



**Schedule of Changes:  
Basildon Borough Publication Local Plan to  
Revised Publication Local Plan**

**Committee Version**

**October 2018**



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## 1. Introduction

- 1.1 This document reports the schedule of changes that have been made to the Publication Local Plan (March 2018) and are incorporated into the latest version of the Local Plan called the Revised Publication Local Plan Committee Version (October 2018).
- 1.2 The changes reflect the policy steer given by the Strategic Planning & Infrastructure Committee at its meetings on 17th and 25th July, 29th August and 13th September 2018. Minor amendments have also been made to ensure the Local Plan remains compliant with national policy on adoption, to improve clarity and to correct typos and formatting issues.

## 2. Schedule of Changes

- 2.1 The following changes have been made to the former Publication Local Plan, therefore all references, including policy and paragraph numbering, as stated under the column 'Change Location (former paragraph/policy)', refer to the numbering in the Publication Local Plan.

**Table Note:**

Text striked through and highlighted yellow has been deleted.

Text underlined and highlighted yellow has been inserted

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
PLP0.1	Front Page	Basildon Borough <b>Revised Publication</b> Local Plan 2014 – 2034  <del>Committee Version</del> <b>Publication Version</b> <del>March</del> <b>October</b> 2018	Next version of plan with correct date.
PLP0.2	New Section before Contents	Insert new section entitled <b>Foreword</b>	New section.
PLP0.3	Contents	Update contents page	To reflect all the changes made.
PLP0.4	List of Policies	Update list	To reflect changes to existing policy titles, the removal of policies and inclusion of new policies.
PLP0.5	Throughout	Update policy, paragraph and appendix numbering where required.	For clarity.
PLP0.6	Throughout	Amend minor typos, grammatical errors and formatting errors.	For clarity.
PLP0.7	Throughout	Generalise references to the NPPF to ensure the Local Plan remains up-to-date once adopted.	Compliance with national policy.
PLP0.8	Throughout	Italicise all reference documents where they haven't been italicised already.	For consistency and ease of identification.
PLP0.9	Throughout	Amend titles of reference documents where necessary, including year of publication in brackets.	For consistency and clarity.
PLP0.10	Throughout	Ensure that words which have been abbreviated in the plan have been abbreviated every time they are subsequently mentioned within the plan.	For consistency.
<b>CHAPTER 1: INTRODUCTION</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
<b>CHAPTER 2: POLICY CONTEXT</b>			
PLP2.1	Insert new paragraph after paragraph 2.9	Insert new paragraph to read as follows: <b>2.10 This Local Plan has been prepared in accordance with the NPPF published in March 2012. Prior to submission of this plan to the Secretary of State for examination, the Government published a revised NPPF in July 2018. To ensure that the policies contained within the plan remain robust and up-to-date post adoption, consideration has been given to these changes in national policy.</b>	Compliance with national policy.
<b>CHAPTER 3: SPATIAL PORTRAIT</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 4: DRIVERS OF CHANGE</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 5: VISION AND OBJECTIVES</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 6: ACHIEVING SUSTAINABLE DEVELOPMENT</b>			
PLP6.1	Paragraphs 6.14 to 6.27	To amend the supporting paragraphs for policy SD1 to read as follows: <b>6.14</b> However, there is some employment land supply within the Borough which is owned by significant multi-national companies. The Council is keen to encourage the retention of these companies as they respond to changes in the global economy, and therefore recognises that their land-holdings may not be available for general economic growth, but may provide opportunities for additional job growth in the Borough through business consolidation. This constrains the available supply of land for general economic growth, particularly in relation to	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 17 July 2018 (minute 2018:385), on 25 July 2018 (minute 2018:430) and on 13 September 2018 (minute 2018:488).

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>sites suitable for office space. Furthermore, some of the vacant land within the existing employment areas is in the form of narrow strips adjacent to the A127. Whilst these strips are suitable for some forms of commercial development at this time, the further narrowing of these strips to enable the widening of the A127, which is a sub-regional aspiration, would make them unsuitable for many commercial uses, and potentially undevelopable as a consequence.</p> <p>6.15 Consequently, the Local Plan makes provision for 89ha-75.5ha of land for employment purposes, with the intention of securing at least the 42ha of B-class employment development needed. This will deliver around 10,100 B-class jobs, as part of a total jobs growth of around 20,000 jobs within the Basildon economy.</p> <p>6.16 Supplying land, and creating conditions for economic investment is however, only part of the Council's Economic Development Policy. Another component is ensuring that local residents have access to those employment opportunities. Currently, low skill levels prevent access to higher paying jobs in the local economy, and employment deprivation in some parts of the Basildon urban area is particularly high. This has implications for other indicators of well-being including health outcomes. Growth in higher paying sectors, such as advanced manufacturing and digital, cultural and creative technologies is therefore considered essential, alongside a strategy to engage more local people in education, training and other forms of skills development. The Council is pursuing separate, non-planning strategies such as the Pathways to Success Panel and Breakthrough Basildon Borough Commission in order to achieve a skills uplift amongst local people and ensure the benefits of growth are more inclusive.</p> <p><b>Housing Growth</b></p> <p>6.17 In order to achieve the economic ambitions of the Borough, it is necessary to ensure that the housing and infrastructure is put in place to ensure businesses have access to people (labour and knowledge) and resources that they need to be successful. Paragraph 21 of the NPPF states that planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.</p> <p>6.18 Paragraph 47 of the NPPF states that local planning authorities must significantly boost the supply of housing in England is a key focus for Government and local planning</p>	<p>To also reflect the findings in the latest publications of the HELAA and the Annual Monitoring Report.</p> <p>To also amend employment figures. Two urban land parcels were incorrectly protected for B2 employment use when they had been designated as open space.</p>

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>authorities should use their evidence base to are expected to identify their local housing need and ensure that their Local Plans meet this objectively assessed need in full 'full, objectively assessed needs for market and affordable housing. However in their housing market area, as far as is consistent with the policies in the Framework...". there are policies within the NPPF which refer to areas or assets, such as which have the potential to constrain growth include, but are not limited to, nature conservation sites, heritage assets, locations at risk of flooding risk and land designated as Green Belt which have the potential to constrain growth policies. Infrastructure capacity may also be a constraining factor if transport impacts are severe, or if the outcomes for communities are unsustainable.</p> <p>6.19 The <i>South Essex Strategic Housing Market Assessment (SHMA) Addendum (2017)</i>, identifies an objectively assessed need (OAN) for housing of up to 4,000 homes to be delivered in South Essex every year in order to support both housing need and the needs of economic growth. This housing target is made up of the cumulative requirements of the five authorities of Basildon, Castle Point, Rochford, Southend-on-Sea and Thurrock that consist the housing market area. The Joint Strategic Plan will address the matter of housing distribution between these authority areas once adopted, including any redistribution. However, as a starting point the calculated OAN for Basildon Borough is for between 972 and 986 homes per annum, or between 19,440 and 19,720 homes over 20 years. Taking into account the projected requirements for additional pitches and plots for the Borough's ethnic Gypsy and Traveller households that have ceased to travel permanently, the <i>Basildon Borough Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment (BBLNAA)</i> (2018) indicates that the SHMA need is greater by 51 pitches, taking the OAN to between 19,496-491 and 19,776-771 homes over 20 years.</p> <p>6.20 The SHMA Addendum OAN calculations use the 2014 Minister for Housing Communities and Local Government (MHCLG) sub-national household projections as a basis. The new standard method for calculating housing need set out in the revised NPPF 2018, if applied now, would also use the same set of household projections along with housing affordability ratios (2017 based) to calculate the requirement for housing in the Borough. The household projections provide the base for the calculation with the affordability ratio identifying the scale of uplift required to address local market conditions with the uplift capped at 40%. The standard method does not use the base date of the data (2014), but rather the current year from which the calculation is to be taken. This means that if a Local</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p><u>Plan was prepared today for Basildon Borough it would have a requirement for 17,232 homes over the period from 2018 to 2034 (16 years), based on data up to 31 August 2018. Whilst the OAN calculated by the SHMA Addendum is higher, it does cover a longer time period. Once completions between 2014 and 2018 have been taken into account to contribute towards supply, the remaining housing need for the plan period, including shortfall in provision for the period 2014-2018, as set out in this Local Plan, is broadly aligned to the figure calculated by the standard method.</u></p> <p>6.2021 In preparing the Local Plan, the Council has taken into account the government's ambitions for housing growth, and the evidence of housing need as set out in the <u>South Essex SHMA Addendum (2017). This does not vary significantly from the requirement of the standard methodology.</u> Considerations has also been given to the availability of land, spatial distribution options and infrastructure requirements. It has also been necessary to consider avoiding areas of the Borough at risk of flooding, contamination and pollution, as well as avoiding sites of nature conservation importance.</p> <p>6.2122 Account has also been taken of the great importance attached to the permanence, extent and role of the Green Belt and the fundamental aim of preventing sprawl by keeping land permanently open, altering boundaries only in exceptional circumstances, taking account of the need to promote sustainable development. In the Borough, particular regard has been had to preventing the coalescence of the Basildon urban area with Thundersley to the east and West Horndon to the west, as this would create a continuous urban conurbation stretching along the A127 around 20 miles from West Horndon in Brentwood/Thurrock to Shoeburyness in Southend.</p> <p>6.2223 Having taken into account the supply of housing through completions, urban capacity (including town centre regeneration), sites with planning permission and a windfall allowance, the Council concluded that a strategy that would constrain housing growth to sites within the <u>Borough's urban areas would mean that there would be a significant shortfall of housing when considered against the OAN for the Borough. Therefore, achieving sustainable levels of housing development within the Borough without impinging on the Green Belt has been unavoidable and Green Belt boundaries have been amended, where exceptional circumstances were judged to have existed, in order to achieve sustainable development in the Borough.</u></p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change								
		<p>6.2324 The Local Plan therefore makes land provision for <u>at least 17,791</u> around 18,180 homes. <u>When housing supply is compared against the housing need of between 19,491 and 19,771, the scale of unmet need is identified to be around 10% of the housing requirement. This is similar to the level of unmet need based on the standard method approach. While the need is lower at 17,232, the supply is also comparably lower at 15,531 as it does not include housing completions between 2014 and 2018.</u></p> <p>6.25 <u>However in terms of delivery,</u> it is expected that during the plan period to 2034, only around <u>15,465 15,000</u> homes will be delivered, with the annualised rate of delivery varying over the plan period to reflect both infrastructure and environmental constraints, which will slow delivery in some locations, and push delivery on some large scale strategic sites beyond the plan period. The Council has also been realistic about lead-in times and build out rates on the suite of sites identified in this plan, including a number of Green Belt sites which will not be available until this plan is adopted. The <u>minimum</u> housing target for the Local Plan is therefore <u>15,465 15,000</u> over a 20 year period from 2014 to 2034, with staged delivery rates as set out in table 6.1. <u>However the Council will take a proactive approach to monitoring delivery following the adoption of the plan, in line with the requirements of national policy, and seek to implement the delivery techniques set out in the chapter 18 of this plan to increase delivery. If necessary the Council will review this matter as part of the five year plan review.</u></p> <p>6.26 The overall housing target aligns with the 2014-based sub-national population projections for Basildon Borough, which was used as the demographic baseline in the <u>South Essex SHMA Addendum (2017)</u>. At 31 <u>March 2017</u> <u>March 2018</u>, <u>1,906,247</u> homes had been delivered against this target, leaving this plan to make provision for at least <u>13,094 13,218</u> homes.</p> <p><i>Table 6.1: Staged Housing Target</i></p> <table border="1" data-bbox="622 1201 1644 1321"> <thead> <tr> <th data-bbox="622 1201 887 1262">Time Period</th> <th data-bbox="887 1201 1158 1262"><u>2017—Upto 20223</u></th> <th data-bbox="1158 1201 1429 1262"><u>20223 – 20278</u></th> <th data-bbox="1429 1201 1644 1262"><u>20278 – 2034</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="622 1262 887 1321">Homes per Annum</td> <td data-bbox="887 1262 1158 1321"><u>622 585pa</u></td> <td data-bbox="1158 1262 1429 1321"><u>688 674pa</u></td> <td data-bbox="1429 1262 1644 1321"><u>1,111 974pa</u></td> </tr> </tbody> </table>	Time Period	<u>2017—Upto 20223</u>	<u>20223 – 20278</u>	<u>20278 – 2034</u>	Homes per Annum	<u>622 585pa</u>	<u>688 674pa</u>	<u>1,111 974pa</u>	
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		<p>6.2427 Whilst the housing target falls short of the OAN for the Borough, it does represent a significant step change, with an average delivery rate of around 882826 homes per annum, compared to the historical rate of development in the Borough in the period 2001 to 2017 of 369 homes per annum.</p> <p>6.2528 It is recognised that the rate of delivery expected in this plan period falls short of that considered necessary to support economic growth. However, the economic growth scenario in the <i>South Essex SHMA Addendum 2017</i> assumes a static position in relation to commuting patterns, economic activity and unemployment. It is clear through discussions with the GLA, that there will be a degree of employment displacement out of London, as some industrial sites within Greater London are redeveloped for housing purposes. As set out above, the Council's Economic Development Policy seeks to promote higher levels of economic activity and lower levels of unemployment amongst the resident population through a range of measures, which fall outside the scope of planning. The assumptions affecting the relationship between housing and economic growth are therefore likely to change over the plan period, and will therefore need to be reviewed frequently to monitor if there are negative consequences arising from the housing growth in this plan.</p> <p>6.2629 In order to support the level of housing and employment growth set out in the Local Plan, a bespoke Infrastructure Delivery Plan has been prepared. This has been prepared in partnership with service and infrastructure providers, and has a cumulative cost of around £500m. Developers will be expected to contribute towards these infrastructure requirements and, where possible, growth has been concentrated in particular locations in order to create a better critical mass for infrastructure provision. However, it remains the case that the Council and its service/ infrastructure delivery partners will need to seek funding from Government sources in order to deliver the growth in this plan. If that funding is not forthcoming, delivery rates will be affected.</p> <p>6.2729 Whilst the Local Plan contains some ambitious infrastructure proposals such as a new grade separated junction on the A127 and a relief route for South West Billericay which combined open up the opportunity for around 5,000 7,200 homes, infrastructure proposals in this plan are largely confined to the Borough's geographical extent. The Local Plan can do little more than recognise the need for improvements to strategic infrastructure, such as the A127, A13 and A130, to support the cumulative impacts of growth in South Essex. The Joint Strategic</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change								
		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 to new opportunities for growth, as land or sites which are not currently suitable and/or available are opened up. It will therefore be necessary to review the Local Plan in the future, if new approaches to infrastructure provision open up new opportunities for growth in the Borough.									
PLP6.2	Policy SD1: A Strategic Approach to Sustainable Development in Basildon Borough	<p>Amend parts 2, 3 and 4 of this policy to read as follows:</p> <p>2. In contributing to this South Essex target, the Local Plan makes land provision for <del>18,180</del> <u>17,791</u> homes and <del>78ha</del> <u>75.5ha</u> of employment land, with the target of delivering at least <del>15,000</del> <u>15,465</u> homes and 20,000 jobs by 2034. Homes will be delivered at the following minimum rates:</p> <table border="1" data-bbox="622 727 1644 850"> <thead> <tr> <th data-bbox="622 727 887 791">Time Period</th> <th data-bbox="887 727 1160 791"><del>2017 – Upto 20223</del></th> <th data-bbox="1160 727 1429 791"><del>20223 – 20278</del></th> <th data-bbox="1429 727 1644 791"><del>20278 – 2034</del></th> </tr> </thead> <tbody> <tr> <td data-bbox="622 791 887 850">Homes per Annum</td> <td data-bbox="887 791 1160 850"><del>622</del> <u>585</u>pa</td> <td data-bbox="1160 791 1429 850"><del>688</del> <u>674</u>pa</td> <td data-bbox="1429 791 1644 850"><del>1,111</del> <u>974</u>pa</td> </tr> </tbody> </table> <p>3. The Council will optimise the use of previously developed land in the urban areas where it is suitable for development purposes. Suitable greenfield land will also need to be developed in urban areas, where the necessary services and infrastructure are available. This will deliver:</p> <ul style="list-style-type: none"> <li>• <del>8,650</del> <u>9,179</u> homes</li> <li>• up to <del>29.522.5</del> <u>29.522.5</u> ha of employment land need (up to <del>56.643.5</del> <u>56.643.5</u> ha of supply)</li> </ul> <p>4. In order to accommodate the remainder of the growth, the Green Belt has been reviewed to make provision for around <del>8,612</del> <u>9,500</u> new homes and at least <del>19.2</del> <u>12.5</u> ha of employment land need (32ha of supply). The review has ensured that the purpose of the wider Green Belt is maintained, and that those parts of the Green Belt of higher landscape and/or ecological value are protected, and enhanced where possible, in accordance with the <i>NPPF</i>. A sequential approach to flood risk has also been taken, and those areas at greatest risk of flooding will be avoided.</p>	Time Period	<del>2017 – Upto 20223</del>	<del>20223 – 20278</del>	<del>20278 – 2034</del>	Homes per Annum	<del>622</del> <u>585</u> pa	<del>688</del> <u>674</u> pa	<del>1,111</del> <u>974</u> pa	<p>To reflect the policy steer given by the Strategic Planning &amp; Infrastructure Committee on 17 July 2018 (minute 2018:385), on 25 July 2018 (minute 2018:430) and on 13 September 2018 (minute 2018:488).</p> <p>To also reflect the findings in the latest publications of the HELAA and the Annual Monitoring Report.</p> <p>To also amend employment figures. Two urban land parcels were incorrectly protected for B2 employment use when they had been designated as open space.</p>
Time Period	<del>2017 – Upto 20223</del>	<del>20223 – 20278</del>	<del>20278 – 2034</del>								
Homes per Annum	<del>622</del> <u>585</u> pa	<del>688</del> <u>674</u> pa	<del>1,111</del> <u>974</u> pa								

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change				
PLP6.3	Paragraphs 6.31 to 6.37	<p>To amend the supporting paragraphs for policy SD2 to read as follows:</p> <p>6.31 In accordance with <del>the Strategic Approach to Sustainable Development policy SD1</del>, the development potential of the Borough's existing urban settlements has been considered in the first instance to limit the loss of Green Belt land. This approach seeks to maximise development on previously developed land where it is suitable to do so, but may include some greenfield sites within the urban area, <del>as well as</del> including land which previously formed part of the <i>Basildon District Local Plan 1998</i> Areas of Special Reserve, <del>should where</del> the <i>Housing and Economic Land Availability Assessment (HELAA)</i> <del>has have</del> found them to be 'suitable, available and achievable' in line with the <i>NPPF</i> requirements. The Borough's urban land capacity can accommodate approximately <del>8,650</del> <b>9,098</b> homes (net), as set out in Table 6.2.</p> <p><b>6.32</b> <del>The town centre regeneration dwelling capacity includes the number of homes identified within adopted masterplans and a 6.4% uplift based on higher density residential development that has historically been delivered within Basildon Town Centre, and to a more modest degree within Wickford Town Centre, than what was anticipated in the masterplans. This is based on the calculations set out in the <i>Town Centre Masterplan Residential Audit Paper (2018)</i>. A windfall allowance informed by the <i>Basildon Borough Housing Supply Windfall Report (2017)</i> is <del>also</del> included in the urban supply beyond the first five years. This windfall allowance was calculated having regard to past sources of windfall supply, and the potential for those sources to continue to contribute towards supply into the future.</del></p> <p><del>6.3233</del> In terms of employment land provision meanwhile, there are <del>56.643.5</del> <b>56.643.5</b> ha of vacant or underutilised land supply within the existing urban area, <del>although 12ha of this is in the form of narrow strips adjacent to the A127, potentially affecting their delivery.</del> This will enable up to <del>22.529.5</del> <b>22.529.5</b> ha of the employment land demand to be met of the identified need. 4.8ha of supply have been secured in Basildon since 2014. However, this supply pre-dates the calculation of need in the <i>EDNA</i> and the <i>Essex Grow-on Space Study</i>.</p> <p><i>Table 6.2 Basildon Borough Urban Land Capacity</i></p> <table border="1" data-bbox="689 1251 1581 1369"> <thead> <tr> <th data-bbox="689 1251 1391 1315">Urban Land Capacities</th> <th data-bbox="1391 1251 1581 1315">Totals</th> </tr> </thead> <tbody> <tr> <td data-bbox="689 1315 1391 1369">Urban Dwelling Completions 2014 - 201<b>78</b></td> <td data-bbox="1391 1315 1581 1369"><b>1,899 2,247</b></td> </tr> </tbody> </table>	Urban Land Capacities	Totals	Urban Dwelling Completions 2014 - 201 <b>78</b>	<b>1,899 2,247</b>	<p>To reflect the policy steer given by the Strategic Planning &amp; Infrastructure Committee on 17 July 2018 (minute 2018:385), on 25 July 2018 (minutes 2018:430 &amp; 431), on 29 August 2018 (minutes 2018:455 &amp; 456) and on 13 September 2018 (minute 2018:488).</p> <p>To also reflect the findings in the latest publications of the HELAA and the Annual Monitoring Report.</p> <p>To also amend employment figures. Two urban land parcels were incorrectly protected for B2 employment use when they had been designated as open space.</p>
Urban Land Capacities	Totals						
Urban Dwelling Completions 2014 - 201 <b>78</b>	<b>1,899 2,247</b>						

Change No.	Change Location (former paragraph/policy)	Change		Reason for Change
		Dwelling Units with Planning Consent at 1st April 2017 <del>8</del>	<del>2,610</del> 2,641	
		Town Centre Regeneration Dwelling Capacity (outstanding)	<del>1,112</del> 1,164	
		Other Urban Dwelling Units on Sites in the HELAA (suitable, available and achievable)	<del>2,058</del> 2,166	
		Windfall (beyond 202 <del>23</del> )	960 880	
		<b>Dwelling Units Total</b>	<b><del>8,639</del> 9,098</b>	
		Employment Land Urban Completions	4.8ha	
		Employment Land Urban Capacity	<del>29.5</del> 22.5ha	
		<b>Employment Land Total</b>	<b><del>34.3</del> 27.3ha</b>	
		<p><b>Capacity of Land within the Green Belt</b></p> <p>6.3334 Having considered the capacity of the sites in the urban area, it was concluded that exceptional circumstances may exist for permitting development on sites within the extent of the Green Belt. However, it was necessary to make a planning judgement as to whether exceptional circumstances existed on a site by site basis having regard to a suite of evidence including both the <i>Green Belt Study Review (2018/2017)</i>, and a site level Green Belt <b>H</b>arm <b>A</b>ssessment as part of the <i>Green Belt Topic Paper (2018)</i>, and also evidence on environmental constraints, infrastructure needs, capacity and opportunity. Through this process, a suite of sites within the extent of the Green Belt were identified for inclusion in the Local Plan for the purpose of contributing towards meeting employment and housing needs. Sites which potentially risked the coalescence of the Basildon urban area with Thundersley to the east and West Horndon to the west were considered to cause significant harm to the</p>		

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		<p>openness of the Green Belt and the purpose of including land within it, and have therefore been retained within the Green Belt.</p> <p>6.3435 Whilst some sites were excluded from consideration on the grounds of Green Belt harm, some more significant incursions into the Green Belt have been identified where there is the potential to secure significant transport infrastructure projects, which support not only growth, but deliver wider enhancements. This is particularly the case in relation to East Basildon and Wickford, where the combined growth of around 5,000 5,500 homes, to be delivered through the Local Plan and the Bowers Gifford and North Benfleet Neighbourhood Plan, and a 32ha extension to the A127 Enterprise Corridor would help to secure a new junction on the A127, improving accessibility to Wickford and relieving congestion at the A127/A132 junction and surrounding routes. Similarly, growth to the South West of Billericay of the order of 2,000 1,700 homes will secure a new relief route between the A129 London Road and the junction of B1007/Laindon Road with A176/Noak Hill RoadLaindon Road, significantly reducing congestion at the Sun Corner junction on Billericay High Street.</p> <p><b>Settlements within the Green Belt</b></p> <p>6.3536 Bowers Gifford and North Benfleet is a currently a small serviced settlement which sits in the Green Belt to the east of Pitsea and to the west of Thundersley in Castle Point Borough. It has, along with the rest of the parished area, been designated as the Bowers Gifford and North Benfleet Neighbourhood Area. The settlement offers some community facilities and services. It also benefits from good transport links with access to the strategic road network comprising the A127, the A130 and the A13 are all nearby, and frequent public transport services run along the London Road to the south. There is a convenience store, garden centre and community hall within the village itself. Outside the village core, to the south of the London Road is a primary school and a nursing home. This therefore As such, it represents a sustainable location for growth within the Borough, with the opportunity to increase service provision to the existing population of Bowers Gifford and North Benfleet. The Local Plan does not allocate sites for residential development within this designated neighbourhood area but has specified a housing requirement figure for the neighbourhood area which will be delivered through a Neighbourhood Plan, once adopted. The housing target set reflects the capacity for sustainable growth in this location. Policy H12, therefore proposes both an urban extension to the east of Pitsea and also a village extension</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>to the west of Bowers Gifford, bringing the two settlements closer together. In order to maintain their separation and identity however, a strategic corridor of open space will be created between these two extensions as part of this policy in order to maintain the separation between Pitsea and Bowers Gifford. Bowers Gifford will therefore remain as a separate serviced settlement, but will benefit from the additional facilities arising from growth in its area. A High Level Development Framework has been prepared to steer growth and infrastructure provision in this location.</p> <p>6.3637 Through the HELAA, sites within and adjacent to smaller settlements within the Borough have been submitted for consideration for development purposes. The serviced settlements of Ramsden Bellhouse and Crays Hill which are situated between Billericay and Wickford to the north of the Borough, benefit from access to some services and public transport provision, the viability and retention of which should benefit from some additional development. However, these settlements sit away from the strategic road network, and the opportunity for significant growth is not therefore appropriate at this time. They also sit within the Green Belt. Consequently, it has been necessary to make minor amendments to the Green Belt boundary for these settlements Crays Hill have been made to permit a limited amount of development to occur, whilst maintaining the overall scale of the settlements and the purpose of including land within the Green Belt. These settlements have the capacity to accommodate around 104 homes between them. The minor amendments create a new logical settlement boundary and create opportunity to deliver around 65 new homes. Ramsden Bellhouse has been designated as a neighbourhood area, therefore the Council has specified a housing requirement figure within the Local Plan for the neighbourhood area which will be delivered through a Neighbourhood Plan, once adopted.</p> <p>6.3738 There are also 13 plotland settlements within the extent of the Green Belt, which are unserviced. The NPPF permits limited infilling within the Green Belt where the overall openness of the Green Belt will not be affected. A review has been undertaken to determine the likely contribution infill development in the Green Belt, largely in plotland areas, will make to overall housing provision in the Borough. This identifies the potential for around 145 homes to be accommodated on infill sites in the Green Belt. However, further analysis identified the Hovefields and Honiley Neighbourhood Area within the Fairmead Plotlands as not being suitable for infill development due to highways issues and therefore the potential for infill development across the Borough is around 135 homes. Due to limited access to services in</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>these <b>settlements locations</b> significant levels of additional growth beyond this will not be permitted.</p> <p><b>Broad Locations for Housing Growth</b></p> <p>6.39 The area to the south of Crays Hill has been identified as a broad location for potential housing growth. The broad location covers the area of land between the settlement of Crays Hill to the north and the A127 to the south and includes the Dale Farm site. The area consists of low density residential accommodation which includes a number of authorised Gypsy and Traveller sites and is largely rural in character. A large amount of land within the area has been promoted for development during the preparation of the Local Plan and includes a proposal for 500 homes on the site known as Dale Farm.</p> <p>6.40 At this time, there are a number of constraints affecting this area which prevent it being identified as a specific development location within this plan, including matters related to sustainable access to local services, highway access and ensuring that proposals for improving the A127 which will emerge through the Joint Strategic Plan can be delivered unhindered. However, the Council recognises that there may be opportunity to bring forward a comprehensive scheme that seeks to redevelop and improve the condition of brownfield sites within the broad location in the future if it can address and overcome the constraints which currently exist within the area. As a result, the Council will reconsider this location for housing growth in the next Local Plan review, allowing time for a sustainable development proposal to be identified and proposals for the A127 to be further developed within the Joint Strategic Plan.</p> <p>6.41 In bringing forward such a proposal the Council is mindful that any future development in this broad location makes provision for the whole community and does not result in the displacement of the travelling community unless suitable alternative sites are provided.</p>	
PLP6.4	Policy SD2: Settlement Hierarchy and the Distribution of Growth	<p>Amend this policy to read as follows:</p> <ol style="list-style-type: none"> <li>In order to deliver the strategic approach to sustainable development within Basildon Borough, the Council will distribute growth to each of the main settlements, as follows:</li> </ol>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 17 July 2018 (minute 2018:385), on 25 July 2018 (minutes 2018:430)

Change No.	Change Location (former paragraph/policy)	Change				Reason for Change
		Settlement Type	Settlement Name	Dwelling Provision	Employment <b>Land</b> Provision	<p>&amp; 431), on 29 August 2018 (minutes 2018:455 &amp; 456) and on 13 September 2018 (minute 2018:488).</p> <p>To also reflect the findings in the latest publications of the HELAA and the Annual Monitoring Report and to amend employment figures.</p>
		Main Urban Area	Basildon (includes Laindon, Pitsea and Noak Bridge)	8,7479,220	4475.5ha	
		Towns	Billericay	3,0343,292	0.3ha	
			Wickford	3,5133,624	0.7ha	
		Serviced Settlements	Crays Hill	Circa 65	0ha	
			Ramsden Bellhouse	39	0ha	
			Bowers Gifford	828 1350	0ha	
		Green Belt Infill		145 163	0ha	
		Windfall		960 880	0ha	
		TOTAL		18,180 17,791	42 74.5ha	
		<p>2. As set out in the strategic approach to sustainable development policy SD1, the redevelopment of appropriate land within the existing urban area will be supported, subject to compliance with all relevant policies within this plan. In particular, town centre regeneration will be supported in accordance with policies R2 to R5 of this plan.</p> <p>3. In order to enable this level of growth, 180ha 127ha of land beyond the existing urban area will be made available for development around the Basildon urban area including a 32ha eastern extension to the A127 Enterprise Corridor for economic growth purposes. In</p>				

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>Billericay, <del>138ha</del> 114ha of land beyond the existing urban area will be made available for development purposes, and 70ha around Wickford will be made available for development purposes. Specific development locations are identified in policies <del>E4E2</del> to E8, and <del>H8H7</del> to H21.</p> <p>4. The designated Neighbourhood Areas of Bowers Gifford and North Benfleet and Ramsden Bellhouse will be required to deliver, through their Neighbourhood Plans, the housing figures that have been allocated to them within this plan. In order to achieve these targets it may be necessary for those Neighbourhood Areas to exceptionally amend their Green Belt boundaries. To ensure that new development is sustainable new homes within these areas should be accompanied by supporting infrastructure including open space, community facilities and local services. The serviced settlement of the village of Bowers Gifford and North Benfleet will also be the subject of growth, with 36ha of land adjacent to the settlement being made available for development. This development will be accompanied by a new local centre, open space and community facilities to enhance the level of service provision in this settlement, improving its sustainability.</p> <p>5. Minor amendments will be made to the Green Belt around the serviced settlements of Crays Hill and Ramsden Bellhouse to accommodate additional small-scale development consistent with the design and character of existing buildings within these the villages. Large scale extensions to these settlements Crays Hill will not be permitted.</p> <p>6. Minor amendments will be made to the Green Belt where it offers opportunities for small scale self-build developments and where planning permission has otherwise been granted to residential development and which now form built-up extensions to the urban area.</p> <p>7. Limited infill development will be permitted in the Green Belt in accordance with policy GB4, and the exceptions set out in paragraph 89 of the NPPF.</p> <p>8. The area to the south of Crays Hill, Billericay has been identified as a broad location for potential housing growth which will be considered in the next review of the Local Plan once a sustainable development proposal has been identified that incorporates, and is supported by, the necessary infrastructure provision.</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
PLP6.5	Insert new policy and supporting text after policy SD2	<p>New policy to read as follows:</p> <p><b><u>Policy SD3: Designated Neighbourhood Areas</u></b></p> <p><b><u>Policy Context</u></b></p> <p>6.38 Neighbourhood planning was introduced by the <i>Localism Act 2011 (amending the Town and Country Planning Act 1990)</i> as a way for local communities to plan for, and manage, development within their own areas. Local Councils and Neighbourhood Forums, who are the responsible bodies for neighbourhood planning in their designated neighbourhood areas, have the power to produce a Neighbourhood Development Plan which sets out general planning policies for development and the use of land. Once the plan is 'made' it forms part of the formal Development Plan and is used to determine planning applications in the neighbourhood area. Local Councils and Neighbourhood Forums can also produce Neighbourhood Development Orders which can grant planning permission for certain types of development in the neighbourhood area without the need for a traditional planning application.</p> <p>6.39 Local planning authorities have a duty to support local communities in preparing plans or orders for their local area, as stated within the Neighbourhood Planning (General) Regulations 2012 (as amended), and to take them through a process of examination and referendum.</p> <p>6.40 The NPPF states that local planning authorities should set out clearly within their local plans strategic policies for the neighbourhood areas, including policies for housing and economic development, and neighbourhood plans must be in general conformity with them. Neighbourhoods are expected to plan positively to support local development, shape and direct development in their area, and identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their neighbourhood plan to proceed.</p> <p>6.41 Whilst the Local Plan has been prepared in accordance with the original NPPF, the Council acknowledges that the Neighbourhood Plans currently being prepared will not come forward in the transitional period and will therefore be assessed against the newer version of the NPPF. The newer version encourages housing targets to be set for each neighbourhood</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:431) and on 29 August 2018 (minute 2018:455 & 456).

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		<p>area and allows for changes to Green Belt boundaries to be made through Neighbourhood Plans where strategic policies have identified a need for such a change.</p> <p><b>Evidence Base</b></p> <p>6.42 There are three designated neighbourhood areas within the Borough which are Hovefields and Honiley, Bowers Gifford and North Benfleet, and Ramsden Bellhouse. All three areas have indicated that they wish to prepare Neighbourhood Plans to determine where they wish development to go in their respective areas. The Council has set out within this policy how it intends to support each area, having regard to the aspirations of the communities, the evidence supporting this Local Plan and the development needs of the Borough as a whole.</p> <p>6.43 The Local Plan evidence has identified the appropriate level of growth within each neighbourhood area, and also appraised sites within these areas against a range of criteria to identify their development potential. All of this evidence is available to the neighbourhood planning bodies should they wish to use them as part of their own evidence. In preparing this Local Plan the Council has also identified the challenges which the neighbourhood areas face. In particular the provision of transport infrastructure which is needed to unlock potential growth within the Hovefields and Honiley Neighbourhood Area and make existing development sustainable. For matters which are strategic in nature the Council will seek to deliver them through the Local Plan by way of developer contributions, and where possible through utilising external funding sources. However, where infrastructure projects are complex and finance must be secured from several sources it is unlikely they will be completed in the early part of the plan period.</p> <p>6.44 The Local Plan also redefines the Boroughs Green Belt boundaries, through strategic policies SD1 and SD2, to allocate land for development around the Borough's settlements in order to contribute to meeting the Boroughs identified development needs. By the time the Neighbourhood Plans are adopted they will also have the ability to change Green Belt boundaries to accommodate development within their neighbourhood areas. The Council has therefore assigned Bowers Gifford and North Benfleet Neighbourhood Area and Ramsden Bellhouse Neighbourhood Area their own housing targets, which enables the community to determine their own site allocations for meeting the target. It is important to note that these</p>	

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		<p><u>targets represent the minimum level of housing development that their Neighbourhood Plans must deliver.</u></p> <p><b><u>Hovefields and Honiley Neighbourhood Area</u></b></p> <p><u>6.45 The Hovefields and Honiley Neighbourhood Forum and Neighbourhood Area were designated in May 2016. The neighbourhood area is located within the Green Belt within the Fairmead Plotland between the settlements of Basildon and Wickford. The neighbourhood is small with limited access to services and comprises mainly of residential development occupied by both the settled community and the travelling community. There are some localised flooding issues in the area associated with limited drainage infrastructure provision and proximity to flood risk sources, and access to the area is via 'left in' and 'left out' turns onto the A127 which is not deemed safe or sustainable from a highways perspective.</u></p> <p><u>6.46 The current aspirations of the Neighbourhood Forum is to redevelop the neighbourhood area into a new standalone, serviced community. Whilst the evidence supporting the Local Plan does not justify an allocation for significant housing development in this area, including the findings of the <i>High Level Site Evaluation (2018)</i>, the Council acknowledges that if such a level of housing was proposed in a Neighbourhood Plan, it would be reliant on the delivery of the new junction on the A127 and associated link roads. Much of the growth apportioned to the east of Basildon and across Wickford in the Local Plan is not anticipated to come forward early in the plan period, due to the significant costs associated with providing a new junction on the A127. The delivery of a Neighbourhood Plan would encounter similar time constraints.</u></p> <p><u>6.47 The level of development within this area identified by the Council was limited infill development only which would deliver approximately 23 dwellings. This does not match the aspirations of the Neighbourhood Forum and the High Level Site Evaluation later demonstrated that for any development to occur within the neighbourhood area an alternative access into the area must first be provided.</u></p> <p><u>6.48 Owing to the fact that any significant development proposals in the neighbourhood area would be reliant upon the delivery of the new junction on the A127, it is likely that the first review of the Local Plan would take place prior to any development coming forward in this area. This would allow the Neighbourhood Forum sufficient time to progress their</u></p>	

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		<p>Neighbourhood Plan and identify their preferred development locations. In this intervening period the Council would also work with the Neighbourhood Forum to determine if there are any opportunities to incorporate a suitable strategy for growth to the south of Wickford, including the neighbourhood area, as part of a strategic policy, into the first review of the Local Plan.</p> <p>6.49 Until such a time that an appropriate strategy can be devised for this area, which resolves the highways issues, the Council will not support development in this neighbourhood area. Furthermore, it is important that any future development in the neighbourhood area makes provision for the whole community and, to ensure the Neighbourhood Plan is lawful, it must not result in the displacement of the travelling community unless suitable alternative sites are provided.</p> <p><b>Bowers Gifford and North Benfleet Neighbourhood Area</b></p> <p>6.50 The designation of the Bowers Gifford and North Benfleet Neighbourhood Area was approved in July 2016 and covers the entire Parish boundary. Bowers Gifford is a small village to the east of Basildon inset from the Green Belt. It benefits from having good access to the strategic highway network, frequent public transport services along the London Road to the south and the village itself offers some community facilities including a convenience store, garden centre and community hall. Outside the village core, to the south of the London Road is a primary school and a nursing home. The North Benfleet Plotlands are located to the north of the neighbourhood area within the Green Belt and adjacent to Bowers Gifford. The population of Bowers Gifford and North Benfleet included members from both the settled and travelling community. The land surrounding the settlement of Bowers Gifford and North Benfleet is mainly in agricultural use while land to the south the neighbourhood area, south of the A13 is predominantly marshland.</p> <p>6.51 Throughout the preparation of the Local Plan, the Council's suite of evidence has identified land east of the Basildon urban area as a potential growth location which could contribute significantly towards meeting the Borough's development needs. Much of the land within this area had been promoted for development through the HELAA and many sites had been found suitable and available for housing development. The Council determined that land to the east of Basildon, including land within the neighbourhood area, was capable of accommodating around 2,000 dwellings. Due to the complex nature of development within</p>	

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		<p><u>this location, as a result of multiple land promoters and the significant infrastructure improvements required to support development, the Council commissioned consultants to produce the <i>High Level Development Framework for East Basildon (2017) (HLDF)</i>. The HLDF assessed the issues and recommended a preferred framework for delivering the level of growth being sought alongside the necessary infrastructure.</u></p> <p><u>6.52 Based on the preferred framework, the Council has allocated land to the east of Pitsea in policy H5, which is outside of the designated neighbourhood area, for residential development supported by educational and leisure provision but there remains a need for a further 1,350 additional dwellings to be provided on the remaining land to the east of Basildon. As this land forms part of the designated neighbourhood area, the Council has set a minimum housing target of 1,350 dwellings for the neighbourhood area which the Parish Council will be required to meet deliver through a Neighbourhood Plan.</u></p> <p><u>6.53 Land to the east of Burnt Mills has also been allocated through policy E6 of this Local Plan for employment use and will form an extension to the existing A127 employment corridor. Whilst this allocation is within the neighbourhood area, the Council considers this site to be of strategic importance in delivering the economic ambitions of the Local Plan and contributing towards meeting the employment needs for the Borough as a whole. Therefore any Neighbourhood Plan proposal will need to reflect this strategic allocation in order to be in accordance within the Local Plan. There are also a number of transport infrastructure requirements to be delivered in this area which are of strategic importance to the Borough including new junction on the A127 and associated link roads. These must also be reflected within any Neighbourhood Plan proposal.</u></p> <p><u>6.54 The proposals that have been considered by the Parish Council as part of the early preparation of their Neighbourhood Plan include the comprehensive redevelopment of the North Benfleet plotlands and a large housing allocation to the north east of the neighbourhood area which would contribute to meeting some of the identified housing need for the area. Whilst the initial proposals would not deliver the level of housing required of them, the Parish Council has indicated that they wish to plan and allocate land for development in their area themselves, this approach is supported by the Council.</u></p> <p><u>6.55 It is important that any future development in the neighbourhood area makes provision for the whole community. The North Benfleet Plotlands are home to the majority of</u></p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p><u>the neighbourhood area's travelling community therefore any redevelopment of this area and any other sites where they are located, must not result in them being displaced unless suitable alternative sites are provided.</u></p> <p><u>6.56 If the Parish Council is unable to deliver the required housing target through a Neighbourhood Plan, or the designation for the neighbourhood area expires before the next review of the Local Plan, the Council will look to allocate land to accommodate growth within the settlement within the next review.</u></p> <p><b><u>Ramsden Bellhouse Neighbourhood Area</u></b></p> <p><u>6.57 Ramsden Bellhouse is a small distinct serviced settlement in the north of the Borough in between the larger settlements of Wickford and Billericay. It has good access to the countryside and green amenity spaces and offers some local facilities such as a village shop and hall. However, the nearest primary school is in Crays Hill and the nearest secondary school, healthcare and leisure facilities are in Wickford. Growth would therefore provide the opportunity to improve the sustainability and inclusiveness of Ramsden Bellhouse as a community.</u></p> <p><u>6.58 The <i>Serviced Settlement Review (2017)</i> undertook a detailed review of potential site allocations within Ramsden Bellhouse, which along with the findings of the HELAA, assisted in identifying 8 sites with the collective capacity to sustainably accommodate 39 homes through frontage-only development. This was in keeping with the existing character of the settlement where properties are situated on large plots forming ribbon development along the main roads. The recommended mix of detached and semi-detached properties would also help to diversify the housing stock to provide smaller, more affordable homes within the settlement. Other sites have been promoted for development through the Council's HELAA, therefore there is potential for alternative site provision. However the Serviced Settlement Review highlighted sustainability issues which would potentially constrain higher levels of growth within the settlement.</u></p> <p><u>6.59 The Ramsden Bellhouse Neighbourhood Area was designated in August 2018. The Council is aware that a number of residents of Ramsden Bellhouse did not agree with the recommendations of the Serviced Settlement Review to allocate sites for semi-detached properties on Church Road. Furthermore, the Parish Council has previously submitted</u></p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>representations to the Council during the preparation of the Local Plan identifying a selection of sites for development which varies slightly from those recommended in the Council's own evidence base. The Council has therefore taken the decision to set a housing target of 39 dwellings for the neighbourhood area allowing the Parish Council, through a Neighbourhood Plan, to determine the locations for housing allocations to meet the target.</p> <p>6.60 If the Parish Council is unable to deliver the required housing target through a Neighbourhood Plan, or the designation for the neighbourhood area expires before the next review of the Local Plan the Council will look to allocate land to accommodate growth within the settlement within the next review.</p> <p><b>Future Neighbourhood Planning Areas</b></p> <p>6.61 There is opportunity across the plan period for other communities within the Borough to come forward and become neighbourhood planning bodies and develop their own Neighbourhood Plans and/or Neighbourhood Development Orders. The Council will support these communities and provide them, where requested, with an indicative housing target for their area. This target will be based on up-to-date evidence and will help ensure that the Borough's neighbourhoods provide the level of sustainable growth that meet their development needs.</p> <p>6.62 Neighbourhood Plans are expected to support the delivery of strategic policies therefore, where a neighbourhood area includes a strategic allocation as set out within this Local Plan, the Neighbourhood Plan will be required to support its delivery. Any other development they wish to provide within their neighbourhood area will be in addition to the requirements of the Local Plan allocation.</p> <p><b>Policy SD3</b></p> <p><b>Designated Neighbourhood Area</b></p> <p>1. The Council will support neighbourhood planning bodies in preparing Neighbourhood Plans and/or Neighbourhood Development Orders for their designated neighbourhood areas within the Borough, in addition to fulfilling its statutory duties under the relevant regulations, in accordance with the <i>NPPF</i>.</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>2. The Council is committed to working with the Hovefields and Honiley Neighbourhood Forum to explore opportunities for enabling growth within the designated neighbourhood area as part of a wider growth strategy for south Wickford, the outcomes of which will be incorporated into the next review of the Local Plan.</p> <p>3. The Bowers Gifford and North Benfleet, and Ramsden Bellhouse Neighbourhood Areas are allocated the following minimum housing targets which must be delivered through their respective Neighbourhood Plans:</p> <p>a. 1,350 homes within the Bowers Gifford and North Benfleet Neighbourhood Area; and</p> <p>b. 39 homes within the Ramsden Bellhouse Neighbourhood Area.</p> <p>4. If Neighbourhood Plans for the Bowers Gifford and North Benfleet and Ramsden Bellhouse Neighbourhood Areas fail to come forward and deliver the required housing targets, or the designations of these areas expire prior to the next Local Plan review, the Council will plan for their delivery within the next review.</p> <p>5. The Council will provide indicative housing targets for any newly designated neighbourhood area where requested to do so by the neighbourhood planning body. However if a neighbourhood area covers any strategic allocation within the Local Plan, housing or employment, the Neighbourhood Plan will be required to support the delivery of the allocation, in addition to any other development they wish to provide.</p>	
<b>CHAPTER 7: BUILDING A STRONG, COMPETITIVE ECONOMY</b>			
PLP7.1	Paragraphs 7.7, 7.11 & 7.12	<p>Amend supporting paragraphs for policy E1 to read as follows:</p> <p>7.7 In looking at where this provision would be located, it is known through a combination of EDNA, ELPS and the HELAA that the Borough's existing urban capacity could yield up to <del>29.522.5</del>ha of employment land through the intensification of existing employment areas and the development of vacant employment land, with the remaining <del>12.519.2</del>ha provided by land released from the Green Belt, where exceptional circumstances have been judged to exist.</p> <p>7.11 However, Basildon Borough also has a shortage in the amount of available land that is considered suitable for office uses, and a market failure need to provide grow-on space for businesses based in office and industrial sectors. Owing to this shortage, and due to one of the</p>	To amend employment figures. Two urban land parcels were incorrectly protected for B2 employment use when they had been designated as open space.

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>largest underutilised sites that is suitable for new office development being located at the Duntun Technical Centre, a site protected for uses associated with automotive research and development only, there is a need as part of the Local Plan to be more flexible in terms of overall land supply. This increases the required land supply to <u>77.675.5</u>ha.</p> <p>7.12 — In addition to the above, 12ha of the vacant land supply within the existing urban area is in the form of narrow strips adjacent to the A127. There are sub-regional aspirations to widen the A127 which may further reduce the width of these sites, affecting whether they can practically accommodate commercial development, and the types of commercial development that may be suitable. This may ultimately affect their delivery. These sites have been retained within the employment land supply, as there are innovative models of employment space provision emerging across the Country which may still allow these sites to come forward in some way. However, to ensure sufficient supply the overall land requirement has been further adjusted upwards to 89ha in order to ensure that a sufficient and flexible land supply has been identified to meet the 42ha of need in the Basildon Borough, This is made up of up to <u>56.643.5</u>ha of vacant or underutilised land supply and 32ha of land supply which would come forward through Green Belt release in appropriate and sustainable locations. This will ensure the overall need for office development is realised in locations it is more likely to be successful and will provide sufficient flexibility for the Borough to respond to changing market signals over the plan period.</p>	
PLP7.2	Policy E1: Economic Growth Strategy	<p>Amend parts 1 and 2 of policy to read as follows:</p> <ol style="list-style-type: none"> <li>1. As part of the Local Plan’s objective to deliver 20,000 additional jobs, the Council will seek to deliver at least 10,100 additional B-Class full time equivalent jobs 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: <ol style="list-style-type: none"> <li>a. Protecting and enhancing existing viable employment areas and premises in order to meet the needs of existing and new businesses, including the protection of land specifically for B1 and B2 uses, to more effectively manage suitable land shortages of B1 and to attract higher value advanced manufacturing jobs through the protection of land for B2 uses;</li> </ol> </li> </ol>	To amend employment figures. Two urban land parcels were incorrectly protected for B2 employment use when they had been designated as open space.

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<ul style="list-style-type: none"> <li>b. Encouraging the improvement and redevelopment of private land within existing employment areas in order to enable business growth, and improve the attractiveness of these areas;</li> <li>c. Making provision of 75.589 ha of land in order to deliver at least 42ha of additional employment development falling within use classes B1, B2 and B8 during the plan period. As part of this provision, specific sites will be secured for the delivery of grow-on space for emerging businesses;</li> <li>d. Ensuring that the A127 Enterprise Corridor is considered favourably for suitable hotel related development, outside of town centres, to support the needs of the business community;</li> <li>e. Allocating Rural Enterprise Sites within the Green Belt to protect local employment floorspace in rural locations, and provide local employment opportunities which make the best use of brownfield sites without causing harm to the Green Belt or the purposes of including land within it;</li> <li>f. Facilitating the training and education of local people to gain skills required to enter or remain part of the local workforce;</li> <li>g. Establishing and maintaining relationships between local businesses and local training and education providers to ensure local facilities are provided to access professional and vocational training; and</li> <li>h. Supporting and facilitating proposals and initiatives which contribute to implementing the priorities identified in the Council's Economic Development Policy.</li> </ul> <p>2. In order to secure the additional employment land required under part 1c the Council will:</p> <ul style="list-style-type: none"> <li>a. Support the intensification and regeneration of underutilised land within existing employment areas to provide 29.522.5 ha of employment land need; and</li> <li>b. Allocate land to the East of Burnt Mills Employment Area for new employment land supply suitable for B1, B2 and B8 uses in order to secure at least 12.519.2 ha of new employment provision during the plan period.</li> </ul>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
PLP7.3	Policy E4: Protection of Existing Employment Areas for B2 Manufacturing and Industrial Uses	<p>Amend policy E4 to read as follows:</p> <p>The vacant/underutilised land within the following four Existing Employment Areas, as shown on the Policies Map, is allocated for use class B2 employment purposes only:</p> <p>a. 1.63ha of land within the Burnt Mills Industrial Estate, Basildon; <b>and</b></p> <p><del>b. 3.79ha within Cranes Industrial Estate, Basildon;</del></p> <p><del>c.</del> <b>b.</b> 2.49ha of land within Festival Business Park;</p> <p><del>d. 1.74ha of land within the Pippis Hill Industrial Estate.</del></p>	To amend incorrect employment figures. Two urban land parcels were incorrectly protected for B2 employment use when they had been designated as open space. This requirement is met instead through allocation E6 and the policy has been amended to reflect this.
PLP7.4	New paragraph after 7.43	<p>Insert new supporting paragraph for policy E6 after paragraph 7.43 to read as follows:</p> <p><b>7.44 The site has also been identified as being suitable for the provision of the Borough's Travelling Showpeople accommodation needs of 3 plots across the plan period due to the site's accessibility to the strategic road network. There is also synergy between general employment uses expected to be delivered on site and the activities occurring within Travelling Showpeople yards which typically include storage, the repairing and maintenance of vehicles and fairground equipment, alongside residential occupation. These plots should be delivered within one yard within this allocation and planned for alongside employment development within a masterplan/ development brief approach for the whole allocation. It is important that the location and internal layout of the Travelling Showpeople yard is designed in such a way as to ensure that the residential areas of the plots are not adversely impacted by other occupiers and uses within the allocation, whilst maximising the use of land.</b></p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454).
PLP7.5	Policy E6: Burnt Mills Extension	<p>Amend this policy to read as follows:</p> <p>1. 32ha of land to the east of Basildon, as identified on the Policies Map with the notation E6, is allocated for B-class employment development, <b>and an</b> ancillary hotel and/or pub restaurant, <b>and a Travelling Showpeople yard,</b> subject to the following criteria:</p> <p>a. Development of the site must be informed by a Development Brief or Masterplan, approved by the Council, to guide holistic development of the site and ensure the different uses retained on site are able to be brought forward in a manageable way;</p>	<p>To reflect the policy steer given by the Strategic Planning &amp; Infrastructure Committee on 29 August 2018 (minute 2018:454).</p> <p>To also amend incorrect employment figures. Two urban land parcels were incorrectly protected for B2 employment use when they had been</p>

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>b. No development of the site should take place until improved access to the strategic road network at the junction of Pound Lane with the A127 has been secured. In respects of the new employment development, it should be located and designed to:</p> <ul style="list-style-type: none"> <li>i. Relate effectively to existing employment provision within the A127 corridor;</li> <li>ii. Be accessed from the strategic road network in order to ensure that it can be used flexibly by a range of different employment uses, including those requiring HGV access; and</li> <li>iii. Protect the residential amenity of existing and new residential <u>dwelling uses including Gypsy, Traveller and Travelling Showpeople accommodation</u> by coordinating adjacent land uses. Employment units adjacent to residential <u>dwelling uses</u> should be for B1 uses or live-work units only, or else green buffers should be provided between employment and residential uses;</li> </ul> <p>c. Employment proposals are subject to a Traffic Impact Assessment to establish what additional mitigation is required to the local or strategic highway network to enable the development to take place; and</p> <p>d. Employment development of this site must also comply with all other relevant policy requirements of this plan.</p> <p>2. At least <u>17.79-2</u> ha of land in this allocation will be protected specifically for B1 and B2 uses, and protected for grow-on space in order to ensure the Council meets its need for employment provision over the plan period. This will be divided between the different use classes in the following way:</p> <ul style="list-style-type: none"> <li>a. At least <u>8.53</u> ha will be protected for employment uses falling within class B2;</li> <li>b. At least 6.2ha will be protected for the purposes of providing grow-on space, this will be split between 4.2ha for B1 and 2ha for B2 uses.</li> </ul> <p>3. <u>Provision of a Travelling Showpeople yard providing 3 plots which should be appropriately designed and sited within the allocation to minimise the impacts on residential amenity of the plots in accordance with 1b(iii) of this policy whilst ensuring that the optimal use of the wider site is achieved.</u></p>	<p>designated as open space. This requirement is met instead through allocation E6 and the policy has been amended to reflect this.</p>

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
PLP7.6	Policy E11: Aligning Skills and Jobs	Amend reference to Order in part 1 of policy as follows: <i>Town and Country Planning (Development Management <del>Order 2010</del> Procedure) (England) Order 2010</i>	To correct title
<b>CHAPTER 8: ENSURING THE VITALITY OF TOWN CENTRES</b>			
PLP8.1	Paragraph 8.26	Amend second sentence of paragraph as follows: ...principle 'anchor' stores <del>Marks &amp; Spencer</del> , Primark, Debenhams and Asda generate...	To reflect current status.
PLP8.2	Paragraph 8.35	Amend paragraph to read as follows: 8.35 To support the regeneration of Basildon Town Centre, the Council have identified a minimum dwelling capacity of <del>1,112</del> 1,036 units (see policy SD2) within the boundaries of the town centre through the latest HELAA <del>and maximising densities</del> . This corresponds with <del>the opportunity to deliver up to 2,128 homes which is based on</del> the 1,500 to 2,000 homes outlined in the <i>Basildon Town Centre Masterplan</i> , which itself covers a larger area than the defined town centre, <del>and an uplift of 6.4% based on higher density residential development being delivered historically than originally anticipated within the Masterplan, as set out in the Town Centre Masterplan Residential Audit Paper</del> . 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, Keilting 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.	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 13 September 2018 (minute 2018:488).
PLP8.3	Policy R2: Basildon Town Centre Regeneration	Amend part 2 of this policy to read as follows: 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, <del>1,500 – 2,000 up to around 2,128</del> 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.	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 13 September 2018 (minute 2018:488).
PLP8.4	Paragraph 8.62	Amended paragraph as follows:	For clarity.

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		The <i>Basildon Borough Hotel Futures Study</i> identifies opportunities for accommodation development in Billericay in terms of pub <b>rooms accommodation</b> ; restaurants with rooms; a small boutique hotel possibly, subject to suitable building for conversion; and a small budget hotel possibly on a suitable site.	
PLP8.5	Policy R14, part 4	Amended part 4 of Policy R14 as follows:  For out of centre proposals, preference will be given to those that are located within the existing out of centre shopping areas or <b>Festival</b> Leisure Park.	For clarity.
<b>CHAPTER 9: PROMOTING SUSTAINABLE TRANSPORT</b>			
PLP9.1	Paragraph 9.42	Amend 3 <sup>rd</sup> sentence of paragraph as follows:  In terms of locational priorities in relation to cycling, the <b>plan strategy</b> identifies Basildon (including Laindon and Pitsea) as a priority area, seeking improvements to the town's cycle networks, including links with surrounding areas such as Billericay and Wickford.	For clarity.
PLP9.2	Paragraph 9.77	Amend the paragraph of this policy to read as follows:  9.77 With regard to the need for sustainable access arrangements for new developments, the Essex Transport Strategy provides data showing that there are significant emissions of carbon dioxide, and other gases such as nitrogen dioxide arising from road transport movements in the Borough. This has implications for public health and also for the environment. Our ability to reach essential services (including healthcare, retail and leisure facilities), employment or education has a major influence on how we choose to travel, and our overall quality of life. Most of us have benefited from the improvement in personal mobility made possible by rising car ownership. However, this has contributed to an increase in emissions arising from transport movements. In order to address this issue, applications for developments requiring a Transport Assessment <b>or Transport Statement</b> will be required <b>to produce an Air Quality Assessment which</b> includes air quality monitoring data <b>and an Air Quality Impact Assessment</b> with their proposal, covering key junctions local to the site. Where air quality impacts are likely to arise a Mitigation Strategy should also be provided which fully ameliorates these impacts.	To be consistent with the requirements of the policy and for clarity.

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
PLP9.3	Policy T7: Safe and Sustainable Access	<p>Amend parts 1 and 3 of the policy to read as follows:</p> <ol style="list-style-type: none"> <li>1. In order to ensure that development proposals offer safe and sustainable access either directly, or via appropriate mitigation, the following requirements must be met:               <ol style="list-style-type: none"> <li>a. Safe access to the highway network, having regard to the highway access policies of the Highway Authority;</li> <li>b. Safe access to the site for cyclists and pedestrians, including the approach to the site from the nearest public transport node;</li> <li>c. No <b>significant adverse</b> impact on local air quality, once mitigation measures have been taken into account;</li> <li>d. Development must not result in a significant adverse impact on PRoW, or the local road network in respect of traffic capacity and highway safety, and</li> <li>e. Access to public transport services within 400m of any home or frequently visited non-residential development, as required by policy T4, with the exception of infill development within the Green Belt.</li> </ol> </li> <li>3. Where a development requires a Transport Assessment or Transport Statement it must incorporate, or be accompanied by, <b>an Air Quality Assessment, which includes</b> air quality monitoring data, <del>and impact analysis</del> to determine the impacts of the proposal on local air quality, <del>and if necessary a Mitigation Strategy ensuring</del>. <b>Where adverse impacts on local air quality impacts are identified, a Mitigation Strategy will be required fully addressed.</b></li> </ol>	For clarity.
<b>CHAPTER 10: SUPPORTING HIGH QUALITY COMMUNICATIONS INFRASTRUCTURE</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 11: DELIVERING A WIDE CHOICE OF HIGH QUALITY HOMES</b>			
PLP11.1	Paragraph 11.4	<p>Amend paragraph to read as follows:</p> <p>11.4 Policy SD1 establishes that during the period of the Local Plan, at least <b>15,000 15,465</b> homes will be delivered within the Borough. The policies in this chapter establish how these</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 17

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		will be delivered. Policy SD2 meanwhile establishes the distribution of growth. The other policies in this chapter will establish the precise locations of strategic housing growth, the requirements of development on these sites and general development management policies which will apply to all housing growth locations.	July 2018 (minute 2018:385), on 25 July 2018 (minute 2018:430) and on 13 September 2018 (minute 2018:488).  To also reflect the findings in the latest publications of the HELAA and the Annual Monitoring Report.
PLP11.2	Paragraph 11.5 to 11.17	<p>11.5 Whilst policy SD1 makes provision for <del>15,000</del> 17,791 homes, the full objectively assessed need, <del>there are concerns around delivery which mean it may only be possible to deliver around 15,465 of these homes in the period to 2034. This compares to a housing requirement of for housing in the Borough is higher at</del> between 19,491 and 19,771. <del>This</del> which comprises a need for between 19,440 homes and 19,720 homes arising from the <i>SHMA Addendum (2017)</i>, and a need for 51 pitches for ethnic Gypsies and Travellers arising from the <i>Basildon Borough Gypsy and Traveller Local Needs Accommodation Assessment (BBLNGTAA) (2018)</i>. This means that there is a potential unmet need for housing of <del>around 4,000</del> up to 4,000 homes, <del>when both supply and delivery issues are taken into account</del>. It is therefore extremely important that those homes provided within the Borough <del>over the plan period</del> effectively respond to local demand issues, as there is no slack in the supply to allow for the provision of homes local people do not need, or cannot afford.</p> <p>11.6 The <i>Strategic Housing Market Assessment (SHMA) (2016)</i> identifies the need for different house sizes to meet the changing needs of the Borough's population. There is a demand amounting to 40% of total supply for smaller units, reflecting the demographic trends of the Borough and the desire amongst younger residents to get on the housing ladder. There is also a strong demand, accounting for 40% of need, for 3 bedroom properties reflecting the need of growing families. The need for properties of 4 bedrooms or more is limited to 20% of supply. However, it is important that these homes are provided as they will help to attract more professional people to live in the area. This is particularly important for both business growth and also in sustaining public services, in particular healthcare.</p> <p>11.7 The <i>SHMA</i> also identifies a housing pressure arising from the growing population of older people. This has implications for the turnover of existing homes within the housing</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 17 July 2018 (minute 2018:385), on 25 July 2018 (minute 2018:430), on 29 August 2018 (minutes 2018:454-456) and on 13 September 2018 (minute 2018:488).  To also reflect the findings in the latest publications of the HELAA and the Annual Monitoring Report.

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>stock, and for the demand for specialist accommodation for older people who may need to live in supported housing. The <i>SHMA</i> identifies the need for 1,491 units of specialist housing accommodate for older people, and also the need for 598 bedspaces in residential/nursing homes.</p> <p>11.8 Whilst the need for housing in the Borough is high, simply making provision at current market values (or higher) will not address the issue, as average house prices within the Borough are in excess of seven times the income of the resident population. This makes it difficult for first time buyers to access the local property market and for families to meet their accommodation needs as they grow and change. The <i>SHMA</i> identifies the need for at least 6,274 of new homes delivered in the Borough over the period from 2017 to 2034 to be affordable, as defined by the NPPF, in order to meet the needs arising.</p> <p>11.9 In terms of the need for Gypsy, Traveller and Travelling Showpeople accommodation, this is identified in the <b>GTAABBLNAA</b>. This has been prepared in accordance with the <i>PPTS</i> and Housing and Planning Act 2016, and forecasts the needs for Gypsies, Travellers and Travelling Showpeople in the Borough to 2034. Due to the different requirements of the <i>PPTS</i> and the Housing and Planning Act 2016, the <b>GTAABBLNAA</b> identifies two groups of Gypsies, Travellers and Travelling Showpeople, depending on whether they meet the ‘planning definition’:</p> <p style="padding-left: 40px;">Do not meet the planning definition: Those who should be planned for in accordance with their specific cultural needs for living accommodation in accordance with the Equality Act 2010, the Children’s and Families Act 2014 and the Human Rights Act 1998, but no longer exercise a nomadic lifestyle and where the <i>PPTS</i> does not apply (ethnic Gypsies, Travellers and Travelling Showpeople).</p> <p style="padding-left: 40px;">Do meet the planning definition: Those Gypsies, Travellers and Travelling Showpeople who continue to travel and for whom the policy requirements of the <i>PPTS</i> apply (nomadic Gypsies, Travellers and Travelling Showpeople).</p> <p>11.10 An equivalent to 51 pitches until 2034 is considered to be for Gypsies, Travellers and Travelling Showpeople that do not currently meet the planning definition, but nevertheless, have an ethnic right to live in culturally appropriate accommodation. These needs should be met as part of the overall housing provision and have therefore been added to the full objectively assessed need for housing.</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change																
		<p>11.11 The need arising from nomadic Gypsies and Travellers is 53 pitches until 2034. Additionally, there is a requirement of 3 additional <b>yards plots</b> for nomadic Travelling Showpeople. National policy in the <i>NPPF</i> and <i>PPTS</i> requires this need to be planned for specifically.</p> <p>11.12 The wider group of Essex authorities has prepared an <i>Essex GFLNAA</i> into which the findings of the <i>Basildon Borough GTAA LNAA</i> have been integrated. At this time, it has not been possible to robustly assess the need for transit sites in Essex, with data on unauthorised encampments collected to date insufficient to establish a requirement. Changes have been made to the data collection process, but it will not be possible to undertake an assessment until 2019/20 at the earliest. Should that assessment identify the need for a transit site within the Borough in the future, this will need to be considered through the next review of the Local Plan.</p> <p><b>Housing Land Supply</b></p> <p>11.13 The Local Plan makes provision for a supply of <del>18,180</del><b>17,791</b> homes, as set out in policy SD2. It comprises the following forms of identified supply:</p> <p><i>Table 11.1: Housing supply within the Borough</i></p> <table border="1" data-bbox="622 922 1644 1353"> <thead> <tr> <th data-bbox="622 922 1417 970">Source of Supply</th> <th data-bbox="1417 922 1644 970">Capacity</th> </tr> </thead> <tbody> <tr> <td data-bbox="622 970 1417 1023">Dwelling Completions 2014 – 2017<del>8</del></td> <td data-bbox="1417 970 1644 1023"><del>1,906</del> <b>2,247</b></td> </tr> <tr> <td data-bbox="622 1023 1417 1075">Dwelling Units with Planning Consent at 1st April 2017<del>8</del></td> <td data-bbox="1417 1023 1644 1075"><del>2,610</del> <b>2,641</b></td> </tr> <tr> <td data-bbox="622 1075 1417 1128">Town Centre Regeneration Dwelling Capacity (outstanding)</td> <td data-bbox="1417 1075 1644 1128"><del>1,112</del> <b>1,164</b></td> </tr> <tr> <td data-bbox="622 1128 1417 1214">Other Urban Dwelling Units on sites in the HELAA (suitable, available and achievable)</td> <td data-bbox="1417 1128 1644 1214"><del>2,058</del> <b>2,166</b></td> </tr> <tr> <td data-bbox="622 1214 1417 1267">Strategic Sites removed from the Green Belt</td> <td data-bbox="1417 1214 1644 1267"><del>9,253</del> <b>7,072</b></td> </tr> <tr> <td data-bbox="622 1267 1417 1319"><b>Designated Neighbourhood Areas</b></td> <td data-bbox="1417 1267 1644 1319"><b>1,389</b></td> </tr> <tr> <td data-bbox="622 1319 1417 1353">Village <del>e</del>xtensions to <del>Ramsden Bellhouse and</del> Crays Hill</td> <td data-bbox="1417 1319 1644 1353"><del>104</del> <b>65</b></td> </tr> </tbody> </table>	Source of Supply	Capacity	Dwelling Completions 2014 – 2017 <del>8</del>	<del>1,906</del> <b>2,247</b>	Dwelling Units with Planning Consent at 1st April 2017 <del>8</del>	<del>2,610</del> <b>2,641</b>	Town Centre Regeneration Dwelling Capacity (outstanding)	<del>1,112</del> <b>1,164</b>	Other Urban Dwelling Units on sites in the HELAA (suitable, available and achievable)	<del>2,058</del> <b>2,166</b>	Strategic Sites removed from the Green Belt	<del>9,253</del> <b>7,072</b>	<b>Designated Neighbourhood Areas</b>	<b>1,389</b>	Village <del>e</del> xtensions to <del>Ramsden Bellhouse and</del> Crays Hill	<del>104</del> <b>65</b>	
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		<p>11.14 The Windfall Assessment identified the potential for around 960 880 additional homes to be secured during the plan period on sites which cannot be identified at this time and these have been included in the table above as windfall. <b>No allowance for windfall is included within the five years to 2023.</b></p> <p>11.15 There is therefore the potential within the land supply to achieve a higher rate of delivery than that set out in policy SD1. However, this would require the infrastructure needed to support growth being brought forward in a timely manner, and for development capacity to be optimised on each potential site.</p> <p>11.16 A Whole Plan Viability Assessment (2018) has been prepared to understand the implications of the policy requirements of this plan on development viability. Generally, the sites being brought forward for residential development as part of the Local Plan are considered to be viable, although some public funding will be required to secure strategic infrastructure improvements needed to open up some sites in East Basildon and Wickford. Viability is not therefore considered to be a constraint on housing land supply, or on the provision of affordable housing as a proportion of overall development.</p> <p>11.17 In terms of land supply for ethnic Gypsies and Travellers, this can be met from within the identified supply, including limited infill development in the Green Belt. Infill plots offer similar sites to those currently occupied by a majority of the Gypsies and Travellers living in the Borough. Specific sites however need to be identified <b>in non-Green Belt locations for nomadic Gypsies, Travellers and Travelling Showpeople which beyond the extent of the Green Belt or inset from the Green Belt</b> in order to conform with the PPTS. This is dealt within in more detail in policy H3.</p>									

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
PLP11.3	H1: Housing Strategy	<p>To amend part 1 of this policy to read as follows:</p> <ol style="list-style-type: none"> <li>1. In order to deliver at least <del>15,000</del> 15,465 new homes within Basildon Borough during the period 2014 to 2034, as specified in policy SD1, which respond to the needs of local residents now, and in the future, the Council will: <ol style="list-style-type: none"> <li>a. Encourage the effective re-use of land within existing residential areas for the provision of new homes;</li> <li>b. Encourage development in town centres to incorporate residential development on upper floors, and in locations on the edge of town centres.</li> <li>c. Identify specific strategic sites for additional housing growth across the Borough, with the aim of creating sustainable communities supported by sufficient infrastructure;</li> <li>d. Ensure that the mix of new homes provided in the Borough is aligned with the needs of the population. This will enable first time buyers, growing families and those looking to down-size to meet their accommodation needs;</li> <li>e. Secure specific provision of specialist accommodation for older people, and other vulnerable adults living in our communities;</li> <li>f. Provide opportunities for local people to build their own homes through the identification of sites specifically for self-build development; and</li> <li>g. Identify sites to meet the special accommodation needs of our Gypsy, Traveller and Travelling Showpeople population.</li> </ol> </li> </ol>	<p>To reflect the policy steer given by the Strategic Planning &amp; Infrastructure Committee on 17 July 2018 (minute 2018:385), on 25 July 2018 (minute 2018:430) and on 13 September 2018 (minute 2018:488).</p> <p>To also reflect the findings in the latest publications of the HELAA and the Annual Monitoring Report.</p>
PLP11.4	Paragraphs 11.35 to 11.43	<p>Amend the following paragraphs of policy H3 to:</p> <p>11.35 The GTAA identified existing provision comprising of 25 pitches on a public site in Courtauld Road, Basildon, <del>96 private pitches</del> on 55 private sites that are authorised with planning permission, <del>7 private pitches</del> on 7 private sites with temporary planning permission and <del>13 private pitches</del> on 12 private sites which do not benefit from planning permission, but have been present for a substantive period of time meaning they are immune from enforcement, also known as tolerated sites. Additionally, there <del>are 2</del> is one existing Travelling Showpeople yards <del>comprising of 2 plots that is</del> authorised with planning permission within the</p>	<p>To reflect the policy steer given by the Strategic Planning &amp; Infrastructure Committee on 29 August 2018 (minute 2018:454).</p>

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		<p>Borough. The <i>Basildon Borough Site Potential Study (2018) (BBSPS)</i> recommends that these existing sites and yards are safeguarded for the provision of pitches and <b>yards plots</b>.</p> <p><b>Need for Additional Provision</b></p> <p>11.36 The <i>GTAA</i> covering the period 2016-2034 identified a specific need of 47 additional nomadic pitches for Gypsies and Travellers. A further 6 pitches represent 10% of the unknown population's projected growth needs as judged to be reasonable by the <i>GTAA</i> to include in the future pitch forecast and plan for. In addition 3 nomadic plots for Travelling Showpeople to be delivered within the Borough by 2034.</p> <p>11.37 The 5 year land supply position required by the <i>PPTS</i> can be broken down as set out in Table 11.3 below.</p> <p style="text-align: center;">[Table 11.3]</p> <p><b>Identified Land for the Additional Provision</b></p> <p>11.38 The <i>GTAA</i> determines that 68% of the Borough's nomadic Gypsy and Traveller needs arise within first 5 years of the Local Plan. Similarly to the supply of other homes against OAN as set out in policy SD2 of this plan, this cannot be delivered immediately as it does not match the availability of land in the same time period. The <i>BBSPS</i> evaluated whether there were any other suitable and available locations or specific land parcels available to meet the need for nomadic Gypsy and Traveller pitches <b>and Travelling Showpeople plots</b> within the Borough using a sequential approach.</p> <p>11.39 Each specific parcel of land promoted for new Gypsy and Traveller accommodation provision was subject to appraisal against criteria, taking a very similar approach to the appraisal of housing sites within the HELAA. The <i>BBSPS</i> identified <b>the Gardiners Lane South site two sites</b> in the existing urban area <b>that were as being</b> appropriate for the accommodation of additional <b>publically owned</b> pitches. ; Haslemere Road, Wickford and Gardiners Lane South in Basildon. Both of these sites have the capacity for 10 pitches. However, the site at Haslemere Road is accessed via heavily parked residential streets which would make it difficult to access for the frequent movement of touring caravans. This site is not therefore considered appropriate from an operational perspective by the Council. This reduces the capacity from sites in the existing urban areas to 10 pitches only. The site at</p>	

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		<p><del>Gardiners Lane South</del> was previously identified as being capable of delivering 2 pitches in the <i>High Level Development Framework for Gardiners Lane South</i>, however its capacity has been maximised, drawing on best practice evidenced in the <i>BBSPS</i>, to ensure the site is used efficiently to enable the provision of a total of 10 an additional 8 pitches. <u>It will form part of the wider allocation for land west of Gardiners Lane South under policy H5.</u></p> <p>11.40 The study was unable to identify any further sites within the existing urban areas as being suitable or available for accommodating additional Gypsy and Traveller provision which the Council also found acceptable from an access perspective. The Council therefore considered the appropriateness of allocating sites in the Green Belt and making them inset within the Green Belt.</p> <p>11.41 A significant number of the Borough's existing Gypsy and Traveller sites are located within the Green Belt, particularly within the Borough's Plotland areas. The highest concentrations are located along the A127 corridor to the east of Basildon, south of Wickford and south of Crays Hill and all of the existing Travelling Showpeople plots are in south Wickford. The <i>BBSPS</i> identified and assessed existing sites, many of which were located along the A127 corridor, for their potential to be expanded and/or intensified, as well as new sites promoted through the study. A total of 7 Green Belt sites were identified within the <i>BBSPS</i>, as being potentially available and suitable for additional provision. Of these 7 sites, 4 were located within the designated Hovefields and Honiley Neighbourhood Area and have not been considered within the Local Plan due to a lack of safe and sustainable highways access. The other sites included 2 new sites within North Benfleet and Fobbing and one existing Gypsy and Traveller site in Crays Hill which could be intensified. These sites could contribute a total of 5 additional pitches towards meeting local need.</p> <p>11.42 The study identified a total of 45 unauthorised pitches across the Borough, of which 9 pitches on 4 sites within south Wickford and North Benfleet were occupied by Gypsies and Travellers that meet the PPTS definition but are subject to planning enforcement. A further 26 pitches were unauthorised but the status of the occupants was either unknown or, in the case of at least 14 pitches, have been determined as not meeting the planning definition of a Gypsy or Traveller. The households within these pitches which meet the planning definition contribute to the identified need for the Borough, while the households where the status is unknown create an additional requirement for 6 pitches to meet the needs arising from the</p>	

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		<p>unknown population, as stated within the GTAA. Whilst these pitches are not regularised they are already in a developed state. It is also acknowledged that the provision of any new pitches to meet the identified need will need to be on land in non-Green Belt locations due to a lack of available sites within the urban areas. If existing unauthorised sites were not considered further for their potential, land in the Green Belt which is likely to be currently undeveloped would be required.</p> <p>11.43 Consideration was therefore given to whether there was merit in allocating land in existing use by Gypsies and Travellers and those sites within established Gypsy and Traveller communities which are occupied by non-travellers. Once allocated, sites or individual pitches would be regularised through applications to grant permission for Gypsy and Traveller accommodation only. This approach would not increase the amount of derelict and degraded Green Belt land as previously developed sites would not be vacated. It would also enable Gypsies and Travellers who meet the planning definition to remain in existing communities and ensure that the needs of these households are recognised when services are being planned, such as health services. The provision of pitches on existing sites and on land that is already owned by Gypsies and Travellers would provide more private pitches which could be delivered earlier in the plan period and contribute towards a five year supply. It should be noted that the allocation and regularisation of unauthorised sites would only apply to existing sites identified within the <i>BBSPS</i> and not to any newly arising unauthorised sites.</p> <p>11.44 The <i>BBSPS</i> also concluded that there were no suitable sites within the existing urban area which could address the immediate 5 year land supply need for Travelling Showpeople plots. The existing Travelling Showpeople yard within the Borough which is in the Green Belt also had no further capacity for additional plots. The Council has therefore made provision for a new Travelling Showpeople yard accommodating all 3 additional plots within the new employment land allocation at Burnt Mills under policy E6. Yards are typical mixed use and the allocation provides good access to the strategic highway network with sufficient land outside of the Green Belt for the plots to be appropriately designed and sited.</p> <p>11.45 The sites assessed as being suitable and available for new pitches within the <i>BBSPS</i> and the subsequent review of existing unauthorised Gypsy and Traveller sites, as categorised within the <i>BBSPS</i>, would provide a minimum of 44 additional Gypsy and Travelling pitches across the plan period. 34 of these pitches would be deliverable within the first 5 years of the</p>	

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		<p>plan period which means that the Borough's nomadic Gypsy and Traveller needs arising within the first 5 years of the plan, as shown in Table 11.3, would be met. However, there remains a shortfall of 9 Gypsy and Traveller pitches to meet the identified need which will arise towards the end of the plan period. Furthermore, whilst the Local Plan makes provision for meeting the Travelling Showpeople need in full, the yard is unlikely to come forward within the first 5 years of the plan period when the need for one plot arises owing to strategic nature of development to be delivered on land allocated by policy E6 and the need for a masterplanned approach.</p> <p>11.46 The Council will therefore work closely with the neighbourhood areas, where the community includes Gypsy and Travellers to ensure that growth arising from within these areas is accommodated within their Neighbourhood Plans. The Council will also continue to work with neighbouring authorities to identify a strategic approach to meeting the needs of Gypsies, Travellers and Travelling Showpeople in accordance with the requirements of national policy.</p> <p>11.40 — The Local Plan does not propose any new pitches for nomadic Gypsies, Travellers and Travelling Showpeople in the extent of the Green Belt, having regard to the PPTS that the provision of pitches and plots for nomadic Gypsies, Travellers and Travelling Showpeople is subject to the best interests of the child is unlikely to clearly outweigh harm to the Green Belt to establish very special circumstances.</p> <p>11.41 — The Council will therefore seek the provision of new Gypsy, Traveller and Travelling Showpeople sites as part of strategic housing sites where there is good access to the main road network, as these are sustainable locations where nomadic Gypsies, Travellers and Travelling Showpeople would benefit from good access to local services. Viability testing has indicated that with the exception of site H12, sites of 400 units or more can accommodate Gypsy, Traveller and Travelling Showpeople pitches/plots at a rate of 2 per 100 homes without causing issues with viability. With the exception of H12, in accordance with regular best practice, the maximum number of pitches on any one site will be limited to 15. This is to ensure a good balance is achieved between communities and enables sites to be designed and laid out well.</p> <p>11.42 — Due to the viability issues affecting site H12, the Council's own land interests in this location will be utilised to secure a 16 pitch publically managed site to meet affordable needs</p>	

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		<p>of Gypsies and Travellers in accordance with the PPTS and NPPF. Whilst this site exceeds the maximum number of pitches on any one site, by one pitch, the Council can influence design and layout and ensure it is well managed as part of its housing stock. This would amount to around 29% affordable provision of pitches to ensure market and affordable needs of Gypsies and Travellers were addressed as part of future provision.</p> <p>11.43 Taking into account the sites identified through the BBSPS and the provision of pitches on strategic housing sites, it is possible to meet the need of nomadic Gypsies and Travellers, and also Travelling Showpeople during the plan period on identified sites. These will be distributed roughly 50% to Basildon; 25% to Wickford and 25% to Billericay, which broadly aligns with the spatial distribution of other types of housing growth.</p>	
PLP11.5	Policy H3: Gypsy, Traveller and Travelling Showpeople Accommodation Strategy	<p>Amend the wording of this policy to read as follows:</p> <ol style="list-style-type: none"> <li>1. The Council will secure the existing 27 nomadic Gypsy and Traveller pitch provision and 1 nomadic Travelling Showpeople plots. It will also make provision for a further 53 additional nomadic Gypsy and Traveller pitches and 3 nomadic Travelling Showpeople plots to contribute to meet meeting the accommodation and well-being needs of the Borough's Gypsy, Traveller and Travelling Showpeople, who meet the PPTS definition through allocated sites in the Local Plan for delivery throughout the plan period. This will be achieved by: <ol style="list-style-type: none"> <li>a. Securing 25 existing authorised public urban pitches and 116 private pitches currently authorised, with temporary planning permission or tolerated.</li> <li>b. Securing the 2 existing authorised Travelling Showpeople plots.</li> <li>c. Working with the travelling community to ensure that existing unauthorised sites, as identified in the BBSPS, are regularised and permitted for use by the travelling community. This will contribute to delivering a minimum of 29 new pitches from: <ol style="list-style-type: none"> <li>i. 9 unauthorised pitches known to be occupied by Gypsies and Travellers;</li> <li>ii. 26 unauthorised pitches where the travelling status of the occupier is either unknown or they have been identified as non-travellers who do not meet the PPTS definition and are not ethnic travellers.</li> </ol> </li> </ol> </li> </ol>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454).

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>d. Allocating a public site for 10 pitches on land west of Gardiners Lane South as part of the comprehensive redevelopment of that urban site in accordance with policy H5.</p> <p>e. Allocating the following 3 sites found to be suitable and available for Gypsy and Travellers accommodation within the BBSPS:</p> <ul style="list-style-type: none"> <li>i. One site with 2 pitches in Crays Hill</li> <li>ii. One site with one pitch in North Benfleet</li> <li>iii. One site with 2 pitches in Fobbing</li> </ul> <p>f. Making provision for a Travelling Showpeople yards comprising of 3 plots as part of the new employment land allocation at Burnt Mills in accordance with policy E6.</p> <p>2. The Council will work with the designated neighbourhood areas, where the community includes Gypsy and Travellers, to ensure that the growth arising from those households is met within the neighbourhood area as part of any development that occurs.</p> <p>3. The Council will continue to work collaboratively with neighbouring authorities through the Joint Strategic Plan to develop a strategic approach to traveller provision that meets the needs of Gypsies, Travellers and Travelling Showpeople over the wider area for the longer term, consistent with the requirements of the national policy for traveller site provision.</p> <p>a. Securing 25 existing authorised public urban pitches;</p> <p>b. Securing 75 existing authorised private pitches and plots;</p> <p>c. Allocating land for 56 new pitches/plots within the Borough's urban area and on specified strategic housing sites;</p> <p>d. Determining, on a case by case basis, from 2030 onwards whether any unmet need for Gypsy and Traveller pitches can be catered for on any other new suitable and available sites not identified within this plan, having specific regard to the specific criteria-based design requirements set out in Policy H26 and all other relevant policies in this plan; and</p> <p>e. Refusing planning permission for the change of use of all authorised Gypsy and Traveller pitches or Travelling Showpeople plots, to uses other than for residential use by nomadic Gypsies, Travellers, or Travelling Showpeople that meet the definition</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p><del>unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs in accordance with H3(1c).</del></p> <p>2. In determining all planning applications, only those who meet the national planning policy definition of a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.</p> <p>3. The Council will manage the siting and design of all applications for new or extended nomadic Gypsy, Traveller and Travelling Showpeople accommodation in accordance with specific criteria-based design policy H26.</p>	
PLP11.6	Paragraphs 11.45 to 11.49	<p>Amend the following paragraphs of policy H4 to:</p> <p>11.45 It goes on to say when assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community. In terms of Green Belt, the PPTS reiterates the NPPF that inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances <u>which includes Traveller sites. The PPTS does allow for the alteration of Green belt boundaries providing this is done through the preparation of the Local Plan. A local planning authority may make an exceptional, limited alteration to the defined Green Belt boundary, which might be to allocate a site inset within the Green Belt specifically as a traveller site, in order to meet a specific identified need.</u> It confirms that Traveller sites in the Green Belt are inappropriate development and that subject to the best interests of the child, personal circumstances and unmet need are unlikely to outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.</p> <p>11.46 The PPTS advises local planning authorities, wherever possible, to consider including Traveller sites suitable for mixed residential and business uses, having regard to safety and amenity of occupants and neighbouring residents. Regard should also be had to the need for mixed use yards for Travelling Showpeople to allow residential accommodation and storage of equipment.</p> <p>11.47 The BBSPPS has evaluated the potential options for accommodating the need through specific sites in the Borough that are suitable and available as required by the PPTS and NPPF.</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454).

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		<p><del>11.48</del>—Sequentially, the <i>BBSPS</i> examined urban land available for development to determine its suitability for pitches and plots and identified one site at Gardiners Lane South as being suitable with a capacity of 10 pitches. Upon review, the Council concluded that access issues prevented further sites in the urban area from coming forward. ; two sites capable of accommodating a total of 20 pitches/plots were found to be suitable. However, on further reflection the Council determined that there would be operational difficulties associated with the site at Haslemere Road in Wickford due to access from heavily parked residential roads. Therefore only one urban site at Gardiners Lane South with a capacity of 10 pitches has been identified. It is unlikely that the capacity from this site will be delivered within the first five years of the Local Plan.</p> <p>11.48 The study then assessed sites within the Green Belt which had been promoted in terms of their suitability and availability. 2 new sites within Fobbing and North Benfleet and an existing site within Crays Hill which could be intensified were identified as being suitable and available. These sites collectively provide an additional 5 pitches.</p> <p>11.49 There were no other suitable sites promoted through the <i>BBSPS</i> which could be allocated for meeting the identified needs of Gypsies and Travellers. The <i>GTAA</i> and <i>BBSPS</i> identified 45 existing pitches within the Borough that were unauthorised and whose occupants in part contributed to the identified need. 9 of these pitches were occupied by Gypsies and Travellers who met the <i>PPTS</i> definition and at least a further 14 pitches were occupied by individuals who were non-travellers who do not meet the <i>PPTS</i> definition and are not ethnic travellers. The remaining pitches were occupied by individuals whose travelling status was unknown.</p> <p>11.50 All of these pitches were located on sites within the Green Belt and mainly within the Boroughs Plotland areas where more than 5,000 people currently live from both the settled and travelling communities. In allocating these existing unauthorised sites for Gypsy and Traveller use, and authorising them upon receipt of a valid planning application by those who meet the <i>PPTS</i> definition, there is opportunity to provide a significant number of private pitches that contribute to meeting the identified need, particularly the needs arising within the first 5 years of the plan. This approach would also regularise the sites, allow households to remain in existing communities and ensure that the needs of these households are recognised when services are being planned, such as health services.</p>	

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		<p>11.51 To meet the identified need for Travelling Showpeople the Council has made provision for a Travelling Showpeople yard which will contain 3 plots as part of the new employment land allocation at Burnt Mills (E6). Travelling Showpeople plots tend to be mixed use requiring land for the storage and maintenance of vehicles and equipment, which is compatible with the type of uses within an employment area, as well as an area providing residential accommodation. The employment allocation also offers good highway access which is preferably for any Travelling Showpeople yards due to the nature of their business.</p> <p>11.49 Strategic housing sites greater than 400 units have also been considered in relation to their ability to accommodate pitches/plots as these are considered to be sustainable development locations. The Whole Plan Viability Assessment determined that these sites were generally viable if accommodating pitches/plots at a rate of 2 pitches/plots per 100 homes, capped at 15 pitches in order to maintain a balance between communities and a good standard of layout and design. Accessibility to these sites for the frequent movement of touring caravans was also taken into consideration. There are three new strategic housing allocations in this plan which will be required to make provision on-site based on their scale and accessibility. These are H12 – East of Basildon, H13 – Land South of Wickford and H18 – South West Billericay.</p>	
PLP11.7	Policy H4: New Gypsy and Traveller Pitch and Travelling Showpeople Plot Provision	<p>Amend the wording of this policy to read as follows:</p> <p>1. To help meet the identified need for Gypsy, and Traveller pitches and Travelling Showpeople accommodation plots within the Borough, the Council has allocated the following sites and yard, which will deliver a minimum of 44 new 53 pitches for Gypsies and Travellers and 3 additional plots for Travelling Showpeople will be allocated in the following locations:</p> <ol style="list-style-type: none"> <li>a. One publically owned site providing 10 pitches on land west of Gardiners Lane South as part of the strategic allocation H5;</li> <li>b. 3 sites, as listed in Appendix 3, providing a total of 5 pitches within North Benfleet, Fobbing and Crays Hill, which were identified within the BBSPPS as being suitable and available;</li> <li>c. 9 unauthorised pitches within the Fairmead and North Benfleet Plotlands, as listed in Appendix 3, which are known to be occupied by Gypsies and Travellers;</li> </ol>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454).

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		<p>d. 26 unauthorised pitches, as listed in Appendix 3, where the travelling status of the occupier is either unknown or they have been identified as non-travellers who do not meet the PPTS definition and are not ethnic travellers; and</p> <p>e. One Travelling Showpeople yard providing 3 plots on land east of Burnt Mills as part of the new employment allocation E6.</p> <p>2. The pitches listed under 1c and d of this policy, whilst allocated for Gypsy and Traveller use, will only be authorised once planning permission has been granted for their occupation by Gypsies and Travellers who meet the planning definition.</p> <p>3. In determining all other planning applications, only those that can demonstrate their status as a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.</p> <p>4. Planning permission for the change of use of all authorised and allocated Gypsy and Traveller pitches or Travelling Showpeople plots to uses other than for residential use by nomadic Gypsies, Travellers, or Travelling Showpeople that meet the PPTS definition will be restricted, unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.</p> <p>5. The Council will manage the siting and design of all applications for new or extended nomadic Gypsy, Traveller and Travelling Showpeople accommodation in accordance with specific criteria-based design policy H24.</p> <p>a. Urban Area – 1 site accommodating 10 pitches/plots at H5 Gardiners Lane South, Basildon</p> <p>b. Strategic Housing Sites – H12 East Basildon (16 pitches); H13 South Wickford (15 pitches); and H18 South West Billericay (15 pitches).</p>	
PLP11.8	Paragraph 11.63	<p>Amend the following paragraph to read as follows:</p> <p>11.63 H7a will require a strong physical landscape buffer to the south of the site to manage the effects of noise and air pollution arising from the A13. Open space provision is to be located on land adjacent to the Grade II* Listed All Saints Church <u>which will remain within the</u></p>	For clarity.

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		<u>extent of the Green Belt</u> . This will help to preserve its historic setting and value despite the new development.	
PLP11.9	Paragraph 11.80	<p>Amend the following paragraphs of policy H9 to:</p> <p>11.80 This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards <u>education and early years childcare and primary school</u> provision in the local area. <u>Sites H9 and H10, which are both located to the north of the A127, when combined will result in the need for approximately 1 form of entry of additional capacity. Basildon Council considers that it would be appropriate to expand Noak Bridge Primary School but detailed feasibility work is required before Essex County Council, as the Local Education Authority, can confirm this as their preferred option. The school is on a constrained site, and its extension will therefore incur greater costs than would arise on a less constrained site e.g. 3G pitch provision, and more complex built structures. The development on sites H9 and H10 will be expected to meet the full costs of this extension, if proved feasible. The cost is likely to be higher per dwelling than the typical cost quoted in the Essex Developer Contributions Guidance.</u></p> <p><u>11.81</u> The site will also impact on the demand for GP provision within the area and the NHS have a strategy of expanding provision to accommodate growth at existing surgeries. There will therefore be a requirement for a contribution towards the expansion of GP services within the Laindon area to serve the residents of the site, unless the NHS determine that on-site provision is required.</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:430) and advice provided by Essex County Council.
PLP11.10	Policy H9: Land West of Steeple View, Laindon	<p>Amend the wording of this policy to read as follows:</p> <ol style="list-style-type: none"> <li>1. 9ha of land to the west of Steeple View, Laindon, as identified on the Policies Map with the notation H9, will be developed to provide around 245 high quality homes at a density of 35duph.</li> <li>2. In order to ensure residents of this development are not exposed to unsafe air quality, development on this site must not come forward until such time as air quality within the vicinity of the site has been shown to be within statutory limits for NO2.</li> <li>3. In order to ensure that development on this site is well screened from noise and air pollution arising from the A127 to the south, and in order to limit harm to the open landscape</li> </ol>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:430) and advice provided by Essex County Council.

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		<p>to the north, the existing tree belt to the south and west should be retained, along with the hedgerow on Dunton Road and incorporated into hard and soft landscaped buffers along these boundaries. Where appropriate, these landscape buffers should be multi-functional and also seek to deliver open space, ecological and surface water management benefits.</p> <p>4. Access to the highway network will be provided from Dunton Road to protect the amenity of nearby residential properties. Contributions towards local highway network management will be sort to ensure the highway safety of road users and pedestrians, including extending the public footpath along Dunton Road.</p> <p>5. Development on this site will be required to contribute towards, and be aligned with improvements to the nearby A127 Fortune of War and/or A127 Dunton junctions</p> <p><b>6.</b> In the event that sufficient expansion of Noak Bridge Primary School to meet the demand for primary school places from this development and H10 proceeds, a commensurate developer contribution to this project will be required. The costs associated with this expansion may exceed normal standard costs due to the constrained nature of the primary school site. In any event, appropriate developer contributions will be sought towards education infrastructure and development of H9 will not be permitted until a scheme to provide sufficient school places to serve it has been agreed with Essex County Council.</p> <p><b>6.7.</b> Development must be supported by sufficient infrastructure to ensure that it is sustainable, and does not exceed the capacity of existing infrastructure, including highways, community facilities and services. Proposals are required to assess the development’s potential impact, in accordance with nationally and/or locally prescribed methodology, and consult with the relevant infrastructure provider where appropriate. Where impacts are identified mitigation must be provided in the form of contributions or other reasonable measures, as agreed with the Council. Applicants should refer to the relevant policies within this plan for expected standards of provision.</p> <p><b>7-8.</b> Development of this site must also comply with all other relevant policy requirements of this plan.</p>	
PLP11.11	Paragraphs 11.84 to 11.93	Amend heading and the following paragraphs of policy H10 to:	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p><del>Policies-Policy H10: Land East of Noak Bridge, Basildon and H11: Land at North of Noak Bridge, Basildon</del></p> <p>11.84 Two sites Land adjacent to the existing urban area of Noak Bridge have has been allocated to deliver a total of around 750 400 new homes. at 45duph. Open space provision will be required on site, along with a significant landscape buffer around the edge of the development to help ensure a defensible Green Belt boundary can be maintained during this plan, and not lead to coalescence with Crays Hill.</p> <p>11.85 Site H10 is located to the east of Noak Bridge. This 20ha site will deliver around 400 new homes. On-site open space will also be required and the site must incorporate a buffer to the south and south east to physically screen the development from noise and air quality issues associated with the A127.</p> <p>11.86 CLH Pipeline System (CLH-PS) has provided a location plan extract of its pipeline apparatus which may be affected by housing allocations in the borough. This plan shows that H10 is in close proximity to CLH-PS apparatus. CLH-PS has standard requirements for crossing or working in close proximity to its pipelines, in order to ensure that the existing fuel pipeline crossing the Borough can be accommodated within the design of new development, together with any accompanying mitigation that might be required, It is therefore expected that the design and layout of development on this site must be in accordance with CLH-PS requirements for proposed development sites, and must be carried out in consultation with CLH-PS.</p> <p>11.87 Site H11 is an 11ha allocation capable of delivering around 350 homes and open space provision on land to the north of Wash Road. The site consists of land to the east of Martindale Avenue and land surrounding Benson's Farm. A landscape buffer will be required to the north and north east of the site and development should be designed in such a way as to create a strong defensible Green Belt boundary.</p> <p>11.88-11.87 This level of growth will require a 1 form of entry extension to the existing Noak Bridge Primary School. This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards education and childcare provision in the local area. Sites H9 and H10, which are both located to the north of the A127, when combined will result in the need for approximately 1 form of</p>	<p>July 2018 (minute 2018:430) and advice provided by Essex County Council.</p>

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>entry of additional capacity. Basildon Council considers that it would be appropriate to expand Noak Bridge Primary School but detailed feasibility work is required before Essex County Council, the Local Education Authority, can confirm this as their preferred option. This The school is on a constrained site, and its extension will therefore incur greater costs than would arise on a less constrained site e.g. 3G pitch provision, and more complex built structures. The development on sites H9 and H10 and H11 will be expected to meet the full costs of this extension, if proved feasible. This cost which is likely to be higher per dwelling than the typical cost quoted in the Essex Developer Contributions Guidance.</p> <p><del>11.89</del> 11.88 In addition to education contributions, there will also be a requirement for a contribution towards the expansion of GP services within the area to serve the residents of these sites. This is in line with the NHS's strategy of expanding provision to accommodate growth at existing surgeries.</p> <p><del>11.90</del> 11.89 In terms of highways, it is expected that two points of access are secured to serve development within H10, both from Wash Road. Additionally, a footpath link will be provided into the existing Noak Bridge village. Site H11 will also be served by two points of access onto Wash Road. A pedestrian crossing will be required to link this development into the existing village.</p> <p><del>11.91</del> 11.90 The <i>Publication Local Plan THIA</i> shows that localised improvements to the Pipp's Hill Interchange are necessary in order to provide the capacity to accommodate growth in Noak Bridge. It will therefore be necessary for development on these sites to contribute towards any localised improvements to the Pipp's Hill Interchange. Alongside this, it will be necessary to ensure that the development is well served with access to active and sustainable travel modes from early in the site's occupation.</p> <p><del>11.92</del> 11.91 Utility providers have indicated that the these sites are is well served by existing power supply and water recycling facilities. There is however a need for developers to ensure that this remains the case at the time of development, and to ensure that any drainage infrastructure provided on site is sufficient to avoid issues associated with surface and sewage flooding arising. There is surface water risk, and risks associated with reservoir flooding of the Pipp's Hill (Aquatels) Lake in relation to site H10, which means that the south-eastern part of the site should be used for open space purposes only. It is expected that measures will</p>	

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		<p>be taken on-site in accordance with policy CC4 to ensure that this flood risk does not affect future occupiers of the site and/or any existing properties nearby.</p> <p><del>11.93</del> <u>11.92</u> The sites <del>are</del> <u>is</u> not known to be highly ecologically sensitive. It is however recognised that there will be wildlife living within natural features of the sites, such as trees and hedgerows. Any application for <del>the sites</del> <u>development</u> must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance natural features where wildlife may be prevalent.</p>	
PLP11.12	H10: Land East of Noak Bridge, Basildon	<p>Amend the wording of part 6 of this policy to read as follows:</p> <p>6. <del>Development on this site, combined with site H11, will be required to meet the full costs of expanding the Noak Bridge Primary School to provide 1 form of entry. The costs associated with this expansion may exceed normal standard costs, due to the constrained nature of the primary school site. In the event that sufficient expansion of Noak Bridge Primary School to meet the demand for primary school places from this development and H9 proceeds, a commensurate developer contribution to this project will be required. The costs associated with this expansion may exceed normal standard costs, due to the constrained nature of the primary school site. In any event, appropriate developer contributions will be sought towards education infrastructure and development of H10 will not be permitted until a scheme to provide sufficient school places to serve it has been agreed with Essex County Council.</del></p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:430) and advice provided by Essex County Council.
PLP11.13	H11: Land at North of Noak Bridge, Basildon	Delete former policy H11: Land at North of Noak Bridge, Basildon	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:430).
PLP11.14	Paragraphs 11.95 to 11.106	<p>Amend the following paragraphs supporting former policy H12 to read as follows:</p> <p>11.95 <del>H12</del><u>H11</u> is a 42ha allocation located to the east of Basildon urban area which is expected to deliver a residential extension to Pitsea comprising of 650 homes, a new local centre, open space, and a new community hub which includes an education and leisure provision. The allocation was identified in the preferred Development Framework as part of a much larger opportunity site which is set out in the <i>High Level Development Framework for</i></p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454 & 456).

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p><i>East Basildon (HLDF) (2017)</i>. the largest site allocation in the Local Plan for Basildon and consists of three distinct areas. The allocation is a reflection of the preferred Development Framework for East Basildon which is set out in the High Level Development Framework for East Basildon (2018). Overall the allocation covers around 150ha of land and seeks to deliver a residential extension to Pitsea, a residential extension to the village of Bowers Gifford alongside a new primary school, a new education and leisure hub and strategic open space between Pitsea and Bowers Gifford to maintain their separation. The employment element of the preferred Development Framework for an extension to Burnt Mills <u>employment area is a strategic employment allocation</u> which is <u>located</u> to the north of <u>H12H11</u> and will be delivered through <u>Policy E6</u>. <u>Much of the remaining land within the preferred Development Framework forms part of the designated Bowers Gifford and North Benfleet Neighbourhood Area. As such, the remaining residential provision in this area will be delivered through an adopted Neighbourhood Plan. H12 as a whole will deliver the following:</u></p> <ul style="list-style-type: none"> <li>a. 2,000 homes at an average density of 35 dph split between H12a and H12b</li> <li>b. A primary school and associated early years childcare provision</li> <li>c. A local centre</li> <li>d. Replacement and expanded leisure provision</li> <li>e. At least 76ha of public open space, providing separation between Bowers Gifford village and Pitsea, and new community playing pitch provision</li> <li>f. Land for a secondary school</li> <li>g. 16 public Gypsy and Traveller pitches</li> <li>h. Upgrades to, and new access points onto, Pound Lane</li> <li>i. New distributor route through H12 from Pound Lane to London Road to alleviate pressure on the Pound Lane/London Road junction in Bowers Gifford</li> <li>j. New east-west link road connecting Bowers Gifford to the leisure facilities.</li> </ul> <p>11.96 The <i>HLDF</i> sets out the overall development concept and development principles for <u>this allocation</u> the site, which forms the body of this policy. However the Council will require a</p>	

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		<p>more detailed Masterplan or Development Brief for the <del>whole allocation site</del> to be produced prior to development to ensure the site is cohesive and <del>any the</del> necessary infrastructure is delivered alongside development. <del>The site forms part of the designated Bowers Gifford and North Benfleet Neighbourhood Area and may during the Local Plan period be included within an adopted Neighbourhood Plan which can provide additional detail through policy to deliver the level of growth set out in H12. Proposals would be required to adhere to the most up to date plans applicable. Phasing of H12</del>H11 will be aligned with the provision of infrastructure, as set out in the Infrastructure Delivery Plan.</p> <p>11.97— The first distinct area is the strategic open space gap which will cover at least 76ha of land and the new education and leisure hub. The strategic open space gap separates Bowers Gifford village from Pitsea and extends from Burnt Mills Road and Courtauld Road to the north of the area to London Road at the southern end. A minimum frontage width of 500 metres of open space along London Road, and a minimum width of 200 metres within the allocation will be required to ensure there is adequate separation of Pitsea and Bowers Gifford to prevent coalescence of these settlements. The strategic open space gap will provide a multi-functional open space network comprising existing parks and recreation grounds, the existing Bowers &amp; Pitsea Football Club ground, and a new community playing pitch provision. The community playing pitch provision will be required to meet the needs arising from the residential development in H12 and to offset the loss of playing fields from the residential extension to Pitsea and the loss of sports pitches from Gardiners Lane, as set out in policy H5. It also provides opportunities for surface water management, habitat creation and multi user access across the site. Furthermore, there is a 10ha of land to the north east of the strategic open space gap allocated as ‘community facility reserve’. This land is safeguarded to accommodate a future educational use should the Local Education Authority require provision of a secondary school during the plan period.</p> <p>11.97 The residential development is located in the southern part of the allocation adjacent to the existing urban area of Pitsea and will include a new local centre and open space. The Eversley Leisure Centre and associated pitches currently within this area will be relocated to form part of the new community hub. The loss of sports pitches, particularly grass pitches, will be resisted by the Council in accordance with the NPPF, PPG and advice by Sports England.</p>	

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		<p><u>Any sports provision that would otherwise be lost on site through redevelopment must be relocated prior to any residential development taking place.</u></p> <p><u>11.98 Access into the residential extension should be secured from existing roads including Ilfracombe Avenue, Eversley Road and Woodcote Crescent. It is also important to provide access to local services and ensure connectivity between the new development and existing neighbourhoods in Pitsea.</u></p> <p><u>11.98 11.99 Alongside the strategic open space, this area makes provision for In the north of the allocation will be a new education and leisure community hub on land either side to the north of Trenham Avenue, adjacent to the urban area of Pitsea. The hub will provide community playing pitches that meet the needs arising from the new residential development and some of the relocated sports provision from Gardiners Lane South, in accordance with policy H5. It will also include consist of space for school provision and the relocated Eversley Leisure Centre and associated pitches. It is likely that a number of the playing pitches will be provided along with additional open space on land adjacent to the allocation within the Green Belt.</u></p> <p><u>11.100 In addition to sports and leisure provision the community hub will also include land for D1 educational use to accommodate additional primary and secondary school provision. There is opportunity and land to relocate an existing primary school to the hub in order to accommodate meet existing needs and those arising from the new development or to provide an additional 2-1 form of entry primary school and associated early years provision within the hub. Access to the community hub should be secured from Tyefields and the upgraded Trenham Avenue, subject to highways approval.</u></p> <p><u>11.101 This allocation is not known to be highly ecologically sensitive. It is however recognised that there will be wildlife living within natural features of the development areas such as trees and hedgerows. Any application for development must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance natural features where wildlife may be prevalent. In addition, existing tree belts and hedgerows around the existing field system must be retained, alongside significant trees and tree groups, including along the London Road frontage.</u></p>	

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		<p><u>11.102 Utility providers have indicated that this allocation is well served by existing power supply and water recycling facilities. There is however a need for developers to ensure that this remains the case at the time of development, and to ensure that any drainage infrastructure provided on site is sufficient to avoid issues associated with sewage flooding arising. This is important due to the location of this allocation within a Critical Drainage Area. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that surface water flood risk does not affect future occupiers of the site and/or any existing properties nearby.</u></p> <p><u>11.103 Development will also impact on the demand for GP provision within the area. The NHS have a strategy of expanding provision to accommodate growth at existing surgeries. There will therefore be a requirement for a contribution towards the expansion of GP services within Pitsea to serve the residents of the site, unless the NHS determine that a standalone facility is required.</u></p> <p><u>11.99—The second distinct area is the residential extension to Pitsea in the south west part of the overall allocation, hereafter referred to as development area H12a. The Eversley Leisure Centre and associated pitches currently within this development area will be relocated to the strategic open space gap as part of the new education and leisure hub. The loss of sports pitches, particularly grass pitches, will be resisted by the Council in accordance with the NPPF, Planning Practice Guidance and advice by Sports England. Any sports provision that would otherwise be lost on site through redevelopment must be relocated prior to any residential development taking place. Access into H12a should be secured from existing roads into the area including Ilfracombe Avenue, Eversley Road and Woodcote Crescent; and the new distributor road to the east of this area. It is also important to provide access to local services and ensure connectivity between the new development and existing neighbourhoods in Pitsea.</u></p> <p><u>11.100—The third distinct area is the residential extension to the west of Bowers Gifford village, hereafter referred to as development area H12b. The residential extension will provide the critical mass needed to deliver a 2 form of entry primary school, requiring 2.1ha of D1 education land, and a new local centre within the development area adjacent to the existing village. The new distributor road will provide access into and through this area from Pound Lane, north of Bowers Gifford, to a new junction with London Road in the south.</u></p>	

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		<p><del>11.101 11.104</del> It will be necessary to secure <del>other</del> local upgrades to the highway and transport network to achieve suitable access to <del>all three areas</del> <u>the allocation</u> by both private vehicles and by public transport, bicycle and for pedestrians. This will include <del>upgrades to the northern section of Pound Lane,</del> a new east-west link road between Tyefields and <u>Pound Lane for public transport and active travel only</u> <del>a new distributor road</del> to enable residents of Bowers Gifford <u>and North Benfleet</u> to <del>easily</del> access the new <u>community hub, as well as leisure facilities within H12,</u> and upgrades and extensions to the <u>Public Rights of Way</u> <del>PRoW</del> network.</p> <p><del>11.102 11.105</del> In terms of strategic highway infrastructure upgrades, major changes to the road network would be required to enable <del>development in this location</del> <u>all development to occur to the east of Basildon, including in this allocation, within the designated neighbourhood area and within the employment allocation</u> at Burnt Mills, as set out in policy E6, and also the development proposed for Wickford. This includes a new grade separated junction on the A127 which will require new development to provide funding through developer contributions, and/or justification for funding provision from the SELEP and/or Government. Development within <del>H12</del> <u>H11</u> will therefore be required to make contributions towards upgrades to the A127 junction.</p> <p><del>11.103</del>—The development of H12 will also impact on the demand for GP provision within the area. The NHS have a strategy of expanding provision to accommodate growth at existing surgeries. There will therefore be a requirement for a contribution towards the expansion of GP services within Pitsea to <del>serve the residents of the site, unless the NHS determine that a standalone facility is required.</del></p> <p><del>11.102</del>—Utility providers have indicated that this allocation is well served by existing power supply and water recycling facilities. There is however a need for developers to ensure that this remains the case at the time of development, and to ensure that any drainage infrastructure provided on site is sufficient to avoid issues associated with sewage flooding arising. This is important due to the location of this allocation within a Critical Drainage Area. It is expected that measures will be taken on site in accordance with policy CC4 to ensure that surface water flood risk does not affect future occupiers of the site and/or any existing properties nearby.</p> <p><del>11.103</del>—This allocation is not known to be highly ecologically sensitive. It is however <del>recognised that there will be wildlife living within natural features of the development areas</del></p>	

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		<p>such as trees and hedgerows. Any application for development must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance natural features where wildlife may be prevalent. In addition, existing tree belts and hedgerows around the existing field system must be retained, alongside significant trees and tree groups, including along the London Road frontage.</p> <p>11.106—The proposals for this location will affect the setting of the linear development along London Road without careful screening, layout and design. Long distance views towards the Thames Estuary and Kent should be safeguarded within the site's higher ground by the siting of open space, or the retention of open land.</p>	
PLP11.15	H12: East of Basildon	<p>Amend the wording of this policy and renumber it to read as follows:</p> <ol style="list-style-type: none"> <li>1. Approximately 150ha 42ha of land to the east of Basildon, as identified on the Policies Map with the notation H11, between Pitsea and Bowers Gifford will be expected to deliver around 650 high quality homes at a density of 35 dph, a new local centre, open space, and a new community hub comprising of leisure and educational facilities.:-             <ol style="list-style-type: none"> <li>a. 2,000 high quality homes at an average density of 35dph split across the two residential extensions;</li> <li>b. a new D1 education and sports hub, including land for a secondary school;</li> <li>c. 2.1ha of D1 education land in Bowers Gifford;</li> <li>d. a new local centre;</li> <li>e. 16 public gypsy and traveller pitches;</li> <li>f. upgrades to, and new access points onto, Pound Lane;</li> <li>g. a new distributor route through H12 connecting Pound Lane to a new junction on London Road;</li> <li>h. a new east-west link road connecting the distributor route with Tyefields; and</li> <li>i. at least 76ha of open space provision, including a new community playing pitch provision.</li> </ol> </li> </ol>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454 & 456).

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		<p>2. Development of the site must be informed by an up to date Masterplan, which considers the strategic matters to deliver the site's policy requirements, including its scale and layout, massing, supporting facilities, open space, ecology, drainage, and internal highway and transport network.</p> <p>3. A strategic open space gap and the new education and sports hub will be provided within the central section of H12 on land identified on the Policies Map as open space. The open space will provide visual separation between Bowers Gifford and Pitsea and must be 500m wide at its frontage with the London Road, and at least 200m wide elsewhere within the site. It should be multi-functional with the retention of existing parks, recreation grounds and football ground, and the creation of a new community playing pitch provision; as well as providing opportunities for ecology, multi user access across the site and areas for surface water flood risk management.</p> <p>3. A 30ha residential extension to Pitsea to the south of the allocation will include a new local centre and open space with access from existing roads into the area. The relocation of sports pitches from this area to the community hub will be required prior to their redevelopment.</p> <p>4. The new community A new community hub providing leisure facilities and land for D1 educational use will be located to the north of the allocation. In terms of leisure provision, the hub will comprise of the relocated Eversley Leisure Centre and playing pitch provision will be expected to provide a community playing pitch provision that meets the needs arising from the residential development in H12H11 in accordance with HC2, as well as offset the loss of playing fields from elsewhere in H12H11 and accommodate the relocated sports pitches from Gardiners Lane, as set out in policy H5. Where appropriate, playing pitches may be delivered on land adjacent to the community hub outside of the allocation as part of the open space provision, but they will remain within the extent of the Green Belt. It is expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity.</p> <p>5. The D1 education and leisure hub within the strategic open space gap will also comprise of a new and/or expanded relocated primary school and associated early years provision and land for the provision of a secondary school. the relocated Eversley Leisure</p>	

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		<p>Centre and pitches with a <u>Access to the hub will be</u> secured from Tyefields and the upgraded Trenham Avenue.</p> <p><del>6. 10ha of land to the north east of the strategic open space gap is allocated as 'community facility reserve' to accommodate a secondary school should the Local Education Authority identify a need.</del></p> <p><del>7. Land to the south west of the strategic open space, and identified on the Policies Map with the notation H12a, is the residential extension to Pitsea which will deliver a proportion of the 2,000 new homes. Development will include a local centre and access will be secured from existing roads into the area and the new distributor road to the east of the area. The relocation of sports pitches from this development area to the strategic open space will be required prior to their redevelopment.</del></p> <p><del>8. Land to the east of the strategic open space, and identified on the Policies Map with the notation H12b, is the residential extension to Bowers Gifford village which will deliver a proportion of the 2,000 new homes. Development will include the provision of 2.1ha of D1 education land for primary and/or early years uses, and a local centre. Access will be secured from the new distributor road, Pound Lane and the new east-west link road.</del></p> <p><del>9. 6.</del> The design and layout of development must respect the designated historic assets on the London Road, and ensure that elements of the historic environment and their setting are adequately protected from harm.</p> <p><del>10. 7.</del> All development will be required to <u>provide a new east-west link road for public transport and active travel only between Tyefields and Pound Lane. They will also be required to</u> contribute towards, <u>and be phased to align with,</u> the delivery of a new grade separated junction of the A127 at Pound Lane/Cranfield Park Road.</p> <p><del>11. 8.</del> Development must be supported by sufficient infrastructure to ensure that it is sustainable, and does not exceed the capacity of existing infrastructure, including highways, community facilities and services. Proposals are required to assess the development's potential impact, in accordance with nationally and/or locally prescribed methodology, and consult with the relevant infrastructure provider where appropriate. Where impacts are identified mitigation must be provided in the form of contributions or other reasonable</p>	

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		<p>measures, as agreed with the Council. Applicants should refer to the relevant policies within this plan for expected standards of provision.</p> <p><b>12.9.</b> Development of this site must also comply with all other relevant policy requirements of this plan.</p>	
PLP11.16	Paragraph 11.107	<p>Amend the following paragraph supporting former policy H13 to read as follows:</p> <p>11.107 29ha of land within this location has been identified as being suitable for the delivery of around 1,100 new homes, <b>and a primary school and 15 Gypsy and Traveller pitches/Travelling Showpeople plots.</b> The northern part of the site is adjacent to the urban area of Wickford while the Wick Country Park and farmland form the southern boundary. An open space provision to the south-west of the allocation, which will remain within the extent of the Green Belt, forms part of the requirements for this allocation, as does landscape buffers to the eastern and southern boundaries of the site. <b>The total size of the allocation is 38ha.</b></p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454) and for clarity regarding the overall land area of the allocation.
PLP11.17	H13: Land South of Wickford	<p>Amend part 1 of this policy to read as follows:</p> <p>1. 29ha of land to the south of Cranfield Park Road, Wickford, as identified on the Policies Map with the notation <b>H13H12</b>, will be developed to provide around 1,100 high quality homes at a density of 45duph, <b>15 Gypsy and Traveller pitches/Travelling Showpeople plots, and a primary school, and An</b> open space provision <b>will be located on land in-to</b> the south-west <b>ern part</b> of the allocation <b>which will remain within the extent of the Green Belt.</b></p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454) and for clarity regarding the location of different uses within the allocation.
PLP11.18	Paragraphs 11.143 to 11.152	<p>Amend the following paragraphs supporting former policy H18 to read as follows:</p> <p>11.143 <b>H18H17</b> is the largest site allocation in the Local Plan for Billericay and consists of five distinct areas. The allocation builds on the <i>South West Billericay High Level Development Framework (2017)</i>, <b>but is contained within an alternative route for the relief road which allows for the provision of walking, cycling and pedestrian movements.</b> The allocation covers approximately <del>105ha</del> <b>95ha</b> of land, some of which will remain within the extent of the Green Belt, and seeks to deliver around <del>2,000</del> <b>1,700</b> new homes across four residential extensions to the south west of Billericay. The allocation will also deliver <b>15 Gypsy and Traveller pitches/Travelling Showpeople plots,</b> a new primary school and early years provision,</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 17 July 2018 (minute 2018:385) and on 29 August 2018 (minute 2018:454). Also includes corrections to housing figures, typos and information relating to new evidence.

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		<p>relocated tennis and cricket clubs, a south west relief road and a network of open space provision.</p> <p>11.144 The relief road, stretching from the A129/London Road 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. It will provide both access to the development sites, and also help to alleviate the impacts of growth on the nearby Sun Corner junction in Billericay Town Centre, which experiences significant congestion. Various alternative highway options were tested prior to the identification of the need for a relief route, however mitigation testing indicated that these would be insufficient to address current congestion and provide capacity for growth.</p> <p>11.145 Various options have been considered with regard to the relief road, and the most appropriate, deliverable option, as set out in the South West Billericay High Level Development Framework, will pass along Frithwood Lane from its junction with Tye Common Road to development area <del>H18</del>H17d. This will require the widening of Frithwood Lane, within its highways boundary, to its junction with Tye Common Road. This section of the relief road will not be as wide as the rest of the route, due to existing residential development. Therefore a separate route will be required to make provision for cycling and a bridleway.</p> <p>11.146 The relief road acts to define the development area in this location and forms much of the revised Green Belt boundary for south west Billericay. The allocation consists of <del>4</del>four residential extensions and also <del>7</del>ha <del>12</del>ha of land allocated for the relocation of the cricket club and tennis club <del>including</del> to the western side of the new relief road. Whilst this land is allocated for the provision of these clubs, it will remain within the extent of the Green Belt to ensure that the land remains protected from future redevelopment. Access to these sport facilities will be taken from the relief road <del>and/or</del> from an upgraded Blunts Wall Road to the satisfaction of the Highway Authority.</p> <p>11.147 The first development area, hereafter referred to as <del>H18</del>H17a, is an 18ha residential extension on land west of Mountnessing Road. The site is capable of delivering around <del>543</del> <del>540</del> new homes alongside open space provision. Development will be expected to retain and enhance existing tree belts, field boundaries, hedgerows and the PRoW crossing the site. The majority of open space provision will be located on land to the west of the allocation and will remain within the extent of the Green Belt. It will form part of a multi-functional landscape</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>buffer to the west of the residential development, which should also seek to deliver ecological and surface water management benefits. In terms of highways, principal access for H18H17a should be secured from A129/London Road at the new junction where the relief road meets London Road from the south. A secondary vehicular access could be taken from Mountnessing Road to the satisfaction of the Highway Authority.</p> <p>11.148 The second development area, hereafter referred to as H18H17b, is a 13ha-17ha residential extension on land south of London Road which includes the current location of the cricket and tennis clubs. The site has been identified as being suitable for the delivery of around 290 new homes following the relocation of the cricket club and tennis club. The loss of sports pitches will be resisted by the Council in accordance with the NPPF, PPG 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.</p> <p>11.149 In addition to residential development, this site will be required to deliver a new primary school and early year's provision, as it is the best location within the wider H18H17 to meet the requirements of the <i>Essex County Council's Developers' Guide to Infrastructure Contributions</i>. This school will serve the needs of the entire development, and the developers of all development areas within H18H17 will therefore be expected to contribute towards the costs of this provision. A total of 2.92.1ha is required to meet the needs arising from this site for primary and early year's provision.</p> <p>11.150 Local open space provision is also required within this development areas, along with a new landscape buffer on the western boundary. It should be multi-functional and should seek to deliver open space, ecological and surface water management benefit. The site will also be expected to retain and enhance existing tree belts, field boundaries, hedgerows and the PRoW crossing the site. In terms of highways, this site will be accessed via the new relief road which will form the edge of the development area. Secondary points of access to the site should be taken from Heath Close and Mountnessing Road to provide integration with the neighbouring urban area to the satisfaction of the Highway Authority.</p> <p>11.151 The third development area, hereafter referred to as H18H17c, is a 21ha-14ha residential extension on land west of Tye Common Road. The site is capable of delivering around 650-350 new homes with the open space provision integrated within the development</p>	

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		<p>and also located to the western <del>and southern boundary boundaries</del> of the site <del>within the extent of the Green Belt</del>, as part of a multi-functional landscape buffer. <del>A significant landscape buffer is required around the western and southern boundaries of the residential area to the south of the relief road to mitigate the impact this development may have on the wider landscape and to create a strong defensible Green Belt boundary.</del> It should also seek to deliver ecological and surface water management benefits and retain existing tree belts and hedgerows. In terms of highways, principal access for H18H17c should be secured from the new relief road which will <del>form the western edge of pass through</del> the development area. Secondary access points could also be taken from Tye Common Road and/or the upgraded Blunts Wall Road to the satisfaction of the Highway Authority.</p> <p>11.152 The fourth development area, hereafter referred to as H18H17d, is the southern residential extension to Billericay on land east of Frithwood Lane. The allocation is <del>17ha-22ha</del> of land capable of delivering around <del>524 520</del> new homes, as well as a substantial landscape buffer to the south of the development area, <del>which will remain within the extent of the Green Belt.</del> H18H17d will also be expected to deliver a green corridor through the site accommodating the tree belt, hedgerows, PRoW and landscape buffer. The landscape buffer should be multi-functional and also seek to deliver open space, ecological and surface water management benefit. An <i>Archaeological Assets and Impact Assessment (2016)</i> has identified the potential for archaeological assets within the site due to previous finds within, and on land surrounding the site. As such a field evaluation in addition to an archaeological assessment must be undertaken and form part of any application, in accordance with policy HE4.</p> <p>[...]</p> <p>11.157 The allocation will be required to bring Frith Wood into active management for the lifetime of the development and ideally beyond, in accordance with the NPPF. <del>Frith Wood is a designated Ancient Woodland and Local Wildlife Site (LoWS) and documented evidence set out in the Historic Environment Assessment of Frith Wood, Billericay (2018) reports that the area has been wooded since at least 1260AD whilst ecological work has indicated the potential presence of dormice within the site. Additionally, Any recreational impacts on Frith Wood and Laindon Common, which is also a designated LoWS,</del> arising from population growth will also need to be managed for the purpose of ensuring the integrity and well-being of these areas and their nature conservation ensemble. Beyond this, the allocation is not known to</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>be highly ecologically sensitive, however it is recognised that there will be wildlife living within natural features of the developable area such as trees and hedgerows. Any application relating to this allocation must therefore be accompanied by appropriate ecological assessments, and must seek to retain and enhance natural features where wildlife may be prevalent in accordance with policy NE4. Whilst the allocation is not in any Critical Drainage Areas, development must nevertheless ensure that measures to manage land drainage are installed.</p>	
PLP11.19	Policy H18: South West Billericay	<p>Amend policy wording of H18 as follows:</p> <ol style="list-style-type: none"> <li>1. Approximately <del>105ha</del> <b>95ha</b> of land to the south west of Billericay will create a series of linked, urban extensions to the town with a new relief road and a network of new open spaces. The allocation will be expected to deliver: <ol style="list-style-type: none"> <li>a. around <del>2,000</del> <b>1,700</b> high quality homes at an average density of 35dph across four residential extensions;</li> <li><del>b. 15 Gypsy and Traveller pitches/Travelling Showpeople plots;</del></li> <li><del>e-b. 2.9</del> <b>2.1</b>ha for D1 education uses within <del>H18</del><b>H17</b>;</li> <li><del>d-c.</del> the relocation of the cricket club and tennis club to land west of the relief road;</li> <li><del>e-d.</del> open space provision and landscape buffers; and</li> <li><del>f-e.</del> a new relief road extending from A129 London Road to the B1007/Laindon Road/ A176/Noak Hill Road junction.</li> </ol> </li> <li>2. Development as part of this allocation must be informed by an up to date Masterplan, which considers the strategic matters to deliver the site's policy requirements, including its scale and layout, massing, supporting facilities, open space, ecology, drainage, and internal highway and transport network.</li> <li>3. The relocation of the cricket club and tennis club will be accommodated on <del>7ha</del> <b>12ha</b> of land to the west of the new relief road, as identified on the Policies Map. It is expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity. This land will remain within the extent of the Green Belt and the</li> </ol>	<p>To reflect the policy steer given by the Strategic Planning &amp; Infrastructure Committee on 17 July 2018 (minute 2018:385) and on 29 August 2018 (minute 2018:454). Also includes corrections to housing figures and typos.</p>

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>facilities should be accessed from the new relief road and/or the upgraded Blunts Wall Road to the satisfaction of the Highway Authority.</p> <p>4. Land west of Mountnessing Road, as identified on the Policies Map with the notation <b>H18H17a</b>, will form a residential extension of around <b>543 U</b> new homes accessed from London Road with Mountnessing Road providing secondary access. Some open space provision should be integrated within the development area, but approximately 7ha of open space is expected to be provided to the west of the development area within the extent of the Green Belt.</p> <p>5. Land south of London Road, as identified on the Policies Map with the notation <b>H18H17b</b>, will form a residential extension of around 290 new homes and include <b>2.9 2.1</b> ha of land for D1 education uses. The new school provided on the D1 education land is expected to accommodate children and primary pupils from the entire site, with all developers contributing proportionately. To unlock development, the cricket club and tennis club must be relocated prior to any redevelopment of their current locations. Access to <b>H18H17b</b> will be taken from the new relief road to the west of the development area.</p> <p>6. Land west of Tye Common Road, as identified on the Policies Map with the notation <b>H18H17c</b>, will form a residential extension of around <b>650 350</b> new homes. Access should be taken from the new relief road <b>which passes through to the west of</b> the development, as well as from Tye Common Road and/or the upgraded Blunts Wall Road.</p> <p>7. Land east of Frithwood Lane, as identified on the Policies Map with the notation <b>H18H17d</b>, will form a residential extension of around <b>524 520</b> new homes which is served by the new relief road. Development will be expected to provide a green corridor through the site incorporating the Public Rights of Way, existing landscape features and new open space. Due to the likelihood of archaeological assets within the site a field evaluation will be required as part of any application in accordance with policy HE4. <b>Approximately 8ha of open space will be provided on land to the south east of the development area within the extent of the Green Belt.</b></p> <p>8. Landscaped buffers should be provided to the western boundaries of <b>H18H17a</b>, <b>H18H17b</b> and <b>H18H17c</b> and to the southern <b>boundaries boundary</b> of <b>H18c</b> and <b>H18H17d</b>. These landscape buffers should be multi-functional and should also seek to deliver open space, recreation, ecological and surface water management benefits. Existing Public Rights of</p>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>Ways should be retained and enhanced, where possible. Tree belts, hedgerows and other natural landscape features should also be retained and enhanced.</p> <p>9. The allocation will be required to bring the ancient woodland of Frith Wood into active woodland management, with provisions put in place for this management to be ongoing for the lifetime of the development.</p> <p>10. Additional GP services will be required to serve the residents of the allocation, either on-site with a new GP hub or through contributions to expand existing facilities in Billericay, as specified by the NHS.</p> <p><del>11. The allocation is expected to deliver 15 Gypsy and Traveller pitches/Travelling Showpeople plots in accordance with policy H4.</del></p> <p><del>12.11.</del> All development areas will be expected to contribute towards the delivery of the new relief road including all associated junctions and the widening of Frithwood Lane. It is expected that a cycle way and bridleway will be required as part of the delivery of the relief road. Where the section of the relief road is too narrow a segregated cycle way and bridleway will be required.</p> <p><del>13.12.</del> Development must be supported by sufficient infrastructure to ensure that it is sustainable, and does not exceed the capacity of existing infrastructure, including highways, community facilities and services. Proposals are required to assess the development's potential impact, in accordance with nationally and/or locally prescribed methodology, and consult with the relevant infrastructure provider where appropriate. Where impacts are identified mitigation must be provided in the form of contributions or other reasonable measures, as agreed with the Council. Applicants should refer to the relevant policies within this plan for expected standards of provision.</p> <p><del>14.13.</del> Development of this allocation must comply with all other relevant policy requirements of this plan.</p>	
PLP11.20	Policy H23: Housing Growth in Ramsden Bellhouse	Delete supporting text and policy for policy H23: Housing Growth in Ramsden Bellhouse	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:431).

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
PLP11.21	Policy H26: The Location of New Gypsy and Traveller Sites and Travelling Showpeople Yards	<p>Renumber and amend the title of this policy and the policy wording to read as follows:</p> <p>The Location <b>and Design</b> of New Gypsy and Traveller Sites and Travelling Showpeople Yards</p> <p>Any applications for planning permission for Gypsy and Traveller sites and Travelling Showpeople yards received throughout the plan period must be in accordance with the PPTS and the following local criteria:</p> <ol style="list-style-type: none"> <li>a. The site must reasonably be accessible to services and facilities;</li> <li>b. <del>The maximum number of pitches to be provided on any site being provided via a strategic housing site greater than 750 homes is restricted to around 15 in the interests of maintaining viability and promoting</del> <b>The number of pitches/plots on any one site should be of a scale that is appropriate and which promotes</b> peaceful and integrated <b>co-existence</b> <del>co-existing</del> between <b>occupiers of</b> the site and the local community;</li> <li>c. The site must be able to be adequately serviced with drinking water, utilities and sewerage disposal facilities that accord with Environment Agency standards;</li> <li>d. The site should have good access to the highway network and not promote inappropriate traffic generation for the locality;</li> <li>e. The site must be of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary work areas as appropriate;</li> <li>f. The site must not be affected by environmental hazards that may affect residents' health and well-being, or be located in an area of high risk of flooding;</li> <li>g. Proposals for yards accommodating Travelling Showpeople should allow for a mixed-use yard with separate areas for residential and the storage and maintenance of equipment that protect residential amenity;</li> <li>h. All sites should be well planned in respects of their internal layout and through a combination of soft and hard landscaping positively enhance their setting and promote opportunities for healthy lifestyles including play areas for children;</li> <li>i. All other proposals for mixed residential and business activities will be assessed on a site specific basis, taking the above criteria into account; and</li> </ol>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:454).

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		j. Any development granted under this policy will be subject to a condition limiting occupation to Gypsies and Travellers or Travelling Showpeople, as appropriate.	
PLP11.22	Paragraph 11.244	Amend supporting text for former policy H27 to read as follows:  11.244 Consequently, proposals for flats, bedsits and houses in multiple occupation are often controversial and can have significant impact on the amenity of an area. The Council therefore requires applicants to consider the amenity of residents in adjacent dwellings, and within the building itself. This will be achieved through careful internal layout, which for example avoids positioning living rooms next to bedrooms in adjacent dwellings. <b>The Council will also require the level of parking to support such proposals to be in accordance with the parking standards for use class C1: hotels as set out in the latest adopted Essex Parking Standards, and any future iterations of these standards. This level of provision is more reflective of the demand likely to be generated from this type of accommodation.</b>	To provide clarity on the level of parking provision the Council considers to be acceptable to support this type of accommodation.
<b>CHAPTER 12: REQUIRING GOOD DESIGN</b>			
PLP12.1	Paragraph 12.10	Amended second sentence as follows:  The Local Plan sees the Borough's land cover made up of <b>58% 59%</b> Green Belt and <b>42% 41%</b> urban or expanding urban areas.	Corrected figures.
PLP12.2	Paragraph 12.19	Amend the following paragraph supporting policy DES1 to read as follows:  12.19 Across the Borough, the Council will work in partnership with architects, urban designers, developers and community support or management initiatives to create new developments that relate better to their surroundings and improve the standard, as well as the safety of the Borough's built environment and its relationship with the natural environment. The Council will pro-actively manage growth and change, and work with applicants to explore and shape design issues through the pre-application process. This will ensure that significant design matters are addressed at the earliest possible stage to influence a positive development outcome. <b>When determining new development proposals the Council will have regard to the latest design guidance including the Essex Design Guide.</b>	To reflect the publication of the new Essex Design Guide and Council's preference to use it when determining applications.
PLP12.3	Policy DES1	Amend part 3 of this policy to read as follows:	For clarity with regards to the difference between guidance

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		<p>3. Where appropriate, design guidance, development briefs, masterplans, regeneration strategies, and public realm strategies, and design guidance in Supplementary Planning Documents, and guidance and local design policies within Neighbourhood Plans will be prepared and used to consider new development proposals to ensure that new development is well designed to reflect its context and respond to future needs. It is expected that regard will be had to these area-specific policies 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.</p>	and future neighbourhood plan policies.
PLP12.4	Paragraph 12.22	<p>Amend the following paragraph supporting policy DES2 to read as follows:</p> <p>12.22 While SDC policies have influenced the character of these areas, marked by low density residential development set in large, spacious plots, it is important to consider whether SDC policies will continue to be required given that these areas are now built up, and with proposed new housing site allocations for the Borough's strategic sites adjacent to some of these sites them and with two of the areas now being part of designated neighbourhood planning areas. Having regard to planning applications that went to appeal over the last 5 years in the three Areas of Special Development Control, SDC policies were often not given significant weight when making appeal decisions, with considerations given instead to the overall design objectives. Given the relatively built-up nature of the Areas of Special Development Control, the trends presented by past appeal decisions, and future indications of strategic housing allocations on surrounding countryside, the effectiveness of SDC policies may continue to lessen. It is also likely that policies managing development and those regarding design and local character for the areas within the designated neighbourhood areas will be incorporated within Neighbourhood Plans. However, until such a time that there are up to date Neighbourhood Plans for these areas with relevant policies, and to ensure that the area outside of a designated neighbourhood area maintains its unique character, it is important that policy which preserves the existing character of these areas is included within this plan.</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:431) and on 29 August 2018 (minute 2018:456).
PLP12.5	Policy DES2: Areas of Special Development Control	<p>Amend part 1 of this policy to read as follows:</p> <p>1. Within Areas of Special Development Control as defined on the Policies Map, new development will be critically examined in strict accordance with the criteria set out in policy DES1 to ensure the special character of the area is maintained. This policy will apply to</p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 25 July 2018 (minute 2018:431) and

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		proposals within the two designated neighbourhood areas until such a time that Neighbourhood Plans for the relevant Special Development Control Areas are adopted which cover the design and management of development within these areas. Extensions to dwellings should respect the symmetry of the original buildings.	on 29 August 2018 (minute 2018:456).
<b>CHAPTER 13: PROMOTING HEALTHY COMMUNITIES</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 14: PROTECTING GREEN BELT LAND</b>			
PLP14.1	New paragraph after paragraph 14.11	<p>Insert the following paragraph supporting Policy GB1:</p> <p><b>14.12</b> Whilst this plan has been prepared in accordance with the original NPPF, the Council acknowledges that the Neighbourhood Plans currently being prepared for the designated neighbourhood areas will not come forward in the transitional period and will therefore be assessed against the newer version of the NPPF. The newer version, maintains the same level of protection for Green Belts but does allow for changes to Green Belt boundaries to be made through Neighbourhood Plans where strategic policies have identified a need for such a change. The Local Plan has justified a need to redefine Green Belt boundaries in response to the existence of exceptional circumstances and has set specific housing requirement figures for each of the neighbourhood areas. Consequently, further changes to the Borough's Green Belt boundaries can and will occur through Neighbourhood Plans.</p>	<p>To reflect changes to national policy on Neighbourhood Planning.</p> <p>Also to reflect the policy steer given by the Strategic Planning &amp; Infrastructure Committee on 25 July 2018 (minute 2018:431) and on 29 August 2018 (minute 2018:456).</p>
PLP14.2	Paragraphs 14.13 and 14.14	<p>Amend the following paragraphs supporting policy GB1 to read as follows:</p> <p><b>14.13</b> Since the plans were adopted there has been significant growth in population within the Borough. This has led to increased pressure for more development in order to provide enough homes and jobs for the population. The objectively assessed need (OAN) for housing and employment land (see policy SD1) is a quantification of that pressure. These circumstances emphasise the importance of the maintenance of the Green Belt – restricting urban sprawl and providing open space for the urban population. It is not possible to accommodate all the OAN within the urban area. Accordingly it is not possible to maintain the existing extent of the Green Belt without an acceptance that some of the OAN will not be met.</p>	To provide greater clarity over the changes the Local Plan will make to the extent of existing Green Belt.

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>Conversely, it is not possible to meet the OAN in full without development of land which is currently within the Green Belt. <u>The Council has therefore amended the previous Green Belt boundary to allocate land for development around the Borough's settlements and created a new Green Belt boundary within this plan.</u></p> <p>14.14 As part of the preparation of the Local Plan, the Council commissioned a Landscape Character and Green Belt Landscape Capacity Study (2014) in order to better understand the quality, sensitivity and context of the Borough's landscape within the Green Belt. The Council has also reviewed the role of land within the Borough's Green Belt through a separate Green Belt Study Review (2017) and sought once again to assess the whole of the Green Belt against the five Green Belt purposes. <u>The findings from these studies helped identify the areas that have been removed from the Green Belt but they also identified which areas and features play an important role in maintaining the openness and permanence of the Borough's Green Belt.</u></p>	
PLP14.3	Policy GB1: Strategic Approach to Green Belt Protection	<p>Amend part 1 of this policy to read as follows:</p> <p>1. The Council will continue to protect the permanence and openness of land designated as Green Belt. Development within the Green Belt will only be permitted in very special circumstances, <u>or if it is not inappropriate development, or if it is in accordance with an adopted Neighbourhood Plan.</u></p>	To reflect changes to national policy on Neighbourhood Planning.
PLP14.4	Paragraph 14.29	<p>Amend the following paragraphs supporting policy GB2 to read as follows:</p> <p>14.29 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 <u>6,5106,571</u> ha of land as Green Belt which it considers should continue to <u>enjoy be protected</u> for Green Belt <u>protection in the long term purposes</u>. Exceptionally it proposes that <u>379441</u> ha 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>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.</u></p>	To reflect changes to national policy on emerging Neighbourhood Planning and to guide readers to an up-to-date source. Also to reflect revised Green Belt statistics.
PLP14.5	Paragraphs 14.38 & 14.39	Amend following paragraphs supporting policy GB4 to read as follows:	To reflect the policy steer given by the Strategic Planning &

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p>14.38 A review of the Green Belt's infill potential, through the Green Belt Infill Topic Paper, has identified that existing Green Belt residential locations, predominantly in the Borough's remaining Plotland settlements, have the potential to provide approximately 145 new individual building plots in the future, when applying the policy criteria. <u>However this estimate includes opportunities for infill development in the Hovefields and Honiley Neighbourhood Area within the Fairmead Plotland area which is accessed directly from the A127. This access is not considered safe or sustainable and, as a result, infill development will not be permitted in the Hovefields and Honiley Neighbourhood Area under this policy. As such, this policy has the potential to deliver approximately 135 new dwellings only.</u></p> <p><u>14.39 Any potential infill site must have appropriate and safe access to the public road network, or benefit from an internal road network that connects to it. In order to be appropriate for development, infill plots should face onto the public road, or internal road network to ensure appropriate access, but should not face onto, and should be screened from any part of the Primary Route Network (PRM) in order to ensure that the site maintains its Green Belt setting.</u></p> <p>14.40 In striking the balance for Green Belt infill, it will be necessary to remove any permitted development rights from new development permitted under this policy, which will ensure the scale of infill development within the Green Belt can continue to be managed without an adverse effect on the openness or purposes of including land in the Green Belt.</p> <p><del>14.39 A potential infill site must therefore have appropriate access to the public road network, or benefit from an internal road network that connects to it. In order to be appropriate for development, infill plots should face onto the public road, or internal road network to ensure appropriate access, but should not face onto, and should be screened from any part of the Primary Route Network (PRM) the in order to ensure that the site maintains its Green Belt setting.</del></p>	Infrastructure Committee on 29 August 2018 (minute 2018:455).
PLP14.6	Policy GB4: Green Belt Infill Development	<p>Amend title and part 1 of this policy to read as follows:</p> <p><b>Green Belt <u>Residential</u> Infill Development</b></p> <p>1. Limited residential infilling within the Green Belt will exceptionally be permitted where it does not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. <u>This policy applies to all areas within</u></p>	To reflect the policy steer given by the Strategic Planning & Infrastructure Committee on 29 August 2018 (minute 2018:455)

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
		<p><u>the Green Belt with the exception of the designated Hovefields and Honiley Neighbourhood Area.</u> In order to be exceptionally permitted such infill development must meet all of the following criteria:</p> <ol style="list-style-type: none"> <li>a. The proposed development plot must be located between existing dwellings on an existing road frontage, or on a corner plot. The development however should not front and directly access onto the Borough's primary route network;</li> <li>b. The plot size must have a frontage which is of a similar average width as surrounding residential development; The dwelling(s) must be low-rise in height, such as bungalows and chalets, which harmonise with the building heights predominant in the area;</li> <li>c. The dwelling(s) must be set within the site, and must have circulation space around it comparable to adjoining properties;</li> <li>d. The dwelling(s) must be constructed on a similar building line (formed by the front main walls of existing dwellings) and be of a similar scale, form and proportion to those adjacent;</li> <li>e. The dwelling(s) must reflect the materials, design features and architectural style predominant in the area;</li> <li>f. The development of the site must not involve the removal of significant existing tree coverage;</li> <li>g. The development must incorporate appropriate boundary treatments and soft landscaping; and</li> <li>h. Subdivision of plots may occur where the resulting plots would meet criteria a-g of this policy.</li> </ol>	and to correct a typo. Title has been amended for clarity.
<b>CHAPTER 15: MEETING THE CHALLENGE OF CLIMATE CHANGE AND FLOODING</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
<b>CHAPTER 16: CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 17: CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 18: IMPLEMENTATION</b>			
		<i>No changes made to this chapter other than those changes made throughout the entire document.</i>	
<b>CHAPTER 19: GLOSSARY</b>			
PLP19.1	Rename Glossary	Remove ' <b>Chapter 19:</b> ' from heading	For clarity.
<b>APPENDICES</b>			
PLP20.1	Appendix 1: Evidence Base and Plans, Strategies and Guidance Documents	Update Appendix 1	To reflect new and updated evidence.
PLP20.2	Appendix 2 List of Strategic Housing Allocations	Amend Appendix to reflect the changes to the housing allocations.	To reflect changes made to chapter 11.
PLP20.3	New Appendix inserted after Appendix 2	New Appendix titled <b>Gypsy and Traveller Site Provision</b> . The appendix Includes two tables of sites.	Supports Policy H3 to reflect the policy steer given by the Strategic Planning &

Change No.	Change Location (former paragraph/policy)	Change	Reason for Change
			Infrastructure Committee on 29 August 2018 (minute 2018:454).
PLP20.4	Appendix 8 Saved Policies to be Superseded	Update former Appendix 8.	To reflect policy changes.