments to the final Local Plan in respects of sites, phasing and infrastructure requirements in relation to policy requirements for transport infrastructure provision.

Actions Agreed in 2017

No additional actions were agreed in relation to this issue, as the work required was already underway as a result of consultation on the Draft Local Plan.

Outcome in 2018

Transport infrastructure impacts and mitigation requirements have been identified for allocated sites in the Transport and Highway Impact Assessment. These requirements have been incorporated into the relevant policies in the Revised Publication Local plan, and are also captured within the infrastructure delivery plan, with costs identified.

General Comments - Community Infrastructure, Services and Utilities

Main Issue and Initial Reaction of the Council in 2017

Many residents expressed concerns about the impact of growth in Basildon Borough on the perceived capacity of community infrastructure being able to absorb the additional demands that could arise on them. However, it should be noted that the Draft Local Plan sets out the Council's strategic approach to the provision of new and upgraded community facilities as far as its planning remit permits. It is expected that, in some cases, provision will be increased to align with growth, and that developers will be expected

to contribute towards such provision of infrastructure via legal Planning Obligations where appropriate. The requirements of the DLP SoC have therefore already responded to concerns in this regard.

An Infrastructure Delivery Plan (IDP), which will be revised more frequently than the Local Plan, will be used to coordinate and where possible facilitate the delivery of infrastructure and development in a phased way. As set out in the DLP SoC, consideration is being given to better articulating the link between infrastructure provisions and housing growth in the final Local Plan by introducing a phasing strategy for development, which was absent from the Draft Local Plan. More detail will be included in the final Local Plan and its policies around development phasing, in order to ensure that policies relating to the provision of infrastructure will be as effective as possible in meeting the needs of the community as it grows, and to allow sufficient time for critical and necessary infrastructure to be put in place. This is being done in conjunction with those service providers and authorities who are legally responsible for commissioning or delivering such services.

Actions Agreed in 2017

No additional actions were agreed in relation to this issue, as the work required was already underway as a result of consultation on the Draft Local Plan.

Outcome in 2018

Community infrastructure requirements have been identified for allocated sites through the Infrastructure Delivery Plan in consultation with service providers. These requirements have been incorporated into the relevant policies in the Revised Publication Local plan, and are also captured within the infrastructure delivery plan, with costs identified as far as possible.

General Comments - Green Belt

Main Issue and Initial Reaction of the Council in 2017

A number of residents set out concerns regarding the loss of Green Belt land for development purposes. Whilst the strong views of residents on this matter are noted and respected, it is not considered that it is possible based on current national policy and practice to pursue a Local Plan that does not consider the ability of its area to meet its need for different development on the basis of just the Green Belt policy restraint alone. It is reiterated here that there is a distinction in national policy between Green Belt policy when it applies to plan-making (the Local Plan) and decision-taking (planning applications). National policy does allow Green Belt boundaries to be reviewed, but only through reviews of Local Plans, in order to ensure consistency with the review of the full range of social, economic and environmental issues facing an area to achieve sustainable development.

Nonetheless, it is recognised that development in some locations would have a greater impact on Green Belt purposes than in other areas. This must be fully appraised and considered, and it is a consequence of the Local Plan that further consideration should be given as to whether it is possible to adequately mitigate those effects.

Actions Agreed in 2017

No new actions arose from this consultation in respect of the Green Belt, as work was already underway as a consequence of the Draft Local Plan consultation outcomes. However, all the New and Alternative Sites were included within the site level assessment work undertaken for the Green Belt Topic Paper in order to meet the Calverton 'tests'.

Outcome in 2018

A Green Belt Topic Paper 2017 was prepared having regard to the Calverton 'tests' regarding exceptional circumstances and the proposed amendments to the NPPF regarding Green Belt set out in the Housing White Paper. This was reported to the IGD Committee on the 7 December 2017, and provided part of the basis for decision taking regarding the site allocations in the Local Plan. It should be noted that the proposed amendments to the NPPF set out in the Housing White Paper featured in the NPPF2018 and remain in the NPPF2019.

General Comments - Environmental constraints

Main Issue and Initial Reaction of the Council in 2017

The implications of the new/alternative proposals on the natural and historic environment including wildlife, landscape, archaeology, and flood risk, was a key concern for residents and some other organisations with an environmental interest. Particular concerns were also expressed by residents regarding the impact of additional development on air quality and the risk of increased pollution. While it is understood that not every location in the borough is suitable for development, as some environmental issues will affect particular sites more than others, the NPPF provides a clear steer on how each of these environmental matters should be dealt with through the plan-making process.

Some comments were received in relation to the adverse impact of proposals on the historic environment, including comments from Historic England (the public body that looks after England's historic environment). Historic England makes reference to its Good Practice Advice and Advice Notes in assessing the historic environment, and recommends that any heritage asset affected by a site allocation should be identified in the associated policy and supporting text, with a requirement to protect and enhance such heritage assets and their settings. Additional policy requirements may therefore need to be inserted for some sites to address

the potential for adverse impacts upon heritage assets and their settings without mitigation.

Actions Agreed in 2017

Action 53 arising from the New and Alternative Sites Statement of Consultation was as follows:

Use historic environment evidence to inform the site allocations, and where development of a site has the potential to have adverse impact upon designated heritage assets and their settings and archaeological deposits, this should be considered to determine whether it downgrades its suitability, and/or be reflected in the proposed site specific policy requirements and supporting text of any relevant policies in the final Local Plan.

Outcome in 2018

Historic evidence has been incorporated into the SA/SEA, and was also reported as part of the Housing Options Topic Paper 2017.

Site Level SA/SEA information, the Site Archaeology Assessments and the Housing Options Topic Paper were reported to the IGD Committee on 7 December 2017.

The housing allocation Policies H5 to H21 are a result of the decisions taken by the IGD Committee on 7 December 2017.

New Site 1 - Land South of Outwood Common Road (Brooklands Farm), Billericay

Main Issue and Initial Reaction of the Council in 2017

Residents and environmental interest groups were particularly concerned about the relationship between this site and the nearby Mill Meadows Local Nature Reserve in regard to biodiversity and wildlife, especially when considered alongside other proposals in the area. Concerns were also raised about how development on this site would contradict Draft Policy NE2, Areas of Higher Landscape Value. It is recommended that any proposals for development on this site should be informed by updated ecology and landscape evidence already commissioned as a consequence of action 5 arising from the Draft Local Plan Statement of Consultation, to identify any associated impacts should they be present, and consider whether appropriate mitigation proposals could overcome such impacts were it to be considered for development.

Essex County Council also advised that the flood risk management infrastructure in the area is struggling to cope at the moment. It was, however, suggested that significant upgrades to the drainage and flood risk management infrastructure in the area could be implemented as a result of

development which should enable it to cope with present and future challenges.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was not recommended for inclusion in the Local Plan as a result of the accumulated evidence. This recommendation was supported by Members. The potential for this site to be allocated was reconsidered in March 2018 and September 2018. On both occasions Members considered the evidence and chose to omit this site from the Local Plan.

New Site 2 - Land East of Southend Road (Foot Farm), Billericay

Main Issue and Initial Reaction of the Council in 2017

Essex County Council has raised some concerns about the cumulative impact of this site with other potential options for development in South Green on their combined impact on flood risk management infrastructure. All new housing development sites will be expected to give consideration to flood risk matters in accordance with Draft Policy CC4 Managing Flood Risk in New Development, in order to ensure that potential flood risk to existing and new people and property is avoided where possible, and any identified residual risk is managed appropriately.

A number of residents have indicated that the land proposed for allocation in this location has been contaminated by chemicals which have been dumped on the land. Paragraph 120 of the NPPF states that 'where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner'. It is recommended that the Council should consider whether it should set out additional environmental criteria alongside Draft Policy NE8 Development on Contaminated Land, for this site and request an investigation of land potentially affected by contamination in accordance with the procedures under the Environmental Protection Act 1990.

Actions Agreed in 2017

Action 54 arising from the New and Alternative Sites Statement of Consultation was as follows:

Work with the Council's Environmental Health Service to investigate residents' claim of potential land contamination on New Site 2. If appropriate, consider whether further action is necessary to mitigate any risks present including additional policy requirements for potential development on New Site 2.

Outcome in 2018

In relation to the contaminated land issue, It has been confirmed that the responsibility for remedying contaminated land rests with the original polluter or the current land owner(s) under the Town & Country Planning regime. The requirements of Policy NE7: Development on Contaminated Land are therefore sufficient to deal with potential contamination arising from previous uses on the site.

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was not recommended for inclusion in the Local Plan as a result of the accumulated evidence. This recommendation was supported by Members. The potential for this site to be allocated was reconsidered in March 2018 and September 2018. On both occasions Members considered the evidence and chose to omit this site from the Local Plan.

New Site 3 - Land West of Southend Road (Maitland Lodge), Billericay

Main Issue and Initial Reaction of the Council in 2017

As with New Site 2, Essex County Council has raised some concerns about the cumulative impact of this site with other potential options in South Green on flood risk management infrastructure. It is considered that the requirements of Draft Policy CC4, Managing Flood Risk in New Development, is sufficient to deal with these flood risk concerns. Comments received in relation to this site have not given rise to any unusual concerns in relation to the proposed development.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was recommended for inclusion in the Local Plan as a result of the accumulated evidence. This recommendation was supported by Members, and this site is therefore

included in the Revised Publication Local Plan for the purpose of providing opportunities for self-build due to its relatively smaller size.

New Site 4 - Dale Farm, Oak Lane, Crays Hill

Main Issue and Initial Reaction of the Council in 2017

A key issue arising from this site is the potential redevelopment of a lawful and established Gypsy and Traveller site, (which is currently a lawfully approved home to local Travellers), with a new settlement of predominantly brick-built dwellings.

Some residents were generally supportive of development in this location, with some suggestions regarding what the detailed policy requirements should be. However, more residents expressed their disapproval of the proposed redevelopment plans for reasons such as the scale of the proposed development; Green Belt matters; and the implications of relocating the Travellers who live on the site to somewhere else in the Borough, or elsewhere.

Regardless of its popularity, further clarity is required in respects of the proposal's planning merits. Further assurances are needed in terms of the commitments made by the site promoter, existing landowners and residents regarding the relocation of the homes of existing Travellers elsewhere, and how this will be implemented in reality without leading to unlawful development of other land in the Borough, or elsewhere. There are also concerns about what impact the potential reallocation of a lawful Traveller site could have on the borough's Gypsy and Traveller accommodation needs. The Council is currently reviewing its position regarding the provision of future accommodation needs for Gypsies and Travellers and is assessing the suitability of potential new sites and this will be used to inform and identify the most appropriate locations for development.

Essex County Council as the Highway Authority has highlighted its objection to any proposed new access directly onto the A127, indicating that this would compromise the long term route management strategy for the A127 corridor. It would therefore be necessary to consider whether alternative site access arrangements would be possible from the wider Crays Hill and Noak Bridge road network, if further development was to come forward in this location. The site is also within an Essex Waste Local Plan Waste Consultation Area and Essex County Council has advised it is important that any proposed development does not prevent the continued operation of the safeguarded waste developments in the area.

New Site 4 is also in close proximity to part of CLH Pipeline System's apparatus (the national company which operates 2,500km of UK fuel pipelines and depots), where development and most intrusive activities within easement strips are prohibited without specific consent from CLH Pipeline System. This may be able to be mitigated through detailed design and scheme layout, although this needs further investigation.

Given the proposed site access arrangements and other potential site constraints and delivery issues, there remains a need to appraise how this site could reasonably be expected to be brought forward within the plan period to deliver the associated numbers of homes and any associated infrastructure as proposed, together with relocating the lawful Gypsy and Traveller pitches in order to enable any development to proceed and contribute towards the Local Plan. There is also a need to demonstrate why this is a more reasonable alternative than any other proposals in the Borough.

Actions Agreed in 2017

Action 55 arising from the New and Alternative Sites Statement of Consultation was as follows:

Further engagement is required with CLH Pipeline System Ltd to determine whether it is possible to accommodate the existing fuel pipeline, crossing proposed development sites, within the design of new development, and any accompanying mitigation.

Outcome in 2018

With regard to the pipeline issue, CLH Pipeline System Ltd (CLH-PS) advice has been incorporated into the supporting text and policy of the relevant housing allocations in proximity to the pipeline.

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was not recommended for inclusion in the Local Plan as a result of the accumulated evidence. This recommendation was supported by Members. The potential for this site to be allocated was reconsidered in March 2018 and September 2018. On both occasions Members considered the evidence and chose to omit this site from the Local Plan. However, they seek the redevelopment of this area due to the degraded nature of the landscape, and therefore identified the wider area as a Broad Location for growth, to be investigated in time for a review of the Local Plan with the aim of bringing forward a more sustainable development proposal in this location that also addresses access issues.

New Site 5 - Additional land at Greenleas Farm, South of London Road, Billericay

Main Issue and Initial Reaction of the Council in 2017

Specific concerns from residents in relation to this site included its impact on the adjacent Draft Rural Enterprise Site, as well as views that the site should not extend beyond the extent of the proposed relief road, as it could prevent the road from becoming a defensible future boundary. It is considered that respective policies proposed within the Draft Local Plan, together with landscape and Green Belt studies would provide necessary

evidence to identify the extent of the allocation, and any mitigation required to minimise adverse impacts.

A High Level Development Framework is currently being prepared for South West Billericay in response to action 29 of the DLP SoC to provide an informed position for the Local Plan to consider where, and how, the development and infrastructure requirements for South West Billericay could be achieved through comprehensive development, and New Site 5 will be considered as part of that piece of work.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site is identified in the Revised Publication Local Plan as the relocation site for the Billericay Tennis Club, having been informed by the High Level Development Framework.

New Site 6 - Land between London Road and A13, Pitsea, Basildon

Main Issue and Initial Reaction of the Council in 2017

Residents felt development on this site would have a greater impact on the Green Belt separation between Basildon, Bowers Gifford and South Benfleet, when considered alongside Draft allocation H13. This view was also expressed by Castle Point Borough Council in its response to the consultation. The Highway Authority expects significant highway improvements in the vicinity of this site, including to the A13 should this site come forward for development. Given the scale of the development proposed and its relationship with land already being considered in Draft Policy H13, it is unlikely that this site alone would offer significant strategic benefits. A High Level Development Framework is currently being prepared for East Basildon in response to action 26 of the DLP SoC to provide an informed position for the Local Plan to consider where and how the development and infrastructure requirements for East Basildon could be achieved through comprehensive development, and New Site 6 will be considered as part of that piece of work.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was not recommended for inclusion in the Local Plan as a result of the accumulated evidence. This recommendation was supported by Members.

New Site 7 - Hovefields and Honiley Neighbourhood Area, WickfordMain Issue and Initial Reaction of the Council in 2017

Residents were generally supportive of this allocation, including the Hovefields Residents' Association, as they believe that the proposal to redevelop the Neighbourhood Area will assist in addressing existing infrastructure challenges within the community. There were however localised concerns about Green Belt and landscape impacts arising from the scale of new development in the proposed allocation expressed by residents, as well as Castle Point Borough Council.

As with New Site 4, the Highway Authority objects to any proposed new direct access onto the A127, indicating that this would compromise the long term route management strategy for the A127 corridor and expressed concerns over the impact of the new development, and its site access arrangements. It would therefore be necessary to consider whether alternative site access arrangements would be possible from the wider south Wickford road network, if further development was to come forward in this location. The site is also within the Essex Waste Local Plan Consultation Area, and Essex County Council has advised it is important that any proposed development does not prevent the continued operation of the safeguarded waste developments in the area.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was not recommended for inclusion in the Local Plan as a result of the accumulated evidence. Members, concerned about community cohesion in the location, asked for further work to be commissioned to investigate the potential in this location.

In March 2018, a High Level Site Evaluation for this location was presented to the IGD Committee. This showed that the Hovefield and Honiley Neighbourhood Area alone could not support sustainable development. The Committee therefore decided not to allocate land in this location for housing.

In August 2018, still concerned about the Community Cohesion issues and also the degraded nature of the landscape in this area, the SPI Committee concluded that it may be appropriate to allocate the wider area as a Broad Location for growth, to be investigated in time for a review of the Local Plan with the aim of bringing forward a more sustainable development proposal in this location that also addresses access issues.

Alternative Site 1 - Alpha Garden Centre, Wickford

Main Issue and Initial Reaction of the Council in 2017

Comments received in relation to this site have not given rise to any specific new concerns in relation to the proposed development, although there were particular concerns given over flood risk, especially because of its close proximity to the River Crouch to its north. Chelmsford City Council also raised concerns about the impact that additional development on this site could potentially have on traffic congestion in the neighbouring Chelmsford City area.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was suggested that Members may wish to allocate this site, as it is brownfield and may come forward in any event, although there was a need to manage Green Belt impacts, especially settlement coalescence. Members chose not to allocate this site for Green Belt reasons.

The potential for this site to be allocated was reconsidered in March 2018 and September 2018. On both occasions Members considered the evidence and chose to omit this site from the Local Plan.

Alternative Site 2 - Land at Bradfields Farm, Basildon

Main Issue and Initial Reaction of the Council in 2017

A number of potential constraints have been identified in relation to bringing forward housing development on this site, by residents, as well as statutory bodies.

Castle Point Borough Council has expressed concerns that development on this site would have adverse impacts on the Green Belt separation between Basildon from Thundersley.

There are concerns over the loss of this proposed Draft Safeguarded Employment Site to housing, and the effect this would have on the availability of new employment sites in the future to support the Borough's economy. Sites along the A127 Enterprise Corridor were viewed favourably for economic growth, relative to other locations within the Employment Land and Premise Study 2013 (ELPS). The A127 Enterprise Corridor remains a key area for growth in South Essex, and it was therefore not recommended by Essex County Council and a number of residents, that the policy requirements and proposed allocation for the site to support employment growth, be altered.

The location of the site along the A127 could also have potential impacts on the proposed road improvements being considered in the area, including future widening of the A127, as indicated by the Highway Authority. The site is also within an Essex Waste Consultation Area, and it is important that any proposed development does not prevent the continued operation of the safeguarded waste development nearby. Consequently, these may have implications on the type and extent of development that can be accommodated on this site.

Actions Agreed in 2017

Action 56 arising from the New and Alternative Sites Statement of Consultation was as follows:

Establish more clearly, the economic growth requirements of the Local Plan through the Economic Development Needs Assessment (EDNA) which is underway for the South Essex authorities, and which reviews the findings of the ELPS. Consider outcomes, alongside other evidence, in determining the suitability of a proposed employment site for housing development.

Outcome in 2018

The Council, at its meeting in October 2018 took the decision to be ambitious with regard to the level of economic growth it wishes to accommodate in Basildon Borough by allocating this entire site for b class employment and related development purposes. This addressed both locally generated need (as identified through the EDNA), and the ambition of the Council to grow indigenous businesses as identified through the Basildon Economic Development Policy. Basildon has also indicated through consultation on the London Plan that it is prepared to be a 'willing partner' for the London Plan in terms of employment land provision.

Alternative Site 3 - Land at Hall Farm, North Benfleet

Main Issue and Initial Reaction of the Council in 2017

This site was actively promoted by the developer during the consultation through the distribution of leaflets within the local community, and by the organising of specific meetings with local people in order to promote their scheme. This, to an extent, could have influenced the nature and amount of consultation responses received for the site; as other landowners/promoters did not take the same approach.

A number of residents were supportive of development in this location, indicating their preference for the site as an alternative to that being promoted by Draft Policy H13. Castle Point Borough Council however expressed concerns that development on this specific site would have an adverse impact on the Green Belt separation between Basildon from Thundersley.

The site promoter has also requested that the Council gives consideration to allocating a larger area of land for development in this location, consistent with what they are promoting on the site.

Any proposed development would need to take into account the cumulative impact of this allocation with Draft Allocation H13 and Alternative Site 2, including the capacity of the environment and infrastructure to accommodate such growth and the viability of it being able to secure those upgrades.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was not recommended for inclusion in the Local Plan, based on accumulated evidence. The Committee at that time took the decision to support that recommendation. This recommendation continued to be supported when this site was reconsidered in March 2018.

However, in August 2018, the SPI Committee decided to remove all reference to sites within the Bowers Gifford and North Benfleet Parish Area from the Local Plan in preference to giving the Neighbourhood Plan a housing target. The Housing Target set was informed by the capacity of the area identified through the East Basildon High Level Development Framework.

Alternative Site 4 - Outwood Farm, Billericay

Main Issue and Initial Reaction of the Council in 2017

It was expressed by residents and environmental interest groups that development proposed on this site has the potential to have significant adverse effects on biodiversity and habitats as a result of its proximity to Mill Meadows and Norsey Wood Site of Special Scientific Interest (SSSI). Concerns were also raised about the site's location within a proposed Area of Higher Landscape Value in the Draft Local Plan. It is considered reasonable that up-to-date evidence on ecology and landscape can be used to identify any associated impacts and consider whether appropriate mitigation proposals could overcome such impacts.

Anglian Water has raised some concerns about the proximity of the site to the Billericay Water Recycling Centre (WRC) and its connecting pipe network; part of which falls within the WRC's 'cordon sanitaire'. Further discussions with Anglian Water are therefore required in relation to this site, to identify whether appropriate safeguarding distances, scheme design and/or mitigation works to the WRC can be carried out were it to be considered for development and what policy criteria are necessary.

Attention was also drawn to the existence of a restrictive covenant on part of the site by a resident, explaining that this could affect the site's deliverability. There is a need to investigate this matter further and consider how restrictive it is and whether it can be managed/ mitigated through the land transaction processes. This should include a review of the likely extent of land available in this location, and the quantum of development proposed to ensure it better aligns with land which is actually available for development purposes.

Alternative Site 4 is also in close proximity to CLH Pipeline System's fuel pipeline apparatus, where development and most intrusive activities within the easement strip are prohibited without specific consent from CLH Pipeline System.

Actions Agreed in 2017

Action 57 arising from the New and Alternative Sites Statement of Consultation was as follows:

Investigate the extent and quantum of development that could occur in Alternative Site 4 in light of the additional information provided regarding land ownership and its proximity to the Billericay WRC. Further engagement is required with Anglian Water to determine whether it is possible to accommodate the existing sewers and water mains crossing Alternative Site 4 within the design of new development, and any accompanying odour plume risk assessment.

Outcome in 2018

The information from Anglian Water's Asset Encroachment Policy, alongside other evidence, was incorporated into the Housing Options Topic

Paper 2017 reported to the IGD Committee on 7 December 2017, and was taken into account in the recommendations put forward to that meeting.

This site was not recommended for inclusion in the Local Plan as a result of the accumulated evidence. This recommendation was supported by Members. The inclusion of this site in the Local Plan was reconsidered by Members in March 2018 and September 2018. On both occasions, it was concluded that the site should be omitted from inclusion in the Local Plan.

Alternative Site 5 - Land North of Wash Road, Noak Bridge

Main Issue and Initial Reaction of the Council in 2017

Residents were concerned about the cumulative impact that this site alongside Draft Allocation H12 could have on the existing infrastructure in general. With regard to school provision for H12, it should be noted that in its response to the Draft Local Plan, the advice of Essex County Council now means that an on-site primary school may not be possible because the scale of development proposed by H12 is not considered to be large enough. Therefore, the Council will need to reconsider whether it remains an appropriate option to develop in this wider area, considering other alternative development proposals.

There are other concerns from Essex County Council in respects of the northern boundary of the site and whether it could impact on a possible route for the long term proposal for a Basildon Northern By-Pass. There was also a local concern relating to the proximity of the site to the Laindon Airstrip (west of Barleylands Road). Such concerns may however be mitigated through the way any new development is designed, and considerations of scale and density, in consultation with the Highway Authority and Civil Aviation Authority.

Actions Agreed in 2017

Action 58 arising from the New and Alternative Sites Statement of Consultation was as follows:

Investigate the concern expressed regarding the proximity of the site to the Laindon Airstrip in consultation with the Civil Aviation Authority. If appropriate, consider any planning safeguards necessary for airstrips.

Outcome in 2018

Consultations with the Civil Aviation Authority have established that the Laindon Airstrip is not an officially safeguarded civil aerodrome, therefore the requirements of the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives

Storage Areas) Direction 2002 do not apply.

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was not recommended for inclusion in the Local Plan, based on accumulated evidence but in particular the impact on the Green Belt and on landscape. However, the IGD Committee placed weight on the need to support the sustainability of school place creation in this part of the Borough and took the decision to allocate this site in the now revoked Publication Local Plan of March 2018.

In June 2018, the Council took the decision to revoke the decision to publish and submit the Local Plan, and in July 2018 reconsidered the extent of allocations in Noak Bridge. The decision taken by the SPI Committee was to place greater weight on the Green Belt and landscape impacts, and consequently to omit this site from the Revised Publication Local Plan agreed in October 2018.

Alternative Site 6 - Tompkins Farm and Brickfield Road Site, Basildon

Main Issue and Initial Reaction of the Council in 2017

It is the view of Essex County Council that further infrastructure upgrades would be required to accommodate the additional impacts of new development in this location, given the increase in new homes proposed to those in the Draft Local Plan. The site also forms part of an important wider landscape character area, and an area with important biodiversity areas nearby and it is therefore important that an up-to-date Ecology Appraisal is used to ensure that the proposal for development would not have a significant impact on wildlife if brought forward.

This site is within an Essex Waste Local Plan Consultation Area, and any proposed development should not prevent the continued operation of the safeguarded waste development nearby. Alternative Site 6 is also in close proximity to CLH Pipeline Systems' fuel pipeline apparatus, where development and most intrusive activities within the easement strip are prohibited without specific consent from CLH Pipeline Systems. In addition, part of the site is claimed to be in private ownership and has been advised as not being available for development. Further investigation is therefore required to identify the actual extent of land available in this location.

Actions Agreed in 2017

Action 59 arising from the New and Alternative Sites Statement of Consultation was as follows:

Investigate the extent and quantum of development that could occur in Alternative Site 6 in light of the additional information provided regarding land ownership and availability.

Outcome in 2018

The site boundaries for this site were amended in advance of the consideration of sites by the IGD Committee on 7 December 2017 to only incorporate the land being promoted for development.

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. Whilst the full extent of the site was not recommended for inclusion in the Local Plan due to the presence of a Local Wildlife Site to the north-west of the site, and the presence of a listed building to the south-west of the site, and overall larger allocation in this location was recommended by officers based on accumulated evidence. This was supported by Members and is included in the Revised Publication Local Plan as site H7.

Alternative Site 7 - Land at Sellers Farm, Dunton Road, Basildon

Main Issue and Initial Reaction of the Council in 2017

In line with its highway policy, Essex County Council would discourage any proposed new access onto the A127 as this area is safeguarded for future widening as set out in Draft Policy TS2. The proposal for this site however seeks access onto Dunton Road, and therefore doesn't present the same issues as with New Site 4 or New Site 7.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was recommended for inclusion in the Local Plan, based on accumulated evidence. The Committee at that time took the decision to support that recommendation, and this larger site allocation was therefore included in the Revised Publication Local Plan as site H9.

Alternative Site 8 - Land South of London Road, Wickford

Main Issue and Initial Reaction of the Council in 2017

Comments received in relation to this site have not given rise to any specific new concerns in relation to the proposed development, although the cumulative impact of this allocation, together with draft policy allocations H17, H18 and Alternative Site 1 should be taken into account when the final site selection process is undertaken. Chelmsford City Council also raised concerns about the impact that additional development on this site could

potentially have on traffic congestion into the neighbouring Chelmsford City area.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

An allocation in this location was proposed as site H18 in the Draft Local Plan. It is difficult to define a site boundary in this location, and therefore various options were set out in the

Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. Officers recommended an option for this site which followed a field boundary to produce a regular shaped site adjacent to the existing urban area. This site was however omitted in its entirety by the IGD Committee at that time due to Green Belt and landscape impacts, reflecting on the difficulty officers had with identifying a suitable site boundary. This site was reconsidered by Committees in March and September 2019, and continue to be omitted for Green Belt and landscape reasons.

Alternative Site 9 - Land East of Frithwood Lane, Billericay

Main Issue and Initial Reaction of the Council in 2017

Residents and environmental interest groups were concerned over the scale of development being proposed, and the relationship that residential development would have with the Ancient Woodland of Frith Wood and Laindon Common. There were also concerns about the cumulative impacts of development in this location alongside Draft Policy allocation H24, and Alternative Site 10.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

The extent of the housing allocation on this site was determined through the South West Billericay High Level Development Framework. This was agreed by the IGD Committee in December 2017, and has not changed despite other reviews affecting the wider South West Billericay allocation (now H17 in the Revised Publication Local Plan).

Alternative Site 10 - Land South of Windmill Heights, Billericay

Main Issue and Initial Reaction of the Council in 2017

There were concerns about the cumulative impacts of this allocation with other draft allocations in the area, particularly on drainage infrastructure. ECC has advised that drainage and flood risk management infrastructure in the area would therefore need to be significantly upgraded, in order to cope with present and future challenges.

Actions Agreed in 2017

No specific additional actions were required in respect of this site, as evidence already existed, or had already been commissioned to address the matters arising.

Outcome in 2018

This site was considered through the Housing Options Topic Paper 2017, reported to the IGD Committee in December 2017. It was recommended for inclusion in the Local Plan, based on accumulated evidence. The Committee at that time took the decision to support that recommendation, and this larger site allocation was therefore included in the Revised Publication Local Plan as site H18.

Regulation 20 - Summary of Main Issues

Revised Publication Local Plan 2018

- 3.16 As stated previously, the Council received 5,070 comments made by 1,588 consultees to the consultation. Of these, 4,950 comments were valid and have informed the main issues that are identified below. 120 representations were considered to be inadmissible and have not been considered any further.

Main Issues relating to the Revised Publication Local Plan

Housing Growth and Distribution

Neighbouring authorities are generally supportive of the principle for a Joint Strategic Plan to address matters of housing distribution across South Essex, but there were concerns regarding the shortfall between the Borough's objectively assessed need for housing and the level of housing supply being planned for within this Local Plan.

Concern has also been raised regarding the level of housing growth being planned for within the Local Plan by both residents and developers/landowners. Developers, those promoting land for development and the Hovefields and Honiley Neighbourhood Forum generally consider the level of housing as being too low and argue that the Local Plan should be meeting the Borough's objectively assessed housing need in full. The majority of residents, particularly those within Billericay, object to the level of housing being planned for, with many stating that it is too high and should be limited to local needs only.

Many residents also expressed their objection to the distribution of development across the Borough with a particular emphasis on seeking a reduction in the number of homes proposed in their local area. The majority of residents' comments related to development proposals within Billericay, but objections have been received for all housing allocations within the plan. These objections largely relate to the release of Green Belt land to accommodate housing and the impact that development would have on the capacity of community and transport infrastructure. Comments on these matters have generally been made against policies within Chapter 6 and certain key housing allocation policies in Chapter 11 and attribute significantly to the high volume of comments for those chapters.

Infrastructure – Delivery and Funding

Many consultees expressed concern regarding the delivery and funding mechanisms for the infrastructure required to support the level of housing proposed within the plan. Several comments were received on the proposed Billericay Relief Road, which supports development within site allocation H17, particularly where it passes through Frithwood Lane, which is the narrowest section of the relief road and where there has been some encroachment onto highway land.

Neighbourhood Areas

Bowers Gifford and North Benfleet Parish Council and Hovefields and Honiley Neighbourhood Forum both provided comments on how the plan impacts on the preparation of Neighbourhood Plans for their respective designated Neighbourhood Areas. The Parish Council is concerned that the plan, and in particular policies E6 and H11, adversely impact on the Neighbourhood Area's ability to deliver its allocated housing target and as such objects to these policies and a number of others. This viewpoint was supported by several residents in their submissions. The Neighbourhood Forum and residents within the Neighbourhood Area of Hovefields and Honiley have requested that the Neighbourhood Area be given a housing target, rather than being included as part of one of two broad locations identified within policy SD2.

Policy Flexibility

Many developers whose sites were included within the Local Plan generally conveyed support in principle for the Local Plan, however they did raise concern with those policies that resulted in cost implications for development and requested greater flexibility within those policies and those specifically relevant to their sites.

Additional Site Submissions

There was one completely new site that was promoted through the consultation which had not been previously submitted to the Council, since it commenced work on the Local Plan. In addition this this 17 site options which had not specifically been previously considered, although development within the general location had through previous work, first in relation to the assessment of broad locations for growth through the Core Strategy Revised Preferred Options, and then through work on the development of the Local Plan. The evidence base for the Local Plan has therefore considered these sites to a significant degree, and does not therefore support the inclusion of these sites within the Local Plan. There were a further ten sites promoted during the consultation, which the Council had previously considered through the Local Plan preparation process. These were either 'Omission Sites', or amendments to the extent of site allocations included within the Local Plan, which the Council had previously discounted based on the findings of an extensive evidence base.

Gypsy and Traveller Provision

The Council received several comments that were concerned with the Local Plan's approach to Gypsy and Traveller provision in the Borough and a number of modifications have been requested as a result.

Consultation and Engagement

Several residents, particular from Billericay, voiced their objection to the Local Plan stating that further consultation under Regulation 18 of the Regulations should have been conducted prior to this pre-submission consultation due to the changes that have been made to it since the Council consulted on the Draft Local Plan back in 2016. The Council does not consider this necessary as the Plan has been prepared in accordance with the Regulations and the Council's Statement of Community Involvement. During a Regulation 18 consultation, the Council is required to invite representation on what the Local Plan should contain. It is not expected to be the final version of the Plan that is consulted on at that stage, as the preparation of the Local Plan is an iterative process, informed by consultation, engagement with stakeholders and evidence. Various options have been explored, tested and consulted on throughout this process and the final version of the Local Plan is a culmination of all of this.

Highways England also expressed concern regarding what was perceived to be a lack of engagement between themselves and the Council during the

preparation of the Local Plan, and whether the plan has taken into consideration the wider implications of Local Plan growth on the strategic road network. However, the Council believes that it has fully engaged with Highways England (formerly Highways Agency) directly (and indirectly via its Highways Authority, Essex County Council) and invited representation from them during each formal stage of consultation in the preparation of the Local Plan. In addition, to assist Highways England with the Lower Thames Crossing project, the Council has also shared details of all development proposals contained in the Revised Publication Local Plan, and also all urban development that either has planning permission, is under construction, or has been promoted for development to ensure it is considered within their modelling work of the implications of the crossing on this new element of the strategic road network.

Other Statutory Consultee Comments

Natural England is supportive of the approach the Council has taken with regards to the Essex Recreation and Access Management Strategy (RAMS) and broadly supportive of the conclusions of the Habitats Regulation Assessment. It has however suggested a number of minor amendments to policies within the plan to ensure they are effective. Natural England has also raised concern regarding the Council's approach to mitigating the impact of recreational activities within country parks on designated sites within NE2 and the current wording of Policy NE4 with regards to national policy requirements.

Historic England provided several comments recommending minor wording changes to improve clarity and effectiveness of the plan which had not previously been identified in its consultation response to the Draft Local Plan. It has raised particular concern with the level of protection afforded to heritage assets and their settings within a number of allocation policies in Chapters 7 and 11 and requested changes be made to ensure that their conservation is appropriately considered. It has also requested amendments to policies in Chapter 17 to ensure policies are consistent with national planning policy, particularly the distinction between designated and non-designated assets.

The Environment Agency consider the plan to be sound and welcomes the changes that have been made within this plan as a direct result of earlier comments they provided. It has suggested additional wording to the supporting text of Policy CC2 for clarification and changes to the wording of Policy CC1 to further reference flood risk.

Essex County Council is generally supportive of the plan, however it has provided a number of minor changes to supporting text and policies throughout. More specifically it has requested greater flexibility on the protection of educational assets under Policy HC4 and expressed a need for the preparation of a specific delivery strategy for the new grade separated junction on A127.

Main Issues relating to the Policies Map

There were a limited number of comments relating to the Policies Map and these were mainly from developers and statutory consultees. The majority of comments sought technical amendments to the open space layers, but there were other comments requesting additions to the Policies Map including the reinstatement of the Plotland areas, but for which no policy now relates, sites that have not been allocated within the Local Plan, and the Gypsy and Traveller sites allocated within Policy H3, which would be a breach of GDPR.

Main Issues relating to the Sustainability Appraisal and Habitats Regulation Assessment

Several comments were received in relation to these assessments that made either technical comments in relation to the findings or questioned the extent of the assessments. These comments have been reviewed by the Council and forwarded to LUC, the independent consultants, who carried out these assessments. LUC are of the opinion that none of the comments and evidence received in the representations have prompted a need to materially change the Sustainability Appraisal and the reported likely significant effects of the Revised Publication Local Plan remain relevant and unchanged.

4. Other Modifications

- 4.1 In response to the main issues arising from the Regulation 19 consultation on the Revised Publication Local Plan, the Council remains of the view that the Local Plan is sound. However, it is agreed that increased clarity and accuracy could be achieved through a series of minor 'other modifications'. The Council has therefore prepared a schedule of proposed 'other modifications' which seek to address some of the issues raised where the Council is in agreement, as well as grammatical and spelling errors that were identified post publication. This schedule is included as Appendix B.

Appendix A: Regulation 18 Consultation Invitees

The Council sent out written notification either by letter or email to all those who were registered on the Council's consultation database to invite them to comment on the consultations. This included all specific consultation bodies; general consultation bodies, such as local amenity and residents' groups, developers and land promoters; and individual residents and businesses.

Since work on the Local Plan began, the consultation database hosted by Objective has increased significantly and now comprises of more than 9,000 consultees. This is a result of the high level of engagement undertaken by the Council and the volume of responses received at each stage of consultation.

A summary of the specific consultation bodies and general consultation bodies that were notified are set out below.

Specific Consultation Bodies

Anglian Water	Basildon and Brentwood Clinical Commissioning Group
Basildon and Thurrock University Hospitals NHS Foundation Trust	Billericay Town Council
Bowers Gifford and North Benfleet Parish Council	Braintree District Council
Brentwood Borough Council	c2c
Castle Point Borough Council	Chelmsford City Council
Civil Aviation Authority	Colchester Borough Council
Crown Estates Commission	East of England Ambulance Service
EE	Environment Agency
Epping Forest District Council	Essex and Suffolk Water
Essex County Council	Essex Fire and Rescue Service
Essex Fire Authority	Essex Police
Great Burstead & South Green Village Council	Greater London Authority
Harlow District Council	Health & Safety Executive

Herongate and Ingrave Parish Council	Highways England (formerly The Highways Agency)
Historic England (formerly English Heritage)	Homes England (formerly Homes and Communities Agency)
Hovefields and Honiley Neighbourhood Forum	Ingatestone & Fryerning Parish Council
Little Burstead Parish Council	London Borough of Havering
Maldon District Council	Marine Management Organisation
Ministry of Defence	Mobile Operators Association
Mountnessing Parish Council	National Grid Electricity Transmission plc
National Grid Gas plc	Natural England
Network Rail	Noak Bridge Parish Council
North Benfleet and Bowers Gifford Parish Council	Office of Rail Regulation
Ramsden Bellhouse Parish Council	Ramsden Crays Parish Council
Rayleigh Town Council	Rettendon & Battlesbridge Parish Council
Rochford District Council	Runwell Parish Council
Shotgate Parish Council	South East LEP
South Essex Partnership NHS Foundation Trust	South Green & Great Burstead Parish Council
South Hanningfield Parish Council	Southend-on-Sea Borough Council
Sport England	Stock Parish Council
Tendring District Council	Thames Gateway South Essex Group (ceased operations)
The Coal Authority	The Planning Inspectorate
The Secretary of State for Transport (Department for Transport)	Thurrock Borough Council

Transport for London	UK Power Network
Uttlesford District Council	Vodafone and O2
West Horndon Parish Council	

General Consultation Bodies

A S Planning Ltd	AAH Planning Consultants
AECOM	Age Concern Essex
Alan Pipe & Partners	AMEC
Andrew Martin Associates	Architectural Properties Ltd
Arriva Southern Counties	Ashley House PLC
ASP	Atkins Ltd
Ayshford Sansome	Balch Estate Agents
Baltimore Properties	Barker Parry Town Planning
Barratt Wilson Bowden	Barton Willmore
Barwood Land and Estates Ltd	Basildon & Thurrock Friends of the Earth
Basildon Business Group	Basildon Community Resource Centre
Basildon Islamic Centre	Basildon Labour Group
Basildon Natural History Society	Basildon Rainbow Club for the Blind & Partially Sighted
Basildon Rugby Club	Basildon Sports Council
Basildon Town Centre Management Ltd	Basildon Wildlife & Countryside Forum
BDSA	Bidwells
Billericay Action Group	Billericay Archaeological and Historical Society

Billericay Arts Association	Billericay Cricket Club
Billericay District Residents Association	Billericay Mast Watch
Billericay Society	Billericay Society & Campaign for the Protection of Rural Essex
Billericay United Reformed Church	Bloor Homes Eastern
Bluefish Property and Planning	Bovis Homes Limited
Bowers Gifford and North Benfleet Residents' Association	Boyer Planning Ltd
Braeside Developments	British Horse Society
British Land Corporation	Broadway Maylan
BTCM Limited	Building Research Establishment
Business Association of Basildon & District	Butterfly Conservation - Cambridge and Essex Branch
Campaign to Protect Rural England	Capability Ltd
Capita Symonds	Carter & Ward of Wickford Ltd
Carter Jonas LLP	CGMS Ltd
CH Contracts Ltd	Charles Planning Associates Ltd
Cheffins	Chilmark Consulting Ltd
Chorus Group Ltd	Christ Church Billericay
Church of England Parish of Langdon Hills	Church View Residents Association
Cirrus Planning and Development Ltd	CODE Development Planners Ltd
Collins & Coward Ltd	Colonnade Strategic LLP
Connells	Courtley Consultants Ltd
CPREssex	Croudace

CZWG	D.J.W Architectural Designs Ltd
D2 Planning Ltd	Dale Farm Housing Association
Daniel Rinsler & Co	David Ames Associates
David Lock Associates	Defence Infrastructure Organisation
Deloitte LLP	Design Associates
Development Planning Partnership	dha group
DIAL Basildon & South Essex	DLA Town Planning Ltd
DP World	DPP
Drivers Jonas	DTZ
Duggo 7 LLP (Lakeside Hammers Speedway)	Dunton Community Association
East of England Local Government Association	East Thames Housing
Eclipse Planning Services	Education Funding Agency
Edward Gittins and Associates	Endurance Estates
EON	Epilepsy Action Basildon & Thurrock Branch
Essex Badger Protection Group	Essex Bridleways Association
Essex Site Finders	Essex Wildlife Trust
Estuary Housing Association Ltd	Federation of Small Businesses
Fenn Wright	Festival Leisure Park Limited
Fields in Trust	First Essex Buses Ltd
First Group Plc	First Plan
Fisher German	FJ Kadesh Builders
Ford Sports and Social Club (Essex)	Forestry Commission

Frederick Gordon & Co Ltd	Freight Transport Association
Friends of the Earth	Friends, Families & Travellers and Traveller Law Reform project
Fusion	Fusion Online Ltd
G & J Staines	Galaxy Europe Builders
GH Chartered Surveyors	GL Hearn
Gladman Developments	Gleeson Strategic Land
Go Holdings	Graham Jolley Ltd
Great Berry Surgery Patients Participation Group	GVA
Gypsy and Traveller Services	Hallam Land Management Ltd
Hayhurst Town Planning Services	Hepher Dixon
Higgins & Bromage	Home Builders Federation
Home Start Basildon District	House of Commons
Hovefields Residents Association	HR Philpot & Son (Barleylands) Ltd
Hyde Homes Limited	Iceni Projects Ltd
Indigo Planning	Ingleton Wood
Inkberow Ltd	Intermodal Transportation
intu Properties PLC	Invent ID Ltd
Irish Traveller Movement in Britain	Italian Race Services
Ivory Management Ltd	J & A Lyon
J.W. Morgan Construction	James Oliver & Co
JB Planning Associates	Jennifer Lampert Associates Ltd
JL Buttle Holdings Ltd	John Leighton Associates
Jones Day	Jones Lang LaSalle

K & R Builders	KH Consultants
King West Chartered Surveyors	KTI Energy Limited
Laindon Common Conservators	Laindon Community Association
Lambert Smith Hampton	Land & New Homes Countrywide
Land Securities Trillian	Langdon Hills Living Landscape Committee
Lawson Planning Partnership Ltd	Laxton Properties Ltd
Lee Chapel North Community Centre	Linden Homes
Living Word Community Church	London & Cambridge Properties
London Gypsy and Traveller Unit	Longstaff Design Associates
Mark Goldstein Ltd	Mark Jackson Planning
Marrons Planning	Martin Robeson Planning Practice
MatPlan Limited	Mayfair Investments
Mayflower Archers	Meridian Strategic Land Ltd
Metropolis PD	MHD Group Ltd
Mill Meadows Society	Miller Homes Ltd (West Midlands)
Millwood Designer Homes	MLM Consulting Engineers
Moat Housing	Moss Venture
MRPP	Nathaniel Litchfield and Partners
National Farmers Union	National Federation of Gypsy Liaison Groups
Nelson Coaches	New Hall Properties
NLP Planning	Noak Hill Golf Course
Norsey Wood Society	Nottingham County Council

Objective Corporation	Palmers
Parents Aid	PCT Construction Ltd
Peacock and Smith	Pegasus Group
Persimmon Homes Essex	Phase 2 Planning and Development Ltd
PHD Chartered Town Planners	Philip Dean Limited
Phillip Jean Homes	Pigeon
Pioneer Housing and Development Consultants	Planning Potential
Planning Works Ltd	Planware Limited
Portdecor Ltd	PPML Consulting Ltd
PRC Architects Ltd	Preston Bennett
Property and Investment	PWC LLP
Rawreth Parish Council	Ray Chapman Associates
Ray Stemp Associates	Redrow Homes Eastern Division
Relate South Essex	Reliant Building Contractors
Renewables East	Revera Limited
RG&P Limited	RJD Smith and Son Ltd
Robinson Escott Planning	Rolfe Judd Planning
Roman Catholic Diocese of Brentwood	Royal Mail
RSA	RSPB
RUPC Ltd	Savills
Scott Properties	Scott Wilson
Shelter	Sherewood Homes

Shire Consulting	Skills Funding Agency
Smart Planning Ltd	Smith Stuart Reynolds
South East Essex Cultural Centre	South East Essex Friends of the Earth
South East Essex Organic Gardeners	South Essex College
Southway Farm Nurseries	Sovereign Country Homes Ltd
SPL	St. Mary's Church PCC Ramsden Bellhouse
Standard Life Investment Funds Ltd	Steer Davies Gleave
Stevensons Farm	Stewart Ross Associates
Stock Land & Estates Ltd	Strutt & Parker
Sun Life Pensions Management Ltd	Sustainable Development Commission
Sustrans	T.T. Precision Engineering
Tetlow King Planning	Thames Chase
Thames Gateway South Essex Partnership	The Barton Willmore Planning Partnership
The Cooperative Estates Ltd	The Elms Industrial Park
The Essex Society for Archaeology and History	The Guinness Trust
The Gypsy Council	The John Bishop Partnership
The John Daldry Partnership	The JTS Partnership
The Lawn Tennis Association	The London Green Belt Council
The National Trust East of England Regional Office	The Planning Bureau Ltd
The Planning Law Practice	The Salvation Army Endeavour Lunch Club

The Showman's Guild	The Theatres Trust
The Traveller Movement	The Woodland Trust
Tillet, Burns & Hughes Chartered Surveyors	Traveller Law Reform Project
Trenham Community Association	Trinity Utd Football Club
Turlbrook Properties Ltd	Turley
URS Infrastructure and Environment UK Ltd	URS Scott Wilson
Veolia ES uk ltd	WA Fairhurst and Partners
Whirledge & Nott	Wickford Citizen's Advice Service
Wickford North Green Action Group	Woods Hardwick Planning Ltd
Zada Capital	

Appendix B: Other Modifications

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM0.1	Whole plan	Whole Plan	The references to a “new junction on the A127” should be amended to “grade separated junction” throughout the Local Plan.	Amendment requested by ECC. (Representation RPLP/1719)
OM0.2	Whole Plan	Whole Plan	Replace “Traffic Impact Assessment” with “Transport Assessment” throughout the Local Plan.	Amendment requested by ECC. (Representation RPLP/1713)
OM0.3	Foreword - Bullet 14	i	The worst-case scenario reduces our Green Belt by 4% <u>6%</u> . This means that 59% of the land area in Basildon remains designated as Green Belt.	Amended for accuracy.
OM0.4	Foreword - Bullet 26	ii	We may have to give up 4% <u>6%</u> of our Green Belt.	Amended for accuracy.
OM2.1	Paragraph 2.14	4	The A127 is one of these key transport corridors, and therefore a specific strategy for that route has been put in place. The A127 Corridor for Growth: An Economic Plan (March 2014) is a joint strategy between Essex County Council and Southend-on-Sea Borough Council and was adopted to provide greater journey time reliability along the length of the corridor to sustain the economic advantage of the	Amendment sought by ECC. (Representation RPLP/1681)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			A127, as well as to facilitate future growth and prosperity in the region. A similar plan is now being prepared for the A13 with Southend-on-Sea and Thurrock Borough Councils. <u>In addition, a cross authority A127 Task Force including Essex County Council, the South Essex Authorities and the London Borough of Havering, has been established to co-ordinate transport requirements within the A127 corridor.</u>	
OM2.2	Paragraph 2.17	4	The Essex Minerals Local Plan (2014) is a statutory Development Plan and should be read alongside the Local Plan. It identifies sites and locations for the extraction of mineral deposits <u>mineral development</u> within Essex. There are no identified extraction sites within Basildon Borough. However, there are deposits of sand and gravel within the Borough which are subject to a Minerals Safeguarding policy within the Minerals Local Plan. Regard should be had to the requirements of the Minerals Local Plan where a development of 5 hectares or more falls within one of these areas <u>a Minerals Safeguarding Area. The Minerals Local Plan also defines Mineral Consultation Areas through the same policy. Any application within a Mineral Consultation Area which meets the thresholds set out in the policy will be subject to consultation with the Minerals Planning</u>	Amendment sought by ECC. (Representation RPLP/1683)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>Authority to establish the impact, if any, on the relevant mineral development.</u>	
OM2.3	Paragraph 2.18	5	Essex County Council is the waste planning authority for the Borough, and is responsible for preparing planning policies, and also for assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (2017) is a statutory Development Plan which should be read alongside this Local Plan. It sets out where and how waste management developments can occur, and is the planning policy against which waste management development planning applications are assessed against. <u>The Waste Local Plan defines Waste Consultation Areas, and any application falling within such an area will be subject to consultation with the Waste Planning Authority to establish the impact, if any, on the relevant waste development.</u>	Amendment sought by ECC. (Representation RPLP/1683)
OM2.4	Paragraph 2.24	5	The South Essex 2050 vision identifies six main growth locations in the area, and it is now intended that the local planning authorities and Essex County Council will work together to prepare a Joint Strategic Plan for South Essex. This will be accompanied by a separate Joint Infrastructure Delivery Plan. A Memorandum of Understanding	Amendment sought by Thurrock Council. (Representation RPLP/855)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			(MOU) has been developed and signed which sets out the framework for delivering a joint plan, and various shared key principles have been agreed including a protocol for engaging with each other on strategic planning matters. <u>A Statement of Common Ground has also been agreed and signed by all seven partner authorities to support the Duty to Cooperate as required by national policy, initiating the formal process for preparing the JSP and setting out the project management arrangements.</u>	
OM3.1	Topic heading for Paragraphs 3.3 to 3.5	7	Our Historic Context Environment <u>Environment</u>	Amendment sought by Historic England. (Representation RPLP/2127)
OM3.2	Paragraph 3.10	9	The Borough is also served by two railway lines to the north and south. Access to these is via five railway stations: Basildon, Laindon, Pitsea, Billericay and Wickford. Rail services from Billericay and Wickford connect to Stratford City and terminate at London Liverpool Street. In 2018 <u>2019</u> , Crossrail services will be fully operational from Shenfield, one stop west of Billericay, linking non-stop with Maidenhead and Heathrow Airport, via Central London. In the south of the Borough, rail services run between London Fenchurch Street and	Amendment sought by ECC. (Representation RPLP/1686)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			Shoeburyness with services to Lakeside Shopping Centre and Dagenham, via a junction at Pitsea.	
OM3.4	Paragraphs 3.15 to 3.18	10	<p data-bbox="936 448 1693 703">3.15 At 2017, the Commissioning School Places team at Essex County Council recorded 51 primary schools, 10 secondary schools and 6 sixth forms in the Borough. <u>Education is an important part of life for children. Since the laws changed in 2013, all young people must now stay in some form of education or training until they are at least 18 years old.</u></p> <p data-bbox="936 778 1693 1286">3.16 Educational attainment in both primary and secondary level is slightly lower than the East of England and England averages. The 2011 Census also showed that the skills level amongst adult residents is also low. Only 17% of resident workers are qualified to NVQ4 and above, and 40% hold only NVQ1 or no qualifications at all. <u>Early years provision in the borough comprises an array of maintained, private, voluntary and independent settings offering a range of services including childcare, schooling, learning, family support and early intervention, for children from birth to at least seven years of age. Essex County Council has a duty to provide enough childcare places for all</u></p>	Amendment sought by ECC. (Representation RPLP/1689)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>working parents and those who are looking for employment.</u></p> <p>3.17 Key to improving this situation has been to tackle the quality of educational provision in the Borough. In Autumn 2013 Essex County Council, Basildon Borough Council and the Basildon Education Partnership Trust agreed with 35 Basildon schools to form a partnership panel of local authorities and School Leaders to support one another and work together more effectively. By August 2015, this had led to the merger of separate infant and junior schools into primaries, the creation of a new teaching school and the raising of standards at all schools ensuring none remain being classed as inadequate by Ofsted. <u>At 2017, the Commissioning School Places team at Essex County Council recorded 51 primary schools, 10 secondary schools and 6 sixth forms in the Borough. Educational attainment in both primary and secondary level is slightly lower than the East of England and England averages. The 2011 Census also showed that the skills level amongst adult residents is also low. Only 17% of resident workers are qualified to NVQ4 and above, and 40% hold only NVQ1 or no qualifications at all.</u></p>	

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>3.18 Higher education opportunities existing at some of the Borough's secondary Academies, as well as with the South Essex College, SEEVIC and ProCAT colleges which have skills campuses in the Borough.</p> <p><u>3.19 Some children require a more specialised setting either in a special school, or in mainstream schools with Special Educational Needs (SEN) unit or resourced provision. There are currently 2 special schools in the borough, and 5 mainstream schools with an SEN unit or resourced provision.</u></p>	
OM4.1	Paragraph 4.2	12	<p>The population of the Borough is expected to grow substantially over the next 20 years. A significant driver of this growth will be natural change in the population i.e. babies being born <u>birth and death rates</u>. This alone gives rise to the need for an extra 770 homes per year within the Borough over the plan period. Basildon is also an attractive location for people moving out of London to raise a family, which given its history as a Mark 1 New Town is not surprising, as it was designed for such a population. Migration from elsewhere in England, primarily London, along with market signals and likely job</p>	Amendment sought by resident.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			growth gives rise to the need for between 1,019-1,033 homes per annum over the plan period.	
OM4.2	Paragraph 4.15 – 3 rd Bullet	14	<u>London</u> Southend Airport – This airport has received significant investment since 2010, and now operates commercial flights to a number of destinations across Europe, including regional flights to Dublin that enable onward connection to destinations in the USA. The London Southend Airport and Environs Joint Area Action Plan (2014) anticipates that the airport will be dealing with 2 million passengers a year by 2030, and that the surrounding area will be developed for airport related businesses creating around 6,000 jobs.	Amendment sought by ECC. (Representation RPLP/1690)
OM4.3	Paragraph 4.15 – 6 th Bullet	15	The Lower Thames Crossing - A preferred route for this crossing has been identified by the Government running through the neighbouring Thurrock Borough to the M25, between junctions 29 and 30. It will have a junction with the A13 to the west of the current Orsett Cock junction (A13/A128). This therefore presents economic opportunities, but will need to be managed carefully in order to ensure it does not have negative consequences for the local highway network and/or land values. <u>Following statutory consultation in 2018 on design changes to the preferred route, a Development Consent Order</u>	Amendment sought by ECC. (Representation RPLP/1690)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>(DCO) application is scheduled to be submitted to the Planning Inspectorate in 2019.</u>	
OM4.4	Paragraph 4.15 – 6 th Bullet	15	The Lower Thames Crossing - A preferred route for this crossing has been identified by the Government running through the neighbouring Thurrock Borough to the M25, between junctions 29 and 30. It will have a junction with the A13 to the west of the current Orsett Cock junction (A13/A128). This therefore presents economic opportunities, but will need to be managed carefully in order to ensure it does not have negative consequences for the local highway network and/or land values. <u>Potential impacts will also need to be managed for the wider highway network in the surrounding area, including strategic routes. Following statutory consultation in 2018 on design changes to the preferred route, a Development Consent Order (DCO) application is scheduled to be submitted to the Planning Inspectorate in 2019.</u>	Amendment sought by Transport for London. (Representation RPLP/1868)
OM5.1	Paragraph 5.2 - Education and Skills – 3 rd bullet	16	To attract <u>high quality</u> , qualified and motivated <u>professionals including</u> teachers that <u>who</u> are flexible to meet the needs of learners;	Amendment sought by ECC. (Representation RPLP/1691)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM5.2	Paragraph 5.3 – SO1 – Second Point	17-18	Protect, enhance, conserve, increase and positively manage the Borough's biodiversity resources through the protection, enhancement, restoration and creation of habitats and green and blue infrastructure opportunities <u>to achieve a net measurable gain in biodiversity.</u>	Amendment sought by Essex Wildlife Trust. (Representation RPLP/1830)
OM5.3	Paragraph 5.3 – SO3 – First Point	18	Promote the efficient use of resources by embracing sustainable patterns of development including maximising the use of previously developed land, improving energy and water efficiency, increasing the use of renewable energy technologies and minimising pollution including greenhouse gas emissions <u>air, noise, water and light pollution.</u>	Amendment sought by resident.
OM5.4	Paragraph 5.3 – SO3 – Third Point	18	Ensuring people can be protected from the effects of flooding <u>by identifying reasonable and accountable standards to meet the preventive approach to mitigate flood risk.</u>	Amendment sought by ECC and resident. (Representation RPLP/1692)
OM5.5	Paragraph 5.3 – SO5 – First Point	18	Maintain the Borough's position as a sub-regional economic hub by providing enough land in suitable locations <u>whilst recognising physical and environmental constraints,</u> with supporting infrastructure to accommodate business needs, both	Amendment sought by resident.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			big and small, and support the diversification of the Borough's employment sector mix.	
OM5.6	Paragraph 5.3 – SO6 – First Point	18	Identify enough suitable land for new housing to meet Objectively Assessed Needs, whilst recognising the challenges to do so in respects of physical and environmental constraints and infrastructure phasing.	Amendment sought by Southern and Regional Development Ltd. (Representation RPLP/2083)
OM5.7	Paragraph 5.3 – SO8	18	Ensure access to leisure, sport, green and blue space, recreation and cultural facilities is maintained <u>for all user groups</u> to encourage active and healthier lifestyles.	Amendment sought by Essex Bridleways Association. (Representation RPLP/355)
OM5.8	Paragraph 5.3 – SO10 – Second Point	19	Promote a reduction in car use and out commuting where possible and encourage the use of public transport, walking and cycling to minimise the impact of the Borough's growth on transport infrastructure, <u>by improving connectivity between the sustainable transport networks (including public transport) and maximising linkages between sustainable transport modes.</u>	Amendment sought by ECC. (Representation RPLP/1693)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM5.9	Paragraph 5.3 – SO10 – Third Point	19	<p>Ensure all developments are supported by the necessary transport, utility, green, education, health and community infrastructure in an effective and timely manner to make the development sustainable and minimise its effect upon existing communities. <u>and where necessary developments make the suitable contributions towards requisite infrastructure upgrades to ensure the deliverability of developments.</u></p>	<p>Amendment sought by Southern and Regional Development Ltd. (Representation RPLP/2085)</p>
OM6.1	Paragraph 6.5	20	<p><u>The JSP therefore provides an effective mechanism for addressing any unmet needs arising from authorities in the South Essex Housing Market Area. The EPOA Unmet Housing Need Protocol and the separate EPOA Unmet Gypsy, Traveller and Travelling Showpeople Needs Protocol both expect appropriate opportunities to address development needs to be exhausted at a local, then at a housing market area level, before seeking support from authorities in neighbouring housing market areas. By looking to the JSP to provide the effective mechanism for unmet needs, Basildon is therefore complying with the EPOA unmet need protocols. Given the Joint Strategic Plan is still in development and covers two housing market areas (South Essex and Brentwood), there is therefore no expectation with regard to neighbouring housing market areas to</u></p>	<p>Clarification which addresses concerns raised by Chelmsford City Council. (Representation RPLP/1641)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>accommodate any unmet need arising through this plan.</u>	
OM6.2	Paragraph 6.18	22	Significantly boosting the supply of housing in England is a key focus for <u>the</u> Government, and local planning authorities are expected to identify their local housing need and <u>make sufficient provision to meet this need in their Local Plans.</u> meet this objectively assessed need in full for market and affordable housing.	Clarification which addresses concerns raised by a resident.
OM6.3	Paragraph 6.30	24	“...The Local Plan can do little more than recognise the need for improvements to strategic infrastructure, such as the A127, A13 and A130 and two railway lines, to support the cumulative impacts of growth in South Essex <u>in combination with sustainable transport solutions.</u> The Joint Strategic Plan will therefore provide a new opportunity for infrastructure to be considered at a strategic level, rather than just at a local level, and consequently, different approaches to infrastructure provision may be identified in the future. This may give rise...”	Clarification which addresses concerns raised by ECC. (Representation RPLP/1694)
OM6.4	Paragraph 6.37	26	Sites which potentially risked the coalescence of Basildon urban area with Thundersley to the east and West Horndon to the west were considered to cause significant harm to the openness of the Green Belt and the purposes of including land within it, and	Clarification which addresses concerns raised by CODE Development Planners Ltd.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			have therefore been retained within the Green Belt. <u>In respects of the coalescence risk with West Horndon, this assessment by the Council does not seek to pre-empt, or constrain any decisions which may be made by the neighbouring local planning authority, Brentwood Borough Council, concerning the potential for a garden village to the west of Basildon being explored in the Brentwood Borough Local Plan. In the event that a garden village is allocated for development and released from the Green Belt, the Council will engage with Brentwood Borough Council to ensure any potential adverse effects on the Basildon Borough are adequately mitigated.</u>	(Representation RPLP/1935)
OM6.5	Paragraph 6.39	26	“...As such, it represents a sustainable location for growth within the Borough, with the opportunity to <u>facilitate strategic infrastructure provision to the other housing and employment allocations</u> and service provision to the existing population of Bowers Gifford and North Benfleet.	Clarification which addresses concerns raised by ECC. (Representations RPLP/1698 & RPLP/1706)
OM6.6	Paragraph 6.45	28	“At this time, there are a number of constraints, <u>including transport, utility, environmental and historic</u> affecting both these areas...”	Clarification which addresses concern raised by Historic England.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				(Representation RPLP/2143).
OM6.7	Policy SD2 – Point 1	28 - 29	Table Row - Green Belt Infill - 145,463 Table Row – TOTAL - 17,773 17,791	Amendment to discrepancy raised by Countryside Properties (UK) Ltd. (Representation RPLP/1317)
OM6.8	Policy SD2 – Point 4	28 - 29	4. "...To ensure that new development is sustainable, new homes within these areas should be accompanied by supporting <u>strategic and local</u> infrastructure including as <u>set out in E6, T2 and H11</u> , including <u>highways</u> , open spaces, community facilities and local services."	Clarification which addresses concerns raised by ECC. (Representation RPLP/1701)
OM6.9	Paragraph 6.61	31	"...but there remains a need for a further 1,350 additional dwellings, <u>with supporting infrastructure</u> , to be provided on the remaining land to the east of Basildon."	Clarification which addresses concerns raised by ECC. (Representation RPLP/1703)
OM6.10	Policy SD3 – Point 3	33	"3. The Bowers Gifford and North Benfleet, and Ramsden Bellhouse Neighbourhood Areas are allocated the following minimum housing targets <u>and any necessary strategic and local infrastructure</u> ,	Clarification which addresses concerns raised by ECC. (Representations

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			which must be delivered through their respective Neighbourhood Plans...”	RPLP/1703 & RPLP/1706)
OM7.1	Policy E1 - Point 1	37	1. As part of the Local Plan’s objective to deliver at least 20,000 additional jobs, the Council will seek to deliver at least 14,150 additional B-Class full time equivalent jobs <u>and associated employment generating sui generis uses</u> within the Borough over the period of this plan through sustainable growth of the local economy, supported by the provision of a flexible supply of employment land and premises to meet the varying needs of different B-class economic sectors. This will be achieved by:	Amendment requested by ECC. (Representation RPLP/1709)
OM7.2	Policy E3	39	1. 8ha of land at Dunton, as identified on the Policies Map, will be safeguarded for employment purposes falling within use class B1 (a) and (b) <u>and ancillary employment, commercial and leisure developments.</u> 2. The test track associated with the Ford Technical Centre, will be protected specifically for the purposes of automotive research and development purposes only. 3. 1.8ha of land to the north and west of the test track will be protected for any appropriate proposals falling within use class B1 (a) and (b).	Amendment sought by Ford Motor Company to allow for complementary land uses within site. (Representation RPLP/1999)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>4. The Council will work with Ford to develop a Local Development Order (LDO).</u>	Amendment requested by Ford Motor Company. (Representation RPLP/1998)
OM7.3	Policy E5 - Part d	41	d. Employment proposals are subject to a Traffic Impact <u>Transport</u> Assessment to establish what mitigation is required to the local or strategic highway network to enable the development to take place; and	Amendment requested by ECC. (Representation RPLP/1713)
OM7.4	Paragraph 7.37	42	...It is expected that this capacity will be provided through the provision of a new <u>grade separated junction on the A127/Pound Lane and Cranfield Park/Tresco Way</u> , which will also serve housing development to the east of Basildon and across Wickford...	Clarification which addresses concerns raised by ECC. (Representation RPLP/1733)
OM7.5	Paragraph 7.38	42	It is expected that all of the remaining need for employment land that cannot be met from other allocations, or the intensification of uses within	Amendment sought by ECC to reflect all future residential

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			Existing Employment Areas is met in this location. Given its proximity to the existing residential areas of Pitsea to the south, and new housing development proposed between Pitsea and Bowers Gifford in policy H11 <u>and the 1,350 homes allocated the Bowers Gifford and North Benfleet Neighbourhood Area</u> , this site is therefore well located to contribute towards a more balanced and sustainable mix of development.	development in the area around Policy E6. (Representation RPLP/1717)
OM7.6	Paragraph 7.39	42	...Due to the nature of the existing Burnt Mills Road, which is a narrow, winding country lane with limited verge that is prone to flooding, it will be served by a new access road between Pound Lane and Courtauld Road, <u>connecting to the new grade separated junction on the A127</u> , providing improved HGV access to the site, and a more effective connection to the existing employment area...	Clarification which addresses concerns raised by ECC. (Representation RPLP/1733)
OM7.7	Insert new paragraph after paragraph 7.40	42	<u>17.41 Development in this location must not cause harm to the setting of the listed buildings within the vicinity of the site. The setting of all historic assets should be respected in the layout and design of the development proposed.</u>	Amendment requested by Historic England. (Representations RPLP/2147 and RPLP/2132)
OM7.8	Policy E6 - Point 1, part c	43	1. c. Employment proposals are subject to a Traffic <u>Impact Transport</u> Assessment to establish what	Amendment requested by ECC.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			additional mitigation is required to the local or strategic highway network to enable the development to take place; and	(Representation RPLP/1719)
OM7.9	Policy E6 insert new text after point 1c and renumber existing 1d to 1e	43	<u>d. The design and layout of development must respect the setting of designated historic assets surrounding the site including several Grade II listed buildings.</u>	Amendment requested by Historic England. (Representation RPLP/2147 and RPLP/2132)
OM7.10	Policy E7 - Point 1	44	1. To support the rural economy and provide greater flexibility to the employment land supply, the following existing Rural Enterprise Sites, as identified on the Policies Map, will be retained for B-class employment purposes <u>and associated employment generating sui generis uses</u> as appropriate to their location:	Amendment requested by ECC. (Representation RPLP/1720)
OM8.1	Paragraph 8.35	55	To support the regeneration of Basildon Town Centre, the Council have identified a minimum dwelling capacity of 1,036 units (see policy SD2) within the boundaries of the town centre through the latest <i>HELAA</i> and maximising densities. This corresponds with the opportunity to deliver up to <u>around</u> 2,128 homes which is based on the 1,500 to 2,000 homes outlined in the <i>Basildon Town Centre Masterplan</i> , which itself covers a larger area than the	Minor amendment to provide flexibility regarding residential development, as requested by Arcadis and Infrared. (Representations

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			defined town centre, and an uplift of 6.4% based on higher density residential development being delivered historically than originally anticipated within the <i>Masterplan</i> , as set out in the <i>Town Centre Masterplan Residential Audit Paper</i> . There have also been a number of residential schemes that have already come to fruition since the approval of the <i>Masterplan</i> , including several office to residential conversions at Regent House, Kelting <u>Kelting</u> House and Trafford House. There is an expectation that further opportunity sites will be realised over the course of the plan period, focused however on more purpose built accommodation.	RPLP/2130 & RPLP/2200) Typo
OM8.2	Policy R2 - Point 2	56	2. The town centre will be regenerated with the aim of providing the majority of the additional retail floorspace required for the Borough, alongside leisure and entertainment floorspace, a new hotel, up to around 2,128 residential units, a further education college, and a mix of business, community and open space uses. These will all be delivered as guided by the most up to date Town Centre Masterplan.	Minor amendment to provide flexibility regarding residential development, as requested by Arcadis and Infrared. (Representations RPLP/2130 & RPLP/2200)
OM8.3	Paragraph 8.48	58	The town centre benefits from good public transport links providing connections to Basildon and the wider Essex area and it has adequate car parking provision. Wickford train station is located towards	Minor amendment to reflect the most up to date evidence available, as

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			the northern end of the town centre and there are a number of bus routes that terminate at the station and in The Broadway. <u>Recent enhancements to the forecourt of the train station have improved accessibility for buses and provided new cycle storage which contributes positively to promoting sustainable transport.</u>	requested by ECC. (Representation RPLP/1724).
OM8.4	Paragraph 8.61	60	Whilst the town centre has a high quality environment with interesting architectural diversity, the <i>Basildon Retail and Commercial Leisure Capacity Study</i> did identify there being very few public spaces and an over dominance of traffic. There is a need to ensure the ongoing success of Billericay Town Centre by considering opportunities to improve the public realm, particularly for pedestrians <u>by promoting the use of, and improvements to, sustainable transport including public transport,</u> and <u>to</u> ease capacity issues on the road network.	Minor amendment to reflect the most up to date evidence available, as requested by ECC. (Representation RPLP/1725).
OM8.5	Paragraph 8.118	71	The <i>Hot Food Takeaway Assessment (2015)</i> draws together information about the impact of hot food takeaway shops in Basildon and provides the evidence base for this policy. The report details the national and local health concerns, associated existing evidence and how this policy can support health improvements. <u>The report also supports the</u>	Minor amendment to reference the requirement of Health Impact Assessments, as requested by ECC.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>requirement for all applications relating to development falling with the A5 use class to be accompanied by Health Impact Assessments, which is stipulated within Policy HC1.</u>	(Representation RPLP/1727).
OM8.6	Paragraph 8.119	71	Obesity prevalence in the Borough is significantly greater than regional and national rates according to the Basildon Joint Strategic Needs Assessment (JSNA) (2012 2018) produced to support Clinical Commissioning Groups (CCG). The Basildon and Brentwood CCG has identified within their Strategic Prevention Implementation Plan 2014-2019 a need to focus on some actions to reduce obesity within the area, and considers that planning services in the Borough may have a role to play in reducing obesity through better control of the location, prevalence and proliferation of hot food takeaways. There is therefore scope, within the context of national planning policy and wider policy related to health and well-being, to consider the role the local plan could play in reducing obesity.	Minor amendment to reflect the most up to date evidence available, as requested by ECC. (Representation RPLP/1727).
OM8.7	Insert new paragraph after Paragraph 8.97	67	<u>8.98 The southern part of the land adjacent to Basildon Golf Course is wooded and forms part of the wider Vange Hill and Golf Local Wildlife Site. In accordance with policy NE3 the Council will support proposals that seek to maintain and enhance biodiversity within the local designation but where</u>	Minor amendment to better reflect the findings of the Sustainability Appraisal, as requested by Natural

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>this is not possible appropriate mitigation in accordance with policy NE4 will be required.</u>	England. (Representation RPLP/2549).
OM8.8	Amend Policy R13 - Point 1, parts e and f	67	<p>e. The design, scale, massing and layout of the proposal is sympathetic to the character of the surrounding area, <u>including the setting of any listed buildings</u>, and should be no taller than four storeys; and</p> <p>f. All other relevant policies in this plan have been complied with, in particular, those policies in chapter 16 of this plan <u>with regards to biodiversity within the area designated as a Local Wildlife Site</u>.</p>	<p>Minor amendment to ensure the setting of a nearby listed building is considered, as requested by Historic England. (Representation RPLP/2150)</p> <p>Minor amendment to better reflect the findings of the Sustainability Appraisal, as requested by Natural England. (Representation RPLP/2549).</p>
OM9.1	Paragraph 9.7	75	Whilst Essex County Council is the local Highway Authority for Basildon, and also Castle Point and Rochford, Southend-on-Sea and Thurrock are both	Clarification which addresses concerns raised by ECC.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>unitary authorities responsible for their own highway matters. Consequently, transport planning in South Essex requires a greater degree of coordination than in other areas. Joint working through the South Essex Growth Partnership, and previously through the Thames Gateway South Essex Partnership, <u>Opportunity South Essex, South Essex Active Travel Partnership and the Association of South Essex Authorities (ASELA)</u> helps to provide this coordination, and also helps to identify infrastructure investment priorities for the area which help to support growth and the delivery of strategic infrastructure projects in the wider area. <u>More recently, a Task Force of local MPs and Council Leaders has been set up to work together and contribute towards a long-term vision for the A127 economic growth corridor.</u> A Strategic Transport Board has been established for South Essex which also includes private sector transport providers such as the rail operators, the ports and the airport. There is also ongoing engagement with bus operators. This interaction with the private sector is important for delivering improvements to sustainable transport modes.</p>	(Representation RPLP/1728)
OM9.2	Paragraph 9.10	75	Whilst Essex County Council is the local Highway Authority, Highways England is responsible for the	Clarification which addresses concerns

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>strategic highway network including the M25 and parts of the A13 in the neighbouring Borough of Thurrock. Following a route consultation which took place from 26 January to 24 March 2016, in April 2017 the Secretary of State for Transport announced the preferred route for a Lower Thames Crossing, <u>a tunnel under the River Thames east of Gravesend and Tilbury (Location C, route 3 with the Western-Southern Link)</u>...</p> <p>...<u>Subject to the outcome of a second public consultation on the scheme design held at the end of 2018</u>, the application for the Development Consent Order will be submitted to the Planning Inspectorate's National Significant Infrastructure Project in 2019, with approval expected in late 2020 or early 2021. The Lower Thames Crossing is then expected to open to traffic in 2027 subject to planning consent and finance arrangements.</p>	<p>raised by ECC and Thurrock Council. (Representations RPLP/1730 & RPLP/856)</p>
OM9.3	Paragraph 9.11	75	<p>At a local level, the Borough's Community Strategy aligns with the NPPF, and the Essex Transport Strategy, <u>and the public transport mitigation measures referenced within the Publication Local Plan THIA 2018 report</u> in so far as it envisages <u>greater use of sustainable modes of transport. This,</u></p>	<p>Clarification which addresses concerns raised by ECC and Bowers Gifford & North Benfleet Parish Council.</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>coupled with the delivery of</u> high quality public transport as the main way of getting around the Borough, will help to reduce congestion and give people easier access to schools, jobs, shops, health and other facilities. <u>This includes addressing the well-known lack of public transport provision to the A127 Corridor, which provides a number of these key facilities.</u></p>	<p>(Representations RPLP/1732, RPLP/3697 & RPLP/3698)</p>
OM9.4	Paragraph 9.19	76	<p>...A significant proportion of this cost is associated with the provision of a new <u>grade separated</u> junction on the A127/<u>Pound Lane and Cranfield Park Road/Tresco Way</u> to provide access to new development in Wickford and East Basildon, and also provide congestion relief on the route into Wickford on the A132...</p>	<p>Clarification which addresses concerns raised by ECC. (Representation RPLP/1733)</p>
OM9.5	Paragraph 9.20	77	<p>In addition to the strategic highway mitigation schemes identified to keep the main road network moving and safe, it will be necessary for individual development schemes to make localised improvements to the road network, <u>and to sustainable transport including public transport as references in Section 9 of the Publication Local Plan THIA 2018,</u> to ensure safe and sustainable access to development sites.</p>	<p>Clarification which addresses concerns raised by ECC. (Representation RPLP/1734)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM9.6	Paragraph 9.21	77	<p>In terms of sustainable transport modes, the Council has worked with Essex County Council to develop a local Cycling Strategy, as part of its duties under the Education Act 1996. A strategic approach to cycling is essential to get more people using cycling as a travel choice, bringing wider travel, health and well-being benefits. Within Basildon (including Laindon and Pitsea) there is a well-developed network of cycleways, which were installed through the development of the New Town, but this is not the case in Billericay and Wickford to the north. Despite this, the proportion of people travelling to work by bicycle is below the national average. It is therefore necessary to deliver improvements to the existing network and secure parking facilities within new development to increase participation. <u>In addition to the Essex Cycling Strategy (Nov 2016) and the Basildon Borough Cycling Action Plan (Nov 2017), strategies including ECC Sustainable Modes of Transport Strategy (Aug 2016) and the work of South Essex Active Travel will also provide improvements to and incentives for the use of more sustainable modes of transport.</u></p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1736)
OM9.7	Paragraph 9.22	77	<p>In terms of public transport provision, the Basildon Integrated Transport Package will deliver public transport improvements within the Borough around</p>	Clarification which addresses concerns raised by ECC.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>bus and railway stations. Similarly, Basildon Council in partnership with Essex County Council and Greater Anglia rail franchise plan to improve public transport integration around Billericay and Wickford railway stations. The Local Plan will expect <u>new developments to include provision for sustainable modes of transport including public transport as part of the highway and transportation mitigation measures identified in the Basildon Local Plan policies and/or accompanying Transport Assessments</u>. The opportunity for public transport provision <u>is expected</u> to be extended into new developments where practical to encourage the use of this travel mode. The ongoing engagement of bus and rail operators will be necessary for these improvements to successfully be delivered in a way that influences an overall modal shift.</p>	(Representation RPLP/1737)
OM9.8	Policy T1 – Part b	77	<p>b. Working with businesses, <u>developers</u> and community service providers to improve accessibility to key services and facilities through the use of travel plans, and to ensure that new premises <u>and facilities and residential developments</u> are readily accessible by sustainable modes of travel</p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1738)
OM9.9	Policy T1 – Part d. ii.	77	<p>d. ii. Targeted investment to improve local transport infrastructure, focusing on delivery of improved and</p>	Clarification which addresses concerns

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			better integrated bus and train services, and improved <u>multi-user routes including</u> pedestrian and cycling networks;	by Essex Bridleways Association. (Representation RPLP/360)
OM9.10	Section Header for Policy T2	78	Policy T2: Improvements to Carriageway <u>Highway</u> Infrastructure. All other references to carriageway infrastructure will be changed to highway infrastructure.	Clarification which addresses concerns raised by ECC. (Representation RPLP/1739)
OM9.11	Paragraph 9.26	78	The Essex Transport Strategy, the A127 Corridor for Growth: An Economic Plan, and future route based strategy for the A13, propose a number of highway schemes for the Borough, in order to address issues with the existing highway network's capacity and resilience. It should be noted that whilst funding has been secured for some of these improvements, some others will be the subject of future bids <u>and will be brought forward as part of a range of transport packages including sustainable transport and public transport packages.</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1741)
OM9.12	Paragraph 9.31	79	<u>Ongoing work between BBC and ECC is being undertaken in relation to</u> the UK Air Quality Action Plan for Nitrogen Dioxide, <u>which</u> is particularly relevant at this junction, as national modelling	Clarification which addresses concerns raised by ECC.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			indicates the potential for Nitrogen Dioxide levels to exceed European limits in this location.	(Representation RPLP/1743)
OM9.13	Paragraph 9.32	79	<p>A new grade separated junction on the A127 at Pound Lane: This junction is required to serve the development proposed to the east of Basildon (policies E6 and H11) and in Wickford (policies H12, H13, H14 and H15) <u>and for development coming forward as part of the Bowers Gifford & North Benfleet Neighbourhood Plan as set out in policies SD2 and SD3</u>. These sites combined will provide around 5,000 homes and over 3,300 jobs. The new junction will also improve access to the A127 Enterprise Corridor by providing a new easterly access point, reducing pressure at the A132 Nevendon Interchange. It will also reduce flows north-south along the A132 through Wickford, reducing congestion at junctions through the town and freeing up capacity for local traffic. This junction will provide significant benefits, <u>including a link road from Pound Lane to Cranfield Park Road/Tresco Way in Wickford to the north, to Courtauld Road and the employment Corridor to the west, and from Pound Lane to the B1464 to the south</u>. above and beyond those, which can be offered by alternative rejected proposals such as widening of the Nevendon Road (A132) northbound, and the</p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1745)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			provision of a northbound spur between the A127 and the A130 closer to the A127/A130 Fairglen Interchange. However, this proposal is substantially more expensive, and will require support from neighbouring authorities and funding support to supplement developer contributions from the SELEP/DfT.	
OM9.14	Paragraph 9.33	79	A relief route to the south/south-west of Billericay, between Laindon Road and the A129 London Road: Currently traffic accessing the west of Billericay must travel through the southern part of the historic Billericay Town Centre. Junctions in this location experience capacity issues. It is proposed that sine roads are provided running through site H17 to provide an alternative full multi-user route to the west, avoiding the town centre.	Clarification which addresses concerns by Essex Bridleways Association. (Representation RPLP/356)
OM9.15	Paragraph 9.33	79	...It is expected that The costs of this route will be met by developers as they bring forward their sites for development	Clarification which addresses concerns raised by resident.
OM9.16	Paragraph 9.36 (list)	80	<ul style="list-style-type: none"> • A13 Haywain junction, Vange • A176/Dry Street Interchange, Basildon (in delivery 2018) • Cranes Farm Road/A176 Upper Mayne/St Nicholas Lane junction, Basildon 	Clarification which addresses concerns raised by ECC. (Representations RPLP/1740)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> • A127/A176 Pippes Hill <u>Noak Bridge</u> Interchange <u>North & South</u>, Basildon • B1464 London Road/High Road/Clay Hill Road, Basildon • A13/A176 Five Bells Interchange North & <u>South</u>, Basildon • A13/<u>A132</u> Pitsea Interchange, Basildon • A129/Mountnessing Road/London Road roundabout, Billericay • B1007/A129 Sun Corner junction, Billericay • B1007/Norsey Road/High Street/<u>Norsey Road</u>/Western Road, Billericay • A129/Southend Road/Outwood Common Road, Billericay • A129/Southend Road/Hickstars Lane, Billericay • A132/Runwell Road/A132 junction, Wickford • A1245/Chelmsford Road/A129 London Road, Wickford • A132/Golden Jubilee Way/Radwinter Avenue/<u>A129 London Road</u>, Wickford • A129/London Road/Nevendon Road/High Street, Wickford 	
OM9.17	Paragraph 9.39	80	Add para after 9.39 <u>It will also be necessary to adopt safeguards to ensure the protection and enhancement of the historic environment, where</u>	Clarification which addresses concerns by Historic England.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>appropriate, at an early stage of development of these projects in order to identify suitable mitigation against any negative impacts that may arise.</u>	(Representation RPLP/2151)
OM9.18	Policy T2 – Point 1	80 - 81	<p>1. In order to manage congestion and reduce the effects of pollution on key routes, and at key junctions within the Borough, the Council will work with SELEP, Essex County Council and developers to secure the following improvements and alterations to carriageway infrastructure in the Borough, alongside new development, during the plan period up to 2034:</p> <ul style="list-style-type: none"> a. Improvements to the A127/A130 Fairglen Interchange; b. Widening of the A127 in line with the A127 Corridor for Growth: An Economic Plan; c. Improvements to the A176 Upper Mayne junction with the A127; d. Improvements to the A13 in line with the A13 Route Management Strategy; e. Improvements to the A127/<u>High Road</u> 'Fortune of War' junction; f. the provision of a new grade separated junction on the A127 at Pound Lane, including a link road 	Clarification which addresses concerns raised by ECC. (Representations RPLP/1740 & RPLP/1746)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>to Cranfield Park Road/Tresco Way; <u>and a link road to the B1464</u>;</p> <p>g. The provision of a south/south-west relief route for Billericay alongside new housing development;</p> <p>h. The provision of a link road from West Mayne to site H8, providing multi-modal connections to Laindon Town Centre;</p> <p>i. Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan;</p> <p>j. Various individual improvement schemes:</p> <ul style="list-style-type: none"> i. A13 Haywain junction, Vange ii. A176/Dry Street Interchange, Basildon (in delivery 2018) iii. <u>Cranes Farm Road/A176 Upper Mayne</u>/St Nicholas Lane junction, Basildon iv. A127/A176 Pipps Hill <u>Noak Bridge</u> Interchange <u>North & South</u>, Basildon v. B1464 London Road/High Road/Clay Hill Road, Basildon vi. A13/A176 Five Bells Interchange North <u>& South</u>, Basildon vii. A13/A132 Pitsea Interchange, Basildon viii. A129/Mountnessing Road/London Road roundabout, Billericay 	

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			ix. B1007/A129 Sun Corner junction, Billericay x. B1007/ Norsey Road /High Street/ <u>Norsey Road</u> /Western Road, Billericay xi. A129/Southend Road/Outwood Common Road, Billericay xii. A129/Southend Road/Hickstars Lane, Billericay xiii. A132/Runwell Road/A132 junction, Wickford xiv. A1245/Chelmsford Road/A129 London Road, Wickford xv. A132/Golden Jubilee Way/Radwinter Avenue/ <u>A129 London Road</u> , Wickford xvi. A129/London Road/Nevendon Road/High Street, Wickford	
OM9.19	Policy T2 – Point 3	81	3. Detailed assessment of the potential impact of any new or improved transport scheme on the <u>historic or</u> natural environment, including SSSI and adjacent Local Wildlife Sites will be required, and where adverse effects are predicted, appropriate mitigation will need to be identified and undertaken.	Clarification which addresses concerns by Historic England. (Representation RPLP/2151)
OM9.20	Policy T3 – Point 2	83	2. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements, <u>including necessary public realm and</u>	Clarification which addresses concerns raised by ECC and Essex Bridleway

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>landscaping</u>, set out in the <i>Essex Transport Strategy</i>, <i>Public Rights of Way Improvement Plan</i> and the <i>Basildon Cycling Action Plan</i>. It will also expect development proposals to support their implementation by:</p> <ul style="list-style-type: none"> a) Retaining and improving any existing foot paths, footways, cycleways, bridleways and other Public Rights of Way passing through or adjacent to their site; b) Providing additional <u>multi-user routes</u> footpaths, cycleways and bridleways which link up with the existing network and address any gaps in the network, thereby providing access to nearby residential, commercial, retail, education and leisure opportunities, as well as access to the countryside; c) Providing facilities for <u>multi-user</u> routes including pedestrians, and cyclists access, equestrians and the disabled, including the provision of cycle parking, in both residential development and non-residential development; and d) Contributing to facilities for pedestrian and cycle access at nearby public transport hubs. 	Association. (Representations RPLP/1748 & RPLP/361)
OM9.21	Paragraph 9.56	84	There is also an opportunity to take advantage of the benefits of the new Elizabeth Line, being delivered by the Crossrail project. It is a new pan-London non-	Clarification which addresses concerns raised by ECC,

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>stop rail service which will be operating from Shenfield in the neighbouring Borough of Brentwood from December 2018. This is only one stop westwards from Billericay on the existing Greater Anglia mainline. <u>In 2019, Crossrail services will be fully operational from Shenfield, one stop west of Billericay, linking with Maidenhead and Heathrow Airport, via Central London.</u> The Elizabeth Line will open up the opportunity for people travelling to, or through London to take the train from Wickford and Billericay and connect to Crossrail services at Shenfield, with faster, more frequent and smoother services through London without the need to change trains.</p>	<p>Transport for London and residents. (Representations RPLP/1749, RPLP/1869, RPLP/2687 & RPLP/4601)</p>
OM9.22	Policy T4 – Point 4	85	<p>4. Expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. In particular, <u>where appropriate, proposals should have regard to the following objectives to support this:</u></p> <ul style="list-style-type: none"> a. Road layouts should accommodate direct, convenient and safe bus routes; b. Bus priority measures and parking restrictions which enable the safe passage of buses should be implemented, where necessary; 	<p>Clarification which addresses concerns by multiple developers. (Representations RPLP/1870, RPLP/1872, RPLP/1930, RPLP/1961, RPLP/2074 & RPLP/2213)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>c. The layout of development should ensure all <u>any</u> homes and <u>or</u> other frequently accessed forms of development are within 400m of a bus stop; and</p> <p>d. Bus waiting facilities should be suitably sheltered, have good pedestrian and disabled access and benefit from passive surveillance.</p>	
OM9.23	Paragraph 9.63	85	<p>A number of projects identified in policies T2, T3 and T4 as identified in the Essex Transport Strategy and the Publication Local Plan THIA require land to be made available to enable transport improvements to take place in the future. In particular, these include:</p> <ul style="list-style-type: none"> • Improvements to the A127/A130 Fairglen Interchange; • Widening of the A127 in line with the A127 Corridor for Growth: An Economic Plan; • Improvements to the A132 Nevendon junction; • Improvements to the A176 Upper Mayne junction with the A127; • Improvements to the A13 in line with the A13 Route Management Strategy; • Improvements to the A127/<u>High Road</u> 'Fortune of War' junction; • The provision of a new grade separated junction on the A127 at Pound Lane, including a link road to the A130; 	Clarification which addresses concerns raised by ECC. (Representation RPLP/1752)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> • The provision of a south/south-west relief route for Billericay alongside new housing development; • The provision of a link road from West Mayne to site H8, providing multi-modal connections to Laindon Town Centre; • Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan; • Various individual improvement schemes: <ul style="list-style-type: none"> ○ A13 Haywain junction, Vange ○ A176/Dry Street Interchange, Basildon (in delivery 2018) ○ <u>Cranes Farm Road/A176 Upper Mayne</u>/St Nicholas Lane junction, Basildon ○ A127/A176 Pipps Hill <u>Noak Bridge</u> Interchange <u>North & South</u>, Basildon ○ B1464 London Road/High Road/Clay Hill Road, Basildon ○ A13/A176 Five Bells Interchange <u>North & South</u>, Basildon ○ A13/<u>A132</u> Pitsea Interchange, Basildon ○ A129/Mountnessing Road/London Road roundabout, Billericay 	

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> ○ B1007/Norsey Road/High Street/<u>Norsey Road</u>/Western Road, Billericay ○ A129/Southend Road/Hickstars Lane, Billericay ○ A132/Runwell Road/A132 junction, Wickford ○ A1245/Chelmsford Road/A129 London Road, Wickford ○ A132/Golden Jubilee Way/Radwinter Avenue/<u>A129 London Road</u>, Wickford ○ A129/London Road/Nevedon Road/High Street, Wickford 	
OM9.24	Paragraph 9.63	85	A number of projects identified in policies T2, T3 and T4 as identified in the <i>Essex Transport Strategy</i> , <u><i>ECC Sustainable Modes of Travel Strategy</i></u> , and the <i>Publication Local Plan THIA</i> require land to be made available to enable transport improvements to take place in the future.	Clarification which addresses concerns raised by ECC. (Representation RPLP/1754)
OM9.25	Paragraph 9.64	85	...It is important that the land requirements of these transport improvement projects are taken into account when assessing development proposals in order to ensure that the development does not prevent necessary highway improvements from occurring, reducing their effectiveness, <u>causing</u>	Clarification which addresses concerns by Essex Bridleways Association. (Representation RPLP/357)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>severance between communities</u> , or substantially increasing the cost of delivering such a project.	
OM9.26	Paragraph 9.65	86	Detailed assessment of the potential impact of any new or improved transport scheme on the <u>historic or</u> natural environment, including SSSI and adjacent Local Wildlife Sites will be required, and where adverse effects are predicted, appropriate mitigation will need to be identified.	Clarification which addresses concerns by Historic England. (Representation RPLP/2152)
OM9.27	Paragraph 9.69	87	The NPPF stipulates that all development which generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan, <u>which includes Travel Plans for business, residential and schools...</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1755)
OM9.28	Policy T6 – Point 1	87	1. All development proposals that are likely to generate significant amounts of movements must be accompanied by a Transport Statement or Transport Assessment <u>and a Travel Plan.</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1756)
OM9.29	Policy T6 – Point 2	87	2. The assessment/statement must demonstrate how the impacts of the development on the highway network will be mitigated to limit significant effects on highway and junction capacity in order to satisfy the requirements of the Highway Authority. <u>Where a site</u>	Clarification which addresses concerns raised by Chelmsford City Council.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>is located close to the borough boundary, or may have transport implications beyond the borough boundary by virtue of its scale, the Transport Assessment/Statement must consider the transport implications and mitigation measures (where appropriate) necessary in the adjoining local planning authority areas.</u>	(Representation RPLP/1644)
OM9.30	Paragraph 9.75	88	<u>Ongoing work between BBC and ECC is being undertaken in relation to</u> the UK Air Quality Action Plan for Nitrogen Dioxide, <u>which</u> is also relevant in the Borough, as national modelling indicates the potential for Nitrogen Dioxide levels to exceed European limits on the A127 at the Fortune of War junction. Congestion management has a role to play in addressing that issue.	Clarification which addresses concerns raised by ECC. (Representation RPLP/1757)
OM9.31	Paragraph 9.76	89	Promoting a safe travelling environment is important to the delivery of the Essex Transport Strategy, which highlights that in order to promote greater public transport use or healthier travel choices such as walking or cycling, we need to make sure that people will be safe when travelling. <u>This also applies to other users such as equestrians or the disabled...</u>	Clarification which addresses concerns by Essex Bridleways Association. (Representation RPLP/362)
OM9.32	Policy T7 – Point 4	89	4. Where a development requires a Transport Assessment or Transport Statement it must also be accompanied by a Travel Plan, setting out how	Clarification which addresses concerns raised by ECC.

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			sustainable travel behaviours will be encouraged. <u>This should have regard to the ECC Sustainable Modes of Travel Strategy, which contains different thresholds for Travel Plans to the thresholds for Transport Statements or Transport Assessments as referenced in the ECC Development Management Policies.</u> In relation to residential developments, particular regard should be given as to how residents will access the nearest primary and secondary school provision by feet <u>a range of sustainable modes of transport other than the private car,</u> ensuring that the route is safe and convenient.	(Representations RPLP/1758 & RPLP/1759)
OM9.33	Paragraph 9.80	90	The NPPF allows <u>states that if</u> local planning authorities to <u>are</u> <u>setting</u> local parking standards for residential and non-residential development policies taking <u>should</u> take into account:	Clarification which addresses concerns by a resident.
OM9.34	Paragraph 9.81	90	The Essex Parking Standards – Design and Good Practice (2009) currently sets out vehicle parking standards for Essex taking into account those matters identified in national policy. It is considered that these parking standards, or any subsequent future iteration of these standards are appropriate in the Borough because they promote minimum requirements for parking for residential developments, but maximum requirements for	Clarification which addresses concerns raised by ECC. (Representation RPLP/1760)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			parking in non-residential developments and is consistent with the approach taken with other authorities in Essex. <u>Any application of these standards will need to consider the requirements for electric vehicle charging standards as set out in Policy H10 of this plan.</u>	
OM9.35	Policy T8 – Point 2	90	2. Locations that are considered to be more sustainable and well served by public transport may be considered appropriate for lower levels of <u>car parking</u> provision.	Clarification which addresses concerns by Arcadis and a resident. (Representation RPLP/2204)
OM9.36	Paragraph 9.87	91	The Council will continue to promote sustainable forms of travel through policy and by working in partnership with providers, <u>with particular regard to the provision of and improvements to sustainable transport, as set out in the ECC Sustainable Modes of Travel Strategy...</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1761)
OM9.37	Paragraph 9.99	92	...Such an approach is in line with practice established in the London Plan and by other planning authorities. <u>Ongoing work is being undertaken by BBC and ECC in response to the UK air Quality Action Plan for Nitrogen Dioxide, including</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1762)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>recent funding for early measures secured through DEFRA.</u>	
OM9.38	Paragraph 9.99	92	Add paragraph after 9.99: <u>Electric Vehicle Charging infrastructure includes the provision of both 'active' and 'passive' charging points. An active charging point is fully wired and ready to use, whereas for passive charging points, the infrastructure is installed but electricity supply not activated. The necessary charging equipment may not be supplied but could be added at a later date at the property owners' expense.</u>	Clarification which addresses concerns by Redrow Homes Ltd. (Representation RPLP/2214)
OM9.39	Paragraph 9.104	93	...Therefore, any new developments that will require regular servicing by HGVs should not be designed in such a way that they could potentially add to the congestion issues already experienced, <u>including air quality issues</u> , or present a concern for highway safety. <u>Ongoing work is being undertaken by BBC and ECC in response to the UK air Quality Action Plan for Nitrogen Dioxide and developers should work with the relevant authorities to ensure that scheme design does not conflict with the aspirations of the Council's in this regard.</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1763)
OM10.1	Policy COM3	98	1. The Council will support proposals which install new, or improve existing, communications infrastructure if they are required to enable the	Minor amendment to provide clarification on the role of the

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>successful delivery of new development, and where they accord with all other relevant policies in the plan. All new developments will be expected to:</p> <p>a. Identify and plan for the digital telecommunications network demand and infrastructure needs arising from the development, and ensure that these are addressed in reasonable time to serve the proposed development from first occupation;</p> <p>b. <u>Facilitate or contribute to the development of enabling infrastructure</u> Include provision for connection to superfast broadband and 4G mobile phone coverage across the site, as a minimum;</p>	<p>developer sought by multiple developers. (RPLP/1319, RPLP/1348 & RPLP/2046)</p>
OM11.1	Paragraph 11.24	104	<p>Part M4 Category 2 of the Building Regulations on adaptable and accessible homes provides the opportunity for people to live in their homes for longer as they can be adapted to accommodate changing needs in terms of accessibility. The Council will require a <u>10%</u> of new homes to be constructed to Part M4 Category 2 within major developments proposals <u>as set out in policy H25.</u></p>	<p>The modification sought by a number of developers in respect of paragraph 11.24 clarifies what is meant and stated in policy H25. (RPLP/1873, RPLP/1936, RPLP/2076, RPLP/2080, RPLP/1321,</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				RPLP/1783 & RPLP/2020)
OM11.2	Paragraph 11.46	108	The Council will therefore work closely with the neighbourhood area, where the community includes Gypsy and Travellers to ensure that growth arising from within these area is accommodated within their Neighbourhood Plans. The Council will also continue to work with neighbouring authorities, <u>having regard to the EPOA Unmet Gypsy, Traveller and Travelling Showpeople Accommodation Needs Protocol</u> , to identify a strategic approach to meeting the needs of Gypsies, Travellers and Travelling Showpeople in accordance with the requirements of national policy.	Clarification which addresses concerns raised by Chelmsford City Council. (Representation RPLP/1643)
OM11.3	New topic heading and Paragraph 11.47	108	<u>Transit Site Provision</u> <u>11.47 The BBLNAA has not identified a need for transit sites in Basildon Borough to accommodate temporary pitches, as it suggests that current data does not provide a detailed enough spatial view on where and how much provision is needed across the whole of Essex. The Council will therefore work closely with other Essex authorities and other relevant bodies to identify the need for future transit provision in Greater Essex.</u>	Clarification sought by Rochford District Council. (Representation RPLP/1658)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM11.4	Policy H3: Gypsy, Traveller and Travelling Showpeople Accommodation Strategy - Point 1, parts a and b	108	1. a. Securing <u>Safeguarding</u> 25 existing authorised public urban pitches and 116 private pitches currently authorised, with temporary planning permission or tolerated. b. Securing <u>Safeguarding</u> the 2 existing authorised Travelling Showpeople plots.	Word correction.
OM11.5	Paragraph 11.56	111	Any sports provision that would otherwise be lost on site through redevelopment must be relocated commensurate and prior to any residential or employment development taking place that would otherwise effect it. <u>The management arrangements for relocated sports facilities must be at least equivalent to the existing arrangements in relation to matters such as security of tenure, maintenance costs, management charges and community accessibility.</u>	Clarification sought by Sport England. (Representation RPLP/818)
OM11.6	Paragraph 11.57	111	There is also opportunity to consolidate the sports facilities remaining on site to create a central community sports hub that serves both residents of the new development and the wider community. <u>Any sports provision that would otherwise be lost on site through redevelopment must be relocated commensurate with additional or enhanced facilities, which meet Sport England and sports governing body design guidance, building regulations and health and safety requirements.</u>	Clarification sought by Sport England. (Representation RPLP/818)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM11.7	Paragraph 11.60	111	Whilst the exact layout of the site will be determined through the Development Brief/Masterplan, the <i>High Level Development Framework</i> recommends employment land be directed within the north east of the site, closer to the adjacent Cranes employment area; public open space to the north west where the remaining sports provision is currently sited, and the primary school and residential areas including a small local centre to be directed to the southern part of the site close to the established residential area of Fryerns. <u>The Masterplan should be informed by the Playing Pitch Strategy 2018.</u>	Clarification sought by Sport England. (Representation RPLP/818)
OM11.8	Paragraph 11.63	111	In order to ensure there is sufficient highways capacity within the local area to accommodate growth in this location highways <u>and transportation</u> improvements will be required.	Clarification sought by ECC to emphasise the modal shift towards active and sustainable transport modes (Representation RPLP/1768)
OM11.9	Policy H5 – Point 2	112	2. Development of the site must be informed by an up to date Development Brief/Masterplan, which considers the detailed matters of how to deliver the site's strategic policy requirements, including its scale and layout, massing, supporting facilities, open	Clarification sought by Sport England. (Representation RPLP/818)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			space <u>(including playing pitch requirements)</u> , ecology, drainage, and internal highway and transport network. It must demonstrate how it can best be integrated within the neighbouring Cranes employment area to the east, and Fryerns neighbourhood to the south, for the purposes of connectivity, access to off-site services and place-making.	
OM11.10	Paragraph 11.75	115	The site will also provide open space, which includes a 7.8ha <u>sports community hub</u> , in order to meet the needs arising from this site and to relocate sports facilities from Gardiners Lane South, as set out in policy H5. The open space and <u>sports-community hub</u> will be located on land to the east of the site with residential development located to the west.	Countryside Properties have sought clarity within paragraph 11.75 as to the amount of open space required. (Representation RPLP/1322)
OM11.11	Paragraph 11.80	115	In terms of highways, access arrangements for this site will need to be in accordance with the <i>Local Transport Plan Development Management Policies</i> . Access to the eastern part of the site will be secured via a new link road from West Mayne and a secondary access will also be secured into the sports facilities from Mandeville Way. Access to the western part of the site will be secured from	Countryside Properties have also sought an amendment to paragraph 11.80 improvements on grounds that the developer will be providing mitigation

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			Lower Dunton Road. Development in this location will be expected to make a contribution towards these junction improvements, and also contribute towards improvements to walking, cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes.	by the construction of the link road in accordance with the March 2018 Transport and Highway Impact Assessment) (Representation RPLP/1324)
OM11.12	Policy H8 – Point 1	115	1. 20ha of land to the west of Basildon, as identified on the Policies Map with the notation H8, will be developed to provide around 300 high quality homes at a density of around 30duph, as well as open space including <u>a site for</u> a 7.8ha sports hub.	Clarity sought by Countryside Properties Ltd. (Representation RPLP/1322)
OM11.13	Policy H8 – Point 2	116	2. The on-site open space provision will be located to the eastern part of the site. It should will provide land <u>for</u> a new sports hub incorporating <u>which will incorporate</u> the relocated sports pitches from Gardiners Lane South, in accordance with policy H5, and additional provision that meets <u>will also meet</u> the <u>formal open space</u> needs arising from this development.	Clarity sought by Countryside Properties Ltd. (Representation RPLP/1322)
OM11.14	Paragraph 11.100	120	The loss of sports pitches, particularly grass pitches, will be resisted by the Council in accordance with the <i>NPPF</i> , <i>PPG</i> and advice by Sports England. Any	Clarification sought by Sport England.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			sports provision that would otherwise be lost on site through redevelopment must be relocated prior to any residential development taking place. <u>The development of the area proposed for residential should be planned to minimise residential amenity impact associated with the operation of Bowers & Pitsea FC facilities. The Masterplan/Development Brief being informed by the Council's Playing Pitch Strategy and Built Facilities Strategy</u>	(Representation RPLP/820)
OM11.15	Paragraph 11.103	120	There is opportunity to relocate an existing primary school to the hub in order to meet existing needs and those arising from the new development or to provide an additional 4 form of entry primary school and associated early years provision.	Clarification sought by ECC. (Representation RPLP/1769)
OM11.16	Policy H11 – Point 4	121	4. A new community hub providing leisure facilities and land for D1 educational use will be located to the north of the allocation. <u>2.1ha for a primary school (including associations early years and childcare) and a 10 ha Secondary school site meeting the criteria set out in ECCs Developers Guide to Infrastructure Contributions (2016</u>	Clarification sought by ECC to ensure the delivery of necessary infrastructure. (Representation RPLP/1766)
OM11.17	Policy H11 – Point 4	121	4. ...In terms of leisure provision, the hub will comprise of the relocated Eversley Leisure Centre while the strategic open space will be expected to provide a community playing pitch provision that	Clarification sought by Sport England.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			meets the needs arising from the residential development in H11 in accordance with HC2, as well as offset the loss of playing fields from elsewhere in H11 and accommodate the relocated sports pitches from Gardiners Lane, as set out in policy H5. The strategic open space will remain within the extent of the Green Belt. It is <u>required</u> expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity. <u>The management arrangements for the relocated sports facilities must be at least equivalent to the existing arrangements in relation to matters such as security of tenure and equivalent or better community access arrangements. Relocated facilities must meet Sport England design guide.</u>	(Representation RPLP/820)
OM11.18	Policy H11 – Point 6	121	6. The design and layout of development must respect the designated historic <u>heritage</u> assets on the London Road, and ensure that elements of the historic environment and their setting are adequately protected from harm.	Clarification in line with NPPF requested by Historic England. (Representation RPLP/2159)
OM11.19	Policy H13 – Point 4	125	4. Proposals must be informed by Odour Plume Modelling to the satisfaction of Anglian Water if new homes are to be located within 400m of the Shotgate Water Recycling Centre, <u>where there is a risk of odour and amenity issues</u> , any mitigation works	Clarification proposed by Anglian Water. (Representation RPLP/2124)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			required to enable development closer to the centre must be completed and operational, prior to the site's residential occupation.	
OM11.20	Paragraph 11.119	124	Insert after Paragraph 11.119 <u>Development in this location must not cause harm to the setting of the two grade II listed buildings at Shot Farm to the east of the site.</u>	Clarification sought by Historic England. (Representation RPLP/2160)
OM11.21	Policy H14 – Point 3	126	3. The Barn Hall Recreation Ground will be relocated to the west of the development area on land identified as open space and Green Belt on the Policies Map. Its relocation must be commensurate to the redevelopment of its current site and it should form part of the new strategic open space for north Wickford with new connections to the existing Public Rights of Way. It is expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity. It will be in addition to any sports provision required to meet the needs arising from the new development. <u>The management arrangements for the relocated sports facilities must be better or at least equivalent to the existing arrangements in relation to matters such as security of tenure and equivalent or better community access</u>	Clarification sought by Sport England. (Representation RPLP/821)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>arrangements. Relocated facilities must meet Sport England design guide.</u>	
OM11.22	Policy H16 – Point 2	129	2. Access to this site must be secured from Potash Road, utilising existing access points <u>in accordance with the policies of the Highways Authority.</u>	Clarity on how access will be secured for this site sought by the promoter, P and A Investments. (Representation RPLP/2012)
OM11.23	Policy H16 – Point 4	129	4. The design and layout of development must take into account the existing fuel pipelines <u>which traverse the site and</u> in close proximity to the site. Consideration will be given to the requirements of CLH Pipeline System, in order to ensure safe working in close proximity to buried CLH-PS pipelines.	For the purpose of clarity stating that the design and layout of development must take into account the existing fuel pipelines.
OM11.24	Paragraph 11.146	129	The relief road, stretching from the A129/London Road <u>junction</u> heading towards Brentwood, south-eastwards to the junction of the B1007/Laindon Road with A176/Noak Hill Road, is key to the release of land for development in this location <u>required to deliver this allocation as a whole, with each housing</u>	Clarification sought by Redrow Homes to make clear that each land parcel will be expected to deliver its part of the road.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>allocation needing to deliver that part of the road that falls within or adjacent to it.</u>	(Representation RPLP/2217)
OM11.25	Paragraph 11.149	130	The site is capable of delivering around 540 new homes alongside open space provision. Development will be expected to retain, <u>where possible</u> , and enhance existing tree belts, field boundaries, hedgerows and the PRoW crossing the site.	Clarification sought by Redrow Homes. (Representation RPLP/2217)
OM11.26	Paragraph 11.150	130	The loss of sports pitches will be resisted by the Council in accordance with the <i>NPPF</i> , <i>PPG</i> and advice by Sports England. Any sports provision that would otherwise be lost on site through redevelopment must be relocated and be in operational use prior to any development taking place. <u>The development of the area proposed for residential should be planned to minimise residential amenity impact associated with the operation of Billericay FC facilities. The Masterplan/Development Brief being informed by the Council's Playing Pitch Strategy and Built Facilities Strategy.</u>	Clarification sought by Sport England. (Representation RPLP/841)
OM11.27	Paragraph 11.155	130	In addition to contributions to the provision of the relief road, new development will also be expected to make a contribution towards the improvements to the local and strategic road network as appropriate. This is in order to ensure that there is sufficient	Clarification sought by ECC. (Representation RPLP/1775)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			highways capacity within the local area to accommodate growth in this location. Proportionate contributions towards improvements to walking, cycling and public transport access (<u>including the potential for new bus routes</u>) within the vicinity of each site in order to facilitate a modal shift towards active and sustainable transport modes will also be required.	
OM11.28	Policy H17 – Point 1, part b	131	1.b. 2.1ha for D1 education <u>and childcare provision</u> uses within H17b.	Clarification sought by ECC. (Representation RPLP/1766)
OM11.29	Policy H17 – Point 2	131	2. Development as part of this <u>allocation may come forward in phases but</u> must be informed by an up to date Masterplan <u>submitted for approval to the Local Planning Authority</u> , which considers the strategic matters to deliver the site's policy requirements, including its scale and layout, massing, <u>infrastructure and</u> supporting facilities, open space, ecology, drainage, and internal highway and transport network, <u>including the alignment of the relief road.</u>	Amendments sought by Gleeson Developments Ltd and Taylor Wimpey to improve the clarity of the policy and to ensure the policy is delivered in a coordinated manner. (Representation RPLP/1846 & RPLP/1908)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM11.30	Policy H17 – Point 3	131	3. The relocation of the cricket club and tennis club will be accommodated on land to the west of the residential allocations, as identified on the Policies Map. It is <u>required</u> expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity. <u>The management arrangements for the relocated cricket and tennis club facilities must be at least equivalent to the existing arrangements in relation to matters such as security of tenure and community access arrangements.</u> This land will remain within the extent of the Green Belt and the facilities should have access arrangements which meet the satisfaction of the Highway Authority.	Clarification sought by Sport England. (Representation RPLP/841)
OM11.31	Policy H17 – Point 5	132	5. Land south of London Road, as identified on the Policies Map with the notation H17b, will form a residential extension of around 290 new homes and include 2.1ha of land for D1 education <u>and childcare provision</u> uses.	Clarification sought by ECC. (Representation RPLP/1766)
OM11.32	Policy H17 – Point 8	132	8. Tree belts, hedgerows and other natural landscape features should also be retained and enhanced <u>as far as is practical, using ecological and arboriculture surveys to identify and protect the most important features.</u>	Clarification sought by Redrow Homes. (Representation RPLP/2217)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM11.33	Paragraph 11.164	133	This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years, <u>childcare</u> and primary school provision in the local area.	Clarification sought by ECC. (Representation RPLP/1812)
OM11.34	Paragraph 11.167	134	This allocation will expand the neighbourhoods of Sunnymede and South Green in Billericay through two residential extensions, as well as create a 16ha extension <u>of publicly accessible recreational open space to amongst other things help off-set recreational pressures to on</u> the existing Mill Meadows Nature Reserve.	Clarification sought by Commercial Estates Group. (Representation RPLP/2253)
OM11.35	Paragraph 11.168	134	<u>Where practical, having regard to ecology and arboricultural surveys, to ensure protection of the most important features, existing hedgerows will be retained and enhanced.</u> Landscape buffers will be required along the southern boundary of H19a and the northern boundary of H19b to screen development from the new strategic open space which will be located on land between the two development areas. The strategic open space <u>will form the extension to Mill Meadows Nature Reserve and provide locally accessible public open space for the wider area of Billericay as well as meet the needs arising from this allocation, relieving pressure</u>	Clarification sought by Commercial Estates Group to make clear the Council's intention for this to be a publicly accessible space. (Representation RPLP/2253)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>on the neighboring Mill Meadows Nature Reserve.</u> As well as meet the needs arising from this allocation.	
OM11.36	Policy H19 – Point 3	135	3. Land between H19a and H19b, as identified on the Policies Map as public open space, will provide the 16ha of <u>publically accessible informal and formal recreational open space</u> extension to Mill Meadows Nature Reserve as a strategic open space provision. It will remain within the extent of the Green Belt and be multi-functional, incorporating open land, <u>informal and</u> formal recreational open space, and ecological and surface water management benefits.	Clarification sought by Commercial Estates Group to make clear the Council's intention for this to be a publically accessible space. (Representation RPLP/2253)
OM11.37	Policy H19 – Point 4	135	4. The extension to Mill Meadow Nature Reserve <u>area of land identified for strategic open space provision</u> must be gifted to the Council, or a third party agreed by the Council, prior to the first occupation of any development, and mechanisms to ensure the ongoing maintenance of this open space for a minimum period of 20 years will need to be secured.	Clarification sought by Commercial Estates Group to make clear the Council's intention for this to be a publically accessible space. (Representation RPLP/2253)
OM11.38	Paragraph 11.183	137	The first site is land east of Laindon Road, Billericay, hereafter referred to as H21a. It is 0.8ha in size and capable of delivering around 6 self-build homes. Access will be taken from Laindon Road with a new	Clarification sought by Historic England.

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			internal road serving the new homes. <u>Development on this site will need to be designed mindful of the nearby Billericay Conservation Area.</u>	(Representation RPLP/2166)
OM11.39	Paragraph 11.184	137	The second site is 1.5ha of land at Maitland Lodge, Great Burstead, hereafter referred to as H21b. The site is capable of delivering around 20 self-build homes which are served by a new internal road that is accessed from Southend Road. <u>Development on the site will need to be designed mindful of the nearby Great Burstead Conservation Area.</u>	Clarification sought by Historic England. (Representation RPLP/2166)
OM11.40	Policy H21 – Point 3	137	3. The development must be sensitive to the nearby Norsey Wood for its ecological and historic asset designations (<u>Scheduled Monument</u>). Access will be taken from The Mount, subject to approval by the Highways Authority.	Clarification sought by Historic England. (Representation RPLP/2166)
OM11.41	Paragraph 11.216	143	The Independent Living Programme recommends that specialist accommodation schemes for older people should consist of a minimum of 60 units to a maximum of 300 units for reasons of affordability and the ability to create and support an active community. <u>It is recognised that private led schemes may be viable at a smaller scale that that which can be delivered via the Independent Living Programme.</u> According to viability testing carried out as part of the Local Plan preparation some sites can deliver a	Clarification sought by The Consortium of Renaissance Retirement, Pegasus Life, McCarthy and Stone and Churchill Retirement House Builders.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			minimum of 45 retirement units or 30 extra-care units and remain viable. <u>It is noted that extra-care units may require larger scale schemes to meet the expectations of extra care.</u>	(Representation RPLP/2684)
OM11.42	Paragraph 11.219	144	The <i>NPPF</i> defines affordable housing <u>as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions within Annex A: Glossary of the NPPF</u> social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.	Amendment to align with current NPPF.
OM11.43	Policy H26 – Point 2	147	2. The tenure split of affordable housing provision is 70% affordable rent accommodation at 60% market value <u>rent</u> , and 30% intermediate housing.	Clarification sought by Commercial Estates Group. (Representation RPLP/2255)
OM11.44	Policy H26 – Point 6	147	6. Viability assessments will only be accepted for affordable housing provisions of less than 31% for	Clarification sought by Gleeson

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			<p>the following types and locations of schemes and, where a lower provision is justified, affordable housing will be required at the level at which the development becomes viable:</p> <ul style="list-style-type: none"> a) Flatted development schemes of around 150 units in Basildon Town and Wickford; b) Housing development schemes of around 150 units in Basildon Town and Wickford; and c) Other schemes (<u>including strategic housing sites identified in policies H5-H20 of this plan</u>) only where there are exceptional development costs. 	Developments Ltd. (Representation RPLP/1881)
OM12.1	Paragraph 12.7	150	<p>The way places are designed affects the way residents and users behave. Active Design (2015) published by Sport England in conjunction with Public Health England highlights the way design can be used to encourage greater levels of activity amongst residents and users of development. It sets out nine principles that can be applied when designing and masterplanning development proposals in order to support healthy lifestyles by facilitating participation in sport and physical activity, including encouraging walking and cycling <u>access to PRow</u> for short journeys and introducing space for sport and recreation within development proposals.</p>	Amendment sought by the Essex Bridleway Association to ensure access for all vulnerable road users. (Representation RPLP/365)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM12.2	Policy DES1 – Point 2, part f	152	2. f. Create the conditions for walking and cycling <u>to access PRow</u> between locations within and beyond the development, and prioritise these travel modes through the safe integration of walking and cycling routes <u>PRow</u> . Opportunities for new walking and cycling routes <u>PRow</u> will be sought when the existing permeability is poor;	Amendment sought by the Essex Bridleway Association to ensure access for all vulnerable road users. (Representation RPLP/365)
OM12.3	Paragraph 12.7	150	The way places are designed affects the way residents and users behave. Active Design (2015) published by Sport England in conjunction with Public Health England highlights the way design can be used to encourage greater levels of activity amongst residents and users of development. It sets out nine <u>ten</u> principles that can be applied when designing and masterplanning development proposals in order to support healthy lifestyles by facilitating participation in sport and physical activity, including encouraging walking and cycling for short journeys and introducing space for sport and recreation within development proposals.	Amendment sought by Sport England to ensure accuracy of text. (Representation RPLP/823)
OM12.4	Policy DES1 - Point 3	153	3. Where appropriate, <u>up-to-date</u> design guidance, development briefs, masterplans, regeneration strategies, public realm strategies, and design guidance in Supplementary Planning Documents	Rochford District Council sought reference to the Essex Design Guide.

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			prepared and <u>adopted and/or endorsed by the Council</u> will be used to consider new development proposals to ensure that new development is well designed to reflect its context and respond to future needs. When new development proposals are brought forward within a designated neighbourhood area, the local design policies and guidance within the adopted Neighbourhood Plan will be applicable.	(Representation RPLP/1665)
OM12.5	Policy DES1 – Point 2, part b	152	2. b. Correspond with the natural features and historic quality of the area that contributes to its special interest including all heritage assets together with their settings, in accordance with <u>appropriate guidance and</u> those policies in chapters 16 and 17 of this plan;	Historic England sought reference to the 'Streets for All' guidance. (Representation RPLP/2167)
OM12.6	Policy DES4	156-157	High Quality Buildings 1. Buildings should be designed to a high standard, responding appropriately to their location and reflecting their function and role in relation to the public realm. Proposals for new buildings, extensions, and alterations to existing buildings will be expected to:	Amendment sought by Historic England to reflect the historic environment. (Representation RPLP/2170) Reordered to improve clarity.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>a. Conserve and enhance any historic fabric, features and assets, having regard to appropriate guidance;</u></p> <p>ab. Use good quality and durable building materials, that are appropriate to the context of the development;</p> <p>bc. Be clearly organised in terms of their form and internal layout and circulation to reflect the hierarchy of function they will accommodate, the uses they will serve and the context they will address;</p> <p>cd. Establish a coherent and consistent building line that relates to the existing street alignment;</p> <p>de. Incorporate active frontages to the public realm that emphasise corners, establishes new, or reinforces the most prominent existing frontages, and provide natural surveillance over all publicly accessible spaces;</p> <p>ef. Create distinct public frontages and private areas with clear and delineated boundaries;</p> <p>fg. Allow for flexibility in future adaptation or extension to accommodate alternative uses, or to</p>	

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>respond to the changing future needs or circumstances of occupiers by means of their internal arrangement, internal height, detailed design and construction;</p> <p>gh. Incorporate exteriors and elevations that provide visual interest, and are visually organised and well-proportioned to contribute positively to the legibility of the area; and</p> <p>hi. Enable the provision of adequate, appropriate and usable private or communal amenity space, defensible space, as well as parking and servicing as necessary.</p>	
OM12.7	Policy DES4 – Point 1, part f	157	<p><u>fg. Where appropriate, a</u> Allow for flexibility in future adaptation or extension to accommodate alternative uses, or to respond to the changing future needs or circumstances of occupiers by means of their internal arrangement, internal height, detailed design and construction, <u>in accordance with policy H25 of this plan;</u></p>	<p>Reordered as a result of previous amendment.</p> <p>Amendment sought by group of developers to ensure the consistency of technical standards for accessible and adaptable housing, with the PPG.</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				(Representations RPLP/1326, RPLP/1357, RPLP/1862, RPLP/1945, RPLP/1971 & RPLP/2101)
OM12.8	Policy DES5 – Point 2	159	2. Proposals for new development or the redevelopment of prominent sites within town centres, and for developments comprising 50 homes or more, or 1,000m ² or more in other locations will be expected to be supported by a Public Realm Strategy setting out how <u>they streets and public spaces</u> will <u>be designed to:</u>	Clarification to address concerns expressed by a group of developers on the overlap between policies DES4 and DES5. (Representations RPLP/1861, RPLP/1944, RPLP/1970 & RPLP/2098)
OM12.9	Policy DES5 – Point 2, part b	159	2. b. Harmonise with the <u>street scene environment</u> and enhance the quality, character and appearance of the public realm through their siting and design;	Clarification to address concerns expressed by a group of developers on the overlap between

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				policies DES4 and DES5. (Representations RPLP/1861, RPLP/1944, RPLP/1970 & RPLP/2098)
OM12.10	Policy DES5 – Point 2, part h	159	2. h. Sensitively integrate and prioritise appropriate levels of movement infrastructure for all users, having regard to age, gender and disability, including provision for convenient pedestrian and cycle movement <u>PRoWs</u> ;	Amended for consistency with other amendments sought by the Essex Bridleway Association.
OM12.11	Policy DES5 - Point 3	159	3. In all cases where a Public Realm Strategy is required, and in any other case where landscaping is required to make a development proposal acceptable, <u>such proposals will be expected to be supported by a detailed Landscape Strategy should be prepared and approved by the Council</u> , which can be incorporated into the Public Realm Strategy if appropriate, which:	Amendment sought by developers. (Representations RPLP/1328 & RPLP/1359)
OM12.12	Policy DES5 - Point 4	159	4. All significant development proposals, as defined by Part 2 of this policy, will be required to contribute to the provision <u>of new public realm and/or the</u>	Clarification to address concerns expressed by a group

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			enhancement and maintenance of the <u>existing</u> public realm, either by means of on-site provision, and/or a financial contribution. <u>Such development will also be expected to contribute towards the long-term maintenance of public realm they provide, or is provided nearby in order to make a development acceptable in planning terms.</u> Where appropriate, a Planning Obligation may be used to secure off-site public realm improvements.	of developers regarding public realm improvements. (Representations RPLP/1864, RPLP/1946, RPLP/1972 & RPLP/2104)
OM12.13	Policy DES5 – Point 2, part c	159	2. c. Conserve and enhance any historic fabric, features and assets, <u>having regard to appropriate guidance</u> ;	Historic England sought reference to the 'Streets for All' guidance. (Representation RPLP/2171)
OM12.14	Policy DES5 – Point 3, part d	159	3.d. Integrates measures to manage climate change, improve air quality and promote biodiversity, <u>such as the incorporation of multi-functional Green Infrastructure within urban development</u> ;	Amendment sought by Natural England. (Representation RPLP/2554)
OM13.1	Paragraph 13.5	162	Essex County Council has a statutory duty to 'improve the health of their local populations' and <u>are is</u> responsible for public health across the county. A local Health and Well-being Board has been established in the Borough to facilitate delivery,	Grammatical amendment

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>alongside the Essex Health and Well-being board. The <u>Essex Joint Health and Well-being Strategy for Essex (2012)</u> established a strategy for achieving this statutory duty. <u>This has since been updated and the Board are now working to deliver the Joint Health and Wellbeing Strategy 2018 – 2022.</u> Basildon Council is one of the partners that has joined up with Active Essex, a publicly funded organisation hosted by Essex County Council, to be part of the ‘Active Essex Strategy 2017 – 2021’, which has received national lottery funding to create innovative partnerships to make it easier for people to access sport and physical activity within Essex, therefore improving health and well-being.</p>	<p>Minor amendment to update position of related strategy, as requested by ECC. (Representation RPLP/1777 and RPLP/1727)</p>
OM13.2	Policy HC1 – Point 1, part b	164	<p>1. b. Providing opportunities for people to walk and cycle <u>access public rights of way (PROW)</u>, both for recreation purposes, and also as part of their day to day activities.</p>	<p>Amendment sought by the Essex Bridleway Association to ensure access for riders. PROW include bridleways. (Representation RPLP/366)</p>
OM13.3	Policy HC1 - Point 4	165	<p>4. Ensure new development is designed and located to promote good health, and avoid sources of harm by:</p>	<p>Clarity requested by developers as to the test that will be</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>a. Requiring all developments of 50 homes or more, 1,000m² of floorspace or more, or falling within the A5 use class, set out in policy R16, to be accompanied by a Health Impact Assessment prepared in accordance with local guidance;</p> <p>b. a. Requiring good quality design in new developments, including design which incorporates active design principles; and</p> <p>c. b. Avoiding development in locations which may cause harm to human health by way of disturbance to the quality of life, or pollution; and</p> <p><u>c. Requiring all developments of 50 homes or more, 1,000m² of floorspace or more, or falling within the A5 use class as set out in policy R16, to be accompanied by a Health Impact Assessment prepared in accordance with local guidance which demonstrates how the development promotes positive health outcomes and avoids sources of harm to health. Where harm to health may arise, and is not adequately addressed by the development proposals, the proposal may be refused.</u></p>	<p>applied to HIAs when submitted. (Representations RPLP/1867/1950/1974/2106)</p> <p>Reordered to improve clarity.</p>
OM13.4	Paragraphs 13.20 and 13.21	165 – 166	The Council has regularly updated its evidence base with regard to open space provision, playing pitch provision and indoor sports facilities. Previous updates took place between 2010 and 2012, and	Minor amendment to update position of the evidence regarding the Playing Pitch and

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>have enabled the Council, alone and in conjunction with partners, to plan for and deliver a number of improvements to open spaces, playing pitch provision and sports facilities in the Borough. However, over the course of time circumstances change. For example, the demand for indoor gymnasium facilities has outstripped expectations due to the competitive success of local athletes and the legacy of the London 2012 Olympic and Paralympic games. Furthermore, the number of homes planned for in this Local Plan is greater than that anticipated in 2010-2012. It has therefore been necessary to commission a review of this evidence base, and it is likely to be the case that this need will arise again through the lifetime of the Local Plan.</p> <p>The most recent work to assess and plan for open spaces, playing pitches and indoor sports facilities has been undertaken at a South Essex level <u>resulting in Basildon specific and South Essex wide Playing Pitch and Built Facilities Strategies completed in 2018 and adopted by the Council in November 2018.</u> This has enabled the consideration of cross-boundary movements for sport and recreation to take place, recognising that some facilities, such as Basildon Sporting Village, have a</p>	<p>Built Facilities Assessments and Strategies, as requested by Sport England. (Representation RPLP/824)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			wider than local draw. It has also enabled the consideration of opportunities for joint working and shared facilities to occur. It is these strategies, and the standards <u>requirements</u> that they contain, which will be applicable when developers are seeking to bring forward residential development proposals within the Borough which generate an additional need for open space , playing pitches and indoor sports facilities. <u>A South Essex wide Green Infrastructure Strategy is due to commence in 2019, and this will update the position in relation to the provision of other types of open space going forward.</u>	
OM13.5	Paragraph 13.24	166	In addition to formally identified open spaces, the wider network of Green Infrastructure in the Borough and beyond provides the opportunity for outdoor recreation such as walking and cycling. PRow, <u>including proposals for a Thames Estuary Path</u> , and the cycle network therefore have an important role to play in ensuring the health and well-being of Borough residents. Furthermore, the provision of high quality local opportunities to walk and cycle will help to stop local residents from travelling for such activity, protecting sensitive habitats on the Essex coast from disturbance, and also reducing the need to travel. Ensuring new developments are connected	ECC sought reference to the Thames Estuary Path in paragraph 13.24. (Representation RPLP/1779)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			to the PRow network and the delivery of the <i>Basildon Cycling Action Plan</i> are therefore also essential to the Council's approach to leisure and recreation.	
OM13.6	Policy HC2 – Point 1, part b	167	1. b. Seek improvements to the quality, quantity and sustainability of playing pitch provision in the Borough through the implementation of the <i>Playing Pitch Strategy</i> . Where necessary playing pitch provision will be secured on strategic housing sites as identified in policies H5 to H20. All other residential developments will be expected to contribute towards off-site provision in accordance with local standards for playing pitch provision <u>the approach set out in the <i>Playing Pitch Strategy</i></u> .	Consistent with the most recent evidence set out in the <i>Playing Pitch Strategy</i> which advocates use of the Sport England Calculators. (Representation RPLP/825)
OM13.7	Policy HC2 – Point 1, part c	167	1. c. Seek improvements to the quality, quantity and sustainability of indoor sports facilities in the Borough through the implementation of the <i>Built Facilities Strategy</i> . Unless on-site provision is specified within a strategic housing site allocation policy (H5 to H20), all residential developments will be expected to contribute towards off-site provision in accordance with local standards for indoor sports	Consistent with the most recent evidence set out in the <i>Built Facilities Strategy</i> which advocates use of the Sport England Calculators. (Representation RPLP/825)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			provision <u>the approach set out in the <i>Built Facilities Strategy</i>.</u>	
OM13.8	Paragraph 13.28	167	Evidence demonstrates that the Borough will need to improve existing educational facilities to create a more balanced distribution of occupied school places, in order to raise aspirations and diversify the skills of the workforce, as well as strengthening the economy to ensure local people can make the most of any new job opportunities that arise. This will contribute towards the health and well-being of local residents by helping to reduce employment deprivation. Education facilities includes, but are not limited to nurseries, pre-schools, Essex Child and Well-being Service, children's centres, schools = <u>including special educational needs provision</u> , colleges, libraries, youth facilities and other community learning spaces. The Local Plan recognises that the level of population growth will result in the need to improve existing educational facilities throughout the Borough, including new provision where sites are at capacity.	Clarification sought from ECC. (Representation RPLP/1780)
OM13.9	Paragraphs 13.28 and 13.29	167 - 168	Evidence demonstrates that the Borough will need to improve existing educational facilities to create a more balanced distribution of occupied school places, in order to raise aspirations and diversify the	Amendment requested by ECC to reflect the changing position over time and

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			<p>skills of the workforce, as well as strengthen the economy to ensure local people can make the most of any new job opportunities that arise. This will contribute towards the health and wellbeing of local residents by helping to reduce employment deprivation. Education facilities includes, but are not limited to nurseries, pre-schools, Essex Child and Wellbeing Service, children’s centres, schools <u>(including Special Education Needs)</u>, colleges, libraries, youth facilities and other community learning spaces. The Local Plan recognises that the level of population growth will result in the need to improve existing educational facilities throughout the Borough, including new provision where sites are at capacity.</p> <p>The Borough is currently generally well served by school provision. However, <i>Commissioning School Places in Essex (2017-2022)</i> shows that many of the primary schools in the Borough are operating close to, or at, capacity. There is some capacity within the secondary school provision in the Basildon urban area given an outflow of pupils from Basildon. As a result, the secondary schools in Billericay and Wickford are at capacity, and some pupils also travel outside of the Borough to schools in Benfleet and Thundersley in neighbouring Castle Point to the east. However, efforts have been made by the</p>	<p>the need to cover Special Educational Needs. (Representations RPLP/1782 & RPLP/1784)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>schools in Basildon, through partnership working, to raise educational attainment in the town and most all of the secondary schools are now on the path to achieving an <u>rated</u> Ofsted Good <u>or outstanding</u> rating. This will help to stem the outflow of pupils from Basildon, and any impacts it consequently has on traffic and congestion. This will potentially see some secondary school capacity within Billericay and Wickford freed up to accommodate local growth, but will see the capacity of the secondary schools in Basildon to accommodate growth reduced as existing pupils stay within the town for their secondary education.</p>	
OM13.10	Policy HC3 - Point 3	170	<p>3. In order to ensure sufficient school place provision to align with growth, <u>a new primary school and early years provision will be secured in the Bowers Gifford Neighbourhood Area through the preparation of a Neighbourhood plan. Other new schools will be secured on strategic housing sites as specified within the site allocation policies set out in Chapter 11</u> as identified in policies H5 to H20. All other residential developments, where there is not a site specific requirement within a site allocation policy, will be expected to contribute towards off-site provision in accordance with Essex-wide standards for education and early years contributions.</p>	<p>Clarification that there is a need for a primary school in Bowers Gifford which will be secured through the Neighbourhood Plan and not a strategic site allocation. Requested By BGNB Parish Council. (Representation RPLP/3695)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				Clarification to reflect most of the site allocations do not require on site provision as sought by countryside Properties (UK) Ltd and Gleeson Developments/Avant Homes. (Representations RPLP/1331 & RPLP/1362)
OM13.11	Paragraphs 13.56 and 13.57	171 - 172	The Council's most recent <i>Open Space Assessment (2010) and Playing Pitch Strategy (2018) Review and Technical Addendum (2011)</i> considered the quantity, quality and accessibility of open spaces, and playing pitches, in the Borough and advised on the approach that should be taken to each site. In particular it highlighted where open spaces should be retained for leisure and recreation purposes. They also set standards for the quantity, quantity and accessibility of open space and <u>identify the</u>	Updated supporting text to reflect recently completed Playing Pitch Strategy, as requested by Sport England. (Representation RPLP/828)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>approach that should be taken to secure new</u> playing pitch provision.</p> <p>Whilst the <i>Playing Pitch Strategy (2018)</i> reflects the level of growth set out in this plan, the <i>Open Space Assessment (2010)</i> did not assess the level of growth now planned for. As set out in respect of policy HC2, the level of growth now proposed in the Local Plan is greater than that considered in 2010, and consequently both the <i>Open Space Assessment</i> and <i>Playing Pitch Assessment</i> are subject to review at a South Essex level. However, it is clear from evidence set out in the <i>Planning for Health and Wellbeing Topic Paper</i> that the projected growth in population is such that open spaces will become more important resources for the future rather than less, and therefore the ongoing protection of those open spaces identified in 2010 remains justified. It will however be necessary to consider the most up to date local <i>Open Space Strategy/Playing Pitch Strategy</i> when considering the appropriateness of proposals for the redevelopment of public open spaces, as these will contain the most up to date evidence. local standards.</p>	
OM13.12	Policy HC5 – Point 3, part b	172	3. b. The open space is replaced with an equivalent or better facility, <u>in terms of quantity and quality,</u>	Amendment to align with NPPF requested by Sport England.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			either on-site as part of the new development, or off-site in a suitable location;	(Representation RPLP/828)
OM13.13	Paragraph 13.75	175	There are a range of private and voluntary club facilities within the Borough which offer a greater or lesser degree of community use for their activities. Sports clubs and other private facilities make an important contribution to open space provision in the Borough. The venues, activities, opportunities and sports development work offered by various sports clubs are identified within the <i>Playing Pitch Strategy (2018) Review (2011)</i> . Private sports clubs are extremely important in the provision of playing pitches for football, rugby, cricket and bowls greens offering opportunities for community sport and recreation.	Updated supporting text to reflect recently completed Playing Pitch Strategy, as requested by Sport England. (Representation RPLP/831)
OM13.14	Policy HC9 – Point 4	176	4. The principle of pitch relocation will apply to any proposal for development on allocated private open spaces, where such proposals would involve the loss of private pitches, in order to maintain the security of local playing pitch provision in the Borough. Private open spaces including ancillary facilities, should be replaced with an equivalent or better facility, <u>in terms of quantity and quality</u> , in a suitable location.	Amendment to align with NPPF requested by Sport England. (Representation RPLP/831)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM13.15	Paragraph 13.79	176	<p><u>Evidence related to the need for new and enhanced facilities is set out in a number of documents, and will change over time as the aims and ambitions of service providers change. The Education Authority for example prepare an annual Commissioning School Places assessment which directs the need for school provision. There is a Playing Pitch Strategy and a Built Facilities Strategy to direct the provision of sporting facilities, and the CCG and NHS are developing an Estates Strategy to direct the provision of new health care facilities. These not only deal with growth but also address</u> There are long term infrastructure issues which need to be addressed such as the need for increased provision of certain types of facility to accommodate population growth in the Borough as set out in this plan. This growth will require the provision of additional community facilities and services in order to ensure communities can meet their day to day needs. As such, new development proposals should exploit the potential for enhancement and extension of community facilities to serve future residents and other users.</p>	Updated supporting text to reflect recently completed Playing Pitch Strategy, and Built Facilities Strategy as requested by Sport England. (Representation RPLP/832)
OM13.16	Paragraph 13.85	177	Basildon is generally well provided with open space, and benefits from a range of outdoor recreational facilities which provide locations for activities such as	Updated supporting text to reflect recently completed Playing

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			<p>team sports, walking, cycling, nature conservation, horse-riding, fishing and golf. However, the Borough's <i>Open Space Assessment</i> highlights substantial open space deficiencies when recommended standards of provision are applied to the existing and projected future population of the Borough, particularly in Billericay and Wickford. <u>Deficits in the provision of certain types of sports pitches and built sports facilities are also identified by the <i>Playing Pitch Strategy (2018)</i> and the <i>Built Facilities Strategy (2018)</i> respectively, which means existing provision needs to be protected in many instances.</u></p> <p><u>[INSERT PARAGRAPH BREAK]</u> There is also an uneven distribution of community centres around the Borough and some areas are deficient in the provision of such facility. However, an analysis of usage indicates that there may well be over provision of community centres due to a lack of demand for services, particularly in the smaller community centres.</p>	Pitch Strategy, and Built Facilities Strategy.
OM14.1	New Paragraphs 14.82 to 14.83	194	<u>14.82 The <i>Basildon Playing Pitch Strategy Assessment Report (2018)</i>, <i>Basildon Playing Pitch Strategy and Action Plan (2018)</i>, <i>South Essex Playing Pitch Strategy Overarching Strategy and</i></u>	Sport England recommend that the recent sporting evidence base should

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			<p><u>Action Plan (2018) and the Basildon Indoor Sports Facilities Strategy and Action Plan (2018), Basildon Indoor and Build facilities Needs Assessment (2018) and South Essex Indoor Sports Facilities Overarching Strategy and Action Plan (2018) identify current levels of provision within Basildon across the public, education, voluntary and commercial sectors and compare this with current and likely future levels of demand. The strategies then go on to provide a strategic framework that ensures the provision of outdoor sports facilities and indoor built facilities meets the local needs of existing and future residents, ensuring residents have the opportunity to be physically active and healthier and where appropriate develop their sporting ambitions within their local community.</u></p> <p><u>14.83 The strategies provide an evidence base for planning decisions and funding bids and background evidence to support Local Plan policies in relation to formal recreation. They ensure that this evidence is sound, robust and capable of being scrutinised through examination and meets the requirements of the National Planning Policy Framework (NPPF, 2018).</u></p>	<p>be referenced under policy GB11. (Representation/835)</p>

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OM14.2	Paragraph 14.29	183 - 184	Accordingly, and in the light of the Green Belt Study Review, the Local Plan proposes that there should be some modification of the boundary of the Green Belt. The Local Plan retains 6,551ha of land as Green Belt which it considers should continue to be protected for Green Belt purposes. Exceptionally it proposes that 399ha be removed from the Green Belt. The extent of the Green Belt as set out in this Local Plan is 59% of the land area of the Borough, a reduction of 4% <u>in the total land area and 6% of the Green Belt</u> . It should be noted that in the event that a Neighbourhood Area revises its Green Belt boundaries through a Neighbourhood Plan, these figures will be adjusted. This will be reported through the Authority Monitoring Report.	Amended for accuracy as sought by a resident.
OM15.1	Paragraph 15.1	196	The NPPF is clear that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting <u>planning positively for</u> the delivery of renewable and low carbon energy and associated infrastructure.	Amendment to reflect revised NPPF better, and to further justify approach to renewable energy as sought by multiple developers. (Representations RPLP/1333,

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				RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)
OM15.2	Paragraphs 15.5 and 15.6	196	<p>It is widely recognised that a primary cause of climate change is the release of CO₂ emissions into the atmosphere. Whilst there are natural sources of CO₂ emissions, and intensive agriculture can also result in significant emissions, the primary cause of excess emissions is the burning of fossil fuels such as coal and gas to produce energy. The <i>SAscope</i> reports that in 2005 396kT CO₂ was generated domestically in the Borough., equivalent to 8% of the Essex domestic total. <u>However, since that time measures have been taken to reduce such emissions. National statistics reporting on CO₂ emissions for 2016 indicate this has reduced to 262kT.</u> In addition, 497kT of CO₂ originated from industrial and commercial sources <u>in 2005</u> –11% of the Essex Industrial and Commercial total. <u>This had reduced to 262kT in 2016. In 2016,</u> road transport accounted for <u>297kT. This has not decreased as significantly as emissions from other sources. Overall, CO₂ emissions in Basildon Borough have decreased from 6.7t per capita in 2005 to 4.3t per capita in 2016. In</u></p>	Amendment to reflect recently published statistics in the supporting text, as requested by ECC. (Representation RPLP/1794)

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			<p><u>2016 the national average was 4.7t per capita. CO2 emissions in Basildon are therefore below average.</u> the smallest proportion of emissions at 289kT, which equalled 7% of the Essex total.</p> <p>The SAscope also reports changes which have occurred since 2005 in terms of energy consumption within the Borough. <u>The recently published national statistics reporting on CO2 emissions update this.</u> Between 2005 and <u>2016</u>⁴, the average <u>total</u> domestic electricity and gas consumption <u>emissions</u> of a Borough resident fell by 490kWh and 4,560kWh, <u>by 93kT and 50.4kT</u> respectively. <u>This represents percentage reductions of 51% and 23% respectively and is therefore significant. This is a consequence of domestic electricity and domestic gas consumption both falling in Basildon, as set out in the sub-national electricity and gas consumption statistics 2005 to 2017.</u> Domestic electricity consumption is 100kWh per person lower than the national average, whereas domestic gas consumption is 750kWh less than the national average. Between 2005 and <u>2016</u> 2014, the average <u>total</u> industrial and commercial energy consumer in the Borough reduced their electricity consumption <u>reduced by 55% from 283.7kT to 127.3kT, whilst gas consumption reduced by 32% from 92.6kT to 62.6kT.</u> These reductions are <u>significant, but the consumption levels indicate that</u></p>	

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			<p><u>there are still opportunities to go further in minimising fuel consumption and CO₂ emissions.</u> by 17MWh, bringing the total annual amount to 79MWh, which is still 4MWh higher than the national average. Industrial and commercial gas consumption went up slightly over the same time period from 544MWh to 564MWh; however the 2011 total is still 16MWh lower than the average national commercial and industrial consumer.</p>	
OM15.3	Paragraph 15.8	197	<p>The same research by BRE also showed that the greatest lifetime reduction in CO₂ emissions is achieved through the implementation of renewable energy sources i.e. by increasing the amount of energy being produced from renewable sources within the Borough. This approach saves 4.2 times more CO₂ emissions than energy efficiency alone. The SAScope reports that between June 2010 and March 2013, the number of domestic solar photovoltaic installations increased by 23,000% from 3 to 692. <u>The Renewable and Low Carbon Energy Constraints and Opportunities Assessment concludes that on-site micro generate of energy from renewable sources such as solar and ground source heating could generate up to 39% of the borough's energy supply by the end of the plan period, through a combination of retro-fitting to existing buildings,</u></p>	<p>Clarity around justification for approach to renewable energy as sought by multiple developers.</p> <p>(Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>and through integration into the fabric of new development. It identifies. The development of new properties presents an as a key opportunity to integrate on-site micro generation of energy within a buildings fabric. The widely applied Merton Rule seeks all new development with a floorspace of 500m² or one or more residential units to incorporate on-site renewable energy equipment to achieve a percentage reduction in CO2 emissions from the site. BRE recommends that a fabric first approach should be taken with energy efficiency savings of 10% achieved in the first instance through improvements to the building fabric and services, accompanied by a further 10% reduction in energy use through the implementation of renewable energy technologies.</p>	
OM15.4	Paragraph 15.9	197	<p>Further opportunities to increase renewable energy generation within the Borough have also been considered in the Renewable and Low Carbon Energy Constraints and Opportunities Assessment (2015). The assessment found that there is capacity within the Borough to generate renewable and low-carbon energy through a variety of methods which include, and are not limited to, large scale onshore wind turbines, Combined Heat and Power (CHP) plants, solar voltaic, and <u>as well as</u> micro-generation.</p>	<p>Clarity around justification for approach to renewable energy as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>It should however be noted that there are Green Belt constraints on the potential for some of these sources which means that micro-generation is critical to the overall approach to renewable energy generation in Basildon Borough. There is however potential for CHP in non-Green Belt locations.</u> In relation to CHP, and other forms of energy generated from waste, Consideration has been given as to how this CHP could be secured in a sustainable and deliverable way within Basildon Borough...</p>	1364, RPLP/2184 & RPLP/2227)
OM15.5	Paragraph 15.10	197	<p>Whilst transport formed the smallest component of CO₂ emissions from the Borough in 2005 <u>its proportional contribution increased to exceed that of both domestic and industrial and commercial sources by 2016. This is a consequence of a,</u> there has been growth in transport movements since that time. Going forward, transport movements are expected to increase at a national level, and this is reflected in industry standard (TEMPRO) growth forecasts. The Borough's highways impact modelling shows that a number of junctions within the Borough already operate at, or over their design capacity which is increasingly resulting in congestion. The modelling shows that the growth proposed in this plan will result in greater levels of congestion. Whilst</p>	Amendment to reflect recently comments by ECC. (Representation RPLP/1794)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			Chapter 9 seeks to address this through mitigation, congestion and the resultant emissions from vehicles has the potential to increase over this period, impacting on the Borough's contribution to climate change. Therefore, the approach to climate change is intrinsically linked to the approach to sustainable transport set out in Chapter 9.	
OM15.6	Paragraph 15.14	198	The <i>South Essex Surface Water Management Plan (SWMP) (2012)</i> <u>was first prepared in 2012 and defines</u> the extent and components of Critical Drainage Areas (CDAs) within the Borough. <u>The modelling for the SWMP was updated in 2018, and made some revisions to the extent of the CDAs informed by more detailed information about the drainage systems, and revised rainfall scenarios reflecting new advise from the Environment Agency arising from experience of flooding in other parts of the country.</u> A CDA is an area over which combined flood risk sources (pluvial, groundwater, sewer, main river and/or tidal) may result in the accumulation of flood waters affecting some people, property or infrastructure located within the CDA during a severe rainfall event. Modelling of CDAs within the Borough within the <i>SWMP</i> shows that the number of properties at risk from flooding is likely to increase as a consequence of climate change.	Amendment requested by ECC to reflect newly arising modelling for the SWMP. (Representation RPLP/1795)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM15.7	Policy CC1 – Point 1, part d	199	1. d. Seeking high quality sustainable design of new homes, commercial and industrial buildings that <u>through a 'fabric first approach'</u> promote energy, thermal and water efficiency and opportunities for natural cooling as set out in policies CC5 and CC6.	Requirement for fabric first approach appropriately relocated in policy to align with energy and thermal efficiency as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)
OM15.8	Policy CC1 – Point 1, parts e and f	199	e. Seeking the reduction of CO ₂ emissions from <u>arising from activities within the Borough by securing local sources of renewable energy generation. This will be achieved by:</u> <u>i. As the principal means, securing on-site micro-generation within new development, and encouraging the retro-fitting of on-site micro-generation within existing buildings where appropriate;</u>	Clarify the Council's approach to renewable energy within the strategic policy as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>ii. Supporting and promoting the implementation of Eco-Industrial Park (EcoIP) principles within the A127 Enterprise Corridor; and</u></p> <p><u>iii. Supporting other proposals for renewable and low carbon energy generation schemes where they comply with the other policies of the plan.</u></p> <p>buildings through the use of a “fabric first” approach and through provision of commercial scale renewable energy and decentralised energy as part of development proposals in appropriate locations. The Council will require all developments, either new build or conversions with a combined floorspace of 500m² or more, or with one or more residential units, to incorporate the fabric first approach and on-site renewable energy equipment to reduce predicted CO₂ emissions by at least 20%. If the percentage target is technically unfeasible, or can be proven to make the development financially unviable, off-site generation should be employed as an alternative approach; and</p> <p>f. Supporting and promoting the implementation of Eco-Industrial Park (EcoIP) principles within the A127 Enterprise Corridor.</p>	1364, RPLP/2184 & RPLP/2227)
OM15.9	Paragraph 15.18	199	The <i>NPPF</i> states that inappropriate development in areas at risk of flooding should be avoided by	Clarification sought by ECC.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. It expects that Local Plans are supported by <i>SFRA</i> and set out policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk authorities ¹⁴ such as Lead Local Flood Authorities, and internal drainage boards <u>and Anglian Water</u> . Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.	(Representation RPLP/1797)
OM15.10	Paragraph 15.22	200	The <i>TE2100 Plan</i> sets out the Environment Agency's <u>and its partners aspirations</u> and approach to flood risk management within this part of the Borough. It states that policy P4 should be applied to the Bowers Marshes area (<u>policy unit</u>). This means that further action will be taken to keep up with climate and land use change so that flood risk does not increase. In order to achieve this, <u>the Plan for the sea defences and mechanical flood barriers protecting this area will be maintained and improved to respond to future sea-level rise</u> . it proposes that the sea defences and mechanical structures protecting this area will be maintained and improved to respond to sea level	Clarifications to the supporting text requested by the Environment Agency. (Representation RPLP/2625)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>rises. However, it also expects that some parts of Bowers Marsh, Vange Marsh and/or Fobbing Marsh, where limited development is present, will be turned into inter-tidal marsh (i.e. some inundation by the River Thames will be permitted) <u>The Plan advocates policy P3 for Vange marshes, to continue with existing or alternative actions to manage flood risk accepting that the likelihood of flooding will increase because of climate change. As outlined in section 15.15, the TE2100 Plan aspires to deliver intertidal habitat creation opportunities across its three phases to 2100</u> in order to off-set the loss of such habitat resulting from climate change. This may mean that some mechanical structures such as the East Haven and Fobbing Horse barriers may not be maintained in the future, in order to allow for inundation. This will require a revised approach to flood risk management in this part of the Borough. <u>and there is the opportunity for consideration of candidate sites on the marshes currently upstream of the existing East Haven and Fobbing Horse tidal flood barriers. This may mean a review of the most appropriate means of delivering the aspired tidal flood risk management policy for the given policy unit in this part of the Borough in conjunction with the Environment Agency and partners.</u> The <i>TE2100 Plan</i> requires the preparation <u>development</u> of a Riverside <u>Strategies</u></p>	

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>in order to improve floodplain management in the vicinity of the river, to create better access to the riverside and improve the riverside environment. The <u>development preparation</u> of a Riverside Strategy <u>approach</u> for Bowers and Vange Marshes should potentially be developed in line with similar strategies <u>across the south Essex and wider Thames Estuary area</u>, for Fobbing Marsh in Thurrock and West Canvey Marsh in Castle Point, and should seek to address the <u>issues challenges</u> posed by the long-term requirement to create new intertidal habitat, and the <u>any required</u> changes to <u>the means of</u> flood risk management this will require.</p>	
OM15.11	Paragraph 15.25	201	<p>Whilst there are nine CDAs where surface water flood risk is significant, the initial modelling work within the <i>SWMP</i> identified a total of 22 CDAs within the Borough, covering much of the urban extent. Therefore, whilst actions to mitigate surface water flood risk will be directed towards those areas most at risk, there is a need for surface water management to be a consideration in all new development proposals within the Borough. Both the <i>SFRA</i> and the <i>SWMP</i> promote the use of Sustainable Drainage Systems (SuDS) to manage surface water flood risk, however both also note that the underlying geology of the Borough will not allow</p>	<p>Clarification that infiltration SuDS is not suitable across the majority of the area, rather than all of the area as requested by ECC. (Representation: RPLP/1800)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			for the successful function of infiltration SuDS <u>across the majority of the borough. Infiltration testing at the site design stage will determine if infiltration SuDS is possible for a development. Where it is not,</u> As such further flood attenuation areas such as the washlands should be provided alongside new development to manage this risk.	
OM15.12	Policy CC4 - Point 5	204	5. All development proposals, including the redevelopment of existing buildings, must <u>demonstrate that adequate foul water treatment and disposal already exists or can be provided in time to serve the development, and must</u> incorporate Sustainable Drainage Systems (SuDS) which attenuate surface water on-site, and slow run off rates to natural levels. Proposals should seek to reduce the risk of flooding and ensure that it is not increased. SuDS must be designed in accordance with the <i>National Standards for SuDS</i> , and the principles and local standards for SuDS design set out at Appendix 7, and incorporated into the development to offer multi-functional benefits. <u>Furthermore, suitable access for the maintenance of foul and surface water drainage infrastructure should be maintained through the development layout.</u> Where surface water cannot be attenuated fully on-site, a proportional contribution towards an off-site	Clarification sought by Anglian Water to ensure all sources of flood risk were covered including foul drainage. (Representation RPLP/2133)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			surface water management project may be acceptable if it would deliver the reductions in surface water necessary to off-set the residual development impacts. Development would however need to align with the delivery of the off-site project.	
OM15.13	Paragraph 15.46	205	This can <u>should</u> be complemented with the provision of on-site decentralised and renewable or local carbon energy sources, which reduce the demand for mains generated electricity, and can be most effectively integrated into the design and construction of new buildings. <u>Policy CC1 requires on-site micro-generation to be secured within new developments to support a reduction in local CO₂ emissions. The widely applied Merton Rule seeks all new development with a floorspace of 500m² or one or more residential units to incorporate on-site renewable energy equipment to achieve a percentage reduction in CO₂ emissions from the site. Viability testing has indicated that a 20% requirement for on-site micro-generation is generally achievable in Basildon Borough. It should be noted that the 20% requirement is calculated once energy efficiency measures to the buildings fabric have been taken into account.</u>	Clarify how the Council justifies securing 20% on-site renewable energy generation within development proposals as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM15.14	Policy CC5 – Point 1, part b	206 - 207	<p>5. b. The design of all new development should incorporate measures for achieving high levels of energy efficiency and the use of decentralised energy sources, consistent with the requirements of policy CC1. Development is expected to demonstrate how its design, siting and layout has been maximised the opportunities for solar gain, daylight penetration, measures encompassed as part of the fabric first approach <u>for improving the energy efficiency of the buildings fabric have been maximised</u> and <u>how</u> the use of decentralised energy sources <u>will be incorporated into the development</u>. As a minimum:</p> <p>i. Residential development should achieve <u>at least</u> the energy efficiency requirements set out in Part L of the Building Regulations; and</p> <p>ii. Non-residential developments should achieve at least 50% of the credits available for reduction in CO2 emissions (Ene1) under the relevant BREEAM scheme for the development proposed; <u>and</u></p> <p><u>iii. All developments of 500m² or more, or one or more residential units should incorporate further energy efficiency improvements to the fabric of the building, or on-site renewable energy equipment which reduces the predicted emissions from the</u></p>	<p>Clarify the Council's approach to securing the requirement for on-site renewable energy generation, distinct from energy efficiency requirements which are covered by building regulations as sought by multiple developers.</p> <p>(Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>development by a further 20%, calculated once building regulation compliant energy efficiency measures have been taken into account. If this percentage target is technically unfeasible, or would make the development financially unviable off-site renewable energy generation should be employed as alternative approaches.</u></p>	
OM16.1	Paragraph 16.8	210	<p>In order to move away from a net loss of biodiversity towards achieving the <u>measurable</u> gains expected by the <i>NPPF</i>, local planning authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. It expects particular regard to be had to those sites which sit higher on the nature conservation hierarchy. Of the greatest importance are Ramsar and Natura 2000 sites (Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Whilst the closest of these (Benfleet and Southend Marshes SPA, and the Crouch and Roach Estuary SPA), sit outside the Borough, the Habitat Regulations Assessment which was prepared to accompany this plan identifies the potential for population growth in the Borough to have residual impacts on these coastal sites, as a consequence of recreation arising from population growth. The majority of Essex authorities are</p>	<p>Clarification sought by ECC. (Representation RPLP/1801)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			therefore working together to prepare a Recreation Avoidance and Mitigation Strategy (RAMS) to identify how the cumulative residual impacts of Local Plans across Essex can be addressed for all of the Essex coast Natura 2000 sites.	
OM16.2	Policy NE1 – Point 3, part c	213	3. c. Secure a <u>measurable</u> net increase in biodiversity across the Borough's area with a focus on priority habitats and priority species;	Clarification sought by Essex Wildlife Trust. (Representation RPLP/1836)
OM16.3	Paragraph 16.32	215	Planning policies should promote the preservation, <u>enhancement</u> , restoration and re-creation of priority habitats and ecological networks and minimise the impacts on biodiversity. Plans should distinguish between the hierarchy of international, national and local designation and the level of protection afforded to them should be commensurate to their status. Planning permission should be refused for development where significant harm cannot be avoided, adequately mitigated or as a last resort compensated for.	Clarification sought by ECC. (Representation RPLP/1803)
OM16.4	Paragraph 16.33	215	The <i>NPPF</i> states that potential and designated Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites should be given the highest level of protection. Additionally,	Clarification sought by ECC.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>planning permission should be refused for developments resulting in the loss of irreplaceable wildlife habitats or landscapes such as Ancient Woodlands due to their irreplaceable features. Where a proposal <u>may</u> affects an SPA, SAC or Ramsar site, a habitat regulation assessment <u>may will</u> be required in accordance with the <i>Conservation of Habitats and Species Regulations 2010</i> <u>in order to determine if the impact would be adverse, and whether options exist to avoid or mitigate harm.</u></p>	(Representation RPLP/1804)
OM16.5	Paragraph 16.35	215	<p>Although there are no International or European protected habitats within the Borough, Natura 2000 sites which comprise Ramsar, SPA and SAC sites are situated within 5km of the Borough's boundaries. These sites are designated for their inter-tidal habitats and/or the presence of rare and migratory bird species, therefore consideration must also be given to the impact that development within the Borough may have indirectly on these fragile ecosystems as harm to these sites should normally be avoided, consistent with the <i>NPPF</i>. The Habitat Regulations Assessment prepared to accompany the Local Plan identified a potential for population growth arising from the Borough, in combination with that arising elsewhere in Essex, to have <u>an in-combination</u> a cumulative impact on Natura 2000</p>	Clarifications sought by ECC. (Representations RPLP/1806 & RPLP/1807)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>sites through increased recreational pressure. Whilst on-site green infrastructure provision can offset some of this pressure, the coast will nonetheless be a draw to visitors as it provides an environment which cannot be replicated elsewhere. There is therefore a need for development in the Borough <u>to ensure these recreation pressures are appropriately avoided or mitigated</u>. Contributions to contribute towards the <i>Essex Coast Recreation Avoidance and Mitigation Strategy (RAMS)</i> <u>will be required to secure this mitigation</u>. to ensure these recreation pressures are appropriately avoided or mitigated.</p>	
OM16.6	Paragraph 16.37	216	Beyond designated sites for nature conservation, biodiversity can be found throughout the rural and built environment. This includes species protected by law including badgers, bats <u>water voles</u> and Great Crested Newts. Harm to these protected species will also need to be avoided or otherwise fully mitigated or compensated.	Clarification sought by the Environment Agency. (Representation RPLP/2649)
OM16.7	Policy NE4 - Point 1	216	1. Proposals which can demonstrate a resultant <u>measurable</u> net gain in biodiversity will in principle be supported, subject to compliance with other relevant policies in this plan.	Clarification sought by Essex Wildlife Trust. (RPLP/1838)
OM16.8	Policy NE4 - Point 2	216	2. Proposals resulting in any direct <u>adverse</u> impact to biodiversity within Ramsar sites, Special Protection	Clarification which ensures the correct

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			Areas, potential Special Protection Areas, Special Areas of Conservation, Sites of Special scientific interest and/or Ancient Woodland will be refused unless it can be shown that <u>the relevant tests which enable development to be exceptionally permitted, as set out in legislation and national planning policy, can be met.</u> there is an overriding public interest which necessitates that development occurring in that location.	test is applied to the different types of designations, responding to representations from the Woodland Trust and Natural England. (Representations RPLP/767 & RPLP/2560)
OM16.9	Policy NE4 – Point 4, part e	216	4. e. As a last resort, if the harm to biodiversity in terms of both quantity and quality have not been fully addressed through a), b), c) and d) off-site compensation which would result in a <u>measurable</u> net gain in biodiversity will be required. A compensation site must be identified which has the potential to be broadly equivalent to that habitat being lost, and a management plan prepared. Arrangements must be put in place to deliver that plan over a period of at least 20 years.	Clarification sought by Essex Wildlife Trust. (Representation RPLP/1838)
OM16.10	Paragraph 16.51	219	The <i>Environment Act 1995</i> gives local authorities the responsibility to periodically review and assess local air quality and where air quality objectives are unlikely to be achieved, to designate Air Quality Management Areas (AQMAs). Subsequently the	Clarification sought by ECC. (Representation RPLP/1809)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>local authority develops action plans aimed at reducing air pollution. As a result of the review and assessment process, three pollutants have been identified as potential threats to air quality in the Borough. They are Nitrogen Dioxide, Particulate Matter (PM₁₀), Dust and Sulphur Dioxide (SO₂). There are no AQMAs designated in the Borough, and industrial and residential land uses are largely separated thereby minimising potential instances of air quality conflicts. The main source of air pollution in the Borough is therefore from traffic emissions, particularly along major routes and at key junctions. The <i>UK Air Quality Plan</i> identifies a stretch of the A127 where modelling indicates that EU Limit Values for Nitrogen Dioxide emissions are at risk of being exceeded up until 2023. Ongoing primary data collection is therefore underway to assess the extent of this harm <u>and Basildon Borough Council is working with Essex County Council to develop a local action plan for reducing pollution on this stretch of road in the shortest possible time</u>. As the type and location of new development will influence traffic generation and the pattern and volume of vehicular movement, impact on the potential for EU Limit Values to be exceeded, the Council will look to locate new development, particularly those expected to generate a large number of vehicle journeys, to the</p>	

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>most accessible locations encouraging alternative travel by active and sustainable travel modes. It will also seek to mitigate the highway impacts of development by improving highway and junction capacity. This will help to prevent congestion which can lead to cars remaining idle or queueing in peak periods. Developers will be expected to contribute towards accessibility and junction capacity improvements as detailed in chapter 9.</p>	
OM16.11	Paragraph 16.58	220	<p>National policy places great importance on safeguarding the health of the environment and the public from contaminated land. <i>Part IIA of the Environmental Protection Act 1990</i> defines contaminated land as “<i>any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that: (a) significant harm is being caused or there is a significant possibility of such harm being caused; or (b) pollution of controlled waters is being, or is likely to be caused</i>”. With regard to contaminated land and the pollution of controlled waters the Environment Agency recommends that consideration is given to their guidance on Groundwater Protection: Principles and Practice (GP3) <u>entitled <i>Environment Agency's Approach to Groundwater Protection 2018</i></u>, the</p>	<p>Reference to the most up to date guidance by the Environment Agency. (Representation RPLP/2650)</p>

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<i>Model Procedures for the Management of Land Contamination (CLR11) and Guiding Principles for Land Contamination.</i>	
OM16.12	Paragraph 16.70	222	Whilst most non-residential uses are considered to be suitable within 400m of water recycling centres, there may be some uses which may be affected by odour, such as offices , retail, takeaways or schools, and which may also not be appropriate within the 400m 'cordon sanitaire'.	Identification of additional receptor for odour, as set out in representation from Anglian Water. (Representation RPLP/2136)
OM16.13	Policy NE8 – Point 1	222	1. Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where a new hazardous installation development is proposed, or where proposed development falls within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will normally be refused.	Clarification by Council to ensure Positively prepared test is met in relation to this policy.
OM16.14	Policy NE8 – Point 2	222	2. Anglian Water will be consulted on development proposals falling within use classes A, B1c , C and D where they fall within 400m of a water recycling centre....	Identification of additional receptor for odour, as set out in representation from Anglian Water.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				(Representation No. RPLP/2136)
OM17.1	Paragraph 17.3	224	The NPPF recognises the importance of all heritage assets and defines them as buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, because of a heritage interest. A heritage asset includes designated heritage assets, such as listed buildings, conservation areas and scheduled monuments, and non-designated assets identified by the local planning authority, including those on a local list <u>and on the Essex Historic Environment Record</u> .	To provide further clarity on the evidence reporting non-designated assets, as requested by ECC. (Representation RPLP/1810)
OM17.2	Paragraph 17.9	225	In accordance with national policy, significant weight should be given to the conservation of all designated heritage assets with nationally designated assets being awarded the highest level of protection followed by non- <u>locally</u> designated local assets. Development proposals should also have regard to the impact they could have on non-designated but locally important heritage assets.	Clarification which ensures the correct type of designation is being referred to, as requested by Gladman Developments. (Representation RPLP/2030)
OM17.3	Policy HE1	226	1. The Council will seek to protect, conserve and enhance the Borough's historic environment. This includes <u>both designated and non-designated</u> all	Clarification, as requested by Historic England.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>heritage assets <u>and their settings</u> including <u>Listed Buildings</u>, historic buildings and structures, Conservation Areas, landscapes and archaeology.</p> <p>2. Development proposals should be sensitively designed and should not cause harm to the historic environment. All development proposals which would have an impact on the historic environment, or any features of the historic environment, will be expected to:</p> <p>a. Safeguard <u>Conserve</u>, or where appropriate enhance, the significance, character, setting and local distinctiveness of heritage assets;</p>	(Representation RPLP/2172)
OM17.4	Policy HE2 - Point 1	227	<p>1. Development within or affecting the setting of the Borough's Conservation Areas, as defined on the Policies Map, including views in or out, should preserve or enhance the character and <u>or</u> appearance of the area. Consideration must be given to the streetscape, plot and frontage sizes, materials and relationships between all existing buildings, structures and spaces. Proposals should have particular regard to the special features and key characteristics identified within the relevant character appraisal and management plan for the Conservation Area.</p>	Change ensures that the policy better reflects legislation, as requested by Historic England. (Representation RPLP/2173)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM17.5	Paragraph 17.26. Last sentence of the paragraph.	228	The substantial harm to, or loss of a grade II Listed Building, grade I and II* registered parks or gardens would be exceptional and should still be resisted	Correction.
OM17.6	Paragraph 17.47	231	To ensure that the Borough's, as yet, undiscovered archaeological heritage is not lost, the Council will put in place measures to have potential areas of archaeological importance investigated and documented <u>within a Heritage Statement</u> before proposals are determined. This may be initially indicated by the identification of archaeological finds previously on the site, or in the surrounding area, <u>as listed within the Historic Environment Record</u> , or through other evidence supporting the Local Plan.	Provides further clarity on what evidence should be used to support the preparation of Heritage Statements, as requested by ECC. (Representation RPLP/1811)
OM17.7	Policy HE4 - Point 2	231	2. Scheduled Monuments and other important archaeological sites and their settings will be preserved in situ. Mitigating <u>Mitigation</u> measures must be taken to ensure the preservation of all remains of archaeological importance, and to avoid harm being caused to the important archaeological remains if they are to be preserved in situ. Where this is not possible proposals would need to demonstrate that the public benefits of redevelopment including securing a site's optimum viable use, outweighs the harm or loss caused by not preserving the archaeological remains in situ.	Correction as requested by Historic England. (Representation RPLP/2174)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM17.8	Delete paragraph 17.54 and insert new paragraph after paragraph 17.52	232	<p><u>17.53 For applications that are likely to impact, either directly or indirectly, on the significance of a non-designated heritage asset the local planning authority should make a balanced judgement taking into consideration the scale of any harm or loss and the significance of the heritage asset.</u></p> <p>17.54 For all identified heritage assets, there should be a presumption in favour of their conservation and the more significant the asset, the greater the presumption in favour of its conservation should be. The loss of the asset, or harm to its significance will only be acceptable if it can be demonstrated that there are overriding public benefits and it is not viable, or feasible to retain the asset within the development.</p>	Change to ensure compliance with NPPF, as requested by Historic England and Gladman Developments. (Representation RPLP/2030 & RPLP/2175)
OM17.9	Policy HE5 - Point 2	232	<p>2. Where locally identified heritage assets are <u>directly or indirectly</u> affected by development proposals, their significance should be retained within development wherever reasonably practicable. <u>Where this is not practicable, consideration will be given to the scale of any harm or loss of the heritage asset and to the significance of the heritage asset when determining the application.</u> Development resulting in harm to, or loss of significance of a locally identified asset will</p>	Change to ensure compliance with NPPF, as requested by Gladman Developments. (Representation RPLP/2030)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			only be acceptable where: a. there are demonstrable and overriding benefits associated with the development; and b. any identified harm or loss to the asset is minimised through mitigation.	
OM18.1	Policies IMP1 –IMP4		Insert a Monitoring Framework – THIS IS INCLUDED AT THE END OF THIS SCHEDULE FOR CONSIDERATION	Response to representation by ECC, required to comply with National Policy. (Representation RPLP/1814)
OM18.2	Paragraph 18.12	235	In terms of identifying the requirements for obligations the Council will use the information and evidence in the Infrastructure Delivery Plan for 2018 and any subsequent updated version of the plan. This will be backed up by consultation and discussions with service providers at the time applications are made. Information was provided by the major infrastructure providers such as Essex County Council for education (including early years <u>and</u> childcare) and highways, the local Clinical Commissioning Group/Community Health Partnerships/NHS England for health, Anglian Water, the Environment Agency and the Lead Local	Amendments sought by ECC for clarification to avoid misinterpretation. The reference to "early years childcare" should be changed to "early years and childcare" To avoid the exclusion of other early years and childcare provision such as breakfast clubs, after school

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			Flood Authority for flood protection and water management.	clubs etc. (Representation RPLP/1812)
OM18.3	Policy IMP1 – Point 2	234	2. In order to deliver growth on identified development sites, the Council will work with developers to bring forward development proposals that accord with the requirements of this plan. Where necessary, these proposals will need to identify any measures that need to be secured on-site to ensure the delivery of the required mix of development (including the mix of housing), the mitigation of environmental harm, and/or the provision of infrastructure as identified in the Infrastructure Delivery Plan <u>and up to date information from infrastructure providers</u> . Where appropriate planning conditions or planning obligations will be used to secure on-site measures.	Clarification sought by developers. (Representations RPLP/1882 & RPLP/2051)
OM18.4	Policy IMP2 – Point 1	236	1. New development will be expected to fully mitigate its impact on infrastructure, services and the environment. Such mitigation may be secured through a planning obligation where it is not possible to secure it through or the Community Infrastructure Levy or a planning condition, subject to an obligation meeting the requirements of the relevant legislation and national policy.	Clarification sought by ECC in order to remove the implied assumption that CIL is the mechanism of choice for. (Representation RPLP/1813)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change			Reason for Change			
OM19.1	Glossary	244	<p><u>A Health Impact Assessment (HIA) seeks to identify and improve the health consequences of any defined policy or proposed development, including unintended and unanticipated consequences. A HIA includes explicit consideration of how impacts may affect different groups in the population. It includes recommendations to mitigate any harm to health and enhance any benefits. A HIA should not only identify potential harms to be mitigated but should also identify and support positive aspects of a development that bring opportunities for good health.</u></p>			Other modification as requested by ECC to Include a definition of HIA in the glossary. (Representation RPLP/1815)			
OM19.2	Appendix 1: Evidence Base	255	<table border="1"> <tr> <td>Basildon Borough Green Belt Study</td> <td>Basildon Borough Council</td> <td>2013</td> </tr> </table>	Basildon Borough Green Belt Study	Basildon Borough Council	2013			Minor Amendment as per response to remove superseded evidence from the evidence list. (Representation RPLP/2802)
Basildon Borough Green Belt Study	Basildon Borough Council	2013							
OM19.3	Appendix 1: Evidence Base	255	<table border="1"> <tr> <td>Basildon Borough Green Belt Study Review</td> <td>Basildon Borough Council</td> <td>2015</td> </tr> </table>	Basildon Borough Green Belt Study Review	Basildon Borough Council	2015			Minor Amendment as per response to remove superseded evidence from the evidence list. (Representation RPLP/2802)
Basildon Borough Green Belt Study Review	Basildon Borough Council	2015							

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change			Reason for Change
OM19.4	Appendix 1 Evidence Base Table	257	Basildon Joint Strategic Needs Assessment	Clinical Commissioning Group	201 <u>201</u> <u>8</u>	Minor amendment to reflect the most up to date evidence available, as requested by ECC. (Representation RPLP/1727).
OM19.5	Appendix 1: Evidence Base	257	<u>Basildon Council - Playing Pitch Strategy & Action Plan</u>	<u>Knight Kavanagh and Page Ltd</u>	<u>201</u> <u>8</u>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
OM19.6	Appendix 1: Evidence Base	257	<u>Basildon Council - Playing Pitch Strategy Assessment Report</u>	<u>Knight Kavanagh and Page Ltd</u>	<u>201</u> <u>8</u>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change			Reason for Change
OM19.7	Appendix 1: Evidence Base	257	<u>South Essex Playing Pitch Strategy Overarching Strategy & Action Plan</u>	<u>Knight Kavanagh and Page Ltd</u>	<u>2018</u>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
OM19.8	Appendix 1: Evidence Base	257	<u>Basildon Council - Indoor Sports Facilities Strategy & Action Plan</u>	<u>Knight Kavanagh and Page Ltd</u>	<u>2018</u>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
OM19.9	Appendix 1: Evidence Base	257	<u>Basildon Council - Indoor & Built Facilities Needs Assessment</u>	<u>Knight Kavanagh and Page Ltd</u>	<u>2018</u>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base.

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change			Reason for Change
						(Representation RPLP/838)
OM19.10	Appendix 1: Evidence Base	257	South Essex Indoor Sports Facilities Overarching Strategy & Action Plan	Knight Kavanagh and Page Ltd	2018	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
OM19.11	Appendix 1: Evidence Base	258	Rights of Way Improvement Plan	Essex County Council	2013	Other modification as requested by Essex Bridleways Association to list Rights of Way Improvement Plan in the list of evidence base. (Representation RPLP/371)
OM19.12	Appendix 1 Evidence Base table	260	Essex Joint Health & Well-Being Strategy	Essex County Council	2012	Minor amendment to reflect the most up to date evidence available, as

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change					Reason for Change
					201 8	requested by ECC. (Representation RPLP/1727).		
OM19.13	Appendix 5 List of Open Spaces	273	Land South of Hannakins Farm Recreation Ground	Linda Gardens	Billericay & Burstead	Private	Natural and Semi-natural Open Space	Minor Amendment as per response to remove land at Linda Gardens from the schedule of public open spaces, as it is private land and the land owner has no intention of providing this site for public open space. (Representation RPLP/1826)
OM19.14	Appendix 5 List of Open Spaces	277	Land at Chesterford Gardens/ Craylands	Chesterford Gardens	Basildon	Public	Amenity Green Space	Minor Amendment as per response to remove Site shown as HC5 is part of the Craylands Regeneration programme. (Representation RPLP/4965)

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM19.15	Appendix 7: Essex SuDS Design Guide Principles and Local Standards	288	To be updated as per the Lead Local Flood Authority's revised SuDS Guidance published in 2016 and the subsequent revisions to the Revised Critical Drainage Areas (2018)	Other modification as requested by ECC to update to refer to and reflect the Lead Local Flood Authority's revised SuDS Guidance published in 2016 and the subsequent revisions to the Revised Critical Drainage Areas (2018)
OM19.16	DES2: Areas of Special Development Control	Policies Map	Amend Special Development Control Area Policy DES2 around Ramsden Bellhouse.	Factual Correction. Special Development Control Area around Ramsden Bellhouse not readjusted after removal of allocations. (Representation RPLP/1816)
OM19.17	HC5: Public Open Spaces	Policies Map	Amend boundary to Mill Meadows Nature Reserve to not include land in private ownership.	Other modification as requested by Landowner to remove land in private

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				ownership. (Representation RPLP/3291)
OM19.18	HC5: Public Open Spaces	Policies Map	Remove land at Linda Gardens from the schedule of public open spaces, as it is private land and the land owner has no intention of providing this site for public open space.	Other modification as requested by Millwood Designer Homes Ltd. (Representation RPLP/1826)
OM19.19	HC5: Public Open Spaces	Policies Map	Remove Land at Chesterford Gardens ID260 from Policy HC5 as site is part of the Craylands Regeneration programme which has extant permission	Other modification as requested by Swan Housing. (Representation RPLP/4965)
OM19.20	HC5: Public Open Spaces	Policies Map	Remove Land adjacent to Laindon Link, Laindon ID246 from Policy HC5 as site is part of the Laindon Town Centre Regeneration programme which has extant permission	Other modification as requested by Swan Housing. (Representation RPLP/4965)
OM19.21	HC6: Local Green Spaces	Policies Map	Amend the two areas within LGS50 Kent View Recreation ground to include as part of HC6: Local Green Spaces.	Minor amendment to reflect the change of LDS designation as a response to

Reference Number	Paragraph/Policy/Figure /Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				(representation RPLP/24, RPLP/624)
OM19.22	HC8: Playing Fields Associated with Education Facilities	Policies Map	Amend playing field to show the changed extent of the playing field at Beauchamps School as part of the field is no longer in the ownership of the school.	Other modification as requested by Sport England. (Representation RPLP/830)
OM19.23	HC8: Playing Fields Associated with Education Facilities	Policies Map	Remove Fryerns School playing field ID 53 from HC8 as site is part of the Craylands Regeneration programme which has extant permission	Other modification as requested by Swan Housing. (Representation RPLP/4965)
OM19.24	HC9: Private Open Spaces - Conditional Access	Policies Map	Amend to include Private Open Spaces on Policies Map HC9.	Factual Correction.

Minor Modification OM18.1

Basildon Council - Local Plan Monitoring Framework - Nov 2018

Regulation 34	Requirement	Indicator	Source
(1) A local planning authority's monitoring report must contain the following information—	1(a)the title of the local plans or supplementary planning documents specified in the local planning authority's local development scheme;	List of local plans or supplementary planning documents being prepared	Local Development Scheme
	1(b)(i)the timetable specified in the local planning authority's local development scheme for the document's preparation;	Timetable for the specified documents (LDS)	Local Development Scheme
	1(b)(ii) the stage the document has reached in its preparation; and	Stage reached in its preparation	Local Development Scheme
	1(b)(iii) if the document's preparation is behind the timetable mentioned in paragraph (i) the reasons for this; and	Reasons for delay	Local Development Scheme
	(c) Where any local plan or supplementary planning document specified in the local planning authority's local development scheme has been adopted or approved within the period in respect of which the report is made, a statement of that fact and of the date of adoption or approval.	List of documents adopted and date of adoption	Local Development Scheme
(2) Where a local planning authority are not implementing a policy specified in a local plan, the local	(a)identify that policy; and	List of Local Plan Policies not being implemented.	Update from Planning Policy team
	(b)include a statement of— (i)the reasons why the local planning authority	Reasons for non-implementation	Update from Planning Policy team

Regulation 34	Requirement	Indicator	Source
planning authority's monitoring report must—	are not implementing the policy; and		
	(b) Include a statement of— (ii) the steps (if any) that the local planning authority intend to take to secure that the policy is implemented.	Details of steps taken to rectify non implementation	Update from Planning Policy team
(3) Where a policy specified in a local plan specifies an annual number, or a number relating to any other period of net additional dwellings or net additional affordable dwellings in any part of the local planning authority's area, the local planning authority's monitoring report must specify the relevant number for the part of the local planning authority's area concerned—	(a) in the period in respect of which the report is made, and	Net Dwelling units completed	Residential Land Availability Study
		Net Affordable Dwelling units completed	Residential Land Availability Study
	(b) Since the policy was first published, adopted or approved.	Total dwellings completed since policy adopted	Residential Land Availability Study
(4) Where a local planning authority have made a neighbourhood development order or a neighbourhood	The local planning authority's monitoring report must contain details of these documents.	List of Designated Neighbourhood Areas	Update from Planning Policy team
		Date of designation	Update from Planning Policy team
		Stage reached in neighbourhood plan preparation	Update from Planning Policy team

Regulation 34	Requirement	Indicator	Source
development plan		List of Neighbourhood Development Orders	Update from Planning Policy team
(5) Where a local planning authority have prepared a report pursuant to regulation 62 of the Community Infrastructure Levy Regulations 2010	The local planning authority's monitoring report must contain the information specified in regulation 62(4) of those Regulations.	the total CIL receipts for the reported year	CIL Report
		the total CIL expenditure for the reported year	CIL Report
		the items of infrastructure to which CIL (including land payments) has been applied	CIL Report
		the amount of CIL expenditure on each item,	CIL Report
		the amount of CIL applied to repay money borrowed, including any interest, with details of the infrastructure items which that money was used to provide (wholly or in part),	CIL Report
		the amount of CIL applied to administrative expenses pursuant to regulation 61, and that amount expressed as a percentage of CIL collected in that year in accordance with that regulation; and	CIL Report
		The total amount of CIL receipts retained at the end of the reported year.	CIL Report
(6) Where a local planning authority have co-operated with another local planning authority, county council, or a body or person prescribed under	An update on duty to cooperate	List of Organisations	Update from Planning Policy team

Regulation 34	Requirement	Indicator	Source
section 33A of the Act, the local planning authority's monitoring report must give details of what action they have taken during the period covered by the report.			

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
Contextual Indicators	Provide background information		Population	N/A	ONS	
			Average House Prices	N/A	Hometrack	
			First time buyers seeking to buy homes (Number of entries on the Basildon Council Help to Buy Register)	N/A	Basildon Borough Council	
SO1: Protecting and Enhancing the Quality of the Local Environment	Enhance the quality of the Borough's natural, historic and built environment through spatial planning and design, conservation of heritage assets, and the improvement of the character and appearance of its landscapes, including green corridors, to secure the future of the	SA1	Ha of new Green Infrastructure secured through development	N/A	S.106 Contribution report.	NE1, IMP2
		SA1	Area of country park provision	N/A	Basildon Borough Council	NE2
		SA1	S.106 contributions to open space	N/A	Basildon Borough Council	HC5, IMP2
		SA1	Area of open space provision.	N/A	Basildon Borough Council	HC5, HC6, HC7, HC8, HC9
		SA2	Number of Listed Buildings	No decrease	Historic England	HE1, HE3

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	Borough's distinctiveness and sense of place. Protect, conserve, increase and positively manage the Borough's biodiversity resources through the protection, renewal and creation of habitats and green infrastructure opportunities.	SA2	Number of Scheduled Monuments	No decrease	Historic England	HE1, HE4
		SA2	Number of Listed Buildings on the Essex Heritage at Risk Register	Decrease, with the target of Nil	Historic England and Essex County Council Heritage at Risk Registers (HARR)	HE1, HE3
		SA2	Number of heritage assets in the Borough on the Essex Heritage at Risk Register (HARR) for more than 5 years	Decrease, with the target of Nil	Historic England and Essex County Council Heritage at Risk Registers (HARR)	HE1
		SA2	Ha of Ancient Woodland	No decrease	Natural England	NE4
		SA3	Number and hectares of SSSIs	No decrease	Natural England	NE4
		SA3	% of Boroughs SSSIs in a favourable stable/improving condition	N/A	Natural England	NE4

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
		SA3	% of Boroughs SSSIs in a unfavourable declining condition	N/A	Natural England	NE4
		SA3	% of Local Wildlife Sites (LoWS) under positive management	Increase	EECOS, Basildon Borough Habitat and Biodiversity Report, with annual monitoring of change by Basildon Borough Council	NE3
		SA3	Number and Ha of Local Wildlife Sites (LoWS)	No net decrease	Essex Wildlife Trust	NE3
		SA3	Area of new (additional) land brought under management for nature conservation purposes.	Increase	Basildon Borough Council	NE1
SO2: Improve the Quality and	Ensure the Borough's Green Belt continues to serve its purposes,	SA1	Ha of Green Belt Land	Maintain at least 59 ha	Basildon Borough Council	GB1, GB2

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
Value of the Green Belt	whilst accommodating Objectively Assessed Needs.	SA1	Proactively manage the use of land in the Green Belt (Ha of open space located in the Green Belt)	N/A	Basildon Borough Council	GB3, GB11
	Pro-actively manage the use of land in the Green Belt so that it benefits local communities. Continue to enforce against unauthorised development.	SA1	Net dwelling completions on Green Belt infill	Not more than 135 Net dwelling completions over the plan period	Residential Land Availability Monitoring	GB4
SO3: Minimise our Impact on the Environment	Promote the efficient use of resources by embracing sustainable patterns of development including maximising the use of previously developed land,	SA12	Proportion of net dwelling completions on brownfield sites	N/A	Residential Land Availability Monitoring	SD1, SD2, H1, H23
		SA12	Proportion of net dwellings completed at densities of 30 dph or more	95%	Residential Land Availability Monitoring	SD1, SD2, H1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	<p>improving energy and water efficiency, increasing the use of renewable energy technologies and minimising pollution, including greenhouse gas emissions.</p> <p>Designing local environments so that they are of a high quality, more resilient to a changing climate and benefit from integrated environmental systems for drainage and waste management.</p>	SA12	Employment completions on brownfield sites	N/A	Non Residential Land Availability Monitoring	SD1, E1
		SA13	Major Planning Applications approved, where the Environment Agency has an Outstanding Objection on Flood Risk Grounds	Nil	Environment Agency	CC2, CC4
		SA13	Major Planning Applications approved, where the Lead Local Flood Authority has an Outstanding Objection on Flood Risk Grounds	Nil	Basildon Borough Council	CC2, CC4
		SA16	Water pollution incidents recorded by Environment Agency	Decrease, with the aim of Nil	Environment Agency	CC1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	Ensuring people can be protected from the effects of flooding.	SA15	Air Quality (Nitrogen Dioxide concentrations)	Maintain below 40 µgm-3/yearly mean	Basildon Council Air Quality Annual Status Report (ASR)	NE6
	Improve water quality.	SA17	Proportion of new homes completed on sites with an approved SUDs scheme.	Increase	Basildon Borough Council	CC2
SO4: Creating Vibrant and Thriving Town Centres	Maintain Basildon Town Centre's role as a Regional Centre by ensuring it contributes to the Borough's overall growth targets and becomes the prime focus for new retail and leisure developments.	SA5	Number of Town centre vacant retail units	Decrease	Shopping frontage/Retail Survey	SD1, R1, R2, R3, R4, R5
	Conserve the distinct	SA5	Net additional square metres of total retail floor space	Comparison floor space – 24,100 over the plan period Convenience floor space – 4,900sqm over the plan period	Non Residential Land Availability Monitoring	SD1, R1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	identities of the Borough's other town centres, whilst improving their local community roles and functions through mixed-use developments that provide a better range of shopping, leisure, educational and employment opportunities, alongside an enhanced transport infrastructure and public realm.	SA5	Gross additional food and drink (A3, A4 and A5)	9,300sqm over the plan period	Non Residential Land Availability Monitoring	R1
SA5		% of shop units that comprise hot food takeaways (use class A3) within town centres	No more than 10% of shop units should comprise hot food takeaways	Shopping frontage/Retail Survey	R16	
SA5		% of shop units that comprise hot food takeaways (use class A3) within local centres	a. Within local centres comprising 6 or less shop units, no more than 50% of the shop units should comprise hot food takeaways; b. Within local centres comprising 7 to 14 shop units, no more than 30% of the shop units should	Shopping frontage/Retail Survey	R16	

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
				<p>comprise hot food takeaways; and</p> <p>c. Within local centres comprising 15 or more units, no more than 20% of the shop units should comprise hot food takeaways.</p>		
		SA5	% of A1 Use Class within town centre retail frontage	<p>1. Within Primary shopping frontage A1 retail uses at ground floor level should not fall below:</p> <p>i. 75% in Basildon town centre; or</p> <p>ii. 60% in Billericay, Pitsea or Wickford town centres.</p> <p>2. And 30% within Secondary shopping frontage for all town centres</p>	Shopping Frontage/Retail Survey	R8, R9

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
		SA5	Distance between betting offices (Applies to new applications only)	400m buffer zone	Non Residential Land Availability Monitoring	R17
		SA5	Net Dwelling completions per annum within town centres	Basildon Town Centre up to around 2,128 dwellings Laindon Town Centre – at least 224 dwellings Wickford Town Centre – 15-100 dwellings	Residential Land Availability Monitoring	R2, R3, R5
SO5: Strengthening the Competitiveness of the	Maintain the Borough's position as a sub-regional economic hub by providing enough land, in suitable	SA4	Net additional square metres of Office space (B1a)	N/A	Non Residential Land Availability Monitoring	SD1, E1, E2, E7, E11, E14

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
Local Economy	locations, with supporting infrastructure to accommodate business needs, both big and small, and support the diversification of the Borough's employment sector mix. Improve the robustness of the local economy by ensuring opportunities to maintain and enhance business support programmes, access to early, primary, secondary, further & higher education and	SA4	Net square metres of B1b Research and Development	N/A	Non Residential Land Availability Monitoring	E3
		SA4	Net square metres of General Industrial Development (B2-B8)	N/A	Non Residential Land Availability Monitoring	SD1, E1- E8
		SA4	Net square metres of B class uses lost to Non B-Class Uses in B class Employment Areas	N/A	Non Residential Land Availability Monitoring	E10
		SA4	Economic productivity - GVA	Maintain Basildon's position as the dominant economic area within South Essex	ONS	SD1, E1, E13

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	<p>skills training are available to improve investor confidence in locating to or remaining in the Borough.</p> <p>Promote the Borough on a local, national, European and international scale as an attractive base for businesses.</p>	SA4	Unemployment rates	Decrease	ONS	SD1, E1, E11
SO6: Delivering New Homes	Identify enough suitable land for new housing to meet Objectively Assessed Needs.	SA7	5 Year Housing Land Supply (Expressed as a % and Years)	5 years	5 Year Housing Land Supply Report	SD1, H1
		SA7	Net Dwelling completions per annum	15,465 dwellings over the plan period	Residential Land Availability Monitoring	SD1, H1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	Provide sufficient housing, in a range of types and tenures that meet the Borough's needs, including specialist provision.	SA7	Net Dwelling completions by area	As identified in the Local Plan	Residential Land Availability Monitoring	SD2
		SA7	Net Dwelling completions by housing allocation	Targets in individual allocation policies H5 – H22	Residential Land Availability Monitoring	H5 - H22, SD3
			Units of specialist accommodation (use class C3) completed for vulnerable adults (excluding older people).	N/A	ECC Adult Social Care	H2
		SA7	Units of specialist housing accommodation (use class C2) completed for Older People and Disabled Adults	1,491 units over the plan period	Residential Land Availability Monitoring	H2

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
		SA7	Residential care / nursing beds (use class C2) provided for older people.	598 bed spaces over the plan period	Residential Land Availability Monitoring	H2
		SA7	Affordable dwelling completions expressed as a percentage of total dwelling completions on developments of 11 units or more.	31% affordable housing provision will be required on all sites of 11 units or more	Residential Land Availability Monitoring	H26
		SA7	Affordable homes secured via S106 expressed as a percentage of total homes granted permission on sites of 11 units or more	31% affordable housing provision will be required on all sites of 11 units or more	Residential Land Availability Monitoring	H26
		SA7	Affordable Housing need	Decrease	Basildon Borough Council – Housing Strategy Evidence Base Annual Review	SD1, H1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
		SA7	Gypsy & Traveller pitches granted consent	44 pitches over the plan period	Residential Land Availability Monitoring	H3, H4
		SA7	Travelling Show people plots granted consent	3 plots over the plan period	Residential Land Availability Monitoring	H3, H4
		SA7	Total number of Traveller pitches with permanent planning permission	Total number of existing pitches plus new pitches granted consent	Residential Land Availability Monitoring	H3, H4
SO7: Capitalising on Local Tourism Opportunities	<p>Extend the Borough's leisure tourism offer by promoting its cultural and environmental assets.</p> <p>Securing the provision of high quality accommodation and support facilities in the Borough to</p>	SA4	Net Square metres of hotel (C1) floor space (Granted Planning Permission)	Increase	Non Residential Land Availability Monitoring	SD1, E1, R13

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	satisfy demand for businesses.					
SO8: Helping Local People Maintain Healthier Lifestyles	Provide an environment that is attractive, enjoyable, safe, accessible and easy to live and work in.	SA8	Obesity rates of adults and children	Decrease	Sport England Local Sport Profiler	HC1
		SA11	% of adult participation in sport	Increase	Sport England Local Sport Profiler	HC1, IMP2
	SA11	S.106 contributions secured for investment in leisure facilities.	As per requirements of the Infrastructure Delivery Plan (IDP)		Basildon Borough Council	HC1, IMP2
	SA11	Change in Ha of Open Space/ 1000 people	7.52ha of open space per 1000 residents		Basildon Borough Council	HC5, HC6, HC7, HC9, HC11

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
SO9: Enhancing the Quality of Life for All	Foster a dynamic and prosperous local economy, employing a highly trained, skilled and educated local workforce.	SA11	Change in the provision of Community Facilities (sqm)	N/A	Basildon Borough Council	HC4, HC10, HC11
		SA2	S.106 contributions secured for investment in art and culture	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	DES6, IMP2
	Reduce inequalities in employment by improving access to all levels of education, training and skills enhancement.	SA6	Net additional square metres of educational floor space by primary, secondary, further, higher, and vocational levels.	As per requirements of the Infrastructure Delivery Plan (IDP)	Basildon Borough Council	HC3
		SA6	Capacity in primary and secondary schools	N/A	Commissioning School Places Report (Essex County Council)	HC3
	Addressing social exclusion and inequality in healthcare and education by					

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	ensuring good quality health, education and community support and cultural facilities are accessible to the Borough's residents of all ages.	SA6, SA8, SA11	S.106 contributions secured for a) education, b) health and c) communities services	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	HC2, HC3, HC4, HC10, HC11, IMP2
	Improve access to, and the provision of community, sports and cultural facilities, together with sufficient local infrastructure to ensure healthier and stronger communities develop.	SA6, SA8, SA11	Average minimum travel time to 8 key services by public transport	New developments to be within 30 minutes public transport travel time of key services	https://www.gov.uk/government/statistical-data-sets/journey-times-to-key-services-jts01	H1, IMP1, IMP3
	Nurture stronger and safer communities, increasing peoples' safety and well-being	SA7, SA8, SA9, SA10, SA11	Performance against index of multiple deprivation	Reduce deprivation levels	https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015	SD1, H1, H2, E1, HC1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	by designing out crime, reducing disorder and its causes, encouraging community involvement and instilling civic pride.					
SO10: Securing the Delivery of Supporting Infrastructure	Ensure that all developments are in accessible locations to minimise the need to travel.	SA11	% of population within 30 minute public transport time of key services	95%	https://www.gov.uk/government/statistical-data-sets/journey-times-to-key-services-by-local-authority-its04	T4, IMP3
	Promote a reduction in car use and out commuting where possible and encourage the use of public transport, walking and cycling	SA11	S.106 contributions accumulated per annum for Improvements to Public Transport Infrastructure & Services	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	T4, CC1, IMP1, IMP2

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	to minimise the impact of the Borough's growth on transport infrastructure.	SA19	S.106 contributions accumulated per annum for highway works	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	T1, T2, T3, TS5, T6, IMP1, IMP2
	Ensure all developments are supported by the necessary transport, utility, green, education, health and community infrastructure in an effective and timely manner to make the development sustainable and minimise its effect upon existing communities.	SA19	List of key routes where work is underway or completed, compared to IDP	100% completion of works listed in IDP by end of plan period.	Essex County Council	T1, T2, T5, T6, IMP1
		SA19	CIL contributions (Information provided in Section A)	As per requirements of the Infrastructure Delivery Plan (IDP)	Basildon Borough Council	T1, COM1, HC1, IMP1