

Basildon Borough Council

Schedule of Changes

Draft Local Plan to Publication Local Plan

March 2018

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1. Schedule of Changes between Draft Local Plan and Publication Local Plan

Change No.	Change Location	Change	Reason for Change
LP0.1	Front page	Draft <u>Publication Version</u> January 2016 <u>March 2018</u>	Next version of plan with correct date.
LP0.2	Section entitled <i>Preparing a New Local Plan</i>	Deleted section.	Explanatory text for the Draft Local Plan consultation, which it was always intended would be deleted, as set out in the first paragraph of that section.
LP0.3	Throughout	Deleted Alternative Options Boxes.	Not intended for inclusion in publication Local Plan.
LP0.4	Throughout	Reference to the <i>plan</i> amended to <u>Local Plan</u> .	For consistency.
LP0.5	Throughout	Reference to any evidence base work or plan/strategy/policy has been italicised for ease of identification (where it hasn't been italicised already).	For consistency and ease of identification.
LP0.6	Throughout	Amended text to refer to the Borough/Basildon Borough where appropriate.	For consistency.
LP0.7	Throughout	Amended titles of evidence base where necessary, including year of publication into brackets.	For clarity.
LP0.8	Throughout	Updated policy and appendix numbering where required.	For clarity.
LP0.9	Throughout	Updated minor grammatical errors.	For clarity.
LP0.10	Appendix 4	Deleted open spaces which have been built on or form part of a site allocation.	For clarity.
CHAPTER 1: INTRODUCTION			
LP1.1	Paragraph 1.1	Amended first sentence in this paragraph to the following: <i>Basildon Borough Council has prepared this Local Plan in order to set out how the places in Basildon Borough will change over the period from 2014 to 2034 to accommodate sustainable development and growth. <u>development and growth requirements of Basildon Borough for the period 2014 to 2034 will be met.</u></i>	Improve accuracy, as the previous statement indicated that the plan met its growth requirements which is not the case.
LP1.2	Paragraph 1.2	Amended second and third sentences in this paragraph to the following: <i>The vision and objectives for future development and change within the Basildon Borough are accompanied by policies that set out the strategic approach to growth and distribution of development across the Borough in order to achieve a sustainable development. Thereafter, the chapters are arranged thematically to replicate the order and format of the NPPF <u>National Planning Policy Framework (NPPF)</u>.</i>	First time NPPF appears – correction to ensure it is defined for rest of document.
LP1.3	Paragraph 1.4	Amended first sentence of paragraph as follows:	Unnecessary.

Change No.	Change Location	Change	Reason for Change
		<i>The allocation policies meanwhile identify the specific locations...</i>	
LP1.4	Paragraph 1.5	Amended final sentence in this paragraph to the following: <i>They set out how development will be managed to ensure that it contributes towards the vision and objectives, via the strategic policies.</i>	Unnecessary.
LP1.5	Paragraph 1.6	Amended paragraph to the following: <i>The policies in the Local Plan may, in turn, be supported by Supplementary Planning Documents (SPD) which will provide further local guidance on specific elements of development (such as the application of Vehicle Parking Standards or the use and design of Ssustainable Drainage Systems), or may assist in coordinating or managing development in specific areas, such as tTown Centres or Conservation Areas. An SPD can be prepared at any time to supplement the Local Plan and its delivery.</i>	For clarity.
LP1.6	Paragraph 1.7	Amended final sentence in this paragraph to the following: <i>Where they <u>are "made"</u>, exist Neighbourhood Plans are part of the statutory Development Plan for the Borough.</i>	For clarity.
LP1.7	New paragraph 1.8	Inserted a new paragraph to read as follows and amended paragraph numbering as required: <i><u>This Local Plan has been prepared in the context of ongoing joint working across South Essex in order to address strategic cross boundary matters. A Joint Strategic Plan for South Essex is being prepared, with the proposals in this Local Plan contributing towards the joint ambitions for growth and infrastructure set out in that Strategy.</u></i>	Introduces the wider planning context, previously absent from section but important for future plan-making.
LP1.8	Former paragraph 1.8/now paragraph 1.9	Amended paragraph to the following: <i>In order to ensure that this <u>Local Plan</u> is robust and responds positively to local issues, an evidence based approach has been taken in its preparation. This evidence includes studies and assessments undertaken in order to understand both the needs for development and growth, their likely impact, and the physical constraints on development and growth in the Basildon Borough.</i>	For clarity.
LP1.9	Former paragraph 1.9/now paragraph 1.10	Replaced paragraph with the following: <i><u>This Local Plan has also been prepared having regard to substantial numbers of consultation responses received during the preparation of the Basildon Borough Core Strategy that the Council was initially working on in the period from 2007 to 2014, and the Draft Local Plan and New and Alternative Sites consultations which occurred in 2016. This has helped the Council prioritise issues</u></i>	Summarises consultations with greater brevity.

Change No.	Change Location	Change	Reason for Change
		<p><i>associated with accommodating development alongside appropriate infrastructure, and to better understand the value residents and businesses place on distinct features of the local built and natural environment. The evidence for this Local Plan also consists of the work undertaken on, and the consultation responses to the Basildon Borough Local Plan Core Strategy which was previously under preparation between 2007 and 2014. Over 10,000 consultation responses were received to the Core Strategy Revised Preferred Options Report. In addition to this both the Basildon Borough Draft Local Plan was produced and consulted on in early 2016 and resulted in over 21,500 consultation responses and the Local Plan New and Alternative Sites was produced and consulted on in late 2016 which resulted in over 1,600 consultation responses. Thisese hasve helped the Council prioritise issues associated with accommodating development alongside appropriate infrastructure, and to better understand the value residents place on distinct features of the local built and natural environment.</i></p>	
LP1.10	New paragraph 1.11	<p>Inserted new paragraph to read as follows:</p> <p><i><u>Consultation activities have been supplemented with ongoing engagement on a wider strategic scale with relevant public bodies under the Duty to Cooperate. This has included neighbouring authorities, the County Council, the Mayor of London, Highways England and Homes England. In addition focused engagement with service and infrastructure providers, key statutory consultees such as the Environment Agency, Historic England, Natural England, Parish Councils, as well as site promoters has enabled the Council to plan more effectively for development, aware of the full range of infrastructure, environmental and delivery considerations surrounding the proposals in the Local Plan.</u></i></p>	Highlights the role ongoing engagement has had in preparing the plan.
LP1.11	Former paragraph 1.10/now paragraph 1.12	<p>Amended paragraph to the following:</p> <p><i>It is clear from the evidence that there is need for sustainable development to take place in Basildon <u>the</u> Borough in order to support a growing local population, and to ensure an active and vibrant local economy. There are also added pressures for growth in the Basildon Borough due to its proximity to Greater London which is key driver for economic growth regeneration, and also gives rise to an additional need for housing as people move out of London to live.</i></p>	For readability.
LP1.12	Former paragraph 1.11/now paragraph 1.13	<p>Amended the paragraph to the following:</p> <p><i>Evidence also reveals where there are constraints on growth in the Borough, including areas of specific nature conservation value, areas of higher landscape value and areas at risk of flooding. The Basildon Borough's settlements are also enveloped by a substantial swathe of Green Belt that...</i></p>	For accuracy.

Change No.	Change Location	Change	Reason for Change
LP1.13	Former paragraph 1.12/ now paragraphs 1.14-1.15)	<p>Amended former paragraph 1.12/now paragraphs 1.14-1.15 to the following:</p> <p><i>1.14 Whilst there are notable constraints to development within the Borough, sufficient sites have been identified for inclusion within this plan to meet the development needs identified this plan makes provision for relatively substantial levels of growth. This requires some land which was identified by the Basildon District Local Plan 1998 as falling within the Green Belt to be reallocated for development purposes. In reallocating such land great care has been taken to identify sites which are less environmentally sensitive and which allow for the strategic corridors of Green Belt, especially to the east of Basildon providing separation from Thundersley and to the west of Basildon providing separation from West Horndon, of Green Belt to continue to fulfil their important and valued function.</i></p> <p><i>1.15 In making this provision however, the Council is clear that the growth it enables must be supported by improvements to transport, education and health infrastructure and other community facilities. Without these improvements the concerns residents and businesses have expressed in terms of growth will not be addressed and growth will not be sustainable. Having regard to the concerns raised in responses to the consultation on the Core Strategy Revised Preferred Options Report in 2014, Draft Local Plan in 2016 and Local Plan New and Alternative Sites in 2016, the Council has identified, and expects to secure through this plan, new and improved transport infrastructure and community facilities alongside new housing and employment development.</i></p>	For accuracy.
CHAPTER 2: POLICY CONTEXT			
LP2.1	Paragraph 2.1	<p>Amended sentence to the following:</p> <p><i>This Draft Local Plan has been prepared by the Local Planning Authority in accordance with the requirements of the Town and Country Planning Act 1990 (as amended), and the Town and Country Planning (Local Planning) (England) Regulations 2012.</i></p>	For accuracy.
LP2.2	Paragraph 2.3	<p>Amended final sentence to the following:</p> <p><i>Amendments have been made to the General Permitted Development Rights Order (GPDO) and the Use Classes Order negating the need for planning permission for certain alterations to business premises, certain alterations to residential dwellings and certain changes of use.</i></p>	For accuracy.
LP2.3	Paragraph 2.4	<p>Amended first sentence of paragraph to the following:</p> <p><i>The National Planning Policy Framework (NPPF) was published in...</i></p>	For consistency.

Change No.	Change Location	Change	Reason for Change
LP2.4	Paragraphs 2.5 to 2.7	<p>Replaced paragraphs 2.5-2.7 with the following:</p> <p><u>2.5 In February 2017, the Government published, for consultation, the Housing White Paper: Fixing our Broken Housing Market. This seeks for the provision of the right homes in the right places, and proposed a number of amendments to NPPF including a standard methodology for calculating housing needs, and a series of criteria that need to be met when considering whether housing needs constitute exceptional circumstances for reviewing the Green Belt. With the exception of the standardised methodology, these amendments are still to be the subject of further consultation, and at the time of writing this Local Plan that consultation had not occurred. However, regard has been had to those proposals within this Local Plan where appropriate.</u></p> <p><u>2.6 In September 2017, the Government published a further consultation paper entitled 'Planning for the Right Homes in the Right Places' which proposed a standardised methodology for calculating housing needs. At the time of writing this Local Plan, the outcomes of this consultation had not been published and a final standardised methodology has not been brought into effect. However, regard has been had to these proposals in developing this Local Plan.</u></p> <p><u>2.7 It is anticipated that a further consultation will take place on amendments to the NPPF in the spring of 2018. At the time of writing, this consultation has not been published and consequently this Local Plan does not capture any of the amendments proposed.</u></p> <p><i>In accordance with the NPPF, Local Plans should reflect the vision and aspirations of the local community and seek to achieve each of the economic, social and environmental dimensions of sustainable development. In particular, they should include strategic policies to deliver:</i></p> <ul style="list-style-type: none"> ● <i>The homes and jobs needed in the area;</i> ● <i>The provision of retail, leisure and other commercial development;</i> ● <i>The provision of infrastructure for transport, telecommunications, waste management, water supply, waste water, flood risk and coastal change management, and the provision of energy (including heat);</i> ● <i>The provision of health, security, community and cultural infrastructure and other local facilities; Climate change mitigation and adaption, conservation and enhancement of the natural and historic environment, including landscape.</i> 	Improves brevity of this introductory chapter and highlights changes to the NPPF.

Change No.	Change Location	Change	Reason for Change
		<p>The NPPF requires that Local Plans are prepared positively, and preferably cover a timescale of 15 years or longer. Local Plans should identify allocations for development as well as identifying those areas where development may be restricted for good reason. Local Plans should be prepared using a proportionate evidence base, and should address issues that cross administrative boundaries. There is a duty on local planning authorities, and other public bodies, to cooperate on such strategic or cross boundary matters.</p> <p>The section of the NPPF which addresses achieving sustainable development provides policy on a range of specific themes including economic growth, town centres, housing, Green Belt and flooding. The requirements of these policies and how they are to be applied locally will be drawn out throughout this plan.</p>	
LP2.5	Paragraph 2.8	<p>Deleted last sentence of paragraph:</p> <p>Alongside the NPPF the Government published a separate Planning Policy for Traveller Sites (PPTS) in March 2012, which was amended in August 2015. As with the NPPF, this document sets out the requirements for local planning authorities when preparing Local Plans and taking decisions on planning applications in relation to Gypsies, Travellers and Travelling Showpeople. The requirements of the PPTS will be drawn out in the housing chapter of this plan.</p>	Unnecessary text removed to improve brevity.
LP2.6	Paragraph 2.9	<p>Amended first sentence of paragraph to the following:</p> <p>To provide more information and to support policies set out in the NPPF, the national Planning Practice Guidance (PPG) was published in March 2014.</p>	For clarity.
LP2.7	New paragraph 2.10	<p>Inserted new section after this paragraph, as follows:</p> <p><u>The South East (Inshore) Marine Plan</u></p> <p><u>The Marine Management Organisation (MMO) has commenced work on the preparation of the first South East (Inshore) Marine Plan. The Thames Estuary, and its creek system including Holehaven, Vange and East Haven creeks, fall within this Marine Plan area. The Marine Plan's jurisdiction will overlap with the Local Planning Authority's Local Plan responsibilities (which extend to mean low water level) and due regard must therefore be paid to the Marine Plan. This new and evolving concept of a Marine Plan will at a local level be implemented in accordance with the national Marine Policy Statements. The Local Plan will need to be integrated with the South East (Inshore) Marine Plan, once it is complete, to provide a consistent approach for planning on land, and within the Borough's inter-tidal and marine environment. Given the infancy of the South</u></p>	Legal requirement for Local Plans and Marine Plans to be aligned. Therefore, reference to marine plan included.

Change No.	Change Location	Change	Reason for Change
		<u>East (Inshore) Marine Plan at the time of finalising this Local Plan, any material implications of the Local Plan will be considered at its first review.</u>	
LP2.8	Former paragraph 2.10/now paragraph 2.11	Amended second sentence of paragraph to the following: <i>The South East LEP (SELEP) includes the Basildon Borough and comprises the areas of Essex, Kent and East Sussex.</i>	For clarity.
LP2.9	Former paragraph 2.11/now 2.12	Text deleted as follows: <i>In July 2014, the SELEP agreed a "Growth Deal" with the Government which aims to contribute to the LEP's Strategic Economic Plan (2014), helping to renew the physical and intellectual capital of the South East of England. The Growth Deal focuses initially on transport infrastructure and meeting the skills capital requirements identified by the LEP, but also lays the foundations for increased growth across the SELEP area. It gives renewed impetus to the delivery of new jobs and homes in the Thames Gateway and in other key growth locations. The key features of the deal are:</i> <ul style="list-style-type: none"> • The creation of up to 45,000 new jobs; The building of 23,000 new homes; • The potential to generate a further £700m public and private investment; • Significant new investment along key road and rail routes, improving journey times and opening up new sites for jobs and homes—along the A414 and A127 in Essex, Bexhill in East Sussex, and a number of town-centre schemes in Kent and Medway. On the back of these investments the SELEP will come forward with proposals to deliver jobs and homes in other places—at Purfleet, Folkestone; and other coastal towns; • Development of new business parks; • Investment in colleges and other training providers, helping to raise skill levels and ensure that local people can compete for jobs in a fast-changing economy; • Support for the development of new and growing businesses through new business environments in Southend, Rochester, Bexhill and Eastbourne by providing a simpler and more streamlined service to help them grow and prosper. 	Unnecessary text removed to improve brevity.
LP2.10	Former paragraphs 2.13-2.14/now paragraphs 2.14-2.17	Deleted existing text and replaced with the following: <u>2.14 Basildon Borough is a two tier authority area, with Essex County Council providing a range of services and infrastructure such as highways, education and social services at a county-wide level. The County Strategy focuses the provision of services to achieve the greatest benefit to delivering a buoyant economy for both the existing and future residents and businesses in Essex.</u>	Representations DLP/2511; DLP/3303.

Change No.	Change Location	Change	Reason for Change
		<p><u>2.15 The Economic Plan for Essex (2014) remains consistent with this strategic ambition and was developed in conjunction with the district, borough and city councils in Essex. It identifies the steps that local partners will take together, alongside the private sector and the Government to accelerate local growth over a seven year period (2014-2021) and lays the foundation for long-term sustainable growth in the years to follow. The Plan states the capacity of key transport corridors within Essex is a key challenge to securing growth; a challenge that partners are working together to meet.</u></p> <p><u>2.16 The A127 is one of these key transport corridors, and therefore a specific strategy for that route has been put in place. The A127 Corridor for Growth - An Economic Plan (March 2014) is a joint strategy between Essex County Council and Southend-on-Sea Borough Council and was adopted to provide greater journey time reliability along the length of the corridor to sustain the economic advantage of the A127, as well as to facilitate future growth and prosperity in the region. A similar plan is now being prepared for the A13 with Southend-on-Sea and Thurrock Councils.</u></p> <p><u>2.17 Essex County Council has also published a number of other policies and guidance documents relevant to development and growth in the Borough. These will be referenced throughout the Local Plan where relevant.</u></p>	
LP2.11	Former paragraph 2.15/now paragraph 2.18	<p>Amended sentence to the following:</p> <p>The Essex Local Transport Plan (2001) consists of the Essex Transport Strategy (2011) sets out the 15 year vision to improve travel in the eCounty and underlines the importance of the transport network in achieving sustainable, long term economic growth and enriching the life of residents. It is supplemented by delivery strategies for public transport, highways, cycling and public rights of way.</p>	<p>Corrected typo.</p> <p>Clarified document to be referred to.</p>
LP2.12	Former paragraph 2.16/now paragraph 2.19	<p>Amended paragraph to the following:</p> <p>The <u>Essex Minerals Local Plan (2014)</u> is a statutory Development Plan and should be read alongside the Local Plan. It identifies sites and locations for the extraction of mineral deposits within Essex. There are no identified extraction sites within Basildon Borough. However, there are deposits of sand and gravel within the Borough which are subject to a Minerals Safeguarding policy within the Minerals Local Plan. The safeguarding policy requires the minerals planning authority Essex County Council to be consulted on development proposals covering 5 hectares</p>	Representation DLP/2487.

Change No.	Change Location	Change	Reason for Change
		<i>or more within the minerals safeguarding area. The Minerals Safeguarding Areas within Basildon Borough are shown upon the Policies Map. Regard should be had to the requirements of the Minerals Local Plan where a development of 5 hectares or more falls within one of these areas.</i>	
LP2.13	Former paragraph 2.17/now paragraph 2.20	Amended paragraph to the following: <i>Essex County Council is the waste planning authority for the Borough, and is responsible for preparing planning policies, and also for assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (2001/17) is a statutory Development Plan which should be read alongside the Local Plan. It sets out where and how waste management developments can occur, and is the planning policy against which waste management development planning applications are assessed against. A Replacement Waste Local Plan is currently being prepared and should be adopted in 2016/17. It will cover the period from 2017 to 2032.</i>	Updated following adoption of Waste Local Plan.
LP2.14	Former paragraph 2.18/new paragraph 2.21	Deleted existing text and replaced with following (part taken from former paragraph 2.20): <u><i>A strategic Integrated Waste Management Facility is located at Tovi Ecopark in Courtauld Road, Basildon which is supported by six transfer stations across the County. They are essential for the sustainable management of household waste. The land at Tovi Ecopark has been safeguarded in the Waste Local Plan, which is reflected on the Policies Map, to ensure that it is able to continue its operation without being adversely affected by other development. No further sites, beyond those at Courtauld Road, have been specifically identified within the Borough for waste management purposes.</i></u> <i>The adopted Essex and Southend-on-Sea Waste Local Plan allocated six Strategic sites for "Integrated Waste Management Facilities" across the plan area, of which one (IWMF 3) is located within the Borough of Basildon at Courtauld Road. A significant proportion of the site has now been developed, with the grant of planning permission, for a Mechanical Biological Treatment Facility, (known as Tovi EcoPark, Basildon). The Tovi EcoPark facility has been constructed and is expected to be fully operational by the end of 2015. The facility is intended to receive primarily Local Authority Collected Waste from Essex and Southend-on-Sea. This facility and the associated network of supporting waste transfer sites across the county and Southend-on-Sea is considered to satisfy the requirement to recover materials from the residual waste element of the Local Authority Collected Waste in the plan area. Part of this site allocation remains undeveloped and is subject to review as part of the Replacement Waste Local Plan.</i>	Updated following adoption of Waste Local Plan.

Change No.	Change Location	Change	Reason for Change
LP2.15	Former paragraph 2.19/new paragraph 2.22	Amended paragraph to the following: <i>In addition, the landfill site at Pitsea Hall Lane, Pitsea has planning permission for the disposal of both inert and non-inert waste as allocated in the adopted <u>previous</u> Essex and Southend on Sea Waste Local Plan 2001. In 2015, the waste planning authority for the Basildon Borough — Essex County Council — resolved to grant planning permission (subject to planning conditions and legal agreements) for an “extension of time” to complete the restoration of this site by 2027, with no increase in the total tonnage of waste to be received to that previously approved. The final restoration and after-use remains as a RSPB wildlife site.</i>	Updated following adoption of Waste Local Plan.
LP2.16	Delete paragraph 2.20	Deleted paragraph 2.20, paragraphs following on have been renumbered.	For consistency.
LP2.17	Former paragraph 2.21/new paragraph 2.23	Amended paragraph to the following: <i>The Replacement Waste Local Plan also identifies Areas of Search to meet the need for additional small scale waste management facilities. It identifies four areas of Areas of Search within Basildon <u>the Borough</u>. These Areas of Search are existing industrial estates within the Borough, and are located away from residential and other uses sensitive to amenity impacts such as schools, retail, leisure and office development. The Replacement Waste Local Plan would seek to focus any new proposals for waste management facilities, which support the local housing and economic growth, within these Areas of Search.</i>	For accuracy.
LP2.18	Former paragraphs 2.22-2.24/new paragraphs 2.24-2.26	Replaced with the following text: <i><u>Opportunity South Essex (OSE) is a business-led partnership which supports the delivery of regeneration and economic growth projects as set out in the SELEP Growth Deal and associated Strategic Economic Plan in South Essex. The South Essex local authorities comprising Basildon, Castle Point, Rochford, Southend-on-Sea and Thurrock, as well as Essex County Council sit on that partnership.</u></i> <i><u>Separately, the South Essex local authorities, plus Brentwood, and Essex County Council have recently formed the Association of South Essex Local Authorities (ASELA). ASELA has developed a high level vision for South Essex entitled South Essex 2050, which considers the future of the enlarged South Essex area, disregarding internal administrative boundaries. The focus of this vision is to secure growth through a process of place-making, and for that growth to be supported by significant upgrades to strategic infrastructure. Additionally, there is a focus on ensuring that more local people are able to benefit from that growth by removing barriers to employment. A</u></i>	To reflect current status.

Change No.	Change Location	Change	Reason for Change
		<p><u>number of work streams have been established to deliver the South Essex 2050 vision. The work streams most relevant to this Local Plan are those regarding Spatial Planning and Infrastructure.</u></p> <p><u>The South Essex 2050 vision identifies six main growth locations in the area, and it is now intended that the local planning authorities and Essex County Council will work together to prepare a Joint Strategic Plan for South Essex. This will be accompanied by a separate Joint Infrastructure Delivery Plan. A Memorandum of Understanding (MOU) is being has been developed and signed which will sets out the framework for delivering these actions a joint plan, and various shared key principles have been agreed including a protocol for engaging with each other on strategic planning matters.</u></p>	
LP2.19	Former paragraph 2.24/now 2.27	<p>Inserted a new section after this paragraph which reads as follows:</p> <p><u>Basildon Borough Council Corporate Plan</u></p> <ul style="list-style-type: none"> <u>The Corporate Plan 2017 – 2021 is entitled Transforming Basildon and is committed to improving the lives of all residents living in the five towns that make up Basildon Borough. It seeks to create opportunity and prosperity for local people and businesses, and sets out three promises:</u> <p><u>Promise 1: Strong, safe and healthy communities with access to quality homes</u> <u>Promise 2: Vibrant town centres and a thriving economy for everyone</u> <u>Promise 3: Enhanced local environment and increased pride in our borough</u></p> <p><u>There is a strong sense of achieving a balance between social, economic and environmental outcomes within the Corporate Plan, and also clear ambitions for a reducing inequalities and improving opportunities. Partnership working is identified as a key mechanism through which elements of these promises can be delivered.</u></p>	Local strategic policy perspective missing from Draft.
LP2.20	Paragraph 2.25	Deleted this paragraph.	Out of date now, Duty to Cooperate is more embedded.
LP2.21	Former paragraph 2.26/now paragraph 2.29	<p>Amended paragraph to read as follows:</p> <p><u>Through the Borough Council's participation in in the boards and forums at a County and South Essex level, OSE, the ASELA, and also through existing county-wide arrangements, opportunities have arisen to develop a coordinated approach to the preparation and delivery of Development</u></p>	To reflect current status.

Change No.	Change Location	Change	Reason for Change
		Plans at the County and South Essex and County levels, as well as preparing joint evidence bases, strategies and sharing experiences and best practice.	
LP2.22	Former paragraph 2.27/now paragraph 2.30	<p>Amended paragraph to read as follows:</p> <p><i>In preparing Basildon Borough's the Local Plan, there has and continues to be ongoing dialogue, meetings and discussions with neighbouring South Essex, Greater Essex and Greater London authorities, as well as other key bodies such as Natural England and the Environment Agency. Some of the matters that have and will continue to require ongoing cooperation are:</i></p> <ul style="list-style-type: none"> • <i><u>Housing delivery in South Essex, and the distribution of any unmet needs arising, in a way which supports place-making in South Essex;</u></i> • <i><u>The delivery of employment and economic growth in South Essex, which builds on sectoral strengths, and grows key employment clusters such as the A127 Enterprise Corridor;</u></i> • <i><u>The capacity of the strategic road network (A127, A13 and A130) in South Essex, and securing the investment needed to deliver the route management strategies for this network in order to enable growth;</u></i> • <i><u>The implications and opportunities arising from the route of the Lower Thames Crossing passing through South Essex;</u></i> • <i><u>The implications and opportunities arising from Crossrail, and any further extensions of Crossrail/Crossrail 2 into South Essex;</u></i> • <i><u>The impact of emerging initiatives and decisions taken by SELEP, the Department for Transport and Highways England including the upgrading of the A13, M25 and the routing and supporting junctions of the Lower Thames Crossing;</u></i> • <i><u>The implications and opportunities for South Essex, arising from the update to the London Plan, and any difficulties being experienced by the Mayor of London in meeting London's development needs; challenges faced by the Mayor of London in accommodating London's future growth;</u></i> • <i><u>The expansion of the Lakeside Basin in Thurrock into a new mixed-use town centre, and the implications this has for the retail and town centre hierarchy in South Essex; Providing the right housing types and tenures to support sustainable development including sustainable economic growth within the South Essex Strategic Housing Market Area;</u></i> • <i><u>The unmet accommodation needs of Gypsies, Travellers and Travelling Showpeople, both in terms of permanent pitches and also transit sites, both at a South Essex level</u></i> 	To reflect current status.

Change No.	Change Location	Change	Reason for Change
		<p><i>and also county-wide;</i> <i>Route management and investment in South Essex's strategic road network including the A127, the A13, the A130, and their key junctions with local routes;</i></p> <ul style="list-style-type: none"> • <i>Existing and future creation of strategic cross-boundary green infrastructure corridors, including the habitats and recreational areas in the Thames Estuary;</i> • <i>The avoidance and/or management of recreational pressures arising from population growth in Essex on Essex Coast habitats sites;</i> • <i>Joint working with neighbouring borough's to secure the protection of the Green Belt where it fulfils the role of preventing coalescence between neighbouring settlements; Securing the continued proactive protection of a strategic Green Belt gap between Pitsea/Bowers Gifford and Thundersley/South Benfleet in Castle Point;</i> • <i>Joint working with local authorities to the west of Basildon to consider the provision of a cross-boundary 'garden suburb' in the area around Dunton.</i> • <i>Joint working with Essex County Council to meet our the waste and minerals needs arising from development and growth;</i> • <i>Joint working with the Environment Agency, the Lead Local Flood Authority and other flood risk management authorities to identify and manage all types of flood risk and land drainage issues; and</i> • <i>Joint working with NHS England, the Basildon and Brentwood Clinical Commissioning Group, the Basildon and Thurrock University Hospital, other health service providers, and public health bodies to deliver improvements to health outcomes, and reduce health inequalities, in the Borough.</i> 	
CHAPTER 3: SPATIAL PORTRAIT			
LP3.1	Paragraph 3.7	<p>Amended second sentence to the following:</p> <p><i>The 2014 based sub-national population predictions have predicted that the Borough's population has now increased to 183,000. The 2011 Census identified a population of 174,500 in Basildon Borough. Of this, Basildon (including Laindon and Pitsea) accommodates around two-thirds of the population with the remaining third being located within Billericay, Wickford and the surrounding serviced and unserved settlements itself has a population of around 101,800, whilst Billericay and Wickford have a population of approximately 38,500 and 29,400 respectively. The serviced settlements have a population of around 2,100 and the plotlands around 2,700.</i></p>	To reflect updated evidence base work.
LP3.2	Paragraph 3.8	Amended paragraph to the following:	To reflect updated evidence base work.

Change No.	Change Location	Change	Reason for Change
		<i>The Addendum to the South Essex Strategic Housing Market Assessment (SHMA) (20175) examines population projections up to 2037. It is predicted that there will be an increase in the population in the Borough of 26,766<u>34,197</u> people between 2014 and 2037.</i>	
LP3.3	Paragraph 3.10	Amended second sentence of paragraph to the following: <i>These connect the Borough with London and Greater Essex including destinations such as <u>London Southend Airport</u> and <u>London Stansted Airport</u>, the international ports of <u>Felixstowe</u>, <u>Tilbury</u> and <u>Harwich</u> and the new super container port of <u>London Gateway</u>.</i>	For clarity and representation DLP/2512.
LP3.4	Paragraph 3.11	Amended third and fourth sentences of paragraph to the following: <i>Rail services from <u>Billericay</u> and <u>Wickford</u> connect to <u>Stratford City</u> enabling transfer to Eurostar Services at Stratford International, and terminate at <u>London Liverpool Street</u>. From In <u>In 2018</u>, <u>Crossrail</u> services will be fully operational from <u>Shenfield</u>, one stop east <u>west</u> of <u>Billericay</u>, linking <u>non-stop</u> with <u>M Maidenhead</u> and <u>Heathrow Airport</u>, via <u>Central London</u>.</i>	Correction following representation DLP/1676 and DLP/3336.
LP3.5	Paragraph 3.15	Amended paragraph to the following: <i>There are approximately <u>764,000</u> existing homes in the Borough, <u>646%</u> of which are owner occupied, <u>221%</u> socially rented and <u>10%</u> privately rented. The Borough's housing stock comprises 11% bungalows, 421.7% <u>detached</u>, 1725.7% <u>semi-detached</u>, 385.2% <u>terraced</u> and 1817.4% <u>flats and others/maisonettes</u> with the majority having <u>2-3 bedrooms</u> (6942%).</i>	To reflect updated evidence base work.
LP3.6	Paragraph 3.16	Amended paragraph to the following: <i>At 2014<u>7</u>, the <u>Commissioning School Places</u> team at <u>Essex County Council</u> recorded <u>561</u> primary schools, <u>10</u> secondary schools and <u>6</u> sixth forms in the Borough.</i>	To reflect updated evidence base from Essex County Council.
LP3.7	Paragraph 3.19	Amended paragraph to the following: <i>Higher education opportunities existing at some of the Borough's secondary Academies, as well as with the <u>South Essex College</u>, and See<u>See</u> <u>SEEVIC</u> and <u>ProCAT</u> c<u>Colleges</u> which have skills campuses in the Borough.</i>	For clarity.
LP3.8	Paragraph 3.20	Amended paragraph to the following and included footnote: <i>Essex County Council's Economic Growth Strategy (2012)<u>The South Essex Economic Development Needs Assessment (EDNA) 2017</u> identifies <u>Basildon</u> as the largest economy in the South Essex sub-region. town as the largest employment centre in Thames Gateway South Essex (part of the wider Thames Gateway, a Government priority area for regeneration) and <u>Basildon</u> is home to the <u>A127</u></i>	To reflect updated evidence base work.

Change No.	Change Location	Change	Reason for Change
		<p><i>Enterprise Corridor, the largest concentration of employment in Essex and there are 87,000¹ jobs based in the Borough. In total there are over 6,500 VAT registered business enterprises trading in the Borough.</i></p> <p>¹ <i>Centre of Cities Outlook, 2018</i></p>	
LP3.9	Paragraph 3.21	<p>Amended paragraph to the following:</p> <p><i>The Basildon Employment Land and Premise Study (ELPS) (2013) EDNA identifies that the Borough's working age population broadly matches that of the county and region. However, the low resident skills base results in high level of out commuting (44%). The total employment in the Borough is 76,000 jobs with an annual rate of growth of 1.4% over the period 1998-2011. The main business sectors in the Basildon Borough are wholesale and retail trade (21%), manufacturing (14%) and human health and social work activities (13%).</i></p>	To reflect updated evidence base work.
LP3.10	New paragraph 3.22	<p>Inserted new paragraph using some amended text from paragraph 3.21:</p> <p><i>In total there are over 7,300 VAT registered business enterprises trading in the Borough. Centre for Cities Outlook (2018), suggests that the Borough has the 7th largest quantity of business stock in the UK. It considers businesses in the Borough to have lower than the national average of business closures compared to other parts of the country at 49/10,000 population, whilst business start-ups are one of the highest in the country at 68.2/10,000 population; ahead of major cities in the UK such as Leeds and Liverpool and greater than the national average.</i></p>	To provide up to date information.
LP3.11	Former paragraph 3.22/nw paragraph 3.23	<p>Amended paragraph to the following:</p> <p><i>In terms of employment stock, the Basildon Economic Development Policy (2017) identified that the Borough has a strong enterprise base with a particularly high concentration in: ICT and Digital, Wholesale, Construction, Motor Trades, Retail, Financial and Insurance, and Health and Manufacturing sectors. ELPS found that Basildon Borough's employment B class floor space is predominantly general/light industry (38%), office floor space (B1a) accounting for 24%, warehousing being 20% and research and development with 18% of the total share of floor space.</i></p>	To reflect updated evidence base work.
LP3.12	Former paragraph 3.23/nw paragraph 3.24	<p>Amended paragraph to the following and included footnote:</p> <p><i>In the Borough, the unemployment trend has increased between 2008 and 2013, in line with the economic downturn, however between 2013 and 2015 the claimant rate has started to decline declined between 2001-2012, however with the impact of the economic downturn, showing that</i></p>	To reflect updated evidence base work.

Change No.	Change Location	Change	Reason for Change
		<p><i>levels of unemployment is beginning to <u>fall</u> rise and the Job Seeker Allowance claimant count is now at 3.8<u>1.6</u> %².</i></p> <p>² <i>South Essex Economic Development Needs Assessment (EDNA) 2017</i></p>	
LP3.13	Former paragraph 3.25/nor paragraph 3.26	<p>Amended first sentence of paragraph to the following:</p> <p><i>The Borough has four out-of-town <u>centre</u> retail parks that all have at least one large supermarket providing convenience goods.</i></p>	For consistency.
LP3.14	Former paragraph 3.28/nor paragraph 3.29	<p>Amended paragraph to the following:</p> <p><i>Basildon Festival Leisure Park <u>and its immediate surroundings</u> is the Borough's principal commercial leisure complex which contains a multiplex cinema, bowling alley, wake boarding centre, <u>play centre, bar and</u> nightclub, <u>a gym, go-carting centre, and</u> several restaurants and hotels.</i></p>	To provide up to date information.
CHAPTER 4: DRIVERS OF CHANGE			
LP4.1	Paragraph 4.1	<p>Amended last sentence to the following:</p> <p><i>This requirement has significant implications for the levels of growth identified in this <u>the Draft Local Plan</u>.</i></p>	For accuracy.
LP4.2	Paragraph 4.2	<p>Amended paragraph to the following:</p> <p><i>The population of Basildon <u>the Borough</u> is expected to grow substantially over the next 20 years. A significant driver of this growth will be natural change in the population i.e. babies being born. This alone gives rise to the need for an extra 550 <u>770</u> homes per year within the Borough over the plan period. The Borough <u>Basildon</u> is also an attractive location for people moving out of London to raise a family, which given its history as a Mark 1 New Town is not surprising as it was designed for such a population. Migration from elsewhere in England, primarily London, <u>along with market signals and likely job growth</u> gives rise to the need for around a further 220 <u>between 1,019-1,033</u> homes per annum over the plan period.</i></p>	For accuracy, representations DLP/80, DLP/741 and as per SHMA Addendum 2017.
LP4.3	Paragraph 4.3	<p>Amended paragraph to the following:</p> <p><i>The number of older people within the Borough <u>as a proportion of the population</u> is also increasing. The number of people aged over 65 living in the Borough is expected to increase by 197,000 <u>people</u> by 2037.</i></p>	As per SHMA Addendum 2017.

Change No.	Change Location	Change	Reason for Change
LP4.4	Paragraph 4.4	<p>Amended paragraph to the following:</p> <p><i>Whilst the population of older people in the Borough is increasing, it is forecast that there will also remain a strong demand for family type accommodation, and the types of infrastructure that support families and young people such as schools. It is anticipated that the requirements of this plan will generate a need for several 7 new primary schools and a new secondary school.</i></p>	For accuracy following updated evidence base.
LP4.5	Paragraph 4.6	<p>Amended to read as follows:</p> <p><i>Consultation with residents on the Core Strategy Revised Preferred Options Report (2013) throughout the preparation of the Local Plan has identified a number of issues that are important to residents in terms of ensuring a good quality of life:</i></p> <ul style="list-style-type: none"> <i>Many residents are frustrated by the levels of congestion experienced in the Borough, particularly at peak times, and therefore a reduction in the levels of congestion should be a key driver for change. Opportunities presented through the Essex Local Transport Plan (2011), the LCTP the proposed South Essex Joint Strategy Plan and through new development proposals will enable this to occur.</i> <i>Many residents also expressed frustration about the quality and the capacity of education provision in the Borough, with a particular emphasis on the quality of secondary education within the main urban area of Basildon. Work has been undertaken to address the quality of school provision in Basildon, and the Borough Council is working closely with the County Council to identify the need for new school provision to support growth. The Basildon Economic Development Strategy Policy (2017), Breakthrough Basildon Borough Commission (2018) and Pathways to Success Panel (2018) also set out opportunities for wider engagement in ongoing training and skills development within Basildon the Borough to improve access to jobs and reduce deprivation <u>and ensure more inclusive growth can be realised.</u></i> <i>Residents were also concerned about the capacity and quality of healthcare services. Whilst specific healthcare matters are beyond the control of the Council, the Council and the County Council have engaged pro-actively to assist the NHS <u>England</u> and the <u>Basildon and Brentwood Clinical Commissioning Group (CCG)</u> to bring about improvements in the local area. This includes assisting with <u>highway and public transport access</u> improvements to Basildon Hospital, and working to bring about the provision of a new surgery in Wickford <u>with the CCG and the hospital to directly deliver new healthcare</u></i> 	Amendments reflect the progress of time.

Change No.	Change Location	Change	Reason for Change
		<p><i>facilities. This Local Plan will set out other opportunities to secure new healthcare provision within the Borough as it grows.</i></p> <ul style="list-style-type: none"> • <i>Residents value the sense of openness and greenness that is present in the Borough, and therefore this should be enhanced and protected as appropriate. The TGSE Green Grid Strategy (2005) provides a tool for enabling this to occur. This Local Plan puts in place mechanisms for the delivery of new Green Infrastructure projects within the borough and further afield through supporting a refresh to the South Essex Green Grid Strategy with other South Essex councils.</i> • <i>Residents value local services and town centres. This Local Plan seeks to enhance and protect them as appropriate. Masterplans and project focused regeneration strategies are in place to enable the regeneration of Basildon, Pitsea and Wickford town centres, whilst a planning consent is in place for the substantial redevelopment of the entire proposal is currently being developed for Laindon Shopping Centre with Laindon Town Centre which will direct its fundamental redevelopment which will significantly enhance its vitality through a fundamental overhaul of its physical form, layout and public realm and the diversification and quality of its retail leisure offer. Billericay meanwhile will continue to benefit from a public realm strategy aimed at managing the conservation of its historic and protected core, which should help enhance its ongoing commercial success.</i> 	
LP4.6	Paragraph 4.8	<p>Amended paragraph to the following:</p> <p><i>Such enhancements may include opportunities to use green areas in a multi-functional way, for example, to reduce flood risk whilst also providing opportunities for recreation. This is promoted within the NPPF, by Essex County Council as the Lead Local Flood Authority and as part of the TE2100 Plan. Natural England meanwhile are especially advocating the provision of open space alongside new development in the Borough to prevent harm arising from recreational disturbance to Essex Coast European sites especially, but also SSSIs in the Borough.</i></p>	Addition reflects the issue Natural England raised regarding recreational impacts on European sites.
LP4.7	Paragraph 4.9	<p>Amended paragraph to the following:</p> <p><i>The need to protect the environment meanwhile may drive changes to the way in which new developments are built and serviced in order to reduce the amount of pollution to the air and to watercourses. These changes are promoted through the Building Regulations, and will also be required to help ensure compliance with the Ambient Air Quality Directive, and ensure that water quality in the nearby rivers Crouch, Roach and Thames achieves the requirements of the Water Framework Directive.</i></p>	Reflect issues arising from UK Air Quality Plan 2017.

Change No.	Change Location	Change	Reason for Change
LP4.8	Paragraph 4.10	Amended paragraph to the following: <i>Whilst sceptics continue to challenge the causes of climate change, it is clear from empirical evidence that the climate is changing, and that this has long-term implications <u>on water resources, temperatures and for</u> areas at risk of flooding, including some parts of the Borough. <u>In addition, there will continue to be a need for people and wildlife to adapt and become more resilient to any changes.</u></i>	Representation DLP/2858.
LP4.9	Paragraph 4.12	Amended paragraph to the following: <i>Meanwhile, sea-levels are expected to <u>continue to rise</u>, increasing the risk of flooding in low-lying areas of the Borough, such as around Pitsea marshes. Whilst this area is largely un-developed these sea-level rises will have consequences for coastal habitats. As the sea-levels rise, coastal habitats <u>will become increasingly</u> squeezed between the sea and any defences, resulting in their decline and eventual loss. There are legal duties to plan for, and where possible, to limit such losses.</i>	For clarity.
LP4.10	Paragraph 4.13	Amended paragraph to read as follows: <i>There is also evidence of the occurrence of more extreme weather events. These will have effects on <u>the security of our</u> food supply, as well as the health and well-being of people, particularly the elderly and other vulnerable groups. There is a need to ensure that development and communities are <u>more resilient to the impacts of extreme weather events in this Local Plan.</u></i>	For clarity.
LP4.11	Former paragraph 4.15 and 4.16/now bullet points for paragraph 4.14	Amended paragraph to read as follows: <i>There are some significant projects already underway within the Borough which will drive change over the plan period. These include:</i> <ul style="list-style-type: none"> <i>A127 Enterprise Parks Corridor – Within Basildon the Borough, there are over 8,000 businesses including many multi-national companies such as Ford Motor Company, Selex Galileo, Leonardo, First Data, MK Electric, Case New Holland and DST IFDS located within the A127 Enterprise Corridor. These businesses provide over 35,000 jobs. Ford Dunton Technical Centre is the largest of its type in the UK and employs 3,000 highly skilled designers, engineers and support staff. The Basildon Economic <u>Development Growth Strategy Policy (2017)</u> envisages that the role of this corridor will be retained and <u>supported to grow</u>, with the aim of attracting new investors</i> 	Correction i.e. Economic Development Policy. Additional text to reflect progress. To reflect updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p><u>to the corridor. Costa Coffee recently opened their new European Roasting Plant and barista training centre in this area.</u></p> <ul style="list-style-type: none"> <p><u>Basildon Town Centre – A Masterplan has been prepared to guide for the regeneration of Basildon Town Centre to enhance its role as a regional centre. The Masterplan envisages 65,300sq.m of commercial leisure and comparison retail floorspace, as well as a new 2,000 student college campus, a new market and 1,500 to 2,000 new homes residential development. This will be supported by enhanced public transport connections and improved integration. Elements of the Masterplan have already been delivered, such as Gloucester Gate and Acacia Park that physically link the town centre with Gloucester Park to the north through a green link and the new market is due to be completed in 2018 to enable South Essex College’s new town centre campus to be built near the station. With the remaining delivery is expected to occur within the plan-period, with public transport and highway improvements already funded by SELEP due to be delivered by 2021 and the redevelopment of East Square and its surroundings with a new cinema and leisure complex due to move into planning phase during 2018.</u></p> 	
LP4.12	Former paragraphs 4.17-4.22/norw paragraph 4.15 and bullets points	<p>Amended paragraph and included bullet points (and new bullet point) to read as follows:</p> <p><u>There are a number of significant development / infrastructure projects elsewhere in South Essex that will influence the Borough. These projects include:</u></p> <ul style="list-style-type: none"> <p><u>London Gateway, Thurrock (DP World) – This is the Construction is underway at the UK’s newest deep-sea, semi-automated container port, rail terminal and combined with Europe’s largest logistics park, sited on the northern bank of Thames in neighbouring Thurrock. Its first phase opened in November 2013 and once complete, it is expected that London Gateway will create 12,000 direct jobs and over 20,000 indirect jobs in the wider South Essex economy.</u></p> <p><u>Port of Tilbury, Thurrock – Further upstream, the Port of Tilbury has been serving London and the South East for over 100 years as a dock and Cruise Terminal. It has expanded during that time offering different facilities and tariffs to London Gateway. The Port of Tilbury is currently advancing plans for Tilbury2 on the site of the former</u></p> 	<p>For clarity.</p> <p>Updated position.</p> <p>Improves brevity.</p> <p>Consistency with language elsewhere in Plan.</p> <p>Updated position regarding routing of Lower Thames Crossing.</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>Tilbury Power Station, which would increase the size of the port by adding new berths further downstream. If approved through the Government's National Significant Infrastructure Project's (NSIP) process, it would become operational during the plan period and the Borough has the potential to benefit directly and indirectly from its construction and operation.</i></p> <ul style="list-style-type: none"> • Southend Airport – <i>This airport has received significant investment since 2010, and now operates. Over the past two years the runway at Southend Airport has been extended, a new train station has been opened and the airport has commenced operation of commercial flights to a number of destinations across Europe, including regional flights to Dublin that enable onward connection to destinations in the USA.</i> • Southend Central Area – <i>An Area Action Plan has been prepared for the Southend Central Area, comprising Southend Town Centre and the seafront central area. In accordance with the Southend-on-Sea's Core Strategy, the Area action Plan seeks to regenerate and transform the existing town centre as a fully competitive sub-regional centre led by the development of the University Campus. Substantial progress has been made in delivering key sites within Southend town centre to achieve this ambition. The regeneration of Southend provides opportunities in relation to access to Higher Education, and also a need for Basildon Town Centre to identify its own niche and competitive edge through its own tailored regeneration programme.</i> • Lakeside Basin – <i>The Thurrock Core Strategy (2011) plans for the future of the Lakeside Basin including the industrial parks, retail parks and shopping centre. It is proposed that transformation will bring about between 7,000 to and 9,000 new jobs, primarily through the substantial expansion of retail floorspace (50,000sq.m net comparison floorspace) to serve sub-regional needs, and additional convenience, service retail, office and commercial leisure floorspace to broaden the mix of uses. Expansion of retail and leisure provision at Lakeside presents a challenge to the Basildon Town Centre in identifying its own role and function within the retail hierarchy within South Essex.</i> • <i>The Lower Thames Crossing - Options are currently being developed for a Lower Thames Crossing. These will provide an alternative route to the existing crossing at</i> 	

Change No.	Change Location	Change	Reason for Change
		<i>Dartford, with three of the options located to the east of that location. The more eastwardly options have the potential to improve the accessibility of the Borough, and in particular the A127 Enterprise Corridor to the strategic road network. A preferred route for this crossing has been identified running through Thurrock Borough to the M25 between junctions 29 and 30. It will have a junction with the A13 to the west of the current Orsett Cock junction (A13/A128). This therefore presents economic opportunities, but will need to be managed carefully in order to ensure it does not have negative consequences for the local highway network and/or land values.</i>	
CHAPTER 5: VISION AND OBJECTIVES			
LP5.1	Paragraph 5.1	Amended paragraph to the following: <i>Building on the current spatial and policy context in which Basildon the Borough sits, the Council has sought to articulate a vision for the future of the Borough which aligns with the wider South Essex 2050 vision jointly agreed in 2018. The to be vision will be delivered through this Local Plan and related strategies and programmes.</i>	Relate to the emerging 2050 Vision.
LP5.2	Local Plan Vision text box	The fourth sentence in text box has been amended to the following: <i>We want to protect <u>and enhance</u> our natural environment <u>and biodiversity</u>, including open space.</i>	Representation DLP/2233; DLP/2859.
LP5.3	Local Plan Vision text box	The fifth sentence in the text box has been amended to read as follows: <i>The Borough will feel safe and will have a high quality of residents will benefit from high <u>standards of health and wellbeing</u>.</i>	For clarity.
LP5.4	Paragraph 5.2	Amended last sentence of paragraph to the following: <i>The specific ambitions of the Council, to be delivered through this <u>Local Plan</u>, are <u>therefore</u> set out below:</i>	Representation DLP/2514.
LP5.5	Paragraph 5.2, Education and Skills heading	Inserted new bullet point at the start of the list: <ul style="list-style-type: none"> <i><u>To work with our partners through South Essex 2050 to support the educational and skill improvement of local people to ensure they can benefit more inclusively from growth, whilst helping them realise their potential;</u></i> Amended now second bullet point to the following:	Representation DLP/2514.

Change No.	Change Location	Change	Reason for Change
		<ul style="list-style-type: none"> • <i>To create an education system that caters for a range of levels of education to better support those with no qualifications <u>as well as</u> to those reaching a high level of education;</i> <p>Amended now fifth bullet point to the following:</p> <ul style="list-style-type: none"> • <i>To deliver learning that meets the needs of local businesses, to grow key sectors and increase productivity, <u>especially through apprenticeships</u>;</i> <p>Amended now sixth bullet point to the following:</p> <ul style="list-style-type: none"> • <i>To raise the levels of <u>educational</u> attainment and aspiration; <u>and</u></i> <p>Amended last bullet point to the following:</p> <p><i>To <u>enable people with a higher level of education to secure well paid jobs, create a higher paid workforce through increasing educational attainment, but not forgetting vocational training for trade and public service jobs other forms of education and training for tradespeople and other essential services.</u></i></p>	
LP5.6	Paragraph 5.2, Employment and Business heading	<p>Inserted new bullet point at the start:</p> <ul style="list-style-type: none"> • <i><u>To work with our partners through South Essex 2050 to support the expansion and regeneration of sustainable economic and commercial growth centres, supported by a locally available and skilled workforce and local industrial strategy as it emerges;</u></i> <p>Amended now second bullet point to the following:</p> <p><i>To <u>support the expansion of</u> grow the Borough's workforce population to provide enough people to take on the jobs available <u>whilst ensuring the retention of a skilled workforce within the Borough.</u></i></p> <p>Amended now seventh bullet point to the following:</p> <ul style="list-style-type: none"> • <i>To increase level of business start-up and innovation to create new jobs and improve productivity; <u>and</u></i> 	Representation DLP/2514.

Change No.	Change Location	Change	Reason for Change
		<p>Added a final bullet point as follows:</p> <ul style="list-style-type: none"> • <u>To attract highly paid professional service industries to the Borough.</u> 	
LP5.7	Paragraph 5.2, Housing heading	<p>Inserted new bullet point at the start:</p> <ul style="list-style-type: none"> • <u>To work with our partners through South Essex 2050 to plan for sustainable housing growth, supported by appropriate infrastructure, delivered in a timely fashion;</u> <p>Amended now second bullet point to the following:</p> <ul style="list-style-type: none"> • <u>To deliver a mixed tenure portfolio of housing in the Borough that matches fits the needs of the new and emerging population and ensure it attracts the right people into the area to support our businesses and workforce; and</u> <p>Deleted last bullet point and amended now last bullet point to the following</p> <ul style="list-style-type: none"> • <u>To ensure homes are available for growing families , as well as specialist accommodation for older people, those with health or learning needs and nomadic Gypsies, Travellers and Travelling Showpeople.</u> 	Representation DLP/1776.
LP5.8	Paragraph 5.2, Infrastructure heading	<p>Inserted new bullet point as follows:</p> <ul style="list-style-type: none"> • <u>To work with our partners through South Essex 2050 to provide greater influence of planning and infrastructure decisions, ensuring infrastructure is directed to the priority development areas whilst acting as a combined voice to attract investment from the Government and the private sector to deliver sustainable growth;</u> <p>Amended now second bullet point to the following:</p> <ul style="list-style-type: none"> • <u>To deliver infrastructure improvements to support the economic links;</u> <p>Amended now third bullet point to the following:</p> <ul style="list-style-type: none"> • <u>To forward-plan and future-proof infrastructure required in new developments;</u> 	Representation DLP/2233; DLP/2680; DLP/309; DLP/662; DLP/2514.

Change No.	Change Location	Change	Reason for Change
		<p>Amended now fourth bullet point to the following:</p> <ul style="list-style-type: none"> • <u>To deliver sustainable transport infrastructure to contribute to a reduction in congestion and pollution; and</u> <p>Deleted last two bullet points and amended now last bullet point:</p> <ul style="list-style-type: none"> • <u>To ensure congested routes are resolved to reduce bottlenecks and support business and industry movement needs, while linking key sites.</u> • <u>To retain heritage and a cultural and sporting offer and for the area.</u> • <u>To be in control of own destiny at a more local level through Devolution to allow local control of planning and infrastructure decisions with a focus on key projects</u> 	
LP5.9	Paragraph 5.2, Environment, Health and Well-Being heading,	<p>Amended section title to <u>Environment, Health and Well-Being.</u></p> <p>Inserted new bullet point at the start as follows:</p> <ul style="list-style-type: none"> • <u>To work with our partners through South Essex 2050 to support the improvement of our residents health and wellbeing by conserving our important natural and historic areas and planning for green infrastructure, health and cultural facilities alongside growth;</u> <p>Amended now second bullet point as follows:</p> <ul style="list-style-type: none"> • <u>To plan for green and open spaces, protect and enhance wildlife, biodiversity, geodiversity, local landscape and priority habitats and ensure a safe natural environment.</u> <p>Inserted new third bullet point as follows:</p> <ul style="list-style-type: none"> • <u>To conserve and enhance our heritage, cultural and sporting offer;</u> <p>Amended now fourth bullet point as follows:</p> <ul style="list-style-type: none"> • <u>To ensure that the health needs of the population are met at a local level through new and enhanced health and health-related facilities that meet the needs of the population;</u> 	Representation DLP/2514.

Change No.	Change Location	Change	Reason for Change
		<p>Amended now fifth bullet point as follows:</p> <ul style="list-style-type: none"> To deliver strong, <u>empowered and more resilient communities; and</u> <p>Inserted new bullet point at the end:</p> <ul style="list-style-type: none"> <u>To make a positive contribution to improving health and wellbeing for local people.</u> 	
LP5.10	Paragraph 5.3	<p>Amended paragraph to the following:</p> <p><i>In order to deliver the spatial requirements of the <u>Local Plan's Vision for 2034</u>, ten Strategic Objectives have been <u>set</u>. established for this Draft Local Plan. These Strategic Objectives have been aligned, where possible, to ensure compatibility with the <u>Borough's spatial and policy context</u>, policy context, <u>as well as</u> and the vision and ambitions of the Council. They have also taken account of the <u>Borough's drivers of change</u>, the evidence base that has informed this plan, the Sustainability Appraisal outcomes and <u>relevant feedback from</u> any consultation comments received during the plan's preparation process. <u>The 2050 vision will also influence the overall objectives as it is developed and implemented.</u></i></p>	For clarity.
LP5.11	SO1: Protecting and Enhancing the Quality of the Local Environment	<p>Amended the first paragraph of SO1 to the following:</p> <p><i>Enhance the quality of the Borough's natural, historic and built environment through spatial planning and design, conservation of heritage assets <u>and their setting</u>, and the improvement of the character and appearance of its landscapes, including green corridors, to secure the future of the Borough's distinctiveness and sense of place.</i></p>	Representation DLP/716.
LP5.12	SO1: Protecting and Enhancing the Quality of the Local Environment	<p>Amended the second paragraph of SO1 to the following:</p> <p><i>Protect, <u>enhance</u>, conserve, increase and positively manage the Borough's biodiversity resources through the protection, <u>enhancement, restoration</u> renewal and creation of habitats and <u>green and blue</u> infrastructure opportunities.</i></p>	Representation DLP/2859; DLP/2234.
LP5.13	SO2: Improve the Quality and Value of the Green Belt	<p>Amended SO2 to the following:</p> <p><i>Ensure the Borough's Green Belt continues to serve its purposes, whilst accommodating <u>Objectively Assessed Needs</u>.</i></p> <p><i>Pro-actively manage the use of land in the Green Belt, so that it <u>provides greater benefits to</u> local communities.</i></p>	Representation DLP/2074.

Change No.	Change Location	Change	Reason for Change
		<i>Continue to enforce against unauthorised development <u>within the Green Belt.</u></i>	
LP5.14	SO4: Creating Vibrant and Thriving Town Centre	Amended first paragraph of SO4 to the following: <i>Main Maintain Basildon Town Centre's role as a <u>Regional Centre in Essex</u> by ensuring it contributes to the Borough's overall growth targets, <u>whilst and becomes being</u> the prime focus for new retail and leisure developments.</i>	For clarity.
LP5.15	SO6: Delivering New Homes	Amended SO6 to the following: <i>Identify enough suitable land for new housing to meet Objectively Assessed Needs, <u>whilst recognising the challenges to do so in respects of physical and environmental constraints and infrastructure phasing.</u></i> <i>Provide sufficient homeshousing, in a range of types and tenures that meet the Borough's needs, including specialist provision.</i>	For clarity.
LP5.16	SO7: Capitalising on Local Tourism Opportunities	Amended second paragraph of SO7 to the following: <i>Securing the provision of high quality <u>hotel</u> accommodation and support facilities in the Borough to satisfy demand for businesses.</i>	For clarity.
LP5.17	SO8: Helping Local People Maintain Healthier Lifestyles	Amended the second paragraph of SO8 to the following: <i>Ensure access to leisure, sport, <u>green and blue space</u>, recreation and cultural facilities is maintained to encourage active and healthier lifestyles.</i>	Representation DLP/2234.
CHAPTER 6: ACHIEVING SUSTAINABLE DEVELOPMENT			
LP6.1	Paragraph 6.1	Amended last sentence of paragraph as follows: <i>The NPPF expects that planning addresses these dimensions in an integrated way that recognises each of these dimensions are mutually dependent, whilst not focusing on one primary role in isolation to the other dimensions.</i>	For clarity.
LP6.2	Paragraphs 6.2 and 6.3	Deleted paragraphs and renumbered paragraphs accordingly.	Superfluous text unnecessarily repeating NPPF.
LP6.3	Former paragraph 6.4/now paragraphs 6.3-6.5	Inserted new text after this paragraph which reads as follows: <i><u>6.3 The NPPF expects local planning authorities to work together to address strategic, cross-boundary matters which impact on the ability to achieve sustainable levels of growth and</u></i>	Introduces Duty to Cooperate requirements, and explains local policy context in this regard.

Change No.	Change Location	Change	Reason for Change
		<p><i>development in an area. Basildon Borough sits within the South Essex sub-region. There is a long history of the authorities in South Essex working together on strategic planning, and in 2017 the Leaders and Chief Executives (or their equivalents) of the six local planning authorities in South Essex (including Brentwood Borough), and Essex County Council came together to create a shared vision for South Essex – South Essex 2050. The vision identified key policy themes to be supported, and six growth areas within South Essex where it is expected development will be focused. In order to deliver the vision new joint working arrangements have been established at a political and executive level covering strategic planning, industry, education and skills, infrastructure and communications.</i></p> <p><i>6.4 A key task arising from the new joint working arrangements is the preparation of a Joint Strategic Plan for South Essex. There is an ambition for this to deliver 100,700 homes and 58,000 jobs through partnership working, not just at a local level but also with Government, to bring forward the strategic infrastructure improvements to transport, education, health and green infrastructure that are needed to support growth, particularly in the six growth areas identified in the vision.</i></p> <p><i>6.5 Work on the Joint Strategic Plan is at an early stage, and it is not expected to be adopted until 2020. The Local Plan will therefore contribute towards some of the growth requirements early in that Plan. However, following the adoption of the Joint Strategic Plan, it may be necessary to review this Local Plan, at least in parts, to ensure any opportunities for further growth and infrastructure provision in the Borough identified in the Joint Strategic Plan can be realised.</i></p>	
LP6.4	Economic Needs title changed to Economic Growth	Amended title from <i>Economic Needs</i> to <i>Economic Growth</i> . Renumbered paragraphs as required.	More appropriate title based on content.
LP6.5	Former paragraph 6.6/ now paragraph 6.7	<p>Amended paragraph to the following:</p> <p><i>6.7 The Council recognises the strategic role Basildon the Borough has in the South Essex and Greater Essex economy, accounting for over half of all jobs in South Essex alone. <u>It has the largest stock of office floorspace in South Essex, and the second largest stock of industrial floorspace. The majority of this is concentrated in the A127 Enterprise Corridor, although smaller industrial estates and town centres in each of the Borough’s settlements also play a role in this supply. With only 56% of these jobs filled by people living in the Borough, the strategic importance of the Borough as a hub for business and employment must not be underestimated or undervalued.</u></i></p>	To reflect new economic evidence base.

Change No.	Change Location	Change	Reason for Change
LP6.6	Former paragraph 6.7/new paragraph 6.8	<p>Deleted former paragraph 6.7 and inserted new paragraph 6.8 as follows:</p> <p><u>6.8 In the period from 2001 to 2014, the Borough's economy grew by 41% in terms of Gross Value Added (GVA), and at £23,313 per capita was £5,000 greater than the South Essex average. Consequently, workplace earnings in the Borough sit above average for the area, providing an attractor to people living elsewhere in South Essex. When this is combined with the draw employment in London has on people living in the Borough, only 56% of jobs in Basildon are filled by people living in the Borough. This highlights the strategic importance of the Borough, and in particular the A127 Enterprise Corridor, as a hub for business and employment in South Essex.</u></p> <p>6.7 The ELPS evaluated the diverse economic needs of the Borough:</p> <ul style="list-style-type: none"> ● The Borough's economic growth of 1.4% per annum is performing reasonably well when compared to averages in England and the East of England; ● Wages have steadily increased despite the economic downturn; ● Sectoral growth is dynamic, with recent declines in financial, insurance and administration in the last 5 years, but higher growth than the Essex average in wholesale, retail trade, air conditioning and education; ● The Borough's industrial market is doing well, in part due to long established business areas in the A127 Enterprise Corridor and the Borough's good strategic transport connections; ● Tougher competition from neighbouring areas in future years where there is a good supply of larger and cheaper industrial premises and further planned supply; ● Relatively small office market, with relatively few single occupier office buildings. Office accommodation in town centres is generally of poor quality, has relatively high commercial service charges and a lack of dedicated parking, all of which are discouraging occupiers; ● Some small to medium sized companies are considering relocating away from the Borough to other nearby commercial centres due to a lack of expansion land or suitable premises; and ● Vacancy/churn rate of 12%, which is considered to be reasonable in current economic conditions. 	To reflect new economic evidence base.

Change No.	Change Location	Change	Reason for Change
LP6.7	Former paragraph 6.8/new paragraph 6.9	<p>Deleted former paragraph 6.8 and replaced with new paragraph 6.9 as follows:</p> <p><i>6.8 The Council has also looked further at the Basildon Borough's specific economic growth prospects, testing possible future scenarios using the Experian® Economic Regional Planning Model. The model has also evaluated the Borough's needs for employment growth when factoring in housing growth.</i></p> <p><i>6.9 In order to determine how the economy in South Essex may grow and change in the future, a South Essex Economic Development Needs Assessment 2017 (EDNA) has been prepared. The EDNA considered the potential for growth in South Essex and calculated the need for additional employment floorspace across the area using the East of England Forecasting Model (EEFM) as a baseline. Sensitivity testing was applied to this baseline to assess growth scenarios focusing on various sectors in which the South Essex area has strengths such as advanced manufacturing, health technologies and the digital and creative sectors. It also considered the potential for displaced businesses from East London relocating to South Essex. The EDNA concluded that there is the potential to create around 52,800 jobs across South Essex, of which around 14,500 jobs could be in Basildon Borough. Its growth in sectors requiring office and industrial space will generate around 10,000 jobs (B-class jobs), which, in turn, will require the provision of 28ha of additional employment land in the Borough.</i></p>	To reflect new economic evidence base.
LP6.8	Former paragraphs 6.9-6.11/new paragraphs 6.10-6.16	<p>Deleted former paragraphs 6.9-6.11 and replaced with new paragraphs 6.10-6.16 as follows:</p> <p><i>6.9 The ELPS was initially prepared to inform the Core Strategy Revised Preferred Options Report, and tested the implication of providing around 16,000 homes over 20 years. Modelling of this scenario identified a need for a net increase of at least 8,600 jobs in B class uses across the Borough, with the majority provided within the B1a and B1b use class sectors. This equates to the need for approximately 49ha of additional B use class employment land. The SHMA examined the relationship between housing growth and employment growth re-affirming the need for around 16,000 homes over a 20 year period to support economic growth and address housing needs in Basildon Borough.</i></p> <p><i>6.10 The need for employment land can be broken down further into the employment need for offices (B1), general industry (B2) and warehousing (B8) land, which follows the Use Class Order 2014. In compliance with the NPPF, recent economic trends have been studied in much greater depth to determine the future demand for each B use class, which in turn has projected any increase or decrease over the 20 years of the plan period. The majority of demand is for B1a/b,</i></p>	<p>To reflect new economic evidence base.</p> <p>Also reflects political desire to attract increased growth to align housing growth with employment growth. See minutes of the meeting of the Infrastructure, Growth and Development Committee of 5 December 2017, and 7 December 2017.</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>with slight growth in the demand for B8 over the period 2012 to 2031, whilst demand for B1c and B2 uses may decline over the same period, meaning some new employment floorspace could be achieved through the redevelopment of land currently in use for employment purposes.</i></p> <p><i>6.11 A key principle underpinning the Government's sectoral approach to land supply modelling is to reflect employment sectors which are likely to have prospects for better success in the future, in terms of generating increased value and employment to the UK economy. This approach would support the ELPS demand led approach to forecasting future need for employment land over the plan period. However, whilst the baseline scenario states that land used for B2 uses is likely to decline over the plan period, the Council has the aspiration to support local residents through creating the conditions necessary to provide opportunities for higher paid jobs in the scientific and technology sectors which would fall into the B2/B1c use class categories. In addition, the Council has a long term ambition to improve the economic success of town centres through a process of regeneration, creating construction jobs and permanent retail, leisure and business jobs, whilst addressing the issues associated with the poor quality office stock in these locations.</i></p> <p><i>6.10 Whilst taking into account the findings of the EDNA, the Council is also highly ambitious in relation to economic growth and seeks to ensure that there are opportunities for businesses to grow in the Borough, opportunities for new businesses to locate to here and opportunities for local people to access jobs through skills development and training, as set out in the Council's Economic Development Policy (2017).</i></p> <p><i>6.11 The Essex Grow-on Space Feasibility Study (2016) has highlighted a market failure in the Borough in relation to the availability of smaller sized office and industrial units for emerging small businesses, curtailing the potential growth of these businesses. This identifies a concealed need for employment floorspace of 9ha arising from local businesses looking for room to grow into.</i></p> <p><i>6.12 Additionally, discussions with the Greater London Authority (GLA) have indicated that there will be unmet business growth arising from London over the next 20 years, which Basildon Borough could capture, at least in part. The London Industrial Land Demand Study (2017) expects manufacturing and utilities to be industrial sectors where businesses will be seeking relocation outside London. This is opportune, given the Borough's strengths in advanced manufacturing, and the Council commits, through the Local Plan, to make provision for at least 5ha of displaced or unmet employment need from Greater London.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>6.13 Overall, therefore, the Local Plan commits to the delivery of at least 42ha of employment land. However, employment land is constantly under threat from other uses, such as conversion to residential flats under permitted development, and also other commercial activities such as commercial leisure, retail and sui generis uses. Taking into account supply side adjustments for churn and losses to other uses, the EDNA and the Employment Land and Premises Study (ELPS) (2013) have both recommended making additional land available in the Borough for economic growth, with need constituting around 60% of supply.</u></p> <p><u>6.14 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 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 un-suitable for many commercial uses, and potential un-developable as a consequence.</u></p> <p><u>6.15 Consequently, the Local Plan makes provision for 89ha 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.</u></p> <p><u>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 skills 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 wellbeing 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</u></p>	

Change No.	Change Location	Change	Reason for Change
		<u>Breakthrough Basildon Borough Commission in order to achieve a skills uplift amongst local people and ensure the benefits of growth are more inclusive.</u>	
LP6.9	Housing and Accommodation Needs title changed to Housing Growth	Amended title from <i>Housing and Accommodation Needs</i> to <i>Housing Growth</i> . Renumbered paragraphs as required.	More appropriate title based on content.
LP6.10	Former paragraph 6.13/now paragraph 6.18	Amended paragraph to the following: <i>6.18 Paragraph 47 of the NPPF states that local planning authorities must significantly boost the supply of housing in England. LPAs <u>Local planning authorities</u> should use their evidence base to ensure that their Local Plans meet 'full, objectively assessed needs for market and affordable housing in their housing market area, as far as is consistent with the policies in the Framework...'. Policies within the NPPF which have the potential to constrain growth include, but are not limited to, nature conservation, flood risk and Green Belt policies. Infrastructure capacity may also be a <u>constraining factor if transport impacts are severe, or if the outcomes for communities are unsustainable.</u></i>	For clarity.
LP6.11	Former paragraphs 6.14-6.18/new paragraphs 6.19-6.27	Deleted former paragraphs 6.14-6.18 and replaced with the following paragraphs 6.19-6.27: <i>6.14 In determining the Basildon Borough's 'objectively assessed needs', the Council has undertaken economic and social research with other local planning authorities in Greater Essex and the South Essex Housing Market Area to evaluate the diverse factors that are influencing the local housing market and influencing housing needs.</i> <i>6.15 The SHMA builds on work undertaken for Greater Essex authorities on demographic forecasting, and on economic forecasting undertaken for the East of England group of authorities using the East of England Forecasting Model to understand the local drivers of housing need in South Essex. It has carefully considered and tested the most up to date evidence available on population projections (including birth and death rates, internal migration and international migration), changing age profiles, household formation rates, household size, employment rates, economic forecasts, housing market activity, affordability, vacancy rates, occupation ratios and the Borough's relatively close proximity to Greater London to determine what the objectively assessed need for housing in South Essex is. It has concluded that the housing market in South Essex, is undergoing fundamental change and facing significant pressures, in line with national trends.</i>	Reflect revised evidence base in SHMA Addendum 2017. Reflect the planning judgements made by elected Members as to the weight afforded to housing need and other issues such as sustainability and harm to the Green Belt – see minutes of the Infrastructure, Growth and Development Committee meeting of 7 December 2017. Representations DLP/2050, DLP/2210, DLP/2216, DLP/2336, DLP/3024, DLP/3070, DLP/4954.

Change No.	Change Location	Change	Reason for Change
		<p><i>These are:</i></p> <ul style="list-style-type: none"> ● <i>The population is growing, partly driven by migration from elsewhere in England, and internationally;</i> ● <i>The resident population is ageing and remaining in their family homes;</i> ● <i>The delivery of new private and affordable housing has been lower in the last decade than</i> ● <i>required to meet needs;</i> ● <i>The private rented sector is growing as affordability is declining and more equity is being</i> ● <i>required from mortgage lenders; and</i> ● <i>Changes to the welfare system are likely to drive a greater demand for smaller properties, potentially resulting in some homes being converted into flats. They are also likely to create a demand for more Houses in Multiple Occupation (HMO); and</i> ● <i>Finally, and most significantly, early evidence is indicating that this may lead to greater in-migration from East London in particular as people move to more affordable areas.</i> <p><i>6.16 In a time of socio-economic change, it is difficult for any LPA to plan with certainty. It is therefore important that the Council's Local Plan provides enough scope for the conditions of growth to flourish, whilst offering some flexibility when setting policy requirements for a 20 year plan period.</i></p> <p><i>6.17 In addition to considering the South Essex Housing Market as a whole, the SHMA has looked further at the specific socio-economic needs and demands of the five individual authority areas within it; the first time this has been carried out. It has considered for each authority area:</i></p> <ol style="list-style-type: none"> <i>1. How many houses are required to accommodate projected levels of population growth associated with changes to the existing population and future anticipated levels of migration, taking into account uncertainties regarding migration from London.</i> <i>2. What level of economic growth and in particular the changing amounts of employment opportunities, can be supported by changes to the local labour supply and how much housing is required to accommodate this labour force.</i> <i>3. How much housing overall is required to facilitate the development of a sustainable mix of tenures, including sufficient affordable housing, to meet the needs of all households in the future.</i> 	<p>Representations DLP/654, DLP/1402, DLP/4593.</p> <p>Representations DLP/1302, DLP/1224, DLP/1284, DLP/3082, DLP/7493, DLP/20332.</p> <p>Representations DLP/1379, DLP/1942, DLP/2017, DLP/2025, DLP/2050, DLP/2075, DLP/2304, DLP/2800, DLP/2846, DLP/3070, DLP/3401, DLP/4343.</p> <p>Representations DLP/2075, DLP/12487.</p> <p>Representations DLP/1735, DLP/2332.</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>6.18 Having regard to a range of different population and economic growth scenarios, the SHMA concludes that the Borough's objectively assessed need is at between 763 and 837 homes per annum, or between 15,260 and 16,740 homes over the plan period 2014 to 2034. Housing growth within this range is necessary to facilitate natural change in the population (births and deaths), migration from elsewhere in England, but in particular London, international migration, and the labour demands of the local economy. Growth at the lower end of this scale assumes participation by older people within the local economy at the rates set out by the Office of Budget Responsibility (OBR). This is considered to be a broadly appropriate position with regard to the economic potential of those over 60 years of age. Therefore, this plan will provide for at least 763 homes per annum or 15,260 homes in total. By providing this level of growth, there is the opportunity to create a more sustainable and affordable mix of homes to meet local needs. In the period from the 1st April 2014 to the 31st March 2015, 678 homes were delivered leaving a requirement for at least 14,582 homes to be delivered between 2015 and 2034.</i></p> <p><i>6.19 <u>The South Essex Strategic Housing Market Assessment (SHMA) Addendum (2017), 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 Basildon Borough Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment (2018) indicates that the SHMA need is greater by 51 pitches, taking the OAN to between 19,496 and 19,776 homes over 20 years.</u></i></p> <p><i>6.20 <u>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 South Essex SHMA Addendum (2017). 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.</u></i></p>	

Change No.	Change Location	Change	Reason for Change								
		<p><u>6.21 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 Shoebury in Southend.</u></p> <p><u>6.22 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 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> <p><u>6.23 The Local Plan therefore makes land provision for around 18,180 homes. However, it is expected that during the plan period to 2034, only around 15,000 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 the Local Plan, including a number of Green Belt sites which will not be available until this plan is adopted. The housing target for this plan is therefore 15,000 over a 20 year period from 2014 to 2034, with staged delivery rates as set out in table 6.1. 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 South Essex SMHA Addendum (2017). At 31 March 2017, 1,906 homes had been delivered against this target, leaving this plan to make provision for at least 13,094 homes.</u></p> <p><u>Table 6.1: Staged Housing Target</u></p> <table border="1" data-bbox="613 1241 1675 1310"> <thead> <tr> <th><u>Time Period</u></th> <th><u>2017 – 2022</u></th> <th><u>2022 – 2027</u></th> <th><u>2027 – 2034</u></th> </tr> </thead> <tbody> <tr> <td><u>Homes per Annum</u></td> <td><u>585 pa</u></td> <td><u>671 pa</u></td> <td><u>974 pa</u></td> </tr> </tbody> </table>	<u>Time Period</u>	<u>2017 – 2022</u>	<u>2022 – 2027</u>	<u>2027 – 2034</u>	<u>Homes per Annum</u>	<u>585 pa</u>	<u>671 pa</u>	<u>974 pa</u>	
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Change No.	Change Location	Change	Reason for Change
		<p><u>6.24 Whilst the housing target falls short of the OAN for the Borough, it does represent a significant step change, with an overall increased annual delivery rate of around 882 homes per annum compared to the historical rate of development in the Borough in the period 2001 to 2017 of 369 homes per annum.</u></p> <p><u>6.25 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 South Essex SHMA Addendum (2017) 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 (2017) 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.</u></p> <p><u>6.26 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.</u></p> <p><u>6.27 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 7,000 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 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.</u></p>	

Change No.	Change Location	Change	Reason for Change						
		<i><u>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 opens up new opportunities for growth in the Borough.</u></i>							
LP6.12	Need for Infrastructure former paragraphs 6.19 – 6.21	Deleted text.	Essence captured in amended text in change no. LP6.11 (above).						
LP6.13	Environment Limits former paragraphs 6.22 – 6.27	Deleted text.	Essence captured in amended text in change no. LP6.11 (above).						
LP6.14	Policy SD1	<p>Amended Policy SD1 to read as follows:</p> <ol style="list-style-type: none"> <i><u>The Council will work with neighbouring authorities in South Essex to bring forward a Joint Strategic Plan for sustainable growth in South Essex which seeks to deliver at least 90,000 homes and 58,000 jobs.</u></i> <i><u>In contributing to this South Essex target, the Local Plan makes land provision for 18,180 homes and 78ha of employment land, with the target of delivering at least 15,000 homes and 20,000 jobs by 2034. Homes will be delivered at the following minimum rates</u> The Council will seek to meet the objectively assessed need for at least 15,260 homes and 40ha of employment land within Basildon Borough in the period 2014 to 2034. <i><u>Where it is not possible to meet any specific development need within Basildon Borough, the Council will cooperate with neighbouring authorities for that need to be met as close to the Borough as possible:</u></i></i> <table border="1" data-bbox="683 1098 1671 1171"> <thead> <tr> <th><u>2017-2022</u></th> <th><u>2022- 2027</u></th> <th><u>2027 - 2034</u></th> </tr> </thead> <tbody> <tr> <td><u>585 pa</u></td> <td><u>671 pa</u></td> <td><u>974 pa</u></td> </tr> </tbody> </table> <ol style="list-style-type: none"> <i><u>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:</u></i> 	<u>2017-2022</u>	<u>2022- 2027</u>	<u>2027 - 2034</u>	<u>585 pa</u>	<u>671 pa</u>	<u>974 pa</u>	<p>Amended to reflect:</p> <ul style="list-style-type: none"> • Changes to evidence base • Planning judgements of the IDG Committee • Arising unmet need and the role of the proposed Joint Spatial Strategy <p>Representation DLP/2929.</p>
<u>2017-2022</u>	<u>2022- 2027</u>	<u>2027 - 2034</u>							
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Change No.	Change Location	Change	Reason for Change
		<ul style="list-style-type: none"> • 6500—7000 8,650 homes • 35—38ha up to 29.5ha of employment land need (up to 56.6ha of supply) <p>4. In order to accommodate the remainder of the growth, the Green Belt has been reviewed to make provision for around 8,000—8,500 9,500 new homes and 11 to 14ha <u>at least 12.5ha</u> of employment land demand need (21-32ha 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 NPPF. A sequential approach to flood risk has also been taken, and those areas at greatest risk of flooding will be avoided.</p> <p>5. In order to ensure that economic growth benefits local residents, and builds on opportunities arising from a changing economy, provision of new jobs will be focused on high skilled jobs in the scientific <u>advanced manufacturing and technology</u> sectors, and new economic opportunities will be created through the regeneration of town centres and enterprise parks.</p> <p>6. In order to ensure that the local people and the local economy can thrive, growth will be phased, aligned with the provision of the <u>services and infrastructure</u> needed to keep people and businesses connected and moving, and enabling local residents to stay healthy and fulfil their potential.</p> <p>7. This plan will be reviewed, at least in part, following the adoption of the Joint <u>Strategic Spatial Plan</u> for South Essex, if opportunities for further growth and infrastructure provision in Basildon Borough are identified.</p>	
LP6.15	Paragraph 6.29	<p>Amended paragraph to the following:</p> <p>6.29 The Settlement Hierarchy Review (2015) identifies the settlement hierarchy within Basildon the Borough. It identifies Basildon (including Laindon, and Pitsea and Noak Bridge) as the main urban area, which benefits from a fuller range of access to transport choices, services and employment opportunities. Basildon consequently has the largest population. Next in the hierarchy are the settlements of Billericay (including Great Burstead and South Green) and</p>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<p><i>Wickford, which have smaller populations and smaller employment areas, but have access to a full range of services and transport choice. Below this are the three serviced villages of Bowers Gifford, Crays Hill and Ramsden Bellhouse. These smaller villages have some local service provision and more limited access to bus services. There are also a number of unserviced settlements within the Borough including the historic settlement of Little Burstead, and a number of informal plotland settlements. These unserviced settlements are typically more remote from service provision.</i></p>	
LP6.16	New paragraph 6.30	<p>Inserted new paragraph as follows:</p> <p><u>6.30 Employment provision in the Borough is aligned with the settlement hierarchy. The main areas of employment activity can be found within Basildon, primarily within the A127 Enterprise Corridor and within Basildon Town Centre. There are smaller industrial estates in Billericay and Wickford, with the town centres in these settlements also providing retail and office space. There are also a number of rural locations where small scale business estates have grown up around former farms, or similar. The EDNA establishes that the A127 Enterprise Corridor is a key location within South Essex where growth of key sectors in the local economy such as transport and logistics, advanced manufacturing, green technologies and health technologies should be located. It also establishes Basildon Town Centre as a key location for the growth of digital, cultural and creative industries sector. Other employment location provide a supporting role in economic growth and should be retained.</u></p>	To reflect updated evidence base.
LP6.17	Former paragraph 6.30/now paragraph 6.31	<p>Amended paragraph to read as follows:</p> <p><u>In accordance with the Strategic Approach to Sustainable Development, 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, including land which previously formed part of the Basildon District Local Plan 1998 Areas of Special Reserve, within the urban area should the Housing and Economic Land Availability Assessment (HELAA) have found them to be 'suitable, available and achievable' in line with the NPPF requirements. The Borough's urban land capacity can accommodate approximately 6,500 to 7,000-8,650 net units/homes (net), as set out in Table 6.2. It should be noted that the figures below do not include windfall contributions from smaller sites i.e. 2 for 1 replacement development within the existing residential areas, and therefore represent a conservative estimate of urban land capacity for housing. A windfall allowance informed by the Basildon Borough Housing Supply Windfall Report (2017) is included in the urban supply beyond the first</u></p>	Figures in this paragraph have been adjusted to reflect changing evidence base, including the availability of a Windfall Assessment.

Change No.	Change Location	Change	Reason for Change																				
		<u>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.</u>																					
LP6.18	New paragraph 6.32	<p>Inserted new paragraph as follows:</p> <p><u>In terms of employment land provision meanwhile, there are 56.6ha of vacant or underutilised land supply within the existing urban area, although 12ha of this is in the form of narrow strips adjacent to the A127, potentially affecting their delivery. This will enable up to 29.5ha 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 EDNA and the Essex Grow-on Space Study.</u></p>	To reflect updated evidence base.																				
LP6.19	Table 6.2	<p>Amended table as follows:</p> <table border="1"> <thead> <tr> <th>Urban Land Capacities</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td><u>Urban Dwelling Completions 2014 - 2017</u></td> <td><u>1,899</u></td> </tr> <tr> <td><u>Dwelling Units with Planning Consent at 1st April 2015 2017</u></td> <td><u>2,070 2,610</u></td> </tr> <tr> <td><u>Town Centre Regeneration Dwelling Capacity (outstanding)</u></td> <td><u>1,349 1,112</u></td> </tr> <tr> <td><u>Other Urban Dwelling Units on Sites in the HELAA (suitable, available and achievable)</u></td> <td><u>2,332 2,058</u></td> </tr> <tr> <td><u>Windfall (beyond 2022)</u></td> <td><u>960</u></td> </tr> <tr> <td>Dwelling Units Total</td> <td>6,651 8,639</td> </tr> <tr> <td><u>Employment Land Urban Completions</u></td> <td><u>1 ha 4.8ha</u></td> </tr> <tr> <td><u>Employment Land Urban Capacity</u></td> <td><u>35-37 ha 29.5ha</u></td> </tr> <tr> <td>Employment Land Total</td> <td>26-38 ha 34.3ha</td> </tr> </tbody> </table>	Urban Land Capacities	Totals	<u>Urban Dwelling Completions 2014 - 2017</u>	<u>1,899</u>	<u>Dwelling Units with Planning Consent at 1st April 2015 2017</u>	<u>2,070 2,610</u>	<u>Town Centre Regeneration Dwelling Capacity (outstanding)</u>	<u>1,349 1,112</u>	<u>Other Urban Dwelling Units on Sites in the HELAA (suitable, available and achievable)</u>	<u>2,332 2,058</u>	<u>Windfall (beyond 2022)</u>	<u>960</u>	Dwelling Units Total	6,651 8,639	<u>Employment Land Urban Completions</u>	<u>1 ha 4.8ha</u>	<u>Employment Land Urban Capacity</u>	<u>35-37 ha 29.5ha</u>	Employment Land Total	26-38 ha 34.3ha	To reflect updated evidence.
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LP6.20	Former paragraphs 6.31 – 6.44	Deleted paragraphs.	Reflect changed evidence base, and improve brevity of document.
LP6.21	New paragraphs 6.33 – 6.34	<p>Replaced paragraphs with the following:</p> <p><u>6.33 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 Green Belt Study Review (2018), and a site level Green Belt Harm Assessment as part of the Green Belt Topic Paper (2018), 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 need. 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 openness of the Green Belt and the purpose of including land within it, and have therefore been retained within the Green Belt.</u></p> <p><u>6.34 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 homes 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 homes will secure a new relief route between the A129 London Road and Laindon Road, significantly reducing congestion at the Sun Corner junction on Billericay High Street.</u></p>	Changed to reflect different roles of Draft and Publication versions. Also improves brevity of document.
LP6.22	Former paragraph 6.45	Deleted paragraph.	This urban extension has been significantly reduced as a result of consideration by the IDG Committee and their application of planning judgement. The revised extent of the proposal does not

Change No.	Change Location	Change	Reason for Change
			therefore have the same impact on Dunton. This paragraph was no longer relevant.
LP6.23	Former paragraph 6.46/now paragraph 6.35	<p>Amended paragraph to read as follows:</p> <p><u>6.35 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. 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 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. Policy H12, therefore proposes both an urban extension to the east of Pitsea and also a village extension to the west of Bowers Gifford, bringing the two settlements closer together. In order to maintain their separation and identity however, Urban extensions are also proposed to the east of Basildon as part of policy H14. a strategic corridor of open space will is expected to be retained 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.</u></p>	<p>Only small settlement affected by large scale development now.</p> <p>Corridor is not currently POS, so POS provision needs to be created.</p> <p>Reference to High level development framework.</p>
LP6.24	Former paragraph 6.47/now paragraph 6.36	<p>Amended paragraph to read as follows:</p> <p><u>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 wshould 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. They also sit within the Green Belt. Consequently, it has been necessary to <u>make minor amendments to</u> the Green Belt boundary for these settlements 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 90 <u>104</u> homes between them.</u></p>	<p>Amended to clarify the extent of the amendments in these settlements is only minor, and to clarify the capacity based on the Serviced Settlement Review.</p>

Change No.	Change Location	Change	Reason for Change																									
LP6.25	Former paragraph 6.48/now paragraph 6.37	<p>Amended paragraph to read as follows:</p> <p><i>There are also 13 plotland settlements within the extent of the Green Belt which are unserved. 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 ability of the plotland settlements to accommodate additional growth in accordance with the NPPF 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 218 around 145 homes to be accommodated within the plotland settlements on infill sites in the Green Belt. Due to limited access to services in these settlements significant levels of additional growth beyond this will not be permitted.</i></p>	Reflect amended approach to Plotlands as recommended through Served Settlement Review.																									
LP6.26	Policy SD2	<p>Amended Policy SD2 to read as follows:</p> <p><i>1. In order to deliver the strategic approach to sustainable development within Basildon Borough, the Council will distribute a proportionate amount of growth to each of the main settlements, having regard to the capacity of the environment to accommodate such growth, and the ability to maintain the overall purpose of the Green Belt. Growth will be distributed as follows:</i></p> <table border="1" data-bbox="683 817 1671 1327"> <thead> <tr> <th>Settlement Type</th> <th>Settlement Name</th> <th>Dwelling Provision</th> <th>Employment Provision</th> </tr> </thead> <tbody> <tr> <td>Main Urban Area</td> <td>Basildon (inc. Laindon, and Pitsea and Noak Bridge)</td> <td>8,835 <u>9,482</u></td> <td>41 ha 48ha</td> </tr> <tr> <td rowspan="2">Towns</td> <td>Billericay</td> <td>1,860 <u>3,177</u></td> <td>0.3 ha</td> </tr> <tr> <td>Wickford</td> <td>3,300 <u>4,117</u></td> <td>0.7 ha</td> </tr> <tr> <td rowspan="3">Served Settlements</td> <td>Crays Hill</td> <td>45 <u>circa 65</u></td> <td>0 ha</td> </tr> <tr> <td>Ramsden Bellhouse</td> <td>45 <u>39</u></td> <td>0 ha</td> </tr> <tr> <td>Bowers Gifford</td> <td>600 <u>828</u></td> <td>0 ha</td> </tr> </tbody> </table>	Settlement Type	Settlement Name	Dwelling Provision	Employment Provision	Main Urban Area	Basildon (inc. Laindon, and Pitsea and Noak Bridge)	8,835 <u>9,482</u>	41 ha 48ha	Towns	Billericay	1,860 <u>3,177</u>	0.3 ha	Wickford	3,300 <u>4,117</u>	0.7 ha	Served Settlements	Crays Hill	45 <u>circa 65</u>	0 ha	Ramsden Bellhouse	45 <u>39</u>	0 ha	Bowers Gifford	600 <u>828</u>	0 ha	<p>Amended to reflect evidence base and planning judgements of the IDG Committee in relation to that evidence base.</p> <p>Representation DLP/2504.</p>
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		<p>2. As set out in the strategic approach to sustainable development, 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, 300ha <u>124ha</u> of land beyond the existing urban area will be made available for development around <u>the Basildon urban area including a 21ha eastern extension to the A127 Enterprise Corridor for economic growth purposes. Additional amendments to the extent of the urban area in Basildon amounting to 40ha will also be made to accommodate community facilities, sports facilities and open space. In Billericay, 80ha</u> 129ha <u>of land beyond the existing urban area will be made available for development purposes, and around Billericay and 83ha</u> 129ha <u>of land beyond the existing urban area will be made available for development purposes, and 72ha around Wickford. Specific development locations are identified in policies E1 to E8 and H8 to H21.</u></p>										
		<p>4. The unserviced settlement of Dunton Village will become part of the Main Urban Area of Basildon. Development will be expected to retain any historic elements of that settlement, and the design and layout of development and landscaping will be used to ensure that visual distinction exists between these historic elements, new development and other existing areas within Basildon. The serviced settlement of the village of Bowers Gifford and North Benfleet, will also be the subject of growth, with 18ha <u>36ha</u> 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>										

Change No.	Change Location	Change	Reason for Change
		<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 villages. Large scale extensions to these settlements will not be permitted.</p> <p>6. Minor amendments will be made to the Green Belt where <u>it offers opportunities for small scale self-build developments and where planning permission has otherwise been granted to residential development and which <u>now</u> form built-up extensions to the urban area.</u></p> <p>7. Limited infill development will be permitted in plotland settlements <u>the Green Belt in accordance with policy GB4, and the exceptions set out in paragraph 89 of the NPPF.</u></p>	
LP6.27	Former paragraph 6.51/now paragraph 6.40	<p>Amended numbering as required and amended former paragraph 6.51/now paragraph 6.40 to read as follows:</p> <p><i>This policy does not override other policies of this plan, <u>such as policies related to Green Belt protection, flood risk management and nature and heritage conservation</u>, but expects development proposals which comply with it to be decided in a positive and expedient manner. Where <u>this Local Plan</u> is silent on a matter, or becomes out of date the NPPF is identified as the default source of planning policy.</i></p>	For consistency with other policies in the Plan and the NPPF.
LP6.28	Former paragraph 6.52/now paragraph 6.41	<p>Amended former paragraph 6.52/now paragraph 6.41 to read as follows:</p> <p><i>The presumption in favour of sustainable development requires consideration to be given to both the needs for development (the benefits) and any adverse impacts to be weighed against each other. Any relevant evidence base that underpins this plan, along <u>with any updates to that evidence, and any with the evidence submitted alongside any planning application will therefore need to be considered when applying this policy.</u></i></p>	To ensure updated evidence can also be taken into account.
LP6.29	Policy SD3	<p>Footnote added to part 3b of policy reading as follows:</p> <p><i>³For example, those policies relating to sites protected under the Birds and Habitats Directives (see paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as <u>Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.</u></i></p>	Ensure consistency with NPPF.
CHAPTER 7: BUILDING A STRONG, COMPETITIVE ECONOMY			

Change No.	Change Location	Change	Reason for Change
LP7.1	Paragraphs 7.1-7.7	<p>Deleted paragraphs 7.1, 7.3 to 7.7, paragraph 7.2 renumbered to 7.1.</p> <p><i>7.1 Section 1 of the NPPF sets out the Government's policies in relation to planning for a strong and competitive economy. Paragraph 20 is clear that local planning authorities have a key role to play in planning pro-actively to meet the development needs of business and support an economy fit for the 21st Century.</i></p> <p><i>7.2 7.1 Paragraph 21 of the NPPF sets out the specific requirements for local planning authorities in terms of planning for economic growth...</i></p> <p><i>7.3 The SELEP's Strategic Economic Plan has committed to supporting economic growth and the delivery of new housing in Basildon Borough by supporting the Basildon Integrated Transport Package, the regeneration of Craylands and Basildon town centre; improvements to the A127 including the Fairglen Interchange junction, and by seeking an A13 corridor package from Highways England.</i></p> <p><i>7.4 The South Essex Growth Partnership and the Essex Economic Growth Strategy both aim to secure further economic growth in Basildon Borough by strengthening its current status as an important business hub. In addition, they both seek to create the right environment for existing businesses to operate, continue to invest and expand if they need to, and encourage new and emerging employment sectors to look to the Borough as a future base.</i></p> <p><i>7.5 The Basildon Borough Community Strategy 2012-2036 identifies a need to improve employment prospects, education and skills of local people.</i></p> <p><i>7.6 The Council's Economic Development Policy was adopted in March 2014. It established four Policy Statements which the Council will use to guide its economic development functions across its services and with partners. These are:</i></p> <ol style="list-style-type: none"> <i>1. We will work towards breaking the trend of structural under employment and youth unemployment in the Borough— this looks to address the labour market and skills, particularly among the Borough's young people who are more vulnerable to changes within the labour market. This looks to address the skills mismatch between what employers need and the qualifications of local residents.</i> <i>2. We will work towards the further development of a strong and sustainable business community through the facilitation of business networking and by providing access to high quality business</i> 	<p>Included elsewhere within the Local Plan.</p> <p>Representation DLP/2526 and to update current work being carried out by Essex County Council to improve both the A13 and A127 (Representation DLP/4657).</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>support – this looks to address the vulnerability of the local economy to the decisions of multi-nationals who account for 12.5% of total employment. This looks to bolster how the Council supports smaller businesses and business start-ups to improve survival rates.</i></p> <p><i>3. We will support the aspirations of local companies to grow and prosper and we will attract new companies to invest in the Borough by encouraging trade, innovation and skills development. We will build the Basildon brand as the entrepreneurial growth hub in South Essex – this looks to address innovation, productivity and exports to improve business performance.</i></p> <p><i>4. We will work with partners to ensure the provision of essential strategic infrastructure and connectivity in the Borough in order to promote economic growth – this looks to address capacity issues in the local area, particularly transport and highways and communications, including broadband.</i></p> <p><i>7.7 The Council will ensure, through the Local Plan, that existing business locations can also be regenerated to enable them to remain attractive and fit for purpose to existing and new occupiers. This plan has identified new locations for employment development, as set out on the Policies Map to ensure the Borough can compete with surrounding areas and offer choice to new employers in tandem with the Council’s Economic Development Policy. This will ensure a strong and resilient local economy can be sustained and respond more quickly and effectively to potential changes in economic circumstances over time.</i></p> <p>Inserted new paragraphs 7.2 – 7.7 as follows:</p> <p><u><i>7.2 The South Essex Economic Development Needs Assessment (EDNA) draws together the different strands of the South Essex economic picture, providing an evidenced, policy guidance compliant analysis of the economic and employment land opportunities and challenges for South Essex. It also establishes a strategic, multi-authority strategy for realising the area’s full economic opportunity. The EDNA supports the existing and emerging planning policy of each of the South Essex authorities. For Basildon Borough, it provides additional economic evidence supporting the Local Plan, complementing the Basildon Borough Employment Land and Premises Study (ELPS 2013) which was consulted on as part of the Draft Local Plan 2016.</i></u></p> <p><u><i>7.3 The EDNA also recommends a total demand of 28ha of employment land should be met within the plan period. This is broken down between the different B-use classes as 6ha for B1 Offices, 10ha for B2 manufacturing and industrial, and 12ha for B8 storage and distribution uses.</i></u></p>	

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		<p><u>7.4 Grow-on space is a term used to describe the slightly larger premises, growing SME businesses would want to occupy in order to successfully expand their operations. The Essex Grow-on Space Feasibility Study reveals that as a result of a current market failure, a further 9ha of need should also be provided, broken down between 7ha of B1 Offices and 2ha for B2 manufacturing and industrial uses, as this particular component of local need is invisible to generic employment forecasts.</u></p> <p><u>7.5 The land potential in the Borough also means that an opportunity exists to meet either displaced or unmet employment growth needs coming out of Greater London. An additional 5ha of need from Greater London is therefore going to be planned for on the basis that this would increase the overall ratio of job numbers to new homes closer to 1:1, giving each new household the opportunity to find a job within the Borough as it grows. This decision takes into consideration the recent increase in housing numbers projected to be needed in the Borough by the mid-2030s as set out in the SHMA. This is likely to place additional pressure on the demand for employment land, whilst also reflecting upon the long-standing economic position of the Borough that the Local Plan seeks to retain and strengthen, as a major employment hub, providing job opportunities to the wider south Essex sub-region.</u></p> <p><u>7.6 The Local Plan therefore seeks to provide for a total need of 42ha of B-class employment land during the period 2014 to 2034, which on its own will provide around 10,100 new jobs. However, when combined with employment forecasts for sectors outside B-class uses (such as retail, leisure, health and public services, etc.), this will contribute to an overall provision of around 20,000 new jobs in the Borough over the plan period.</u></p> <p><u>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 29.5ha of employment land through the intensification of existing employment areas and the development of vacant employment land, with the remaining 12.5ha provided by land released from the Green Belt, where exceptional circumstances have been judged to exist.</u></p>	
LP7.2	Inserted new paragraphs 7.8 – 7.13	<p>Inserted the following new paragraphs:</p> <p><u>7.8 Recognising the role of London, the London Industrial Land Demand Study, published in June 2017 for the GLA, provides an assessment of industrial land requirements in Greater London and projections of stock change between 2016 and 2041. The study expects manufacturing and utilities to be the main industrial land functions that continue to see some relocation to outside</u></p>	Inserted paragraph to introduce the role of London in future economic growth needs in the Basildon Borough. This reflects the findings of the EDNA and the

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		<p><u>Greater London, albeit at reduced rates than in recent years, with potential for accommodation to the north and east, in sub-regions such as south Essex.</u></p> <p><u>7.9 The Economic Development Topic Paper (2018) considers the impact that unexpected losses and churn has had on the Basildon Borough for the period since the ELPS was published in 2013. This shows that so far, during the plan period 2014 to 2017, approximately 4.8ha of B-class new employment land need has been delivered in the Borough. However, during the same period 3.3ha of employment land was lost to non-B class uses. Therefore, in order to deliver 4.8ha of additional B-class employment need, 8.1ha of land supply has actually been required in order to account for windfall losses and churn.</u></p> <p><u>7.10 The EDNA and the ELPS both make recommendations with regards to the total land supply that is required in order to meet the Borough's employment needs. The EDNA refers to this as a 'supply-side' adjustment where additional land supply is required to meet needs. The Council has considered past delivery of economic growth in the Borough as part of the Economic Development Topic Paper, and has determined that in order to meet demand, the need for employment land should not exceed 60% of total land supply. Therefore, in order to meet a need of 42ha, a land supply of approximately 70ha will be required.</u></p> <p><u>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 largest underutilised sites that is suitable for new office development being located at the Dunton 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 77.6ha</u></p> <p><u>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</u></p>	<p>Council's discussions with the GLA under the Duty to Co-operate where an unmet need from London will present an opportunity for the Borough to increase the potential employment land contained in the Local Plan allocations and potentially bring more high value employment sectors to the Borough, creating more opportunity for increased prosperity for the Borough's residents.</p> <p>This action reflects the Council's new economic development strategy and policy 2017 and reflects the findings of the EDNA. Updates to evidence base and Council's strategies since the Draft version of the plan.</p> <p>Representation DLP/4657, DLP/4658, DLP/3246, DLP/3247, DLP/658, DLPQQ/774.</p> <p>The negative part of the paragraph has been removed as this was not the intention of the wording and the positive impact of larger</p>

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		<p><i>in order to ensure that a sufficient and flexible land supply has been identified to meet the 42ha of need in the Basildon Borough, made up of up to 56.6ha 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.</i></p> <p><i>7.13 Whilst the Dunton Technical Centre is identified as a cluster, for the purposes of considering strategic locations in the EDNA, it represents a strategically important asset for advanced manufacturing in the Borough and the wider South Essex sub-region, which should continue to be supported and allowed to expand into the neighbouring underutilised employment site.</i></p>	<p>multinationals is mentioned throughout the chapter in terms of the Borough being able to build on the existing strengths of the economy with large multi-national advanced manufacturing businesses and support the clustering of these businesses in the future through allocation of land.</p>
LP7.3	Former paragraph 7.16/now paragraph 7.14	<p>Amended former paragraph 7.16/ now paragraph 7.14 as follows:</p> <p><i>7.14 The Local Plan, in addition, expects there to be some degree of continual recycling of B-class land over the plan period as the Borough's land supply and economy adjusts to the land demands of changing business sectors. Land is identified in policies E45 to E78 to provide new sites to meet the overall demand for B-class uses projected during the plan period...</i></p>	<p>For clarity.</p>
LP7.4	Deleted paragraphs 7.17-7.19	<p>Deleted paragraphs 7.17-7.19:</p> <p><i>7.17 Whilst the Borough has a relatively healthy financial, IT, R&D, and advanced manufacturing employment base, the skills base of Basildon Borough is relatively low in comparison to adjoining areas. Additionally, many of the higher skilled residents commute out of the Borough for work. The local skills gap faced by the Borough's employers is, for the most part, being filled by people living outside the Borough. 26% of those employed in Basildon commute from other parts of south and central Essex. Only 56% of the Borough's economically active residents work within the Borough, demonstrating that a significant proportion still commute out to other areas, including the City of London. Whilst it is important that residents find employment that meets their locational, career choice or income needs the Council will work with its partners to improve what the local labour force offers to new and existing employers, as they look to relocate or expand, to help re-balance unsustainable inward commuting patterns that are contributing to peak time congestion, particularly on the Borough's roads. It is however important to recognise that it is unrealistic to expect the Borough to be self-sufficient in terms of the employment base for all sectors of businesses based in the area.</i></p>	<p>To reflect updated evidence base.</p>

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		<p>7.18 The supply demand balance analysis contained in the ELPS has shown that the Borough is well placed to meet many of the Borough's employment needs that are anticipated over the plan period. Despite the anticipated decline in need for light industrial and general industrial floorspace, the existing employment sites will continue to play an important role by adapting their offer to provide premises which meet the needs of existing industrial occupiers, and provide a reservoir of employment land to meet other identified employment needs including B8 uses, and the needs of those sui generis uses which support economic development. This includes the provision of waste management and recycling facilities within appropriate locations to support economic growth and manufacturing activities in particular, in line with national policy.</p> <p>7.19 A key finding from the ELPS is that the existing employment sites, many of which were built out as part of the first phases of the Basildon New Town are continuing to provide a significant reservoir of land and floorspace for SMEs and other types of businesses, who are re-using them. The Council intends to continue to cater for the ongoing needs of general industrial and light manufacturing businesses in this way and to meet some of the forecast need for more Class B8 floorspace and sui generis uses, where appropriate.</p>	
LP7.5	Former paragraph 7.20/now paragraph 7.15	<p>Amended former paragraph 7.20/now paragraph 7.15 as follows:</p> <p>7.15 In several rural Green Belt locations, smaller employment sites are already providing part of the Borough's employment land supply. These have arisen <u>primarily</u> through farm diversification, <u>but also</u> utility redevelopment...</p>	For clarity.
LP7.6	Former paragraph 7.21/now paragraph 7.16	<p>Amended former paragraph 7.21/now paragraph 7.16 as follows:</p> <p>7.16 With a more proactive approach these rural sites can continue to contribute towards supply, but the Local Plan recognises that they too may need to be adapted, improved or replaced over the plan period to meet occupiers' needs, and continue to provide local people with rural employment opportunities during the plan period. These sites are therefore recognised distinctly as part of a policy E7 to ensure their continued operation remains in character with their rural, Green Belt location, whilst enabling them to regenerate and remain adaptable <u>to changing business sectors</u>.</p>	For clarity.
LP7.7	Deleted former paragraph 7.22 and inserted new paragraph now 7.17	<p>Deleted former paragraph 7.22 and inserted new paragraph now 7.17:</p> <p>7.22 Taking all this on board, the Council will therefore establish a coordinated cross sector framework to facilitate and promote growth, and pro-actively manage business development across the Borough over the plan period through the plan. The business support actions will be</p>	To reflect updated evidence base.

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		<p><i>periodically reviewed through an Economic Development Action Plan that can be more responsive to economic circumstances.</i></p> <p><i>7.16 The Basildon Borough Hotel Futures Study 2017 shows market potential for two large new hotels, some smaller hotels and possible extensions to existing hotels in the Borough. A recommendation of the supporting 'Local Plan Options for Meeting Hotel Needs' paper recommends that a locational strategy should also be reflected in policy that will permit hotel development not only within town centres, as recommended by the town-centre first policy in the NPPF, but also in employment areas along the A127 Enterprise Corridor, as evidence indicates this as the other key location in the Borough where it would be appropriate to incorporate hotel development to support the growing demands from businesses in more sustainable and accessible ways.</i></p>	
LP7.8	Policy E1 – Economic Growth Strategy	<p>Policy has been changed as follows:</p> <p><i>1. As part of the Local Plan's objective to deliver 20,000 additional jobs, tThe Council will seek to deliver at least 10,100 8,600 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:</i></p> <ul style="list-style-type: none"> <i>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;</i> <i>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;</i> <i>c. Making provision of 89ha of land in order to deliver at least 42ha of at least 49ha additional employment land need for development falling within use classes B1, B2 and B8 uses, and any associated employment generating sui generis uses during the plan period. As part of this provision, specific sites will be secured for the delivery of grow-on space for emerging businesses;</i> <i>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;</i> 	To reflect updated evidence base.

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		<p>e. Allocating Rural Enterprise Sites <u>Zones</u> 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;</p> <p>f. Facilitating the training and education of local people to gain skills required to enter or remain part of the local workforce;</p> <p>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</p> <p>h. Supporting and facilitating proposals and initiatives which contribute to implementing the priorities identified in the <u>Council's Strategy for the Borough Economic Development Policy</u>.</p> <p>2. The additional 49ha of employment land required under part 1c to support this approach will be secured from: <u>In order to secure the additional employment land required under part 1c the Council will:</u></p> <p>a. Support t<u>The intensification and regeneration of underutilised land within existing employment areas to provide 29.5ha</u> 38ha <u>of employment land need; and</u></p> <p>b. The allocation of around 11ha <u>Allocate land to the East of Burnt Mills Employment Area for new employment land supply suitable for B1, B2 and B8 uses; in eastern and western extensions to the A127 Enterprise Corridor in order to secure at least 12.5ha of new employment provision during the plan period.</u></p> <p>3. Every effort should be made to explore suitable and viable locations for development in the Borough's existing employment areas, prior to the development of new employment allocations, in order to ensure the ongoing vitality and viability of the existing employment areas.</p>	
LP7.9	Former paragraph 7.24/now paragraph 7.19	<p>Amended former paragraph 7.24/now paragraph 7.19 as follows:</p> <p>7.19 Basildon Borough's employment floorspace is predominately general/light industry (B2) amounting to a 38% share of total Class B employment floorspace, which is followed by office (B1a) with a 24% share, warehousing (B8) with a 20% share and <u>research and development R&D (B1b)</u> with an 18% share of total Class B employment floorspace, respectively.</p>	For clarity.
LP7.10	Former paragraph 7.25/now paragraph 7.20	<p>Amended former paragraph 7.25/now paragraph 7.20 as follows:</p> <p>7.20 The ELPS and the EDNA assessed the condition of 25 existing employment areas (including the Borough's Regional Town Centre in Basildon and two standalone three main town centres of Basildon, Billericay and Wickford). <u>It found that the employment areas sites varied in condition</u></p>	To reflect updated evidence base and for clarity.

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		<i>with five areas being rated as being in fair condition and three being found to be in poor condition...</i>	
LP7.11	New paragraph 7.21	<p>Inserted new paragraph 7.21 as follows:</p> <p><i><u>7.21 For office and industrial stock, the EDNA has identified the importance of both Basildon and Thurrock as the broader areas within the South Essex sub-region with the greatest number of sites. Larger industrial units making up a greater proportion of stock tend to be located in Thurrock, whereas the smaller, yet more numerous offer is in Basildon resulting, in part, from its higher-skilled manufacturing clusters. Whilst Basildon and Thurrock also have the largest share of unoccupied office and industrial premises, a recent decline in available floorspace as demonstrated in the EDNA implies an increase in demand and the study alludes to a potential lack of supply in the near future.</u></i></p>	To reflect updated evidence base.
LP7.12	Deleted former paragraph 7.26	<p>Deleted former paragraph 7.26:</p> <p><i>As of 2013, vacancies stood at around 12% of all B class floorspace in the Borough. The highest concentrations being offices (B1a) and storage and warehousing (B8) with rates of 19% and 25%, respectively.</i></p>	To reflect updated evidence base.
LP7.13	Former paragraph 7.27/nw paragraph 7.22	<p>Amended former paragraph 7.27/nw paragraph 7.22 to the following:</p> <p><i><u>7.22 Existing employment areas are nevertheless still operating effectively and viably as employment locations, on the whole, and in particular the future employment land supply-demand balance, shows that there is sound justification for the continued protection of existing employment areas in accordance with the NPPF. The majority of employment areas within Basildon Borough comprise of a range of uses and will be retained for the purpose of providing opportunities for general B-class uses, and associated employment generating sui generis uses. However, the Dunton Ford Technical Centre and adjacent land at Dunton Fields will be retained but its use restrictions relaxed to ensure it can provide for R&DB1 (a) and (b) Office purposes. In the Basildon District Local Plan 1998 the R&D use was restricted to B1(b) only, restricted specifically to R&D within the automotive industry research and development. Given the ongoing presence of the main occupier of the site, the Ford Motor Company at this site, and their potential for more varying needs in the future, it is intended to maintain relax this industry based restriction over the existing Fords buildings and vacant land to the north, but to maintain the B1(b) automotive research and development restriction over the and associated test track. However, to improve flexibility in the use of land surplus to Fords operations, it is proposed that the remainder of the land is restricted to B1 uses R&D more generally rather than to R&D within</u></i></p>	To reflect updated evidence base.

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		the automotive industry.	
LP7.14	Former paragraph 7.28b/nor paragraph 7.23b	Amended former paragraph 7.28b/nor paragraph 7.23b to the following: <i>b. Burnt Mills Employment Area amended to include the former tree nursery, south of Lord's Way and the Lord's Court Business Park. In addition the Basildon Water Recycling Centre and Courtauld Road waste facility (Tovi EcoPark) <u>should be removed as they are non B-class uses;</u></i>	For clarity.
LP7.15	Former paragraph 7.29/nor paragraph 7.24	Amended former paragraph 7.29/nor paragraph 7.24 to the following: <i>7.24 These changes, <u>along with others following a review of employment delivery for the period 2014 to 2017</u>, have been made to the extent of the existing employment areas as previously identified in the Basildon District Local Plan. The Policies Map which accompanies the Local Plan shows the revised boundaries including those changes listed above.</i>	For clarity.
LP7.16	Policy E2 Existing Employment Areas for General B-Class Uses	Amended Policy E2 Existing Employment Areas for General B-Class Uses to the following: Fourteen <u>Twelve</u> Existing Employment Areas, as shown on the Policies Map, will be safeguarded protected <u>protected</u> to provide use classes B1a, B1c, B2 and B8 employment floorspace, and associated employment generating sui generis uses over the plan period: a. Burnt Mills, Basildon; b. Cranes, Basildon; c. Case New Holland Tractor Park, Basildon; d. Festival Business Park, Basildon; e. Pipp's Hill, Basildon; f. Laindon North, Laindon; g. Wrexham Road, Laindon; h. Southfields, Laindon; i. International Financial Data Services <u>DST House</u> , St Nicholas Lane, Basildon; j. <u>Terminus Drive, Pitsea;</u> j-k. <u>Radford Way Business Park, Billericay; and</u> k-l. <u>Wickford Business Park, Hurricane Way, Wickford;</u> l. Basildon Town Centre m. Billericay Town Centre n. Wickford Town Centre	To reflect updated evidence base.
LP7.17	Policy E3 Existing Employment Area	Amended Policy E3 Existing Employment Area for Research and Development Uses to the following:	To reflect updated evidence base.

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	for Research and Development Uses	<ol style="list-style-type: none"> 1. 8ha of Land at Ford Dunton, as identified on the Policies Map, will be safeguarded for research and development employment purposes falling within use class B1 (a) and (b). 2. Land in use for automotive research and development purposes at the 1st April 2015, including †The test track associated with the Ford Technical Centre, will be safeguarded protected specifically for the purposes of automotive research and development purposes only. 3. 1.8ha of Land to the north and west of the test track will be protected safeguarded for any appropriate proposals falling within use class B1(a) and (b). 	
LP7.18	Rename Policy E4	Rename Policy E4 to <u>Protection of Existing Employment Areas for B2 Manufacturing and Industrial Uses</u> .	For clarity.
LP7.19	Deleted former paragraphs 7.30-7.33 and text for Policy E4 and replaced with paragraphs 7.25-7.29 and Policy E4	<p>Deleted former paragraphs 7.30-7.33 and text for Policy E4. and replaced with paragraphs 7.25-7.29 and Policy E4 (including footnotes):</p> <p><i>Policy Context</i> 7.30 Paragraph 21 of the NPPF requires local planning authorities to set criteria, or identify strategic sites for local and inward investment to match the strategy and to meet anticipated needs over the plan period. Additionally, it expects local planning authorities to identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.</p> <p><i>Evidence Base</i> 7.31 In order to create new employment sites to meet the Borough's needs over the plan period, the ELPS suggests that vacant/underutilised land represents a short-medium term opportunity that could go some way to meeting the future B-class demand requirements. This would provide an additional land supply of around 36ha to 38ha for offices, industry and warehousing. This approach would however only meet part of the demand created by the Borough's housing growth up to 2034. An additional 11ha to 14ha of employment land will be allocated by this plan through policies E7 and E8 to the east and west of Basildon to serve as extensions to the A127 Enterprise Corridor to meet the remaining demand. These two extensions scored well when assessed as potential employment locations in the ELPS.</p> <p>7.32 In terms of accessibility, the Highways Impact Assessment (2014) considered the impacts on the road network should these sites be developed for employment purposes. The west Basildon site scored well in terms of highway impacts, largely due to the immediate grade-separated access to the A127, via the Dunton Interchange, which has capacity headroom and is the closest junction</p>	To reflect updated evidence base.

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		<p><i>in the Borough to the M25. The option of the eastward extension also scored fairly well, however it would require a greater series of sequenced improvements to the local and strategic road network, in order to accommodate additional growth.</i></p> <p><i>7.33 In addition to these two strategic allocations, two other employment sites allocated as part of the Basildon District Local Plan were reconsidered for their ongoing relevance in this plan period. The sites at Gardiners Lane South, Basildon and Terminus Drive, Pitsea have been reviewed and are recommended by the ELPS to be retained as employment allocations in this plan as detailed in policies E4 and E5 respectively.</i></p> <p><i><u>New Employment Sites</u></i></p> <p><i>1. A sequential approach to the delivery of employment development will be taken with preference given initially to proposals for new B2 and B8 class industry, distribution and storage uses to be delivered through intensification of previously developed land and vacant sites, or underutilised land within Existing Employment Areas as protected by policy E2.</i></p> <p><i>2. Where suitable land cannot be identified for the development proposed within the Existing Employment Areas, new B class employment proposals will be supported in the following locations:</i></p> <p><i>a. 12ha to 16ha of land to the west of Gardiners Lane South, developed in accordance with the policies H7 and E5; and</i></p> <p><i>b. 3.5ha of land at Terminus Drive, Pitsea; developed in accordance with policy E6.</i></p> <p><i>3. Where suitable land cannot be identified for the development proposed within the existing Employment Areas, or within those sites identified in part 2 of this policy, new B class employment proposals will be supported in the following locations:</i></p> <p><i>a. 5.5ha of land to the south west of A127 Dunton Interchange, developed in accordance with policies H10 and E7; and</i></p> <p><i>b. 5.5ha of land to the east of Burnt Mills, developed in accordance with policy E8.</i></p> <p><i>4. Phasing of development and the release of the employment allocations identified in parts 2 and 3 of this policy, including as part of mixed use schemes, will need to be in accordance with policy IMP3, the Infrastructure Delivery Plan and all other relevant policies in this plan.</i></p> <p><i><u>Policy Context</u></i></p> <p><i>7.25 Paragraph 21 of the NPPF states that in drawing up Local Plans, local planning authorities should “set out a clear economic vision and strategy for their area which positively and proactively</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i><u>encourages sustainable economic growth”; “set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period”; and “plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries”.</u></i></p> <p><i><u>7.26 The Borough’s Economic Development Policy sets out a clear economic vision for the Borough to ensure that sustainable economic opportunities are accessible to all our residents. “By 2050, Basildon can be the real economic powerhouse to the east of London”. As growth shifts away from London, Basildon is in prime position to take advantage of some of the high technology companies looking for alternative space to grow. We believe that our ability to accommodate high value technology and digital businesses is our Unique Selling Point and the basis for future growth.</u></i></p> <p><i><u>Evidence Base</u></i></p> <p><i><u>7.27 A key finding of the EDNA is that the A127 Enterprise Corridor is providing a strategic location within the South Essex sub-region for meeting future economic growth. Many of the sites located in this area are suitable for, and represent an opportunity to provide premises that sectors such as advanced manufacturing and green technologies, health technology and transport & logistics could occupy. In order to build on these strengths within the Borough’s economy and to seek to meet the ambitions set out in the Council’s Economic Development Policy, the Local Plan also protects land for employment use classes that would support growth in these industry sectors. Policies E4 and E6 protect land along the A127 Corridor for B2 uses, as many of the employment sectors mentioned above fall into this category of the use classes order.</u></i></p> <p><i><u>7.28 Along the A127 Enterprise Corridor, there are vacant or underutilised land within existing employment areas that could provide opportunities to encourage the expansion of clusters or networks of high technology industries. This strategic portfolio of sites underpins a strategy to co-ordinate and focus future site delivery and investment to ensure the area acts like a functional economic hub, rather than a group of local authority areas with competing or conflicting propositions to businesses.</u></i></p> <p><i><u>7.29 Using national policy guidance, the recommendations of the EDNA on sector requirements and site clusters and the assessment of the EDNA between supply and demand, each South Essex authority is being encouraged to take a positive policy approach towards protecting strategically</u></i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>important employment allocations, which can accommodate key growth sectors, as well as protecting existing employment areas and the active employment activities they accommodate within each authority area.</u></p> <p>Four Existing Employment Areas, as shown on the Policies Map, will have vacant/underutilised land retained to provide employment purposes falling within use class B2 only:</p> <p>a. 1.45ha of land within the Burnt Mills Industrial Estate, Basildon⁴ ; b. 3.79ha within Cranes Industrial Estate, Basildon⁵ ; c. 2.49ha of land within Festival Business Park⁶ ; d. 1.74ha of land within the Pippis Hill Industrial Estate⁷.</p> <p>⁴ EDNA reference B36 ⁵ EDNA reference B38 ⁶ EDNA reference B42 ⁷ EDNA reference B45</p>	
LP7.20	Deleted former paragraph 7.35	<p>Deleted former paragraph 7.35:</p> <p>7.35 The Basildon District Local Plan allocated 36ha of land to the west of Gardiners Lane South for mixed use development, subject to the Council approving a design brief to guide development in the area. In 2003, Supplementary Planning Guidance was adopted seeking to provide 110,000 sq.m of business premises, principally offices and light industrial units catering for headquarters and start up companies units. It was proposed that the site would provide a range of employment opportunities for the people of Basildon Borough that could total 7,000 new jobs. Despite a planning application for the site being granted subject to a S106 agreement in 2005, landownership/leaseholder constraints and the costs of highways infrastructure have caused development of the site to stall. They have also brought into question the viability of the masterplan set out in the adopted Supplementary Planning Guidance. Consequently, subsequent proposals for the site have been piecemeal and so far have focused on what the site can provide in terms of housing needs.</p>	To reflect updated evidence base.
LP7.21	Policy E4	<p>Amended policy E4 as follows:</p> <p>The vacant/underutilised land within the following Ffour Existing Employment Areas, as shown on the Policies Map, is allocated for use class B2 employment purposes only will have</p>	

Change No.	Change Location	Change	Reason for Change
		vacant/underutilised land retained to provide employment purposes falling within use class B2 only:...	
LP7.22	Former paragraph 7.36/now paragraph 7.31	<p>Amended former paragraph 7.36/now paragraph 7.31 to the following:</p> <p><i>7.31 This 37ha site was allocated for mixed-use comprehensive development including employment, residential and open space provision in the 1998 Basildon District Local Plan. Aside from some small scale residential development, it has not yet come forward for comprehensive development. The NPPF states that land should not be continually reallocated or protected if there is little prospect of it coming forward for the allocated development in the plan period. As a result, the ELPS re-evaluated whether the <u>Landsite W</u>est of Gardiners Lane South should continue to be allocated for employment purposes in this plan period. The assessment concluded that it should continue to <u>be allocated for come forward for</u> new B-class employment, <u>but as a mixed-use scheme with new housing and open space as part of a mixed-use scheme</u>, provided the constraints on the site in terms of playing pitch relocation and transport infrastructure could be overcome. The Local Plan therefore reallocates <u>part of</u> the site for employment purposes and, alongside policy H75, seeks to redevelop it into a high quality mixed-use community with essential additional infrastructure and supporting policies to <u>a policy solution to for-relocating all some of the existing playing pitches and sports clubs</u>open space uses. A High Level Development Framework for Gardiners Lane South (2017) was prepared for this site to evaluate its development potential for mixed used development. It concluded that a scheme incorporating for this area The ELPS identifies the Gardiners Lane South site as a potential source of 5.5 16.2ha of B-class employment floorspace <u>resulted in a viable solution for developing the site. In order to facilitate a viable solution this plan provides some flexibility over the quantum of employment development required, seeking a level of provision between 12ha and 16ha. If the lower level of provision is secured on this site, there will be additional pressure on the Green Belt for employment provision. In order to ensure a comprehensive approach to the development of this site, which secures employment, housing, infrastructure and open space requirements, and the relocation of the existing open space uses, a new development brief/masterplan must be prepared to guide development.</u></i></p>	To reflect updated evidence base.
LP7.23	New paragraphs 7.32-7.35	<p>Inserted new paragraphs 7.32-7.35 as follows:</p> <p><u>7.32 The Essex Grow-on Space Feasibility Study states that as a result of a current market failure, a further 9ha of need should be provided, broken down between 7ha of offices and 2ha for manufacturing and industrial uses.</u></p>	To reflect updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p><u>7.32 As established for Policy E1, the Borough has a shortage of grow-on space for office and industrial uses and there is a lack of the amount of available land that is considered suitable for offices. Owing to this shortage there is a need to be more flexible in terms of overall land supply.</u></p> <p><u>7.34 Office floorspace will be the most challenging demand to accommodate in the Borough, because whilst projected demand can be accommodated by the comparable supply, there are limited number of potential sites identified as suitable solely for office use. The advice of the EDNA is that the South Essex authorities must ensure that future office development is focused towards sites which meet its occupier requirements, which may not be possible within the mixed-use site portfolio alone, so this will have to be assessed on a site-by-site basis and monitored carefully over the projection period. Policies E2, E3, E5, and E6 aim to address this potential issue by protecting existing employment areas and allocating additional land specifically for meeting the needs for office floorspace and/or for grow-on space.</u></p> <p><u>7.35 The EDNA identifies Land West of Gardiners Lane South as one of the few sites that would be suitable for B1 office development which is a significant consideration given the overall shortage of land for these purposes. Similarly, the Grow-on Space Feasibility Study identifies a significant need for grow-on space for expanding businesses within use class B1. It is therefore considered appropriate that the employment land to be delivered on Land West of Gardiners Lane South will be protected to deliver for office and grow-on space within use class B1.</u></p>	
LP7.24	Former paragraph 7.37/now paragraph 7.36	<p>Replaced former paragraph 7.37/now paragraph 7.36 with the following:</p> <p><u>7.37 The Highway Mitigation Modelling (2015) has assumed that the majority of the 49ha of employment land will come from within the urban areas, including from sites such as land west of Gardiners Lane South. Taken as a whole, alongside similar assumptions for what housing potential there is within urban areas, the highway evidence notes that upgrades to highway routes and junctions on the strategic and local road network will be required to deliver everything this plan seeks to achieve. With this holistic approach, the ability for the Council and its partners to secure external funding to assist in the upgrades to the strategic and local infrastructure should be more robust, and with implementation policies IMP1 to 4, the Council can ensure that it does not place undue burden on the existing network without appropriate phasing and investment taking place.</u></p> <p><u>7.36 The Part 2 – Publication Local Plan Transport and Highways Impact Assessment (Publication THIA) (2018) considered the cumulative implications of development on this site, both economic and residential, and also development in the wider area. It found that mitigation measures,</u></p>	To reflect updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p><i>including modal shift, are required in the vicinity of this site to ensure sufficient capacity in the highway network is achieved, enabled by as a consequence of growth. This site will therefore need to contribute towards upgrades to the strategic and local road networks, and also improvements to public transport connections, in order to ensure that it does not place an undue burden on the road network.</i></p>	
LP7.25	Policy E5 Land West of Gardiners Lane South, Basildon	<p>Amended Policy E5 to the following:</p> <p><i><u>36ha of land west of Gardiners Lane South, as identified on the Policies Map as notation E5 is allocated for mixed used development including B class employment, housing and open space uses as part of a mixed use comprehensive scheme subject to the following criteria:</u></i></p> <p><i><u>5.5ha of land, as identified on the Policies Map with the notation E5, will be developed for B-class employment purposes as part of a wider mixed-use comprehensive redevelopment of land west of Gardiners Lane South as set out in Policy H5, subject to the following criteria:</u></i></p> <p><i><u>a. No development of the site should take place until the Council has approved a development brief to guide holistic development of the area;</u></i></p> <p><i><u>a. Development of the site must be informed by an up to date Development Brief or Masterplan, approved by the Council, to guide holistic development of the area;</u></i></p> <p><i><u>b. As part of a mixed use development comprising housing, education provision and open space, as set out in policy H7, the site will provide between 12ha and 16haa supply of 5.5ha of land for B class employment purposes;</u></i></p> <p><i><u>b. At least 3.3ha of B-class employment land will be protected specifically for B1 uses, with at least 3ha of land required to provide grow-on space opportunities for businesses falling within that use class;</u></i></p> <p><i><u>e. The site will provide housing and open space in accordance with policy H7;</u></i></p> <p><i><u>c. In respects of the new employment development, it will protect must ensure the residential amenity of existing and new residential dwellings by coordinating adjacent land uses. Employment units adjacent to residential dwellings should be for B1 uses or live-work units only, or else green buffers should be provided between employment and residential uses;</u></i></p> <p><i><u>d. Employment proposals are subject to a Traffic Impact Assessment to establish what mitigation is required to the local or strategic highway network to enable the development to take place; and</u></i></p> <p><i><u>f. Employment development of this site shall accord must also comply with all other relevant policiesy requirements of in this plan.</u></i></p>	To reflect the updated evidence base.

Change No.	Change Location	Change	Reason for Change
LP7.26	Deleted Policy E6 Terminus Drive and replaced with Policy E6 Land East of Burnt Mills, Basildon	<p>Deleted Policy E6 Terminus Drive and replaced with Policy E6 Land East of Burnt Mills, Basildon. All supporting policy deleted. Moved and amended former Policy E8 with the following:</p> <p><i>Policy Context</i></p> <p>7.37 <i>The NPPF requires local planning authorities to positively and pro-actively encourage sustainable economic growth and to identify strategic sites for local and inward investment to match the economic development strategy and to meet employment needs over the plan period.</i></p> <p><i>Evidence Base</i></p> <p>7.38 <i>The ELPS and the EDNA concludes that employment development in a location to the east of Basildon, in the area known as Burnt Mills, is appropriate. However, the Highways Impact Assessment identifies a need for more significant modifications to the local and strategic road network to ensure highways capacity can be achieved to facilitate for the sustainable development of this site. It is expected that this capacity will be provided through the provision of a new junction on the A127, which will also serve housing development to the east of Basildon and to the south of across Wickford. As set out in the East Basildon High Level Development Framework 2017 and Infrastructure Delivery Plan (2018), this junction is likely to be of a scale that it will require public subsidy be costly to deliver, and therefore it is expected that this site will form part of the long-term employment land supply for the Borough, rather than be immediately available for development in the early part of the plan-period. It is also expected that this site will contribute both financially towards the provision of these highways improvements and also be part of the business case feature in for bids to the Local Enterprise Partnership and/or Government for any gap funding required to deliver the highway infrastructure and any other infrastructure requirements in this location.</i></p> <p>7.39 <i>It is expected that around 50% all of the remaining need for employment land that cannot be met from other allocations, or the intensification of uses within Existing Employment Areas is met in this location as an extension to the existing Burnt Mills employment area. Given its proximity to this site is located close to the existing residential areas of Pitsea to the south, and will also be nearby new housing development proposed between Pitsea and Bowers Gifford in policy H132. This site is therefore well located to contribute towards a more balanced and sustainable mix of development and sustainable travel patterns. It is also expected that further land in this location</i></p>	To reflect the updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p>will be safeguarded for additional employment provision beyond the plan period in order to provide a degree of certainty with regard to the future growth of the A127 Enterprise Corridor.</p> <p>7.409 The A127 Enterprise Corridor is <u>already a large employment location</u> that has enabled clusters of industries <u>and sector</u> to form. It is widely acknowledged that business clusters are important to the ongoing success and growth of the economy, and consequently, it is expected that any new employment provision to the east of Basildon is <u>will be well related to the existing A127 Enterprise Corridor.</u> It is also expected that the employment provision is also <u>will also be well located in relation to the strategic road network in order to provide ease of access for HGVs, whilst reducing the impact of such movements on residential amenity. Due to the nature of the existing Burnt Mills Road, which is a narrow, winding country lane with limited verge that is prone to flooding, it is expected that will be served by a new access road between Pound Lane and Courtauld Road will be required to provide providing improved HGV access to the site, and a more effective connection to relationship with the existing employment area. Burnt Mills Road will then be downgraded to provide local access only to properties along its length.</u></p> <p>7.41 Whilst this is a sustainable location for the provision of additional employment development in terms of accessibility and economic benefit, the Outline Landscape Appraisal has identified some concerns with regard to the impact of development in this location on the agricultural landscape, and on the purposes of the Green Belt . Consequently, it is expected that any employment development provided in this location is very strongly landscaped in order to limit its impacts <u>to the wider area.</u></p> <p>Inserted new paragraphs 7.42-7.43 as follows:</p> <p><u>7.42 In addition to the land reserved in Policy E5, the Essex Grow-on Space Feasibility Study findings will require more sites to provide for this need which is otherwise invisible to employment forecasts and caused by market failure. Similarly, E6 is also a location that is both suitable and represents an opportunity to provide new space for the target employment sectors.</u></p> <p><u>7.43 Policy E6 aims to help address this supply challenge by protecting land specifically for meeting the needs for office floorspace and/or for grow-on space within the wider site.</u></p> <p>Policy E6:</p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>1. 32ha 5.5ha of land to the east of Basildon, as identified on the Policies Map as with the notation E6&2- is allocated for B-class employment development, and supporting and ancillary hotel and/or pub restaurant subject to the following criteria:</i></p> <p><i><u>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;</u></i></p> <p><i>a. 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:</i></p> <p><i>i. Relate effectively to existing employment provision within the A127 corridor;</i></p> <p><i>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;</i></p> <p><i>iii. Protect the residential amenity of existing and new residential dwellings by coordinating adjacent land uses. Employment units adjacent to residential dwellings should be for B1 uses or live-work units only, or else green buffers should be provided between employment and residential uses; and</i></p> <p><i>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</i></p> <p><i>d. Employment development of this site shall accord <u>must also comply with all other policy requirements of policies in this plan as relevant.</u></i></p> <p><i>2. At least 9.2ha 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:</i></p> <p><i>a. At least 3ha will be protected for employment uses falling within class B2;</i></p> <p><i>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.</i></p>	
LP7.27	Deleted Policy E7 Dunton Extension and replaced with Policy E7 Rural Enterprise Sites	<p>Deleted Policy E7 Dunton Extension and replaced with Policy E7 Rural Enterprise Sites. All supporting policy deleted. Moved and amended former Policy E9 with the following:</p> <p><i>Policy Context</i></p>	To reflect the updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p data-bbox="616 236 1675 419">7.44 Paragraph 28 of the NPPF states that “planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development”. Local Plans should support the sustainable growth and expansion of all types of business in rural areas through conversion, expansion and new buildings, promotion of development and diversification of land-based rural businesses, and supporting sustainable rural tourism and leisure.</p> <p data-bbox="616 464 768 488">Evidence Base</p> <p data-bbox="616 533 1648 620">7.45 The <u>EDNA ELPS</u> identifies a number of employment sites outside of the main urban areas in the Borough which have a certain amount of vacant or underutilised land and could provide opportunities for future provision of employment land in the rural areas.</p> <p data-bbox="616 665 1664 944">7.46 The condition of nine existing employment sites located outside of the main urban areas was assessed by the ELPS. Sites located at Pitsea Hall Lane, Sadlers Farm, and London Road (Vange) performed poorly in the assessment. Although these sites are currently occupied, if they become vacant, they may be more difficult to re-let due to their poor condition. Guildprime, White Bridge Farm, the London Road, <u>Billericay Clusters</u>, Vange Wharf and Annwood Lodge all received a fair score and may have potential <u>limited</u> redevelopment opportunities, such as upgrading premises and improving site <u>layout</u> quality. Bluehouse Farm (<u>Pitsea</u>) and Barleylands <u>Depot</u> (<u>Billericay</u>) received good scores, with Barleylands also considered as an appropriate strategic allocation for future economic development subject to release from the Green Belt.</p> <p data-bbox="616 989 1671 1109">7.47 Guildprime, Billericay; London Road Clusters, Billericay; and Vange Wharf, Vange were determined by the study to have no scope for further change in terms of meeting the need for new employment development <u>land</u> in the future. However the ELPS recommends that they should <u>be protected</u> retain their status as employment sites for B-class employment uses.</p> <p data-bbox="616 1153 1653 1370">7.48 Whilst these rural employment locations are currently in business use, and opportunities for making the best use of land to support economic growth is in principle supported, it is important to recognise that any development and growth of these sites must be in the context of the local surroundings. As such, the scale and nature of development proposals in these locations will be constrained by the landscape and Green Belt designations. Consideration will also need to be given to the appropriateness of access arrangements, both for servicing and for employees and customers.</p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>Policy E7</i></p> <p><i>1. To support the rural economy and provide greater flexibility to the employment land supply, the following existing Rural Enterprise Sites, as identified on the Policies Map, will be retained for B-class B1a, B1c, B2 and B8 use class employment purposes as appropriate to their location:</i></p> <p><i>a. Guildprime Business Park, Great Burstead & South Green, Billericay;</i> <i>b. London Road, Billericay</i> <i>b. Vange Wharf, Pitsea;</i> <i>c. Blue House Farm, Pitsea;</i> <i>d. Whites Bridge Farm, Crays Hill;</i> <i>e. Annwood Lodge, Wickford; and</i> <i>f. Barleylands Depot, Billericay</i></p> <p><i>2. At the locations listed in part 1 of this policy, the following types of <u>development</u> B-class employment uses will be accepted, subject to compliance with the requirements of part 3 of this policy: <u>Acceptable types of development are:</u></i></p> <p><i>a. extensions or expansions of an existing business or intensification of employment uses within the defined site boundary;</i> <i>b. Agricultural diversification;</i> <i>c. Change of use or conversion of a permanent and soundly constructed agricultural building; or</i> <i>d. Uses with a strong functional link back to local agriculture, forestry or other rural activity.</i></p> <p><i>3. The types of development listed in part 2 of this policy will be supported within the locations listed in part 1 where the following criteria can be met:</i></p> <p><i>a. The proposal would improve the balance of jobs to working age population within the immediate vicinity;</i> <i>b. The scale of employment is appropriate to the accessibility of the site by public transport, cycling and walking, and the standard of highways;</i> <i>c. The proposal respects the character and qualities of the landscape and the setting of any affected settlement or protected landscape, and includes effective mitigation measures to avoid adverse effects or minimise them to acceptable levels; and</i></p>	

Change No.	Change Location	Change	Reason for Change
		<i>d. The proposal conforms with all other relevant policies in <u>policy requirements of this plan.</u></i>	
LP7.28	Renumbered Policy E10 Untidy Industry Zone, Burnt Mills to Policy E8	<p>Renumbered Policy E10 Untidy Industry Zone, Burnt Mills to Policy E8, supporting text and policy amended to the following:</p> <p><i>Policy Context</i></p> <p><i>7.49 The NPPF does not provide specific policies covering 'untidy industries'. Rather, the term 'untidy industry' has been used by the Council since the 1990s to describe a variety of industries, which although vital to the mix of <u>sectors and</u> employment possibilities in the Borough in terms of the people they employ and the services they provide, tend to be <u>more</u> untidy in appearance and could, without licencing <u>licensing</u> controls, cause significant environmental harm.</i></p> <p><i>7.50 Examples of industries that fall into this category include waste recovery and salvage (particularly metals), recycling, outside storage, and the parking of heavy goods vehicles (HGVs). Sites for such industries are typically characterised by their poorer visual appearance, noisy work carried out in the open, poorer quality <u>or temporary service</u> buildings, large areas of hardstanding, and nuisance creating atmospheric discharges such as smoke, <u>dust</u> and oil.</i></p> <p><i>7.51 In light of this <u>challenge in the Borough</u>, the location of untidy industries needs to be carefully managed to ensure that both visual and residential amenities of neighbouring areas are protected. In addition, untidy industries can act as a disincentive to investment in other economic activities in the close vicinity, particularly office, retail and leisure uses. As such, it is preferable for untidy industries to be concentrated, as far as possible, into a single area where the challenges faced by this sector can be better managed.</i></p> <p><i>7.52 Land between Harvey Road and Archers Field in <u>the Central Burnt Mills Industrial Estate</u> already contains a predominance of untidy industries, including car breakers, scrap metal merchants, skip hire, scaffolding companies and haulage yards. It is possible that some further development of untidy industries could take place in this area over the plan period through the re-use of existing sites. It is not expected that such an approach would result in increased environmental impacts <u>that could not be dealt with through the supporting Environmental Protection Act regimes.</u></i></p> <p><i>Evidence Base</i></p>	To reflect the updated evidence base and to correct typos.

Change No.	Change Location	Change	Reason for Change
		<p>7.53 In accordance with the recommendations of the ELPS, the Council will retain the area allocated for untidy industries so that it can continue to manage the location of these potentially environmentally harmful industries. It should be noted that many of these uses also require Environmental Protection Act licencing<u>licensing</u> which is administered separately by the local authority and/or Environment Agency.</p> <p>Policy E 810</p> <p>Untidy Industry Zone, Burnt Mills</p> <p>The development or expansion of untidy industry uses will be permitted in the Harvey Road and Archers Field area of the Burnt Mills Industrial Estate, as identified on the Policies Map. Untidy industry proposals in other locations within the existing industrial areas will be assessed on the basis of their likely effects on nearby uses and the availability of sites in the Untidy Industry Zone. Outside of identified employment areas, untidy industry will not be permitted.</p>	
LP7.29	Renumbered Policy E11 Locations for Employment Development to Policy E9	<p>Renumbered Policy E11 Locations for Employment Development to Policy E9, supporting text and policy amended to the following:</p> <p><i>Policy Context</i></p> <p>7.54 The NPPF requires local planning authorities to set criteria, or identify strategic sites for the location of employment development.</p> <p><i>Evidence Base</i></p> <p>7.55 The ELPS <u>and the EDNA</u> indicates that the locations favoured for B-class employment development, as reflected in policies E2 to E810 provide sufficient space to accommodate the predicted economic growth needs of the Borough, as well as needs arising from any loss of smaller employment sites within residential areas for residential purposes<u>windfall loss and churn. The locations will also provide sufficient space to accommodate grow-on space for expanding businesses and a certain level of displaced or unmet growth needs coming out of Greater London, which will provide further employment opportunities in the Borough in line with the Council's Economic Development Policy.</u> There is therefore no known requirement, or need, for permitting economic development outside allocated employment locations identified. However, consistent</p>	To reflect the updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p><i>with the requirements of the NPPF, criteria identifying where such development may be deemed suitable have been developed in the event such applications are made.</i></p> <p><i>1. New B-class employment development, and employment generating sui generis uses will be permitted within an allocated Employment Area or Rural Enterprise Site, subject to compliance with the requirements of any site specific allocation, and where all of the following criteria are met:</i></p> <p><i>a. There is no adverse impact as a result of pollution and disturbance, access, parking and servicing in the area;</i></p> <p><i>b. The accommodation provided is flexible and suitable to meet future needs and requirements of larger businesses and small to medium enterprise firms, where appropriate;</i></p> <p><i>c. The scale, bulk and appearance of the development is compatible with the character of its surroundings; and</i></p> <p><i>d. On-site servicing and space for waiting goods vehicles is provided to an adequate standard.</i></p> <p><i>2. Proposals for industrial development within the allocated Employment Area or Rural Enterprise Sites, <u>as</u> shown on the Policies Map will be expected to contribute, where appropriate, to environmental and traffic improvement schemes for that employment location.</i></p> <p><i>3. Proposals for new B-class employment development outside Employment Areas will be <u>restricted to B1 uses only in order to prevent potential disturbing activities in residential areas, and will be permitted where the criteria set out under part 1 are met, and the following additional criteria can also be met:</u></i></p> <p><i>a. The use is compatible with the existing uses in the surrounding area and there are no adverse impact on residential amenity or environmental quality;</i></p> <p><i>b. There are no adverse impact on the capacity of the local road network; and</i></p> <p><i>c. The development provides adequate on-site parking and servicing for its intended use, including space for waiting goods vehicles.</i></p>	
LP7.30	Renumbered Policy E12 Non B-Class Uses in Employment Area to Policy E10	<p>Renumbered Policy E12 Non B-Class Uses in Employment Area to Policy E10, supporting text and policy amended with the following:</p> <p><i>Policy Context</i></p>	To reflect the updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p data-bbox="613 234 1666 389">7.56 The NPPF makes it clear that long term protection of employment allocations where there is no prospect of them coming forward, should be avoided. However, it is also clear from the NPPF that plan making should be based on an up to date and relevant evidence base, and therefore be responsive to the market signals to provide adequate provision of the right type of employment land to meet the needs of the business community.</p> <p data-bbox="613 429 1615 517">7.57 The NPPF also expects that planning policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.</p> <p data-bbox="613 560 770 584"><i>Evidence Base</i></p> <p data-bbox="613 624 1666 911">7.58 The ELPS <u>and the more recent EDNA</u> provides an up to date evidence base, which the NPPF requires in support of a protective policy stance. The findings on the supply and demand for employment land show that the current employment areas are currently performing well overall with a level of vacancy consistent with market conditions and maintaining a level of ‘churn’ which any functional market will require. Findings from the study also show that the current employment areas also generally provide a reasonable quality of premises that are meeting the needs of existing users. There are significant forecast employment needs for the plan period up to 2034, and the existing employment areas provide an important contribution to meeting demand in key sectors which are competitively located in Basildon <u>the Borough</u>.</p> <p data-bbox="613 951 1666 1337">7.59 The ELPS recommends the strengthening of certain employment protection policies, such as the potential loss of industrial premises to alternative uses. <u>It recommends the retention of employment areas for B-class uses in order to provide adequate land to attract new occupiers, and to ensure the ongoing success of business clusters.</u> It expressed concern about permitting non B-class development within existing employment areas on the basis of the availability of employment land elsewhere, as there is no guarantee similar levels of B-class job provision will be secured. Along with the <u>Basildon Retail and Commercial Leisure Capacity Study</u> it also recommends the need to resist the loss of employment floorspace to out of town retail provision. Such provision has the potential to negatively impact on the vitality of town centres and is less sustainable due to reliance on car use. Additionally, where a requirement for such development can be demonstrated, sufficient out of town locations are already available within the Borough, as identified in policy R11. The Local Plan similarly makes provision for out of town leisure provision</p>	

Change No.	Change Location	Change	Reason for Change
		<p data-bbox="607 229 1682 293"><i>in policy R12. The loss of B-class employment land for retail and leisure uses is not therefore justified.</i></p> <p data-bbox="607 325 1682 587"><u><i>7.60 The EDNA highlights that of the employment land that is available in the Borough, there is not a significant supply of land that would be suitable for office uses. Whilst the Local Plan accounts for windfall losses and churn as part of the overall land supply for particular uses, as set out in policies E2-E7, this provides further justification for the retention of employment areas for particular B-class uses. This will be necessary if the Borough's employment needs are to be met, and if the Council's Economic Development Policy of increasing the prosperity of the Borough's residents through a greater offer of higher-value jobs in sectors such as advanced manufacturing is to be realised.</i></u></p> <p data-bbox="607 624 1037 683"><i>Policy E10 12 Non B-Class Uses in Employment Areas</i></p> <p data-bbox="607 719 1664 815"><i>1. As a plan principle, proposals <u>Proposals</u> for new non B-class employment uses within Employment Areas and Rural Enterprise Sites which are likely to substantially prejudice policy SD1 will not normally be permitted.</i></p> <p data-bbox="607 852 1644 948"><i>2. Where a proposal is seeking to redevelop or convert a building within an Employment Area or Rural Enterprise Site into a non B-class use, permission will only be granted where the following criteria are met:</i></p> <p data-bbox="607 984 1671 1337"> <i>a. It must be demonstrated the premises have been vacant and pro-actively marketed for B-class use for a minimum period of 2 years;</i> <i>b. It can be clearly demonstrated that the level of future demand for B-class employment uses has sufficiently dropped within the Borough to justify the loss of B-class employment space specifically designated to meet the need for this purpose over the plan period;</i> <i>c. It can be demonstrated that the location of the use within an employment area will not undermine the vitality or viability of town centres or local centres;</i> <i>d. The proposed use is compatible with other existing uses within the employment area, having regard to any potential harm to productivity levels, or to the health and well-being of employees or potential users; and</i> <i>e. The proposal conforms to all other relevant policies in <u>policy requirements of this plan.</u></i> </p>	

Change No.	Change Location	Change	Reason for Change
LP7.31	Renumbered Policy E13 Aligning Skills & Jobs to Policy E11	<p>Renumbered Policy E13 Aligning Skills & Jobs to Policy E11, supporting text and policy amended with the following:</p> <p>Policy Context</p> <p><i>7.61 The NPPF expects local planning authorities to pro-actively encourage sustainable economic growth and to plan positively for the expansion of the knowledge based economy.</i></p> <p><i>7.62 The National Productivity Plan, 'Fixing the foundations: Creating a more prosperous nation' (July 2015), states that the UK's skills weaknesses and failure to grow a serious system of respected employer-led professional and technical qualifications are of such a long standing, and such intractability, that only the most radical action can address them.</i></p> <p><i>7.67 To address the skills weaknesses, the Government's ambition is for a professional and technical education system that provides individuals with clear, high quality routes to employment, and that supports the Government's overall fiscal and economic objectives. To achieve this, the Government aims to simplify and streamline the number of qualifications so that individuals have a clear set of routes which allow for progression to high level skills.</i></p> <p><i>7.68 SELEP's Skills Strategy 2015-2017 highlights that skills development remains at the very heart of SELEP's strategy for growth which will see 200,000 new jobs and 100,000 additional homes created by 2021. It highlights that, with the largest LEP in the UK outside London, it makes a significant contribution to national GDP and it has a strong creative and entrepreneurial nature. The SELEP sets out that it will:</i></p> <ul style="list-style-type: none"> ● <i>Work to increase employer engagement in and appetite for skills development;</i> ● <i>Provide industry intelligence at a LEP and more localised level to support business planning and funding applications;</i> ● <i>Utilise the resources at its disposal to create the environment for the sector to respond to skills demands of the economy;</i> ● <i>Support and strengthen the federal level Employment and Skills Boards and TGSE Partnership to ensure an effective forum for employers and the sector to engage; and</i> ● <i>Continue to lobby Government for additional funding to enable the area to create a truly effective skills system.</i> 	To reflect the updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<p data-bbox="613 234 1666 555"><i>7.63 The Borough's Council's Economic Development Policy seeks to address the local labour market and skills improve the employment prospects, education and skills of local people. It notes that while the employment rate in the Borough has improved since 20150, it is still below its pre-recession peak and has particular challenges for the Borough's young peopleat the same time residents' earnings fell considerably from the 2013 median level. The fall and stagnation in wages indicates a worrying trend of reduction in higher paid and skilled employment opportunities and demonstrates the inability of local residents to access higher skilled and paid employment due to their lack of skills. The policy seeks to intervene by getting lower skilled residents into training and work to avoid them becoming marginalised in the labour market on a temporary or permanent basis and to ensure improvements in the Borough's economy are not unevenly shared.</i></p> <p data-bbox="613 595 763 619"><i>Evidence Base</i></p> <p data-bbox="613 659 1666 850"><i>7.70 Whilst the Borough's unemployment rate in 2013 was 6.5%, lower than the national average, a number of families within the Borough are second or third generation unemployed and/or are more benefit dependent. In spite of efforts by the Council, its partners and education providers, to offer new training opportunities for young people and adult learners, the recent decline of manufacturing employment has meant more local people are now reliant on lower skilled, lower income jobs as well as more part time employment</i></p> <p data-bbox="613 890 1666 1114"><i>7.71 The Borough has limited opportunities for post GCSE education compared to neighbouring authority areas and a general lack of courses that offer people the chance to reach their academic or vocational potential. This is, in part believed to be discouraging some from continuing with education post 16 and limits the ability of adults to retrain to meet the skill needs of local employers. The Borough will therefore need to facilitate the ability for people to diversify their skills and gain training if it is to strengthen the reputation of the area as a hub for business and ensure local people are able to make the most of job opportunities that arise in the area.</i></p> <p data-bbox="613 1153 1666 1337"><i>7.72 This requires a multi-level approach, for which this plan can assist in delivering, in combination with the Council's Economic Development Policy, Community Strategy, and the business plans of education providers. Improving the access to, and attainment across, all tiers of education and skill development will be important to realise peoples' potential, attract higher value jobs and encourage emerging economic sectors that the Borough is a place they can locate given its suitably skilled workforce. Providing local opportunities to gain skills and training in the</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>local area is particularly key to addressing the issues associated with long term unemployment affecting some families and communities.</p> <p><u>7.64 The EDNA notes that education is a concern across South Essex and is already an area of focus in the strategic vision for the Borough. It considers that Basildon Borough suffers from a skills shortage, which has led to many jobs in established and emerging high-value companies being taken up by non-resident workforce who commute into the area. A stakeholder workshop revealed that the coupling of low skills and high in-commuting has resulted in the resident labour force being effectively shut out from these jobs, which is a nuance that does not emerge from available data.</u></p> <p><u>7.65 It is recommended by the EDNA that the South Essex authorities target support and investment for education, skills and training towards the occupations and industries within the sub-region's identified growth sectors (transport & logistics, advanced manufacturing & green tech, digital/cultural/creative industries, and health technology). This should help to boost the qualifications and skill levels of local people in order for them to take-up the jobs being created in the area over the next 20 years, and have better access to higher level occupation opportunities.</u></p> <p>7.73 <u>7.66 Opportunities for local people to be engaged in the local economy through skills and training can be achieved through the effective use of planning incentives and S106 agreements. Favourable consideration can be given to those proposals that will provide higher skilled jobs, and S106 agreements can be used to secure skills training for local employees, and apprenticeships within the construction industry. Additionally, contributions collected through the Community Infrastructure Levy (CIL) from development can be spent on securing education and skills training infrastructure. These measures will complement those measures being taken by economic development partners and education providers to increase the take up of skills training and education amongst local people.</u></p> <p><u>Policy E13</u></p> <p><u>Aligning Skills & Jobs</u></p> <p>Applications for new or replacement employment provision, or extensions to existing employment provision, will be encouraged to work with the Council and its partners to secure improvements to skills levels and employment amongst local residents. Applicants will be encouraged to:</p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>a. Employ builders who offer local apprenticeships in the development of the proposal; b. b. Provide apprenticeship/training posts for local young people, with a focus on those not in education, employment and training; and</i></p> <p><i>c. Provide training in conjunction with local training providers for employees of the proposal, seeking to improve skill levels amongst the workforce to NVQ level 3 or higher.</i></p> <p><u>Policy E11</u></p> <p><u>Aligning Skills & Jobs</u></p> <p><u>1. All major development proposals comprising B-class employment, retail and sui generis uses, which as defined in the Town and Country Planning (Development Management Order 2010) consist of the provision of buildings where the floorspace created by the development is 1,000sq.m or more; or which have a site area of 1ha or more, will be required to work with the Council and its partners to secure improvements to skills levels and employment amongst local residents. Applicants will be encouraged to:</u></p> <p><u>a. Provide apprenticeship/training posts for local young people, with a focus on those not in education, employment and training; and</u></p> <p><u>b. Provide training in conjunction with local training providers for employees of the proposal, seeking to improve skill levels amongst the workforce to NVQ level 3 or higher.</u></p> <p><u>2. Additionally, those developments identified in part 1, plus all other major development proposals falling within use classes C and D will also be required to:</u></p> <p><u>a. Employ builders who offer local apprenticeships in the development of the proposal; and</u></p> <p><u>b. Submit an ‘Employment Skills Plan’ to demonstrate how the development proposal will secure improvements to skills levels and employment amongst local residents.</u></p>	
CHAPTER 8: ENSURING THE VITALITY OF TOWN CENTRES			
LP8.1	Paragraph 8.1	<p>Amended second sentence of paragraph as follows:</p> <p><i>8.1 The NPPF encourages local planning authorities to pursue town centre policies which support their vitality and viability. Local planning authorities are expected to recognise town centres as being the heart of their communities and paragraph 23 states that planning policies should ...</i></p>	Corrected typo.
LP8.2	Paragraph 8.4	Amended paragraph to read as follows:	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>8.4 The <u>Basildon Retail and Commercial Leisure Capacity Study (2015)</u> reported that the market context for town centres, and retail in particular, is evolving and there has been a renewed focus on the role and function of the high street as a result...</i>	
LP8.3	Paragraph 8.7	Amended paragraph to read as follows: <i>8.7 There is a clear hierarchy of centres within the Borough as confirmed in the <u>Basildon Retail and Commercial Leisure Capacity Study</u>...</i>	For clarity.
LP8.4	Paragraph 8.9	Amended paragraph to read as follows: <i>8.9 The Borough's town centres, particularly <u>Basildon Town Centre</u>, are facing increasing competition for expenditure from large nearby centres outside the Borough which include Lakeside, Chelmsford, Brentwood and Southend-on-Sea. All of these centres are planning future expansions or enhancements to their retail <u>and leisure offer</u>.</i>	For clarity.
LP8.5	Town and Local Centre Definitions text box	Amended text before bullet points in text box as follows: <i>Town and Local Centre Definitions</i> <i>...Primary shopping frontage - primary frontages located within the primary shopping area that <u>is are</u> likely to include a high proportion of retail uses.</i> <i>Secondary shopping frontage - secondary frontages located within the town centre that <u>is are</u> likely to include a diversity of uses such as retail, restaurants, cinema and businesses.</i> <i>...<u>Main Town centre uses</u>:...</i>	For clarity.
LP8.6	Former paragraph 8.15/now paragraph 8.11	Amended paragraph to the following: <i>8.11 In general the Borough's town centres are performing well, with the exception of <u>Laindon Town Centre</u>, where major redevelopment is a priority <u>although planning consent was secured in September 2017 for the major redevelopment of the Laindon Shopping Centre</u>. It is important that features which help define these centres and make them successful now, such as the cluster of independent retailers in Billericay, the pedestrianised nature of Basildon's primary shopping area, and the street markets in Basildon, Pitsea and Wickford are protected. However, there is scope to improve certain areas or aspects of each town centre to make them more attractive as</i>	For clarity and to reflect Laindon Centre's redevelopment.

Change No.	Change Location	Change	Reason for Change
		<i>destinations of choice and cater for the needs of the population, now and into the future. This will ultimately ensure their longevity and <u>improved</u> success.</i>	
LP8.7	Former paragraph 8.11	Deleted former paragraph 8.11: <i>8.11 Based on current shopping patterns, existing and planned retail provision, and future population growth there is a need to plan for up to 14,600 sq.m net additional comparison goods floorspace and up to 4,300 sq.m net additional convenience good floorspace by 2021. By the end of the plan period the capacity requirements are forecast to increase to a net addition of 72,200 sq.m of comparison goods floorspace and 5,900 sq.m of convenience good floorspace, although these longer term forecasts should be treated as indicative.</i>	Representations DLP/571 and DLP/2188. To reflect the findings of the South Essex Strategic Retail Study.
LP8.8	Former paragraph 8.12/new paragraph 8.12	Deleted paragraph 8.12 and inserted replacement paragraph (paragraph 8.12) to read as follows: <i>8.12 There is also a requirement for 5,500 sq.m gross additional food and drink (A3, A4 and A5) floorspace within the Borough by 2021, increasing to an indicative requirement of 16,600 sq.m gross by the end of the plan period. The Retail and Commercial Leisure Study recommends that this identified requirement is directed towards Basildon town centre in the first instance where a significant under provision of commercial leisure floorspace has been identified. This includes additional cinema facilities, which would provide improved consumer choice and competition, and any further family entertainment.</i> <i><u>8.12 The South Essex Strategic Retail Study (SESRS) (2018) provides a strategic retail evidence base for South Essex (including Basildon Borough), to assist in determining cross-boundary retail and leisure planning matters. The SESRS provides an update to the Basildon Retail and Commercial Leisure Capacity Study, and provides the latest quantitative need for Basildon Borough. The qualitative assessment provided within the Basildon Retail and Commercial Leisure Capacity Study however remains the most recent on-the-ground assessment of the Borough's centres and stores.</u></i>	To reflect the findings of the South Essex Strategic Retail Study.
LP8.9	Former paragraph 8.13	Deleted paragraph as follows: <i>8.13 The study also examined the provision of gym and leisure facilities and games of chance facilities (such as bingo halls, casinos and bookmakers) within the Borough and concluded that they were adequate, although poor provision of gym and leisure facilities was noted within Laindon.</i>	Merged with paragraph 8.14 for clarity.
LP8.10	Paragraph 8.13	Inserted new paragraph 8.13 to read as follows:	Representations DLP/571 and DLP/2188.

Change No.	Change Location	Change	Reason for Change
		<u>8.13 Under the preferred housing-led scenario (Lakeside comparison sensitivity) of the SESRS, there is a need to plan for up to 2,500 sq.m net additional comparison goods floorspace and up to 700 sq.m net additional convenience good floorspace by 2021. By the end of the plan period the capacity requirements are forecast to increase to a net addition of 24,100 sq.m of comparison goods floorspace and 4,900 sq.m of convenience good floorspace, although these longer-term forecasts (post-2021) should be treated as indicative, as recommended in the Basildon Retail and Commercial Leisure Capacity Study. The study recommends that capacity forecasts should be subject to regular review throughout the plan period, in order to ensure up to date evidence base which is based on accurate economic and market trends and that residential growth is occurring at the levels forecast.</u>	To reflect the findings of the South Essex Strategic Retail Study.
LP8.11	Paragraph 8.14	Amended paragraph to read as follows: <u>8.14 There is also a requirement for 1,900 sq.m gross additional food and drink (A3, A4 and A5) floorspace within the Borough by 2021, increasing to an indicative requirement of 9,300 sq.m gross by the end of the plan period. The Basildon Retail and Commercial Leisure Capacity Study recommends that this identified requirement for new commercial leisure floorspace (including restaurants and cafes) is directed towards Basildon Town Centre in the first instance, where a significant under-provision of commercial leisure floorspace has been consistently identified. New commercial leisure floorspace will however also include additional cinema facilities, which would provide improved consumer choice and competition, and any further family entertainment. The study also examined the provision of gym and leisure facilities and 'games of chance' facilities such as bingo halls, casinos and bookmakers within the Borough, and concluded that although they were adequate both qualitatively and quantitatively, poor provision of gym and leisure facilities was noted within Laindon Town Centre specifically.</u>	To reflect the findings of the South Essex Strategic Retail Study and for clarity.
LP8.12	Former paragraph 8.14/now paragraph 8.15	Amended paragraph to read as follows: <u>8.15 The plan directs new development towards the larger settlements, principally Basildon (incorporating Laindon and Pitsea), Billericay and Wickford, in line with Government planning advice and the principles of sustainability. This will in turn support the regeneration and enhancement of the Borough's town centres and ensure their help secure an improved vitality. However, the Council also recognises the importance of local shopping provision within many of the Borough's neighbourhoods, including those created as part of the new urban extensions strategic housing allocations, and the growth of serviced smaller settlements. In these localised centres small-scale retail development should be promoted providing it is appropriate in scale and meets the day-to-day needs of the community.</u>	For clarity.

Change No.	Change Location	Change	Reason for Change
LP8.13	New paragraph 8.16	<p>Inserted supporting text as a new paragraph (paragraph 8.16) to read as follows:</p> <p><u>8.16 Town centres are also major generators of journeys for employment, shopping, services, and entertainment, and are therefore the focus for a large number of vehicle trips. The Basildon Borough Parking Capacity and Intervention Study (2017) was commissioned to review parking in the Borough's five town centres, railway stations and employment areas. The findings of the study addresses the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration. It is clear from the study that a series of new parking policy measures are required that reflect the varied nature of parking constraints across the five town centres, railway stations and employment areas and these are set out in policy T9. The study appraised the different options for the provision, management and spatial intervention to accommodate future parking demand, which has subsequently informed the plan's approach to parking provision within the town.</u></p>	To reflect updated evidence base.
LP8.14	New paragraph 8.17	<p>Inserted supporting text as a new paragraph to read as follows:</p> <p><u>8.17 The hotel bedspace demand projections for the Borough and the other findings of the Basildon Borough Hotel Futures Study have a number of implications in relation to hotel development. The study shows market potential for two large hotels, some smaller hotels and possible extensions to existing hotels in the Borough within the plan-period. The Local Plan therefore needs to ensure its policies guide hotel development to appropriate locations, accounting in particular for the more business-focused nature of the Borough's hotel patrons.</u></p>	To reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016.
LP8.15	Policy R1, Parts 1 & 2	<p>Amended Parts 1 and 2 of Policy R1 to read as follows:</p> <p><u>Retail and Commercial Leisure Strategy</u></p> <p><u>1. The Council will seek to deliver up to 14,600 2,500 sq.m net additional comparison goods floorspace and up to 4,300 700 sq.m net additional convenience good floorspace by 2021, and a further 57,600 21,600 sq.m and 1,600 4,900 sq.m net floorspace respectively will be delivered by the end of the plan period, subject to periodic monitoring and review of economic and market trends.</u></p> <p><u>2. In addition to new retail provision, the Council will seek to deliver up to 5,500 1,900 sq.m gross additional food and drink (A3, A4 and A5) floorspace by 2021, and a further 11,100 7,400 sq.m</u></p>	<p>Representations DLP/571 and DLP/2188.</p> <p>For the purposes of clarity and soundness.</p> <p>To reflect the findings of the South Essex Strategic Retail Study.</p>

Change No.	Change Location	Change	Reason for Change
		<i>gross floorspace by the end of the plan period, <u>subject to periodic monitoring and review of economic and market trends.</u></i>	
LP8.16	Policy R1, Part 3	Amended Part 3 of Policy R1 to read as follows: <i>3. To ensure the long-term vitality and viability of the Borough's centres, the Council will apply a "<u>town centre- first</u>" approach to proposals for retail, leisure and other main town centre uses in accordance with the established hierarchy of centres <u>as follows:</u></i> <ul style="list-style-type: none"> • <u>Regional Town Centre: Basildon</u> • <u>Town Centre: Billericay, Laindon, Pitsea and Wickford</u> <i>Local Centre: 39 Local Centres as defined in Appendix 3</i>	For clarity.
LP8.17	Policy R1, Part 4	Deleted the Part 4 of Policy R1 as follows: and renumber policy parts accordingly. <i>4. The hierarchy of centres is as follows:</i> <ul style="list-style-type: none"> • <u>Regional Town Centre: Basildon</u> • <u>Town Centre: Billericay, Laindon, Pitsea and Wickford</u> <i>Local Centre: 39 Local Centres as defined in Appendix 2</i>	Merged with Part 3 of Policy R1 for clarity.
LP8.18	Policy R1, Part 5	Inserted an additional requirement within Policy R1 as Part 5 to read as follows: <i>5. The Council will support proposals for the development and retention of hotel/visitor accommodation in appropriate locations where identified needs are not being met by existing facilities, taking into account locational requirements when applying the sequential test, the target market of hotel patron and the viability of hotel development.</i>	To reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016.
LP8.19	Policy R1, Part 6	Inserted an additional requirement within Policy R1 as Part 6 to read as follows: <i>6. In addition to the main town centre uses, residential development will be permitted on appropriate sites within the Borough's town centres, where they could contribute to their vitality and subject to compliance with all other relevant policies of this plan.</i>	Representation DLP/2782.
LP8.20	Policy R1, Part 7/now Part 8	Amended Part 7 (now Part 8) of Policy R1 to read as follows: <i>7. 8. The Council will give preference to applications for main town centre uses located in town centres, and will apply the sequential and impact tests to proposals to re-use, redevelop or intensify out of centre locations for retail, leisure and other main town centre uses resist the expansion of out of centre locations for retail, leisure and other main town centre uses, and will</i>	Representations DLP/697, DLP/4432 and DLP/2315.

Change No.	Change Location	Change	Reason for Change
		<i>strictly apply the sequential and impact tests for main town centre uses to proposals to re-use, redevelop or intensify out of centre retail locations.</i>	
LP8.21	Policy R1, Part 8/now Part 9	Amended Part 8 (now Part 9) of Policy R1 to read as follows: 8.9 <u>9. Shops and other community facilities within local centres should be retained and enhanced where they remain viable and new local centres created where they are required to meet the day-to-day needs of the local community.</u>	For clarity.
LP8.22	Policy R1, Part 10	Inserted an additional requirement within Policy R1 as Part 10 to read as follows: <u>10. Greater emphasis will be placed on sustainable access to and from the town centres such as walking, cycling and public transport, and appropriate levels of car parking will be provided in key locations and along main movement corridors into the town centres. The Council will ensure there continues to be sufficient car parking capacity across each town centre to support the economic and future growth aspirations, without inducing unmanageable traffic flows across the highway network.</u>	To reflect the findings of the Basildon Parking Capacity and Intervention Study 2017.
LP8.23	Former paragraph 8.23/now paragraph 8.25	Amended paragraph to read as follows: <u>8.25 The town centre offers excellent public transport links. Basildon's main bus station and train station which have good connections to London and other towns, both within and outside the Borough, are located within the town centre. There are several car parks situated around the town centre. The primary shopping area is pedestrianised throughout and this is recognised as a positive asset to the town centre, as is the street market and presence of <u>various</u> civic and community facilities.</u>	For clarity.
LP8.24	Former paragraph 8.24/now paragraph 8.26	Amended paragraph to read as follows: <u>8.26 The retail offer is clustered around Town Square and the covered Eastgate Shopping Centre and is generally considered to be of represent a middle to lower market offer. There are a range of department stores and foodstores operated by national multiple retailers located throughout the centre, and the principle 'anchor' stores Marks & Spencer, Primark, Debenhams and Asda generate strong footfall to their locations. The retail mix is generally positive, with a good range of 'anchor' stores located throughout the centre, albeit with a weaker offer towards the western end, which isn't helped <u>accentuated</u> by the design of the <u>dominant</u> retail frontage in the Westgate Centre which <u>faces onto Southernhay and turns its back on the rest of the town centre.</u> There are a range of department stores and foodstores operated by national multiple retailers and the</u>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>principle 'anchor' stores Marks & Spencer, Primark, Debenhams and Asda generate strong footfall to their locations.</i>	
LP8.25	Former paragraph 8.31/now paragraph 8.27	Amended paragraph to read as follows: <i>8.27 The Basildon Retail and Commercial Leisure Study identified a need to provide an additional foodstore in the town centre <u>in the long term</u> to provide improved consumer choice and competition to the only other foodstore within the centre. The study recommends that this take the form of a medium-sized supermarket in the region of 1,000 sq.m net, and be located towards the western end of the town centre. The remainder of the need for retail in terms of convenience and comparison goods can be primarily met through the redevelopment and modernisation of the centre's existing property stock <u>within the centre.</u></i>	For clarity.
LP8.26	Former paragraph 8.25/now paragraph 8.28	Amended paragraph to read as follows: <i>8.25</i> <i>8.28 Retail premises are generally good-sized and relatively modern with low vacancy rates. However, there is opportunity to modernise and improve the retail property stock in some parts of the centre, particularly the secondary areas around Market Square and South Walk which now appear more dated. <u>More recently, town centre blocks have been the subject of private investment, including enhancements to the Eastgate Centre's entrances, which have previously been hidden from view and refurbishment of the external appearance and shop units around Town Square, which shows added market confidence in the centre, at a time it needs to modernise its built facilities.</u> Amalgamation of units to provide larger floorplate units would also ensure the floorspace provision in the town centre is attractive to a broad scope of retailers and operators.</i>	For clarity.
LP8.27	Former paragraph 8.26/now paragraph 8.29	Amended paragraph to read as follows: <i>8.29 The repositioning of the retail offer away from the 'value' end, which includes discount and value retailers will also assist in reducing expenditure leakage to destinations such as Lakeside and Chelmsford and improve the quality of the retail offer in order for the town centre to fulfil its role and function as the highest order centre in the Borough. There is at present no area of the town centre where independent operators dominate as most shopping streets within the town centre are given over wholly or partly to national retailers. The provision of modern smaller-format shop units, coupled with encouraging flexible leasing arrangements, may help to foster a greater independent retail sector presence in the town.</i>	For clarity.
LP8.28	Former paragraph 8.27/now paragraph 8.30	Amended paragraph to read as follows:	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>8.30 Whilst environmental quality is reasonable, some ‘softening’ of the appearance of the town centre through investment <u>and regeneration projects</u> in suitable public realm treatments would be beneficial as there is little architectural diversity or significant areas of green space.</i>	
LP8.29	Paragraph 8.31	<p>Inserted a new paragraph as paragraph 8.31 to read as follows:</p> <p><i><u>8.31 The town centre contains two Grade II listed buildings at Brooke House (Grade II), and the raised pool and sculpture in the foreground of Brooke House (Grade II and group value), which contribute to its special interest. The town centre’s listed buildings and public art represent a significant part of the town centre’s history, layout and sense of place, which can be linked to the post-war New Town planning movement. Any proposal for development within the town centre, including public realm improvements, should therefore take into account, contribute positively to the historic quality of the area.</u></i></p>	Advice of Historic England - representation DLP/719
LP8.30	Paragraph 8.32	<p>Deleted the entire paragraph as follows:</p> <p><i>8.32 There is also scope for a considerable qualitative and quantitative enhancement of the A3 (Restaurants and Cafes) and A4 (Pubs and Bars) offer within Basildon town centre, and the majority of the identified floorspace capacity will be directed towards improving this type of provision. This is accompanied by a recognised need to provide cinema facilities within the town centre, thus enabling the centre to genuinely compete with the current leisure destinations facilities at Festival Leisure Park and elsewhere outside the Borough.</i></p>	Merged with paragraph 8.29 (now 8.33) for clarity.
LP8.31	Former paragraph 8.28/now paragraph 8.32	<p>Amended paragraph to read as follows:</p> <p><i>8.28 <u>8.32</u> The town centre also plays an important civic <u>and community</u> function which is likely <u>due</u> to be enhanced by the introduction of <u>the new</u> South Essex College <u>campus</u> as part of the redevelopment of the Market Square. This will secure the physical redevelopment of part of the town centre, <u>following and prompt</u> the relocation of the market into St Martin’s Square, <u>further to the north</u>. The introduction of the college will introduce significant <u>new</u> additional footfall into the town centre, particularly during weekdays.</i></p>	For clarity and to reflect town centre regeneration projects.
LP8.32	Former paragraph 8.29/now paragraph 8.33	<p>Amended paragraph to read as follows:</p> <p><i>8.29 <u>8.33</u> While retail diversity is strong, the <u>Basildon Retail and Commercial Leisure Capacity Study</u> found that the town centre offers very limited leisure and evening economy options. The absence of such facilities, particularly a cinema and family dining offer, means that the centre principally operates as a retail destination, and does not have a sufficiently diverse mixture of uses to ensure it is an attractive destination outside of retail trading hours. The Towngate Theatre is</i></p>	Representation DLP/2038. For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>the only cultural venue within the town centre and whilst it is an important facility it would also likely benefit from an improved evening economy in <u>as would the rest of Basildon Town Centre.</u> A resolution to grant planning permission has been made for a new 10 screen multiplex cinema and additional flexible A1 and A3 retail floorspace in the Eastgate Centre subject to a legal agreement, which if developed would act as a catalyst for helping to diversify the town centre and its patronage. There is therefore scope for a qualitative and quantitative enhancement of the A3 (Restaurants and Cafes) and A4 (Pubs and Bars) and a hotel offer within Basildon Town Centre, and the majority of the identified new floorspace capacity will be directed towards improving this type of provision. This is accompanied by a recognised need to provide cinema facilities within the town centre. The Council is leading a proposal to redevelop East Square with a new multiplex and supporting restaurants and public realm enhancement which should enable the centre to genuinely offer better facilities in the evenings and compete with other leisure destinations within and outside the Borough.</i>	
LP8.33	Former paragraph 8.30/now paragraph 8.34	Amended last two sentences of paragraph to read as follows: 8.30 <u>8.34</u> Since 2012, Basildon Town Centre... These proposals include a safe and modern transit mall for buses, taxis and trains, as well as creating new development sites <u>opportunities</u> through the redevelopment of the bus station and railway station areas. This is alongside changes to the highway network that will enable improved traffic management.	For clarity.
LP8.34	Former paragraph 8.33/now paragraph 8.35	Amended paragraph to read as follows: 8.33 <u>8.35</u> To support the regeneration of Basildon Town Centre, the Council have identified a minimum dwelling capacity of 1,234 1,112 units (see policy SD2) within the boundaries of the town centre through the latest HELAA. This corresponds with the 1,500 to 2,000 homes outlined in the Basildon Town Centre Masterplan (2012), which itself covers a larger area than the defined town centre. There have also been a number of residential schemes that have <u>already</u> come to fruition since the publication <u>approval</u> of the M masterplan, <u>including several office to residential conversions at Regent House, Keilting House and Trafford House. There and 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.</u>	For clarity and to reflect town centre regeneration projects.
LP8.35	Policy R2, Part 2	Amended Part 2 of Policy R2 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, <u>a new hotel, 1,500 - 2,000 residential units, a further education college, and a mix of business,</u>	To reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016.

Change No.	Change Location	Change	Reason for Change
		<i>community and open space uses. These will all be delivered in accordance with as guided by the most up to date town centre Masterplan.</i>	
LP8.36	Former paragraphs 8.34 and 8.35/nor paragraphs 8.36 and 8.37	<p>Amended paragraphs to read as follows:</p> <p>8.34 <u>8.36</u> <u>Laindon Ttown Centre</u> is located 2 miles to the west of <u>Basildon Ttown Centre</u>. It predominantly comprises the purpose built <u>Laindon Shopping Centre</u> as well as a <u>NHS</u> health centre and public library nearby. The centre is in a relatively accessible location surrounded by a large residential community which would, if suitable facilities were to be provided, be able to look towards the centre to meet their shopping needs.</p> <p>8.35 <u>8.37</u> Numerous studies, including the <u>Basildon Retail and Commercial Leisure Capacity Study</u>, have identified the <u>Laindon Shopping Centre</u> as being in significant need of redevelopment and it has been the ambition of the Council to replace the poor quality building with a more appropriate mixed use scheme for <u>Laindon Town Centre</u> through private investment. While this has always been the intention, progress on the redevelopment of the <u>Laindon Centre</u> has stalled several times over the years due to numerous changes in ownership and a lack of general investment. In early 2015, Swan Housing purchased the Laindon Centre from the administrators and wishes to bring forward the centre's regeneration early in the plan period.</p>	For clarity.
LP8.37	Former paragraphs 8.39 and 8.40	<p>Deleted the paragraphs as follows:</p> <p>8.39 It is clear that the replacement of the Laindon Centre will be central to the regeneration of the town centre and help to deliver new homes, replacement comparison shops, a new foodstore, leisure and community facilities, improved public realm, car parking and public transport facilities. The Council supports the principle of private investment for the shopping centre's replacement and will work pro-actively with the landowner to deliver this during the early part of the plan period.</p> <p>8.40 Whilst policy R3 sets out the broad principles of what is expected through the regeneration of the town centre, it avoids placing arbitrary figures on the scale and mix of uses, as this will be determined through a masterplan or development brief. Instead the policy sets an acceptable range for residential development of 200 to 300 units and a breakdown of the type of retail provision required to ensure the policy remains flexible and viable.</p>	For clarity and to reflect Laindon Centre's redevelopment.
LP8.38	Paragraph 8.40	Amended paragraph to the following:	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>It also remains the Council's aspiration to facilitate the replacement of the Laindon Health Centre, which is adjacent to the Laindon <u>Shopping</u> Centre to improve health facilities for the existing and future local community.</i>	
LP8.39	Paragraph 8.41	<p>Inserted new paragraph to read as follows:</p> <p><u>8.41 In September 2017, Swan Community Housing secured planning consent for the redevelopment of the existing shopping centre, the neighbouring health centre and a local supermarket into a new mixed-use residential, office, retail and health development with parking and new public spaces, centred on a new High Street. "Laindon Place" will commence construction on a phased basis from 2018.</u></p>	For clarity and to reflect Laindon Centre's redevelopment.
LP8.40	Policy R3	<p>Amended Policy R3 to read as follows:</p> <p><i>Policy R3</i></p> <p><i>Laindon Town Centre Regeneration</i></p> <ol style="list-style-type: none"> <i>1. The regeneration and redevelopment of Laindon <u>T</u>own <u>C</u>entre is a key priority of the Council and will be delivered in accordance with a development brief or its Masterplan.</i> <i>2. The town centre will be regenerated through a mixed-use scheme providing new retail floorspace <u>in a High Street format</u>, including a <u>stand-alone replacement large format foodstore</u>, alongside <u>at least 200—300 224 residential units, 1,681 sq.m of offices, a replacement NHS health centre, open space, and a mix of other leisure, business, health and community uses.</u></i> <i>3. Enhancements to the environmental quality of the town centre will be made through landscaping and improvements to the public realm, highways, car parking and public transport links will provide greater access to the centre.</i> <p>Regeneration will lead to the successful integration of the shopping, transport, health and community facilities, thereby improving the vitality of the town centre and making it an attractive destination where people want to live, visit and work.</p>	For clarity and to reflect Laindon Centre's redevelopment.
LP8.41	Former paragraph 8.44/now paragraph 8.45	Amended paragraph to read as follows:	For clarity and to reflect town centre regeneration projects.

Change No.	Change Location	Change	Reason for Change
		8.44 8.45 <i>With the provision of additional retail units as part of the regeneration of the Pitsea Market which are now the base of The Range and the nearby Tesco Extra store, which accounts for a large proportion of comparison goods spending in the area, there is unlikely to be a need for further provision of retail floorspace for comparison goods within the plan period. The relocation of Aldi supermarket and the potential provision of an additional supermarket also means that the provision of convenience goods is well catered for. However there is an opportunity to modernise and improve the existing retail stock around the periphery of the primary shopping area to encourage a greater mix of retail uses.</i>	
LP8.42	Former paragraph 8.50/now paragraph 8.46	Amended paragraph to read as follows: 8.50 8.46 <i>Wickford Town Centre is located in the north-east of the Borough and has been the subject of a number of recent regeneration projects, including the renovation and refurbishment of Wickford swimming pool to incorporate a new fitness suite, the relocation of the market to Market Lane and a new public square, new public toilets and improvements to the High Street in the form of renewed paving, shop frontages, landscaping and lighting.</i>	For clarity.
LP8.43	Former paragraph 8.51/now paragraph 8.47	Amended paragraph to read as follows: 8.51 8.47 <i>The town centre, whilst relatively small in size, contains two small semi-enclosed shopping centres and two supermarkets and is focused around a linear shopping area. There is a relatively low vacancy rate within the town centre, and the presence of some national retailers indicates that the centre is performing reasonably well.</i>	For clarity.
LP8.44	Former paragraph 8.52/now paragraph 8.48	Amended paragraph to read as follows: 8.52 8.48 <i>The town centre benefits from good public transport links providing connections to Basildon and the wider greater Essex area and it has adequate car parking provision. Wickford train station is located towards the northern end of the town centre and there are a number of bus routes that terminate at the station and in The Broadway.</i>	For clarity.
LP8.45	Former paragraph 8.48/now paragraph 8.49	Amended paragraph to read as follows: 8.48 8.49 <i>The Retail and Commercial Leisure Study revealed found there to be is a fairly good representation of convenience goods retailers within the town centre with the presence of Aldi, the Co-Operative, as well as a small Iceland store. There are also a number of independent retailers, and a good range of service providers such as banks and chemists. However the retail offer is generally medium to lower market, and whilst there is a selection of comparison goods retailers, the clothing and fashion offer is quite limited. This is also true for the food and beverage</i>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>offer within the town centre which is represented by only two pubs, one national A3 operator Prezzo, and is largely dominated by take-away operators.</i>	
LP8.46	Former paragraph 8.54/now paragraph 8.50	Amended paragraph to read as follows: 8.54 <u>8.50</u> <i>Regeneration of the town centre was first envisaged in 2006, with the adoption of a <u>Town Centre Masterplan</u> which set out the approach to revive the High Street, provide a new street market, health centre, leisure centre and library and create new commercial, residential and retail space. However, due to the economic downturn the Council was not successful in securing a regeneration partner to deliver the aims of the <u>Masterplan</u> as the plan became financially unviable. The Council has since produced the Wickford Town Centre Regeneration Strategy (2013) and implemented a number of the key regeneration projects. These were achieved through a phased delivery approach.</i>	For clarity.
LP8.47	Former paragraph 8.51/now paragraph 8.52	Amended the first sentence of the paragraph to read as follows: 8.51 <u>8.52</u> <i>In terms of new provision, the study recommended that an additional foodstore within Wickford could be beneficial as <u>there is evidence that the existing Aldi store is over-trading and the Lidl and Iceland stores were also trading strongly.</u></i>	For clarity.
LP8.48	Former paragraph 8.52/now paragraph 8.53	Amended paragraph to read as follows: 8.52 <u>8.53</u> <i>The latest HELAA report has identified capacity for at least 15 residential units within the town centre but there is <u>a recognised potential for this figure to increase should subject to further development projects that support the regeneration of the town centre come forward coming forward, particularly those which review the role and provision of parking in the town centre. As recently as January 2018, planning consent was granted for the redevelopment of the existing Rylands Hostel to the south of the town centre to provide 30 affordable residential units, alongside 78 sq.m of commercial floorspace.</u></i>	For clarity and to reflect town centre regeneration projects.
LP8.49	Paragraph 8.54	Inserted new paragraph to read as follows: <u>8.54</u> <i>While the need for additional accommodation provision in Wickford is less clear, the <u>Basildon Borough Hotel Futures Study recommends that there could be potential for a small lodge hotel linked to a pub restaurant, pub rooms, possibly a small budget hotel, and/or the expansion of the existing hotels that serve the town.</u></i>	To reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016.
LP8.50	Former paragraph 8.58/now paragraph 8.60	Amended paragraph to read as follows:	For clarity.

Change No.	Change Location	Change	Reason for Change
		8.58 <u>8.60</u> <i>The majority of the town centre has been designated as a Conservation Area since the 1960s and is therefore legally recognised as being of special architectural and historical interest and protected under policy HE2. The historic core of the town centre comprises a collection of traditional and more modern buildings which creates an attractive and unique character that should be preserved and wherever possible enhanced. To support this aim the Council adopted the Billericay Town Centre Conservation Area Management Plan in 2012 and the Billericay Conservation Area Shop Front and Design Guide in 2015 as Supplementary Planning Documents to provide guidance on shop front design and advertising, as well as put forward a range of other considerations when works are proposed within the Conservation Area. It is expected that such guidance will encourage investment in the town centre, <u>work towards its continued conservation and strengthen the quality of the shopping experience.</u></i>	
LP8.51	Former paragraph 8.60/now paragraph 8.62	Amended paragraph to read as follows: 8.60 <u>8.62</u> <i>The Basildon Retail and Commercial Leisure Capacity Study recommended that the town centre could benefit from the introduction of a second supermarket, likely to be in the form of a local store format, to improve consumer choice. As the town centre is fairly constrained with limited opportunity to expand the Council will consider positively applications which seek to modify or amalgamate suitable units providing they do not conflict with the historic setting to provide additional convenience goods floorspace <u>within the centre.</u></i>	For clarity.
LP8.52	New paragraph 8.63	Inserted new paragraph as follows: <u>8.63</u> <i>The Basildon Borough Hotel Futures Study identifies opportunities for accommodation development in Billericay in terms of pub rooms; restaurants with rooms; a small boutique hotel possibly, subject to suitable building for conversion; and a small budget hotel possibly on a suitable site.</i>	To reflect updated evidence base.
LP8.53	Policy R6, Part 3 and paragraph 8.64	Inserted supporting text as a new paragraph (paragraph 8.64) to read as follows: <u>8.64</u> <i>The Basildon Parking Capacity and Intervention Study identifies Billericay as having a lower level of parking provision per capita than other town centres across the Borough. There is therefore an underlying demand for additional parking provision within the town centre, with demand for parking forecast to exceed current available capacity over the coming years. There are limited opportunities for new car park sites, which presents challenges in sustainably delivering further capacity, unless any of the existing car parks are decked, which would need to be done sympathetically due to the historic protection of the wider area and the amenity of</i>	Representations DLP/240, DLP/788, DLP/2979, DLP/2274, DLPQQ/151, DLPQQ/155, DLPQQ/551, DLPQQ/980, DLP/245, DLP/1096, DLP/676, DLPQQ/371, DLPQQ/368, DLPQQ/388, DLPQQ/407, DLPQQ/405, DLPQQ/389, DLPQQ/489, DLPQQ/501,

Change No.	Change Location	Change	Reason for Change
		<p><u>surrounding residential buildings. The study however considers a range of potential measures that could form the basis of an improved parking policy.</u></p> <p>Inserted an additional requirement within Policy R6 as Part 3 to read as follows:</p> <p><u>3. The overall vehicle parking stock will be efficiently and effectively managed through the implementation of appropriately designed supply, maintenance, charging and enforcement measures.</u></p>	<p>DLPQQ/515, DLPQQ/914, DLP/950, DLP/1021, DLP/19921, DLP/20231, DLP/14389, DLP/3758, DLP/14389, DLPQQ/330, DLPQQ/991, DLPQQ/301, DLPQQ/979, DLPQQ/343, DLPQQ/421, DLPQQ/344, DLPQQ/351, DLPQQ/927, DLPQQ/915, DLPQQ/929, DLPQQ/235, DLPQQ/277, DLPQQ/262, DLPQQ/280, DLPQQ/407, DLPQQ/376, DLPQQ/405, DLPQQ/367, DLPQQ/396, DLPQQ/474, DLPQQ/381, DLPQQ/411, DLPQQ/413, DLPQQ/848, DLPQQ/846, DLPQQ/844, DLPQQ/842, DLPQQ/838, DLPQQ/826, DLPQQ/826, DLPQQ/798, DLPQQ/780, DLPQQ/431, DLPQQ/484, DLPQQ/454, DLPQQ/449, DLPQQ/470, DLPQQ/458, DLPQQ/481, DLPQQ/476, DLPQQ/462, DLPQQ/469, DLPQQ/482, DLPQQ/778, DLPQQ/755, DLPQQ/951, DLPQQ/503, DLPQQ/516, DLPQQ/557, DLPQQ/559, DLPQQ/573, DLPQQ/1006, DLPQQ/707, DLPQQ/720, DLPQQ/666, DLPQQ/980, DLP/2091, DLP/3169, DLP/3193, DLP/1046,</p>

Change No.	Change Location	Change	Reason for Change
			<p>DLPQQ/990, DLP/3193, DLPQQ/979, DLPQQ/421, DLPQQ/351, DLPQQ/929, DLPQQ/262, DLPQQ/388, DLPQQ/407, DLPQQ/405, DLPQQ/367, DLPQQ/474, DLPQQ/413, DLPQQ/428, DLPQQ/431, DLPQQ/482, DLPQQ/549, DLPQQ/707, DLPQQ/690.</p> <p>To reflect the findings of the Basildon Parking Capacity and Intervention Study 2017.</p>
LP8.54	Policy R6	<p>Amended Policy R6 to read as follows:</p> <p><i>Policy R6</i></p> <p><i>Billericay Town Centre Enhancement</i></p> <p><i>1. To support the vitality and viability of Billericay Town Centre, the strong independent retailing sector and evening economy will be protected, and the provision of a local store format foodstore which enhances consumer choice will be considered favourably, alongside a mix of other leisure and community uses where opportunities arise.</i></p> <p><i>2. Opportunities to enhance the public realm, including the introduction of a dedicated space for a street market and an increase in public space will be encouraged where they contribute to the vitality of the town centre and are in keeping with the town centre's historic character, and do whilst not impacting on amenity.</i></p> <p><i>3. The overall vehicle parking stock will be efficiently and effectively managed through the implementation of appropriately designed supply, maintenance, charging and enforcement measures.</i></p>	For clarity.

Change No.	Change Location	Change	Reason for Change
		3. 4. Works carried out to buildings and/or land within the town centre boundary which enhance the character and vibrancy of the town centre will be supported where they are in accordance with the latest Billericay Conservation Area Shop Front and Design Guide, <u>Billericay Town Centre Conservation Area Management Plan</u> and any other relevant policies requirements of <u>in</u> this plan.	
LP8.55	Former paragraph 8.63/now paragraph 8.67	Amended second sentence of paragraph to the following: Historically, shops and other A-Class A uses provide an active street frontage, contributing towards a lively street scene and often meeting an important need whilst maintaining their primarily retail role.	For clarity.
LP8.56	Former paragraph 8.73/now paragraph 8.69	Amended paragraph as follows: 8.73 8.69 <i>In order for town centres to be successful and competitive, they must provide customer choice and a diverse retail offer. A review of the extent of the Borough's town centres and their primary shopping areas, including the primary and secondary frontages, was undertaken and reported in the Basildon Borough Shopping Frontage Review and Changes to Town Centre Boundaries (2015). The recommendations of this are reflected on the Policies Map.</i>	For clarity.
LP8.57	Former paragraph 8.67/now paragraphs 8.71 and 8.72	Amended paragraphs to read as follows: 8.67 8.74 <i>In order to protect and promote the primary retail function of the town centres, the review recommends that a target of at least 75% of all units in the primary shopping frontages of Basildon town centre be occupied by A1 uses. Basildon town centre, being a regional centre has a large primary shopping area with a primary shopping frontage that is dominated by a range of national multiple retailers and currently achieves this proportion of A1 provision. Within the smaller town centres in the Borough, namely Billericay, Pitsea and Wickford current levels of A1 uses within the primary shopping frontage are around 60%. This has allowed for a mix of retail and evening uses to arise in these centres to the benefit of the vitality of these centres. Consequently, a lower target of 60% is proposed to be set <u>to be set</u> for these centres to <u>limit further loss of retail from within the town centres' core areas and</u> provide the flexibility required to ensure that this successful mix with low vacancy rates is maintained. As development and occupier details are yet to be established for Laindon town centre, the designation of primary and shopping secondary frontages has not been carried forward into policy as it is considered premature to identify <u>primary and secondary shopping frontages. This will be kept under review as the centre is regenerated to inform a future review of the plan.</u></i>	DLP/3350, DLP/3351 and DLP/3352. For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>8.75 Whilst it is important that a critical mass of retail uses is maintained within the primary shopping area, a more flexible approach is taken within the secondary shopping frontages where a range of other town centre uses such as restaurants, cinemas and businesses may <u>otherwise</u> be appropriate. This is particularly important for Basildon town centre which is expected to increase its leisure provision considerably over the plan period.</i>	
LP8.58	Former paragraph 8.68/now paragraph 8.73	Amended paragraph as follows: 8.76 <u>8.73</u> <i>Town centre areas located outside primary shopping areas generally contain a much greater variety of uses and therefore, a much more flexible approach to the change of use will be encouraged. This includes a change of use to residential in appropriate locations, and where it would not result in an unreasonable break, or dominance in the shopping frontage.</i>	For clarity.
LP8.59	Policy R7, Part 1&2	Amended Part 1 and Part 2 of Policy R7 to read as follows: <i>1. The location and extent of the Borough's town centres are shown on the Policies Map. Land within the town centre boundaries will be retained for the ongoing provision of town centre uses appropriate to a town centre, including retailing, offices, leisure and community facilities, and residential (<u>where it contributes to the viability and vitality of the town centre where it forms an ancillary part of a mixed-use scheme</u>).</i> <i>2. Proposals for development within the town centre boundaries will be permitted where:</i> <i>a. The use and scale is consistent with the role and function of the town centre; and</i> <i>b. It is consistent with the Borough's spatial strategy and all other relevant policies <u>requirements of within this plan</u>.</i>	Representations DLP/2039 and DLP/3266.
LP8.60	Policy R7, new Part 3	Inserted an additional requirement within Policy R7 as Part 3 to read as follows: <i><u>3. For proposals within Primary Shopping Areas, development above ground floor level will be encouraged where there will be no adverse impact on the functioning of the ground floor retail or other beneficial use, to the extent that it would make a ground floor unit unviable.</u></i>	Representation DLP/2782 and for clarity.
LP8.61	Policy R8, Part 1.b	Amended Part 1(b) of Policy R8 to read as follows: <i>b. Not result in the <u>net</u> loss of retail floorspace at a scale that would result in the proportion of A1 retail uses at ground floor level (<u>taking account of any unimplemented planning permissions</u>) falling below (taking account of any unimplemented planning permissions):</i>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<p>i. 75% in Basildon Ttown Centre; or</p> <p>ii. 60% in Billericay, Pitsea or Wickford Ttown Centres.</p>	
LP8.62	Policy R8, Part 2	<p>Amended Part 2 of Policy R8 to read as follows:</p> <p>2. The beneficial <u>temporary</u> use of vacant units will be encouraged where it would maintain or enhance the function of the town centre, having regard to both their number within the centre as a whole and the primary shopping frontage, and the length of time the unit has been vacant.</p>	For clarity.
LP8.63	Policy R9, Part 1.b	<p>Amended Part 1(b) of Policy R9 to read as follows:</p> <p>b. Not result in the <u>net</u> loss of retail floorspace at a scale that would result in the proportion of A1 retail uses at ground floor level (<u>taking account of any unimplemented planning permissions</u>) falling below 30% which is justified as necessary to support the continued retail function of that frontage zone (taking account of any unimplemented planning permissions);</p>	For clarity.
LP8.64	Former paragraph 8.79/nw paragraph 8.76	<p>Amended second and third sentences of paragraph as follows:</p> <p>8.79 <u>8.76</u> There have been numerous retail studies undertaken that have examined the Borough's shopping provision and centre hierarchy. The most recent study on local centres, the Basildon Borough Local Centres Review, <u>Review</u>, identified 39 local centres across the Borough. These centres positively contributes towards the high levels of accessibility to services, facilities, amenities and, most importantly, shopping opportunities within the Borough.</p>	Corrected typo.
LP8.65	Former paragraph 8.80/nw paragraph 8.76	<p>Amended first sentence of paragraph as follows:</p> <p>8.80 <u>8.77</u> The Council considers <u>the Borough's</u> its local centres as an important...</p>	For clarity.
LP8.66	Former paragraph 8.82/nw paragraph 8.79	<p>Amended first sentence of paragraph as follows:</p> <p>8.82 <u>8.79</u> New local centres will also be created, where necessary, as part of <u>S</u>trategic housing allocations Sites...</p>	For clarity.
LP8.67	Policy R10, Part 1.b	<p>Amended Part 1(b) of Policy R10 to read as follows:</p> <p>b. The shop unit has been <u>proactively and appropriately</u> marketed for a minimum of one calendar <u>calendar</u> year and it has been demonstrated that there is no realistic prospect of the unit being used for A1 retail purposes in the foreseeable future;</p>	For clarity and to correct typo.
LP8.68	Policy R10, Part 2	Amended Part 2 of Policy R10 to read as follows:	For clarity.

Change No.	Change Location	Change	Reason for Change
		2. Residential, business or community uses of the upper floors of units within local centres will be encouraged where there will be no adverse impact on the functioning of the ground floor retail or other appropriate use <u>and where adequate parking and servicing arrangements can be put in place.</u>	
LP8.69	Policy R10, Part 3.a	Amended Part 3 (a) of Policy R10 to read as follows: <i>a. The need for a local centre is identified in the relevant Strategic Site<u>strategic housing allocation policy in this Local Plan</u>;</i>	For clarity.
LP8.70	Former paragraph 8.78/now paragraph 8.83	Amended last sentence of paragraph to the following: 8.78 <i>8.83...The Council's priority is to ensure the viability and vitality of the Borough's town centres, therefore proposals for new retail parks and out of centre shopping areas or extensions to existing out of centre shopping areas will be resisted <u>discouraged</u> in favour of town centre locations.</i>	For soundness.
LP8.71	Policy R11, Part 2	Amended Part 2 of Policy R11 to read as follows: <i>2. The Council will only support further development, including <u>the</u> expansion and intensification of the shopping area in these locations, where sequential and impact assessments have indicated that it is appropriate to do so, and the Council is satisfied that:</i> <i>a. The proposal meets a local need and can be accessed in its catchment by walking, cycling and public transport;</i> <i>b. The proposal does not harm the amenity of an adjacent area; and</i> <i>c. All other relevant policies in this plan have been complied with.</i>	Representations DLP/701, DLP/2317 and DLP/4436.
LP8.72	Policy R12 title	Amended policy title to read as follows: <i>Policy R12: Festival Leisure Park <u>and Surroundings</u></i>	For clarity.
LP8.73	Former paragraph 8.82/now paragraph 8.87	Amend paragraph to read as follows: 8.82 <i>8.87 While the centre has no stand-alone cafes, the range of restaurants available is considered to be varied with the majority being A3 units. They include mid-range, family-oriented restaurants such as Nandos, Pizza Express, Harvester and TGI Fridays. In terms of family entertainment the Leisure Park offers the only cinema within the Borough, which is an 18-screen multiplex and the Borough's only bowling facility. There is also <u>children's' play centre, a outdoor</u></i>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>wake-boarding centre, hotel accommodation and a nightclub. In the vicinity, there is also a David Lloyd Leisure Centre and a go-karting centre.</i>	
LP8.74	Former paragraph 8.84/now paragraph 8.89	Amended paragraph to read as follows: 8.84 8.89 <i>In conclusion the study recommended that expansion or intensification of facilities at Festival Leisure Park, or other out of centre commercial leisure floorspace, should be resisted discouraged and such opportunities should instead be focused to the town centres.</i>	For clarity.
LP8.75	Policy R12	Amended Policy R12 to read as follows: <i>Festival Leisure Park <u>and Surroundings</u></i> <i>The Council will only support the expansion or intensification of facilities at Festival Leisure Park <u>and its surroundings</u>, as identified on the Policies Map, if the sequential and impact assessments have indicated <u>robustly justified</u> that it is appropriate to do so.</i>	For clarity.
LP8.76	Policy R13	Amended the policy title to read as follows: <i><u>Locations for Hotel/Visitor Accommodation</u> Hotel Development Site – Land adjacent to Basildon Golf Course</i>	To reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016.
LP8.77	Former paragraph 8.89/now paragraph 8.94	Amended third sentence of paragraph to the following: <i>...Hotel development within Basildon town centre, which <u>would be</u> is in line with the town- centre- first approach, is has been <u>considered</u> being planned for through the Basildon Town Centre Masterplan...</i>	For clarity.
LP8.78	Former paragraph 8.90/now paragraph 8.96 and new paragraphs 8.95 and 8.97	Inserted new paragraphs (paragraphs 8.94 and 8.97) and amended former paragraph 8.90/now paragraph 8.96 to read as follows: <i><u>8.94 The Basildon Borough Hotel Futures Study was commissioned to ensure that the Council puts in place an appropriate policy approach in line with future market demand for hotel accommodation in the Borough, hotel operator location and site requirements, and national planning policy, and to guide other Council intervention to support hotel development in the Borough. The need for two new large hotels, some smaller scale hotels and possible extensions to existing hotels in Basildon was identified in the study as well as potential for some small scale accommodation in Billericay and Wickford. Two key broad locations in Basildon that were considered to be appropriate for large hotel development were Basildon Town Centre, in order to</u></i>	Representations DLP/1306, DLP/1581, DLP/4005, DLP/2720 and DLP/5470. To reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016.

Change No.	Change Location	Change	Reason for Change
		<p><i>support its regeneration, and the A127 Enterprise Corridor, to help promote business growth. Policies R2 and E1 support hotel development in these locations.</i></p> <p><i>8.96 Land off Nethermayne, adjacent to Basildon Golf Course and less than 1 mile from Basildon Town Centre, has been considered as a suitable location for this type of delivering some of the hotel provision within the Borough. The site is approximately 2ha in size and located on the edge of the urban area, the majority of which is outside the Green Belt designation. It is in public ownership and is envisaged that the a proposed higher grade hotel would could support Basildon Golf Course which is adjacent to the site by providing an additional amenity that attracts leisure based tourism to the area as well as provide employment opportunities for the local community. It would be ancillary to the adjoining leisure activity.</i></p> <p><i>8.97 Consequently, a less prescriptive policy approach was recommended as being better suited for land adjacent to Basildon Golf Course in order to support a realistic and viable scheme on the site, having regard to evidence. Such a policy would support proposals which recognise the specific characteristics of the site, and will seek to promote the development of hotel accommodation alongside other supporting services and/or uses, in line with the Council's objectives.</i></p>	
LP8.79	Policy R13	<p>Amended Policy R13 to read as follows:</p> <p>Hotel Development Site – Land adjacent to Basildon Golf Course <u>Locations for Hotel/Visitor Accommodation</u></p> <p><i>1. The provision of a small country house full-service hotel with conference and function space will be permitted on land adjacent to Basildon Golf Course, as defined on the Policies Map, where the following criteria have been met:</i></p> <p><i>a. The proposal satisfies the sequential test and impact assessment for main town centres uses;</i> <i>b. The proposal is ancillary to Basildon Golf Course;</i> <i>c. The hotel will provide around 50 100 bedrooms;</i> <i>d. Where an ancillary facility such as a function suite is proposed as part of the hotel development, the proposal must demonstrate the need for such a facility and that it is economically viable;</i> <i>e. The design, scale, massing and layout of the proposal is sympathetic to the character of the surrounding area and should be no taller than four storeys; and</i></p>	<p>Representations DLP/1306, DLP/1581, DLP/4005, DLP/2720 and DLP/5470.</p> <p>To reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016.</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>f. All other relevant policies in this plan have been complied with, <u>in particular those policies in Chapter 16 of this plan.</u></i></p> <p><i>2. <u>The Council will support other new or redeveloped leisure and/ or operational uses on the remaining part of land adjacent to Basildon Golf Course where such uses are appropriate in terms of nature, scale and location subject to compliance with all other relevant policies of this plan.</u></i></p> <p><i>3. <u>The Council will support additional hotel provision in the Borough's town centre locations, as well as in the A127 Enterprise Corridor alongside, and in support of, business development.</u></i></p>	
LP8.80	Former paragraph 8.95/now paragraph 8.102	<p>Amended paragraph to read as follows:</p> <p><i>8.95 <u>8.102 To maintain the balance between the role and function of the Borough's regional centre, town centres, and local centres, the Council will apply the sequential test and impact assessment to new retail development and main town centre uses <u>that are not in an existing centre.</u></u></i></p>	For clarity.
	Former paragraph 8.98/ now paragraph 8.105	Corrected typo 'Commerical' to 'Commercial'.	Corrected typo.
LP8.81	New paragraph 8.107	<p>Inserted new paragraph to read as follows:</p> <p><i><u>8.107 In terms of retail evidence, paragraph 161 of the NPPF states that local planning authorities should use evidence base to assess the needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development. Therefore, it is considered that the policy recommendations within the Basildon Retail and Commercial Leisure Capacity Study are justified and based on adequate, up to date and relevant evidence about the economic prospects of the Borough.</u></i></p>	<p>Representations DLP/704, DLP/4438, DLP/2318, DLP/3279 and DLP/4438.</p> <p>For clarity and justification of policy.</p>
LP8.82	Policy R14, Part 2	<p>Amended Part 2 of Policy R14 to read as follows:</p> <p><i>2. <u>A sequential test will be applied to planning applications for main town centre uses that are not in an existing centre, or where the proposal is in an existing centre but is not considered in keeping with the size, role and function of that centre not in accordance with the Local Plan. Town centre uses should be located in town centres and then in edge of centre locations and only if suitable sites are not available will out of centre sites be considered.</u></i></p>	Representation DLP/2318.
LP8.83	Policy R14, Part 4	Amended Part 4 of Policy R14 to read as follows:	Representation DLP/704.

Change No.	Change Location	Change	Reason for Change								
		4. For out of centre proposals, preference will be given to those that are located within existing out of centre shopping areas or leisure park. Proposals located outside of these identified out of centre shopping and leisure areas are unlikely to be supported.									
LP8.84	Policy R14	Table 8.2 has been amended as follows: <i>Table 8.2: Local Impact Assessment Thresholds</i> <table border="1"> <thead> <tr> <th>Nearest Centre</th> <th>Threshold per unit</th> </tr> </thead> <tbody> <tr> <td>Regional Town Centre</td> <td>500sq.m</td> </tr> <tr> <td>Town Centre</td> <td>500sq.m</td> </tr> <tr> <td>Local Centre</td> <td>200sq.m</td> </tr> </tbody> </table>	Nearest Centre	Threshold per unit	Regional Town Centre	500sq.m	Town Centre	500sq.m	Local Centre	200sq.m	Representation DLP/704 and for clarity.
Nearest Centre	Threshold per unit										
Regional Town Centre	500sq.m										
Town Centre	500sq.m										
Local Centre	200sq.m										
LP8.86	Former paragraph 8.101/now paragraph 8.109	Amended second sentence of paragraph to the following: <i>...However, paragraph 37 of the NPPF expects planning policies to aim for a balance of land uses within an area so that people can be encouraged to minimise journey lengths for a range of activities, one of which being is shopping...</i>	For clarity.								
LP8.87	New paragraph 8.110	Inserted new paragraph to read as follows: <i><u>8.110 In addition, paragraph 28 of the NPPF requires planning policies to plan positively for the provision and use of community facilities such as local shops to enhance the sustainability of communities and residential environments.</u></i>	For clarity and to provide additional context.								
LP8.88	Former paragraph 8.102/now paragraph 8.111	Amended paragraph to the following: <i>8.102 <u>8.111</u> The Basildon Borough Local Centres Review identified numerous locations of two shop units or less across the Borough which didn't constitute local centre status, but which provide convenience goods shopping for local communities in the urban and rural areas. As such, the Council will protect existing local shops in local areas outside the Borough's centres from other forms of development (such as being changed into residential accommodation conversions) where there remains a need for the provision of the local service in the area.</i>	For clarity.								
LP8.89	Policy R15	Amended Policy R12 to read as follows: <i>Policy R 15</i> <i>Existing Local Shops</i>	For clarity and consistency.								

Change No.	Change Location	Change	Reason for Change
		<p>1. Development proposing the change of use or loss of any premises or land currently or last used as a local shop (A1 use class) outside of the defined town centre or local centre boundaries will be permitted where it can be demonstrated that:</p> <p>a. The use is not financially viable as shown by at least 6 consecutive months active marketing of the premises for A1 uses (retail);</p> <p>b. There is sufficient alternative A1 use (retail) provision in the local area; and</p> <p>c. The facility is in an isolated location remote from public transport routes.</p> <p>Development proposing the change of use or loss of any premises or land currently or last used as a local shop (A1 use class) outside of the defined town centre or local centre boundaries will be permitted <u>subject to compliance with policy HC11 and all other relevant policy requirements of this plan.</u></p>	
LP8.90	Former paragraph 8.110/now paragraph 8.119	<p>Amended second sentence of paragraph to the following:</p> <p><i>...The Basildon and Brentwood Clinical Commissioning Group (CCG) has identified within their Strategic Prevention Implementation Plan 2014-2019 a need to focus on some actions to reduce...</i></p>	For clarity.
LP8.91	Policy R16	<p>Amended Policy R16 to read as follows:</p> <p><i>1. Applications for new hot food takeaways falling within the A5 use class will be supported, subject to compliance with all other relevant policies of this plan, where the following thresholds are not exceeded:</i></p> <p><i>a. Within town centres, no more than 10% of shop units should comprise hot food takeaways;</i></p> <p><i>b. Within local centres comprising 6 or less shop units, no more than 50% of the shop units should comprise hot food takeaways;</i></p> <p><i>c. Within local centres comprising 7 to 14 shop units, no more than 30% of the shop units should comprise hot food takeaways; and</i></p> <p><i>d. Within local centres comprising 15 or more units, no more than 20% of the shop units should comprise hot food takeaways.</i></p> <p><i>2. New hot food takeaway shops will only be permitted that when they fall within outside 400 metres of the boundary of <u>new and existing</u> schools, colleges, and youth centres, or are adjacent to the boundary of any open space allocated within this plan will not be permitted. <u>Exceptions will</u></i></p>	<p>Representation DLP/1890.</p> <p>Compliance with the NPPF and evidence base.</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>apply to retail, town and local centres within the 400 metre buffer zone, subject to compliance with all other relevant policies of this plan.</u></p> <p>3. <u>Outside designated centres, and in areas where the residential character of an area predominates, no more than two A5 units should be located adjacent to each other.</u></p> <p>4. <u>This policy will also apply to applications to relax or vary conditions to allow hot food takeaway facilities in conjunction with existing restaurants, cafés and other hospitality uses.</u></p>	
LP8.92	New paragraph 8.124	<p>Inserted new paragraph to read as follows:</p> <p><u>8.124 Licensing authorities are required to publish a Statement of Gambling Policy at least every three years, under the Gambling Act 2005. Basildon Council has a policy for granting licensing, which was reviewed in 2016, following amendment to Guidance issued by the Gambling Commission. The Gambling Licensing Policy Statement (2016) is a statement of the principles the Council applies when deciding to approve or reject license applications for casinos and other gambling outlets. Paragraph 4.3 of the Gambling Licensing Policy Statement specifically states that Basildon Council will pay particular attention to the protection of children and vulnerable persons from being harmed or exploited by gambling, as well as issues of crime and disorder. Paragraphs 4.4 and 4.5 also make reference to the new requirements introduced by the Gambling Commission in April 2016 with regards to assessing local risk.</u></p>	For clarity.
LP8.93	Policy R17	<p>Amended Policy R17 to read as follows:</p> <p><u>In addition to the principles set out in the Council's Gambling Licensing Policy Statement, proposals for new betting offices will not be permitted if they fall within 400m of any existing permitted betting office.</u></p>	For clarity.
CHAPTER 9: PROMOTING SUSTAINABLE TRANSPORT			
LP9.1	All policies	Amended the prefix to all transport policies from TS to T.	The previous prefix did not make sense in light of the chapter title.
LP9.2	Paragraph 9.4	<p>Amended the paragraph to the following:</p> <p><u>Essex County Council, is the local Highways Authority, for the Borough and is responsible for the management and maintenance of all adopted roads within the Borough. Essex County Council is therefore responsible for transport planning within the Basildon area Borough.</u></p>	For clarity.

Change No.	Change Location	Change	Reason for Change
LP9.3	Policy TS1 – paragraphs 9.8 to 9.10	<p>Amended paragraphs 9.8 to 9.10 to read as follows:</p> <p><i>9.8 Since 2011, and in relation to Basildon Borough, the Essex Transport Strategy has secured major investment into the Borough’s transport network including the new £63m junction upgrade on the A13/A130 at Sadlers Farm, Pitsea (completed 2013) and the £5m highway works to improve capacity in the A127 Enterprise Corridor (completed 2011). More recently, £3m pinch-point funding from the Department for Transport (DfT) was secured to widen a key part of the A176 between Basildon Hospital and Basildon Town Centre, to support expansion of the Town Centre and address congestion of this link.</i></p> <p><i>9.9 Funding has also been secured from SELEP to fund various improvements along the A127 Corridor including £27m for improvements to the A127 Fairglen/A130 Fairglen Interchange. A further £13m has also been secured for the Basildon Integrated Transport Package which will help deliver public transport improvements, highway changes required by the Basildon Town Centre Masterplan and improved access to Basildon Hospital.</i></p> <p><i>9.10 Whilst Essex County Council is the local Highway Authority, Highways England is responsible for the strategic highway network including the M25 and parts of the A13 in the neighbouring borough of Thurrock to the west of Basildon. Following a route consultation which took place from 26 January to 24 March 2016, in April 2017 the Secretary of State for Transport announced the preferred route. Highways England is currently investigating options for a Lower Thames Crossing. The Lower Thames Crossing is identified as a priority for investment in the National Infrastructure Plan, and will form part of the strategic highway network providing congestion relief and additional capacity to the existing Dartford river crossings. It is expected that Highways England will be consulting on the options preferred route for the Lower Thames Crossing in early 2018, with a decision on the preferred route taken by the Minister for Transport in the summer of 2016. Until the preferred route is selected, the effects of the Lower Thames Crossing on the Borough cannot be fully assessed, however, the route which comes closest to Basildon presents both opportunities for the economy and connectivity, and also challenges for transport planning locally, and across Essex. Following the route announcement and responding to the consultation feedback from local authorities, Highways England have been modelling the impact of the Lower Thames Crossing on various highway routes across the South East, including South Essex and North Kent. It is therefore necessary for Basildon Council to continue to work closely with Highways England, Essex County Council and its neighbouring authorities to ensure that in addition to the maximising the opportunities the crossing presents, any challenges arising from the Lower Thames Crossing to</i></p>	Amended to correct typos, for clarity, in light of new evidence and in response to representations DLP/5704.

Change No.	Change Location	Change	Reason for Change
		<p><i>the local transport network are fully addressed, should the need arise. The application for the Development Consent Order will be submitted to the Planning Inspectorate's National Significant Infrastructure Project process in 2019, with approval expected in late 2020 or early 2021. The Lower Thames Crossing is then expected to open to traffic in 2027 subject to planning consent and finance arrangements.</i></p>	
LP9.4	Paragraphs 9.12 to 9.21	<p>Amended the following paragraphs to read as follows:</p> <p>9.12 Basildon is an important area for employment and economic growth within South Essex and Essex more generally. Furthermore, the A127 runs through the heart of the Borough acting both as a local connection, and also as a strategic route into London. The A13 fulfils similar functions and is located to the south of the Borough. In this context, the Highway Impact Assessment (2014) shows that parts of highway network in the Borough already operate at, or near capacity, making</p> <p>9.12 As established in Chapter 3, The Basildon Borough is an important area for employment and economic growth within South Essex and Essex more generally. Furthermore, the A127 runs through the heart of the Borough acting both as a local connection, and also as a strategic route into London. The A13 fulfils similar functions and is located to the south of the Borough. In this context, the updated Highway Impact Assessment (2017) <u>Publication Local Plan Transport and Highway Impact Assessment (THIA) (2018)</u> shows that parts of the highway network in the Borough already operate at, or near capacity, making it more vulnerable to congestion incidents. Such incidents quickly impact on other routes resulting in significant queue lengths at some junctions, and results in unreliable journey times for car and public transport users. It found particular capacity issues with the strategic west-east routes of the A127 and the A13, and their junctions.</p> <p>9.13 The Highway Impact Assessment <u>Detailed junction modelling of the highway network in the Borough</u> was prepared for the Council in partnership with Essex County Council to understand the implications that growth within the Borough, and also growth arising from outside the Borough, could have on the existing highway network in the Borough. <u>The modelling consists of a highway impact assessment, which has evolved through the emerging iterations of the Basildon Borough Local Plan, to assess the impact of future growth on the highway network, followed by mitigation modelling to determine whether or not improvements to the highway network could be brought forward to effectively manage the increased level of traffic anticipated for the future year 2034. The latest findings of the modelling is set out in the Publication Local Plan THIA. The highway modelling includes various scenarios that have been tested in 2011, 2014 and 2018, with the latest version providing a VISUM model which provides total coverage of the Borough and</u></p>	Amended to correct typos, for clarity, in light of new evidence and in response to representations DLP/2471.

Change No.	Change Location	Change	Reason for Change
		<p data-bbox="618 236 1648 292"><u>strategic junctions outside the Borough to gain a full understanding of the impacts of additional traffic associated with specific growth locations contained in this Local Plan.</u></p> <p data-bbox="618 331 1671 555">9.14 The results of the <u>Publication Local Plan THIA Highway Impact Assessment</u> showed that significant parts of the road network in the Borough would operate at or above capacity as a consequence of growth. In particular, most of the existing junctions in both Billericay and Wickford are shown to be over capacity in future years as a consequence of the levels of growth proposed in this plan. Both improvements to the highway network, and a modal shift towards more sustainable travel modes is therefore required in both of these settlements to enable further growth without exacerbating congestion levels.</p> <p data-bbox="618 595 1659 850">9.15 Basildon (including Laindon and Pitsea), being a planned settlement with a more generous road layout, is more able to accommodate growth within the existing road network. Nonetheless, there are still likely to be capacity issues as some junctions which would need to be improved in order to accommodate projected growth. Improvements to the highway network within Basildon should be accompanied by enhancements to opportunities for travel <u>by walking and other sustainable modes such as cycling and public transport</u>, particularly given the reasonably close proximity of the population to jobs and services, and also as a response to relatively higher population densities and business clustering which make public transport services more viable.</p> <p data-bbox="618 890 1671 1241">9.16 As a result of the <u>Publication Local Plan THIA Highway Impact Assessment</u> showing a significant need for mitigation in order to accommodate the growth proposed in this plan, the Council worked with Essex County Council to identify and appraise a series of mitigation measures for each settlement, with a focus on those junctions and routes where capacity was expected to be particularly impacted by growth. The <u>Highway Mitigation Modelling mitigation modelling within the Publication Local Plan THIA</u> assessed which mitigation measures could be implemented to improve capacity and reduce congestion caused by future development within each settlement. High level costings were also calculated for each mitigation measure in order to determine whether the transport proposals are deliverable in the context of the level of development proposed. The costing information will also assist in ensuring that development contributes towards the delivery of the mitigation required to support growth.</p> <p data-bbox="618 1281 1671 1370">9.17 The results of the <u>Highway Mitigation Modelling mitigation modelling</u> for Billericay and Wickford show that the majority of the major junctions in these settlements could be improved to accommodate the levels of growth proposed. <u>However, currently three junctions out of seventeen</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>tested experience capacity issues and following mitigation of the road network after the Local Plan's growth is taken into consideration, a total of five two junctions would continue to have capacity issues at morning or evening peak times however, emphasising the need for a more strategic approach to mitigation is needed and also a shift towards more sustainable travel modes within these settlements.</u></p> <p><u>9.18 Meanwhile, the Highway Mitigation Modelling mitigation modelling for the south of the Borough Basildon also showed that the majority of junctions could be brought within their designed capacity, either through existing Essex Transport Strategy works such as the pinch point funding for Nethermayne, the Basildon Integrated Transport Package and the A127 Corridor for Growth: An Economic Plan 2014, or through the mitigation proposed to be installed alongside future development <u>accommodate future growth</u>. In recognition of that the A127 is not trunked and yet is part of a 24 mile corridor for growth stretching across different planning and highway authority areas, the Council has signed a Statement of Common Ground with the local authorities along the route, Essex County Council and Transport for London to ensure that in the future, a more coordinated programme of investment and management is followed in the interests of upgrading the whole route to support growth in Greater London and Essex.</u></p> <p><u>9.19 The mitigation measures identified through the Highway Mitigation Modelling mitigation modelling will however come at a cost, which has been calculated to be upwards of £150m as part of a high level costing exercise as part of the highway modelling of the Local Plan. A significant proportion of this cost is associated with the provision of a new junction on the A127 to provide access to new development in Wickford and East Basildon, and also to provide congestion relief on the route through into Wickford between the A127 and the A130 on the A132. A significant scheme such as this will require funding beyond that which can be secured from developer contributions or CIL raised locally, and therefore the ongoing support of Essex County Council and South Essex neighbours <u>it will be essential to in order to</u> secure funding from the Government, DfT. Other schemes will be secured via funding bids to the SELEP, and from developers via Section 106 Agreements or CIL.</u></p> <p><u>9.19-9.20 In addition to the strategic highway mitigation schemes identified to keep the main road network moving and safe, it will be necessary for individual development schemes to make localised improvements to the road network to ensure safe and sustainable access to development <u>their</u> sites. These localised improvements will need to be identified in conjunction</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>with the Highway Authority, and therefore ongoing engagement between Basildon Borough Council and Essex County Council will be necessary to ensure the best outcomes.</i></p> <p><i><u>9.21 In terms of sustainable transport modes, the Council has been working closely with Essex County Council to develop a local Cycling Strategy. A strategic approach to cycling is essential to address the levels of participation in this mode. Basildon town has a well developed network of cycleways. However, the proportion of people travelling to work by bicycle is well below the national average. It is therefore necessary to deliver improvements to the existing network, and also to secure new route provision within new development proposals.</u></i></p> <p><i>9.20 — In terms of sustainable transport modes, the Council has worked with Essex County Council to develop a local Cycling Strategy, as part of its duties under the Education Act 1996. A strategic approach to cycling is essential to get more people using cycling as a travel choice, bringing wider travel, health and wellbeing benefits. Within Basildon (including Laindon and Pitsea) there is a well developed network of cycleways, which were installed through the development of the New Town, but this is not the case in Billericay and Wickford to the north. Despite this the proportion of people travelling to work by bicycle is below the national average. It is therefore necessary to deliver improvements to the existing network and secure parking facilities at key destinations, whilst also incorporate new route provision and facilities within new development to increase participation.</i></p> <p><i>9.21.22 <u>9.21.22</u> In terms of public transport provision, the Basildon Integrated Transport Package will deliver public transport improvements within Basildon the Borough around bus and railway stations. Similarly, proposals are being developed by Basildon Borough Council in partnership with Essex County Council and Greater Anglia rail franchise plan to improve public transport integration around Billericay and Wickford railway stations. The Local Plan will expect the opportunity for It will again be necessary for public transport provision to be extended into new developments where practical to encourage the use of this travel mode. The ongoing engagement of bus and rail operators will be necessary for these improvements to successfully be delivered in a way that influences achieves an overall modal shift.</i></p>	
LP9.5	Paragraph Renumbering	Renumber all subsequent paragraphs within this chapter to be consecutive following the addition of new paragraphs/deletion of existing paragraphs.	Editing purposes
LP9.6	Policy TS1	<p>Amended the policy wording to read as follows:</p> <p><i>During the plan period, the Council will seek to deliver improved accessibility to jobs, services and facilities via an enhanced and better integrated transport network. This will be achieved by:</i></p>	Amended to correct typos, for clarity, in light of new evidence and in response to representations DLP/2722.

Change No.	Change Location	Change	Reason for Change
		<p><i>a. Ensuring that new development is well- located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car, and provides or contributes towards necessary transport infrastructure, including local and strategic highways mitigation and sustainable travel services, routes and facilities;</i></p> <p><i>b. Working with businesses and community service providers to improve accessibility to key services and facilities through the use of travel plans, and to ensure that new premises and facilities are readily accessible by sustainable modes of travel;</i></p> <p><i>c. Working in partnership with public transport providers and Network Rail to develop better links, access and capacity for the railways and bus network;</i></p> <p><i>d. Working <u>on a route-corridor basis</u> with Essex County Council, neighbouring planning authorities and neighbouring highways authorities to deliver, in a timely manner, integrated transport measures which mitigate the impact of planned development on the highways network, promote more sustainable travel patterns and encourage increased use of sustainable modes of travel, such as public transport, cycling and walking. This will include:</i></p> <p><i>i. A coordinated package of improvements to junctions and routes along the A127 Corridor, that will increase road capacity, reduce traffic congestion, improve safety, and improve access to the Borough from surrounding areas, and access to London along the A127 from Southend-on-Sea;</i></p> <p><i>ii. Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks; and</i></p> <p><i>iii. Measures to promote <u>encourage</u> behavioural change in <u>individual</u> travel choices, such as easy-to-use journey planning tools, skills training and promotional activities. Travel plans will be developed as a means of coordinating these measures.</i></p> <p><i>e. Working with Highways England, Essex County Council and neighbouring planning and highway authorities to assess the impacts and opportunities arising from the preferred route for the Lower Thames Crossing, and ensure that it integrates effectively with the South Essex strategic road network.</i></p> <p><i><u>f. Ensuring that potential adverse impacts on the natural environment, as a result of proposals for new or improved transport infrastructure are either prevented or successfully mitigated as part of the development proposal.</u></i></p>	
LP9.7	Policy TS2 Paragraphs	Amended the paragraphs to read as follows:	Amended to correct typos, for clarity, in light of new

Change No.	Change Location	Change	Reason for Change
		<p>9.259.26 <i>The Essex Transport Strategy, the A127 Corridor for Growth: An Economic Plan (2014), and subsequent future route based strategy for the A13, propose a number of highways schemes for the Borough, in order to address issues with the existing highway network's capacity and resilience. It should be noted that whilst funding has been secured for some of these improvements, some others will be the subject of future bids.</i></p> <p>9.269.27 <i>A127 Corridor for Growth: An Economic Plan Strategy: The A127, which passes through the heart of the Borough is a strategic route in South Essex and East London which becomes heavily congested during peak periods. It carries a significant amount of traffic, with volumes in excess of 70,000 vehicles per day, which is comparable to flows on some motorways. However, the A127 is not a trunk route and has significant capacity issues. Congestion at key junctions along its route is also a problem with the A127/A130 Fairglen Interchange with the A130 suffering particularly severe congestion during peak periods. The Nevendon Interchange in Basildon also experiences significant queuing in peak hours. It is expected that congestion on the A127 will worsen as a result of growth across South Essex without mitigation. This includes growth in Basildon, Brentwood, Castle Point, Chelmsford, Rochford and Southend-on-Sea. There are key economic growth opportunities served by this corridor also including the Basildon A127 Enterprise Corridor and London Southend Airport. As a result, a Corridor for Growth Strategy has been prepared for the A127 (A127 Corridor for Growth: An Economic Plan). The current estimated cost of delivering the strategy Economic Plan is in the region of £76m, excluding any widening of the route to three lanes. The A127/A130 Fairglen Interchange is amongst the elements of the Strategy Economic Plan which have been identified as priorities within the next six years. A bid has been successfully submitted to the SELEP/DfT to provide funding to support these priorities, together with funding for other works. Widening of the A127 features within the long term proposals for the route, and requires land to be safeguarded for such purposes in the meantime.</i></p> <p>9.27 <i>A132 Nevendon Interchange: This junction within the A127 experiences queuing during peak hours. Outside the A127 Growth Corridor Strategy, £1m of Section 106 funding from the Courtauld Road Waste Transfer plant has been secured, to fund improvements this Junction along with SELEP funding. An extra circulatory lane will be provided on the roundabout under the A127 increasing its capacity during peak hours, signals will be upgraded and the merging lane northbound on Nevendon Road toward Wickford will be improved.</i></p> <p>9.28 <i>A176 Upper Mayne: This short length of narrow road under the A127 experiences severe peak time congestion. It is proposed that the number of running lanes passing under the A127 is</i></p>	evidence and in response to representations DLP/2471.

Change No.	Change Location	Change	Reason for Change
		<p>increase by consolidating footway provision. This will <u>allow more highway space to reduce queueing</u>, which on occasions extends back to the A127 slip lane.</p> <p>9.29 A13 Route Management Strategy: The A13 is a strategic route serving South Essex, and providing a key link to London and the national motorway network. It has been subject to improvements within Thurrock, and also at the junction with the A130 at Sadlers Farm in order to accommodate strategic growth, particularly in relation to freight movements and to reduce congestion. However, the part of the A13 between Pitsea and Stanford-le-Hope has not been the subject of improvements to date and is potentially a constraint on growth in South Essex in the longer term. Essex County Council in conjunction with Thurrock Council and Southend-on-Sea Council are seeking to prepare a Route Management Strategy for the A13, <u>to complement the A127 Economic Plan, which ensures the efficient operation of this equally important route over the long term to support growth arising. This strategy will link with and compliment the A127 Corridor for Growth Strategy.</u></p> <p>9.30 In addition to those projects identified through the Essex Transport Strategy to address existing issues, and to support strategic growth, a series of additional projects involving improvements to the carriageway network have also been identified through the Highways Mitigation Modelling <u>mitigation modelling within the Publication Local Plan THIA</u>. These improvements have been subject to a high level costing exercise, and are expected to cost upwards of £150m. <u>Funding for these improvements will be secured through the use of the Community Infrastructure Levy (CIL) and/or Section 106 contributions from developers, and where necessary supplemented by funding secured through bids to the SELEP/DfT. The projects that will be pursued are summarised below.</u></p> <p>9.31 A127 Fortune of War: <u>The UK Air Quality Action Plan for Nitrogen Dioxide (2017) is particularly relevant at this junction, as national modelling indicates the potential for Nitrogen Dioxide levels to exceed European limits in this location. Congestion management therefore has a role to play in addressing that issue. This junction remains the only constriction to free-flow along the A127 within Essex and is a true 'pinch point'. As such, it is a limiting factor for capacity between Southend-on-Sea and the M25, through Basildon and the delays it causes are at a cost to drivers and may discourage business and people locating to the area. It is proposed that this junction is removed. Improvements at this junction are This is expected to offer benefits within the internal road network of Basildon in addition to freeing up capacity on the A127. Previous modelling of potential schemes at this junction suggest that</u> These benefits could also include</p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>reduced queueing at the junction of A176/Upper Mayne with St. Nicholas Lane, however, the full extent of potential scheme benefits are currently being investigated as part of separate study commissioned by the Highways Authority.</i></p> <p><i>9.32 A new grade separated junction on the A127 at Pound Lane: This junction is required to serve the development proposed at East to the east of Basildon (policies E68 and H124) and South in Wickford (policies H135, H14, H15 and H16). These sites combined will provide over 2,85,000 homes and over 3,30550 jobs. # The new junction will also improve access to the A127 Enterprise Corridor by providing a new easterly access point, reducing pressure at the A132 Nevendon Interchange. It is proposed that this new junction also provides a link road to the A130. This will reduce some movements at the nearby Fairglen Interchange, which currently experiences severe peak time congestion. It will also reduce flows north-south along the A132 through Wickford, reducing congestion at junctions through the town and freeing up capacity for local traffic. This junction will provide significant benefits, above and beyond those, which can be offered by alternative proposals such as widening of the Nevendon Road (A132) northbound, and the provision of a northbound spur between the A127 and the A130 closer to the A127/A130 Fairglen Interchange. However, this proposal is substantially more expensive at around £130m, and will require political support from neighbouring authorities and funding support to supplement developer contributions from the SELEP/DfT.</i></p> <p><i>9.33 A relief route to the south/south-west of Billericay, between Laindon Road and the A129 London Road: Currently traffic accessing the west of Billericay must travel through the southern part of the historic Billericay Town Centre. Junctions in this location experience capacity issues. It is proposed that spine roads are provided running through sites H18 H22 to H24 to provide an alternative route to the west, avoiding the town centre. This will require some limited improvements to the existing local highway network, including the reclamation of highway land in Frithwood Lane. It is expected that the costs of this route will be met by developers as they bring forward their sites for development. A separate Southern Relief Road was tested through the Highway Mitigation Modelling. This was anticipated to cost £65m, which was considered prohibitive based on the limited quantum of development proposed in this location, and the lack of wider growth opportunities.</i></p> <p><i>9.34 A link road from West Mayne extending westwards to strategic site H811: In order to support development within strategic site H811, it is necessary to provide a new link road from the site to provide local access to meet West Mayne in Laindon without using the Dunton Interchange. It is</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>expected that this link road will provide access for <u>occupiers of the new development those living at the site</u> to services within Laindon Town Centre, supporting the vitality and viability of that centre. It is expected that this link road will be <u>designed to a standard that would accommodate bus movements and emergency vehicles</u>, multi-modal and the costs of its delivery will be met from the development.</i></p> <p><i>9.35 Modifications to the Basildon Town Centre road network: In order to facilitate growth and regeneration within Basildon Town Centre various improvements to the road network are proposed by the Basildon Town Centre Masterplan. These improvements will provide multi-modal opportunities to access services and facilities in the town centre. These will be funded through regeneration, with some funding already secured from SELEP/Local Growth Fund.</i></p> <p><i>9.36 Various individual junction improvement schemes: The <u>Publication Local Plan THIA Highway Mitigation Modelling</u> identifies the need to undertake improvements at the following junctions in order to support growth:</i></p> <ul style="list-style-type: none"> • <i><u>A127 Dunton Interchange, Basildon</u></i> • <i><u>A13 Haywain junction, Vange A176</u></i> • <i><u>A176/Dry Street Interchange, Basildon (In delivery 2018)</u></i> • <i><u>A176/St Nicholas Lane junction, Basildon</u></i> • <i><u>A127/A176 Pipp's Hill Interchange, Basildon</u></i> • <i><u>B1464 London Road/High Road/Clay Hill Road, Basildon</u></i> • <i><u>A13/A176 Five Bells Interchange North, Basildon</u></i> • <i><u>A13 Pitsea Interchange, Basildon</u></i> • <i><u>A129/Mountnessing Road/London Road roundabout, Billericay</u></i> • <i><u>B1007/A129 Sun Corner junction, Billericay</u></i> • <i><u>B1007/Norsey Road/High Street/Western Road, Billericay</u></i> • <i><u>A129/Southend Road/Outwood Common Road, Billericay</u></i> • <i><u>A129/Southend Road/Hickstars Lane, Billericay</u></i> • <i><u>A132/Junction of the Runwell Road and the A132 junction, Wickford</u></i> • <i><u>A1245/Chelmsford Road/A129 London Road, Wickford</u></i> • <i><u>A132/Golden Jubilee Way/Radwinter Avenue, Wickford</u></i> • <i><u>A129/London Road/Nevendon Road/High Street, Wickford</u></i> 	

Change No.	Change Location	Change	Reason for Change
		<p><i>9.37 It is expected that these local junction improvements will be secured through CIL and/or planning obligations secured through Section 106 or Section 278 agreements alongside growth in the respective settlement. Where necessary, bids will be made to the SELEP or Government funding streams/Local Growth Fund to address any funding gaps arising.</i></p>	
LP9.8	Policy TS2 New paragraph	<p>Inserted new paragraph after paragraph 9.38 to read as follows:</p> <p><i>9.39 A number of the carriageway improvement projects listed have been identified through the Sustainability Appraisal to have the potential to impact upon designated nature sites depending on their routing and design. It will therefore be necessary to adopt safeguards to ensure the protection and enhancement of the natural environment at an early stage of development of these projects in order to identify appropriate mitigation against any negative effects that may arise.</i></p>	Representations DLP/2724 and DLP/2725.
LP9.9	Policy TS2	<p>Amended policy to read as follows:</p> <p><i>1. In order to manage congestion and reduce the effects of pollution on key routes, and at key junctions within the Borough, the Council will work with SELEP, Essex County Council and developers to secure the following improvements and alterations to carriageway infrastructure in the Borough, alongside new development, during the plan period up to 2034:</i></p> <ul style="list-style-type: none"> <i>a. Improvements to the A127/A130 Fairglen Interchange;</i> <i>b. Widening of the A127 in line with the A127 Corridor for Growth: An Economic Plan Strategy;</i> <i>c. Improvements to the A132 Nevendon junction;</i> <i>d. Improvements to the A176 Upper Mayne junction with the A127;</i> <i>e. Improvements to the A13 in line with the A13 Route Management Strategy;</i> <i>f. Removal of improvements to the A127 Fortune of War junction;</i> <i>g. The provision of a new grade separated junction on the A127 at Pound Lane, including a link road to the A130 Cranfield Park Road/Tresco Way;</i> <i>h. The provision of a south/south-west relief route for Billericay alongside new housing development;</i> <i>i. The provision of a link road from West Mayne to site H11, providing multi-modal connections to Laindon Town Centre;</i> <i>j. Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan; and</i> <i>k. Various individual junction improvement schemes:</i> 	Amended to correct typos, for clarity, in light of new evidence and in response to representations DLP/2471 and DLP/2722.

Change No.	Change Location	Change	Reason for Change
		<p> i. <u>A127/Dunton Interchange, Basildon</u> ii. <u>A13 Haywain junction, Vange</u> iii. <u>A176/Dry Street Interchange, Basildon</u> iv. <u>A176/St Nicholas Lane junction, Basildon</u> v. <u>A127/A176 Pipp's Hill Interchange, Basildon</u> vi. <u>B1464/London Road/High Road/Clay Hill Road, Basildon</u> vii. <u>A13/A176/Five Bells Interchange North, Basildon</u> viii. <u>A13 Pitsea Interchange, Basildon</u> ix. <u>A129/Mountnessing Road/London Road roundabout, Billericay</u> x. <u>B1007/A129 Sun Corner junction, Billericay</u> xi. <u>B1007/Norsey Road/High Street/Western Road, Billericay</u> xii. <u>A129/Southend Road/Outwood Common Road, Billericay</u> xiii. <u>A129/Southend Road/Hickstars Lane, Billericay</u> xiv. <u>A132/Junction of the Runwell Road and the A132, Wickford</u> xv. <u>A1245/Chelmsford Road/A129 London Road, Wickford</u> xvi. <u>A132/Golden Jubilee Way/Radwinter Avenue, Wickford</u> xvii. <u>A129/London Road/Nevedon Road/High Street, Wickford</u> </p> <p> 2. <u>The improvements and alterations to carriageway infrastructure listed above are considered to be the minimum requirements to support development. Where appropriate, developers will be required to demonstrate how they intend to improve highway infrastructure beyond this. Other localised improvements to carriageway infrastructure will also be secured alongside new development where it is necessary to reduce local congestion and ensure road safety.</u> </p> <p> 3. <u>Detailed assessment of the potential impacts of any new or improved transport scheme on the natural environment, including SSSI and adjacent Local Wildlife Sites will be required, and where adverse effects are predicted, appropriate mitigation will need to be identified and undertaken.</u> </p> <p> 3- 4. <u>Developers will be expected to contribute towards these carriageway alterations either in-kind through on-site route provision as specified within their allocation policy, or through financial contributions via the Community Infrastructure Levy or planning obligations secured through Section 106 Agreements. Where necessary development will be phased or limited in order to align with the delivery of these schemes. This phasing is specified within individual development allocations.</u> </p>	

Change No.	Change Location	Change	Reason for Change
LP9.10	Policy TS3 Section Title	<p>Changed title of policy section to read as follows:</p> <p><i>Policy TS3: Improvements to Footpaths, Footways & Cycling and Bridleway Infrastructure</i></p>	Representations DLP/216 and DLP/1431.
LP9.11	Paragraphs 9.42 to 9.46	<p>Amended the following paragraphs to read as follows:</p> <p>9.42 9.43 The Infrastructure Act 2015 includes a new legal requirement for the Government to produce a cycling and walking investment strategy. The DfT's Cycling Delivery Plan (2014) refers to a new national cycling target, to double the number of cycling stages (trips) nationally over a 10 year period. This new target will be adopted by Essex County Council as part of the Essex Cycle Strategy (2015).</p> <p>9.43 Additionally, the Government has introduced a £6bn Local Growth Fund for cycling and walking. It has also set a target of achieving an annual cycling spend of £10 to £20 per head of the population. In the Borough this could see between £1.8m and £3.6m per year spent on improving cycling provision.</p> <p>9.44 In response to this legal requirement, and also the requirements of the Essex Transport Strategy, the Essex Cycle Strategy has been prepared with the aim of setting out a strategy for providing coherent cycle networks. Specifically, it commits to:</p> <ul style="list-style-type: none"> i. Establishing a coherent, comprehensive and advantageous cycle network in every major urban area, utilising a combination of on-carriageway and off-carriageway cycle facilities; ii. Ensuring each borough or district has an up to date cycling action plan (renewed every 5 years); iii. Providing well-placed and high quality cycle parking at key public destinations such as town centres, leisure facilities and railway stations; iv. Ensuring that all new housing includes secure and easily accessible cycle storage and that new secure cycle storage is facilitated in existing housing developments; v. Ensuring that cycling is prioritised over motorised transport in all new developments – making it easier to carry out short trips by bicycle than by car. Cycle routes within commercial and residential developments will be more direct and convenient than car routes and will connect in to existing cycling infrastructure on leaving the site; vi. Prioritising more frequent and good maintenance of our cycle network; 	Amended to correct typos, for clarity and in light of new evidence.

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		<p>vii. <i>Providing a clear and consistent standard of good quality, well placed cycle signage – to an appropriate density, with provision of journey times as well as distances (to cater for all audiences) where possible;</i></p> <p>viii. <i>Continuing to improve cycle safety at sites with actual and perceived safety problems; and</i></p> <p>ix. <i>Developing an improved mechanism for the reporting of safety issues.</i></p> <p>9.45 <i>The Basildon Cycling Action Plan (20172016) is currently being prepared. It will set out specific proposals for the delivery of enhanced footpath, footway and cycling infrastructure including where extensions to the existing network should be located, or where any gaps exist in the current network; aims to:</i></p> <ul style="list-style-type: none"> • <i><u>Identify how cycling levels can be increased in the Borough;</u></i> • <i><u>Prioritise funding for new cycle schemes; in Basildon;</u></i> • <i><u>Create a usable, high-quality cycle network that connects residential areas with key employment locations, railway stations, and town centres; and</u></i> • <i><u>Create opportunities to increase recreational cycling in Basildon.</u></i> <p>9.46 <i>Taking into account the current barriers to cycling in the Borough, commuter flow analysis and locations of development, the Cycling Action Plan has highlighted a series of interventions for cycle enhancements in the Borough:</i></p> <ul style="list-style-type: none"> • <i><u>Review existing route signage and lighting and improve maintenance of existing routes;</u></i> • <i><u>Prioritise north – south and east – west flagship routes, providing access to Basildon Town Centre and railway station;</u></i> • <i><u>Increase provision of useful cycle routes in Billericay, Wickford, and Basildon in particular;</u></i> • <i><u>Provide new and improved cycle parking with a focus of satisfying the considerable demand for commuter trips at railway stations;</u></i> • <i><u>Fill obvious gaps in the existing cycle-route network (on alignments with cycle-friendly topography);</u></i> • <i><u>Provide new infrastructure on key roads with cycle-friendly topography;</u></i> • <i><u>Develop Flagship Routes through Feasibility Studies to Detailed Design; and</u></i> • <i><u>Promote and market Flagship Routes with ‘Cycle Superhighway’ style</u></i> 	

Change No.	Change Location	Change	Reason for Change
		<u>branding and disseminating techniques.</u>	
LP9.12	Policy TS3 paragraph 9.48 and new paragraphs	<p>Amended existing and insert new paragraphs to read as follows:</p> <p><u>9.47 9.48 The Basildon Cycling Action Plan, identifies high quality and well planned infrastructure which will be vital in encouraging cycling and improving safety whilst still in its preparation stages is expected to identify the need for improvements to cycling and footpath/footway network within the Borough in order to achieve an increase in the number of residents travelling to work, to local railway services or to access services or recreational opportunities by bicycle or foot..</u></p> <p><u>9.49 Public Rights of Way (PRoW) are planned and managed by the Highway Authority through the Essex Transport Strategy. The Borough's network of 147km of PRoW, representing 2.3% of the wider Essex network are protected in law, and all members of the public have a right to their use and enjoyment. The Borough's PRoW encompass public byways, bridleways and footpaths; with the latter representing 76% of the network. Legislation places certain duties and responsibilities on farmers and landowners in respect of PRoW that cross land within their ownership and control. Similarly, developers wishing to build on land that is crossed by a PRoW must bear in mind their responsibility to ensure that the public are still able to make use of the Right of Way.</u></p> <p><u>9.50 The Essex Public Rights of Way Improvement Plan 2013 identifies ten objectives from which management of the PRoW will be guided including incorporating approved pathways into the PRoW network; better integrate PRoW with other access provision, initiatives and facilities; reducing fragmentation and improving accessibility.</u></p> <p><u>9.51 Disregarding PRoW during the planning process can result in serious problems both at development stage and post completion, with costly resolutions which could result in enforcement action by the Highway Authority.</u></p> <p><u>9.52 Through the Local Plan the Council will seek to improve and retain the existing PRoW network, however it is important to ensure that such improvements are in keeping with the surroundings of the PRoW in order to maintain natural and/or historic setting.</u></p>	Representation DLP/2547.
LP9.13	Policy TS3	<p>Changed title of policy to read as follows:</p> <p><u>Policy TS3: Improvements to Footpaths, & Cycling & Bridleway Infrastructure</u></p>	Representations DLP/216 and DLP/1431 and consistency with policy section title.
LP9.14	Policy TS3	Amended wording of policy to read as follows:	Amended to reflect new strategy and plan and in

Change No.	Change Location	Change	Reason for Change
		<p>1. In order to increase the proportion of residents accessing work, railway services, education facilities, other services and recreational opportunities by foot or by bicycle, the schemes and projects set out in the <u>latest Essex Transport Strategy, Public Rights of Way Improvement Plan and Basildon Cycling Action Plan to improve footpaths, footways and cycling infrastructure as well as the safety of users</u> will be delivered during the plan period.</p> <p>2. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements set out in the Essex Transport Strategy Local Transport Plan, <u>Public Rights of Way Improvement Plan and the Basildon Cycling Action Plan</u>. It will also expect development proposals to support their implementation by:</p> <p>a. Retaining, and improving, any existing footpaths, footways, cycleways, bridleways and other Public Rights of Way passing through or adjacent to their site;</p> <p>b. Providing additional footpaths, cycleways and bridleways which link up with the existing network, <u>and address any gaps in the network, thereby providing</u> and access to nearby residential, commercial, retail, education and leisure opportunities, <u>as well as</u> provide access to the countryside;...</p>	<p>response to representations DLP/320, DLP/554, DLP/790, DLP/5080, DLP/11767, DLPQQ/564, DLPQQ/721.</p>
LP9.15	Policy TS4 paragraphs 9.56 to 9.59, former paragraphs 9.62-9.63 changed to bullet points	<p>Amended the following paragraphs to read as follows and amended former paragraphs 9.62-9.63 to bullet points:</p> <p>9.549.56 There is also an opportunity for the Borough to take advantage of the benefits of the <u>new Elizabeth Line, being delivered by the Crossrail project</u>. Crossrail It is a new pan-London rail <u>non-stop rail service which will be operating from start from</u> Shenfield in the neighbouring borough of Brentwood from <u>December 2018</u>. This is only one stop westwards from Billericay on the existing Greater Anglia mainline. <u>The Elizabeth Line</u> Crossrail will open up the opportunity for people travelling to, or through London to take the train from Wickford and Billericay and connect to Crossrail services at Shenfield, with faster, more frequent and smoother services through London without the need to change trains.</p> <p>9.529.57 As with the Borough's strategic road network, significant investment in the railway network passing through the Borough is needed to alleviate existing capacity and reliability problems and to ensure that there is sufficient capacity in future to accommodate growth in rail travel. Rail link services to London are operating close to capacity on the Thameside route between Fenchurch Street and Shoeburyness. Therefore, the Council will work with Essex County Council, Network Rail, the <u>Office of Rail and Road</u> Executive and existing and future rail franchise</p>	<p>Amended to correct typos, for clarity and in light of new evidence.</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>operators to influence the commissioning and management of local rail services to secure and deliver investment in rail travel, alleviate overcrowding and improve reliability and resilience.</i></p> <p>9.53 <i>9.58 The Essex Transport Strategy states that for those living within the main towns in Essex and the more substantially built up areas, access to most essential services by public transport is generally good. This is also the case for public transport connections along the main inter-urban corridors such as the A13. However, it also highlights one notable exception being access to hospitals, where, due to the location of facilities, access can be difficult even for those within areas which are otherwise well connected to essential services. Basildon Borough is highlighted as one such area which despite having a hospital on the southern edge of Basildon, more than 11,000 households within the Borough have poor access to it. Due to the location of Basildon College adjacent to the hospital access to further education for 16-19 year-olds is also currently below that recorded in comparable areas. It should however be noted that this will be improved as a consequence of the college being relocated to the town centre within the next five years by 2020 as part of the Basildon Town Centre Masterplan. Nonetheless, access to the hospital by public transport will remain an issue, and therefore it is considered reasonable to expect access improvements to be secured where possible through the Local Plan this plan, through public transport upgrades.</i></p> <p>9.54 <i>9.59 Whilst public transport connectivity within the main towns is generally good, provision of services between towns within the Borough and beyond the Borough is more variable. The Essex Transport Strategy identifies Basildon as being less well connected to other main towns within Essex compared to Chelmsford as an example. Additionally, both the Borough's smaller village settlements within the Borough, such as of Crays Hill and Ramsden Bellhouse and within the A127 Enterprise Corridor experience infrequent public transport services, affecting the ability of local residents to access services and employment in nearby towns by more sustainable means.</i></p>	
LP9.16	Policy TS4 point 1a	<p>Inserted new criteria under Policy TS4 point 1a to read as follows:</p> <p><i>a. Enhancements to the public transport network in South Essex, with an emphasis on those projects which will:</i></p> <p><i>i. Improve north-south links within Basildon Borough;</i></p> <p><i>ii. Enhance access to hospital services;</i></p> <p><i>iii. Enhance access to the A127 Enterprise Corridor;</i></p> <p><i>iv. Enhance accessibility to railway stations; and</i></p>	Amended in response to representation DLP/2473.

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		iv.v. Enhance access to other main towns in Essex.	
LP9.17	Policy TS4 point 2 and new point 3	Amended point two, insert new point 2 and amend subsequent numbering: 2. Work with Essex County Council, Network Rail, the Office for Rail and Road <u>Railway Executive</u> and rail franchise operators to secure investment in services which accommodate growth in rail travel, and secure onward journeys by sustainable means, including public transport, walking and cycling. 3. <u>Work with large employers, Essex County Council and public transport operators to improve bus connectivity in business areas and encourage employees to travel sustainably to work.</u>	Amended to correct name of body and in response to representation DLP/2473.
LP9.18	Policy TS5	Changed title of policy to read as follows: Policy TS5: Safeguarded Areas for Transport Improvements Areas	Amended for clarity.
LP9.19	Former paragraphs 9.58 to 9.59/ now paragraphs 9.63 to 9.64 and new paragraph 9.65	Amended paragraphs to read as follows: 9.58 9.63 <u>A number of the projects identified in policies TS2, TS3 and TS4 as identified in the Essex Transport Strategy and the Publication Local Plan THIA require land to be made available to enable transport improvements to take place in the future. In particular, these include:</u> <ul style="list-style-type: none"> • Improvements to the A127/A130 Fairglens Interchange; • Widening of the A127 in line with the A127 Corridor for Growth: An Economic Plan Strategy; • Improvements to the A132 Nevendon junction; • Improvements to the A176 Upper Mayne junction with the A127; • Improvements to the A13 in line with the A13 Route Management Strategy; • Removal of <u>Improvements to the A127 Fortune of War junction;</u> • The provision of a new grade separated junction on the A127 at Pound Lane, including a link road to the A130; • The provision of a south/south-west relief route for Billericay alongside new housing development; • The provision of a link road from West Mayne to site H11H8, providing multi-modal connections to Laindon Town Centre; • Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan; • Various individual junction improvement schemes: 	Amended to correct typos, for clarity, in light of new evidence and in response to representations DLP/2471, DLP/2563, DLP/2722.

Change No.	Change Location	Change	Reason for Change
		<ul style="list-style-type: none"> • A127 Dunton Interchange, Basildon • <u>A13 Haywain junction, Vange</u> • <u>A176/Dry Street interchange, Basildon</u> • <u>A176/St Nicholas Lane junction, Basildon</u> • <u>A127/A176 Pipp's Hill Interchange, Basildon</u> • <u>B1464 London Road/High Road/Clay Hill Road, Basildon</u> • <u>A13/A176 Five Bells Interchange North, Basildon</u> • <u>A13 Pitsea Interchange, Basildon</u> • <u>A129/Mountnessing Road/London Road roundabout, Billericay</u> • <u>B1007/A129 Sun Corner junction, Billericay</u> • <u>B1007/Norsey Road/High Street/Western Road, Billericay</u> • <u>A129/Southend Road/Outwood Common Road, Billericay</u> • <u>A129/Southend Road/Hickstars Lane, Billericay</u> • Junction of the A132/Runwell Road and the A132-junction, Wickford • <u>A1245/Chelmsford Road/A129 London Road, Wickford</u> • <u>A132/Golden Jubilee Way/Radwinter Avenue, Wickford</u> • <u>A129/London Road/Nevendon Road/High Street, Wickford</u> • A13 Passenger Transport Corridor. <p><i>9.59 9.64 All transport improvement projects mentioned above are options and at early stages of development, but all have, at the very least indicative diagrams identifying their land requirements. It is important that the land requirements of these transport improvement projects are taken into account when assessing development proposals in order to ensure that the development does not prevent necessary highway improvement works from occurring, reducing their effectiveness, or substantially increasing the cost of delivering such a project.</i></p> <p><u>9.65 Detailed assessment of the potential impacts of any new or improved transport scheme on the natural environment, including SSSI and adjacent Local Wildlife Sites will be required, and where adverse effects are predicted, appropriate mitigation will need to be identified.</u></p>	
LP9.20	Policy TS5	<p>Changed title of policy to read as follows:</p> <p><u>Policy TS5: Safeguarded Areas for Transport Improvements Areas</u></p>	Provide consistency with policy section title.

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LP9.21	Former paragraphs 9.61-9.64/now paragraphs 9.67 to 9.70	<p>Amended paragraphs to read as follows:</p> <p>9.61 <u>9.67</u> <i>The Essex Transport Strategy seeks a reduction in greenhouse gas emissions and also prioritises the improvement of journey times on key routes passing through or adjacent to the Basildon Borough including the A127, A130, A13 and A129 as key priorities for the Thames Gateway South Essex sub-area.</i></p> <p>9.62 <u>9.68</u> <i>The Essex Transport Strategy also states that congestion is common on several inter-urban routes within the Borough including the A1235 and the A132, around the Basildon <u>A127 Enterprise Corridor</u>, the A176 between Five Bells and Basildon Hospital, and the A132/A13 junction in Pitsea.</i></p> <p>9.63 <u>9.69</u> <i>Paragraph 32 of the NPPF stipulates that all development which generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment. Essex County Council's Essex Transport Strategy Development Management Policies (2011) set out a clear approach to congestion at policy DM15. This requires there to be no increase to congestion as a result of new development. It expects Transport Assessments or Transport Statements to be prepared to accompany development proposals which are likely to have a significant effect on the transport network. The threshold for the provision of Transport Statements and Assessments are set out at Appendix B of the Essex Transport Strategy Development Management Policies.</i></p> <p><i>Evidence Base</i></p> <p>9.64 <u>9.70</u> <i>The <u>Publication Local Plan THIA Highway Impact Assessment</u> demonstrates that the road network in the Borough already experiences congestion on key routes and at key junctions during peak periods. Modelling of the growth proposed within <u>the Local Plan</u> this plan indicates that without mitigation many junctions in the Borough will exceed their designed capacity <u>by 2031</u>. As a consequence, the cumulative impacts of growth without mitigation will be severe. It is therefore essential that the Council considers the likely impacts of development on the capacity of highway infrastructure and congestion when assessing planning applications, and ensures that mitigation minimises these impacts as far as is reasonably possible.</i></p>	Amended to correct typos, for clarity and in light of new evidence.
LP9.22	Policy TS6	Amended points 2 to 4 of the policy to read as follows:	For clarity.

Change No.	Change Location	Change	Reason for Change
		<p>2. <u>The assessment/statement must demonstrate how the impacts of the development on the highway network will be mitigated to limit significant effects on highway and junction capacity in order to satisfy the requirements of the Highway Authority.</u></p> <p>3. <u>Subject to compliance with all other relevant policies, favourable consideration will be given to those development proposals which fully mitigate their impacts on highway and junction capacity to the satisfaction of the Highway Authority.</u></p> <p>4. <u>Where is it not possible to fully mitigate the impact of a development proposal on highway and/or junction capacity, consideration will be given to the following matters in order to determine whether the residual impacts of the development are severe. Where the residual impacts are considered to be severe following consultation with the Highway Authority, the application will be refused. The matters that will be considered are:</u></p> <p style="padding-left: 40px;">a. Any projected levels that exceed the designed capacity of affected junctions, following mitigation;</p> <p style="padding-left: 40px;">b. Any projected levels that exceed the designed capacity of affected highway, following mitigation;</p> <p style="padding-left: 40px;">c. Any projected increases in queue lengths on affected junctions or highways, following mitigation;</p> <p style="padding-left: 40px;">d. Any increase in risks associated with road safety, following mitigation;</p> <p style="padding-left: 40px;">e. Any other impacts on journey time reliability, following mitigation; and</p> <p style="padding-left: 40px;">f. Whether all reasonable opportunities to promote modal shift have been considered, and where appropriate included within the transport mitigation measures for the development.</p>	
LP9.23	New paragraph 9.75 after paragraph 9.68 (now 9.74)	<p>Inserted the following paragraph:</p> <p><u>9.75 The UK Air Quality Action Plan for Nitrogen Dioxide is also relevant in the Borough, as national modelling indicates the potential for Nitrogen Dioxide levels to exceed European limits on the A127 at the Fortune of War junction. Congestion management has a role to play in addressing that issue.</u></p>	Amended in light of new evidence.
LP9.24	Former paragraph 9.70/ now paragraph 9.77	<p>Amended wording of paragraph to read as follows:</p> <p><u>9.70 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 dioxide arising from road transport</u></p>	Amended to correct typos, for clarity and in light of new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><i>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 the carbon dioxide emissions arising from transport movements. In order to address this issue, applications for developments requiring a Transport Assessment will be required to include air quality monitoring data and an Air Quality Impact Assessment 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.</i></p>	
LP9.25	Policy TS7	<p>Amended wording of policy to read as follows:</p> <p><i>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:</i></p> <p><i>a. Safe access to the highway network, having regard to the highway access policies of the Highway Authority;</i></p> <p><i>b. Safe access to the site for cyclists and pedestrians, including the approach to the site from the nearest public transport node;</i></p> <p><i>c. <u>No impact on local air quality, once mitigation measures have been taken into account;</u></i></p> <p><i>d. <u>Development must not result in a significant adverse impact on Public Rights of Way, or the local road network in respect of traffic capacity and highway safety, and</u></i></p> <p><i>e. <u>Access to public transport services within 400m of any home or frequently visited non-residential development, as required by policy TS4, with the exception of infill development within the Green Belt.</u></i></p> <p><i>2. In order to maximise safe and sustainable access in those developments which will generate significant transport movements, the Transport Assessment or Transport Statement must address matters of road safety, and sustainable travel modes to ensure that all reasonable mitigation measures have been put in place.</i></p> <p><i>3. <u>Where a development requires a Transport Assessment or Transport Statement it must incorporate, or be accompanied by, air quality monitoring data and impact analysis to determine the impacts of the proposal on local air quality, and if necessary a Mitigation Strategy ensuring local air quality impacts are fully addressed.</u></i></p>	Amended to correct typos, for clarity, in light of new evidence and in response to representation DLP/2565.

Change No.	Change Location	Change	Reason for Change
		<p>3.4. <i>Where a <u>scheme development</u> requires a Transport Assessment or Transport Statement it must also be accompanied by a Travel Plan, setting out how sustainable travel behaviours will be encouraged. In relation to residential developments, particular regard should be given as to how residents will access the nearest primary and secondary school provision by foot, ensuring that the route is safe and convenient.</i></p>	
LP9.26	Former paragraphs 9.71 to 9.75/now paragraphs 9.80 to 9.84	<p>Amended paragraphs to read as follows:</p> <p>9.71 <u>9.80</u> <i>The NPPF allows local planning authorities to set local parking standards for residential and non-residential development, taking account of:</i></p> <ul style="list-style-type: none"> • <i>The accessibility of the development;</i> • <i>The type, mix and use of development;</i> • <i>The availability of, and, opportunities for public transport; and</i> • <i>Local car ownership levels; and</i> • <i>An overall need to reduce the use of high-emission vehicles.</i> <p>Evidence Base</p> <p>9.72 <u>9.81</u> <i>The Essex Parking Standards - Design and Good Practice (2009) sets currently sets out vehicle parking standards for Essex taking into account those matters identified in national policy. It is considered that these parking standards, or any subsequent future iteration of these standards are appropriate in the Borough because they promote minimum requirements for parking for residential developments, but maximum requirements for parking in non-residential developments and is consistent with the approach taken with other authorities in Essex.</i></p> <p>9.73 <u>9.82</u> <i>Census data indicates that car ownership in the Borough is high and many households are likely to have multiple vehicles. This has consequences in locations where there is insufficient off-street car parking, as this results in excessive on-street parking and illegal parking on pavements, verges, etc. Minimum residential parking standards are therefore appropriate to address this issue.</i></p> <p>9.74 <u>9.83</u> <i>In order to promote more sustainable transport patterns, however, the Essex Parking Standards - Design and Good Practice continues to promote maximum car parking standards for non-residential developments. The purpose of this is to encourage residents to choose to walk,</i></p>	Amended to correct typos, for clarity and in light of new evidence.

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		<p><i>cycle or use public transport for journeys where their destination has limited parking provision. Most non-residential development in the Borough is located in places near to public transport routes, or in the case of the A127 corridor, where there is a cycle network providing access. Therefore, this approach to parking provision for non-residential development also appears appropriate having regard to the objectives of the NPPF, the Essex Transport Strategy and Policy TS1 of this plan to encourage other modes of transport other than the car. Whilst this may be appropriate in some locations within the Borough, the Basildon Borough Parking Capacity and Intervention Study highlighted potential capacity issues with town centre parking in Billericay and Wickford in particular. It also highlighted issues with on-street parking within the A127 Enterprise Corridor. There is therefore a need to consider the local context of proposals before accepting significantly less parking provision than is required by the parking standards in some destinations.</i></p> <p><i>9.75 9.84 The Essex Parking Standards - Design and Good Practice also sets out minimum requirements in respect of disabled parking provision and bicycle parking provision. The amount of people in the Borough with ill health, which would limit their ability to carry out day-to-day activities, is slightly higher than the average for the East of England. In terms of disabled parking provision, the Essex parking standards take into consideration the slightly higher statistics and are therefore the standards are considered appropriate.</i></p>	
LP9.28	Insert new Policy T9: Parking Provision	<p>Inserted the following text for new policy as follows:</p> <p><u>Policy T9: Town Centre, Employment Areas and Railway Station Parking Provision</u></p> <p><u>Policy Context</u></p> <p><u>Policy Context</u></p> <p><u>9.86 Paragraph 40 of the NPPF requires local planning authorities to seek to improve the quality of parking in town centres and ensure it is convenient, safe and secure. This includes suitable provision for motorcycles. Local authorities are also expected to set appropriate parking charges so they don't undermine the vitality of town centres.</u></p> <p><u>Evidence Base</u></p> <p><u>9.87 The Council will continue to promote sustainable forms of travel through policy and by working in partnership with providers. However it also recognises that private vehicles will continue to be a preferred mode of travel for many users. It is therefore important to ensure that</u></p>	DLP/78, DLP/502, DLP/554, DLP/928, DLP/945, DLP/1018, DLP/1046, DLP/1371, DLP/1525, DLP/1536, DLP/2158, DLP/3008, DLP/16104, DLP/3995, DLP/1851, DLP/1571, DLP/2059, DLP/994, DLP/2982, DLP/2173, DLP/2247, DLP/5072, DLP/16003, DLP/16031, DLP/20061, DLP/12693, DLP/13566, DLP/380, DLP/1852, DLP/2175, DLP/1022, DLP/1568, DLP/1228 DLP/1717, DLP/1922, DLP/2207,

Change No.	Change Location	Change	Reason for Change
		<p><u>there is adequate parking provision both in new residential developments and around our town centres, employment areas and railway stations.</u></p> <p><u>9.88 The Council commissioned a Basildon Borough Parking Capacity and Intervention Study which examined the current provision and quality of off street parking within the Borough's five town centres, at the railways stations and within the A127 employment corridor. The study also provided comments on the level of on street parking within certain parts of the Borough, which is managed by the South Essex Parking Partnership on behalf of the Council. The purpose of the study was to provide recommendations on parking provision for the preparation of the Local Plan in relation to the retention, and potential for intensification, of existing parking provision and the creation of additional parking provision.</u></p> <p><u>9.89 The study reported a significant level of provision within Basildon Town Centre which is largely within multi-storey car parks that are well maintained and with relatively straightforward access. The parking supply was not found to be heavily utilised and this is not forecast to change significantly across the plan period. In contrast to Basildon, the current parking supply in Billericay and particularly the railway station parking, was observed to be very well utilised and it is likely that either future growth in demand will need to be managed or additional provision will be required to accommodate growth.</u></p> <p><u>9.90 Parking within Laindon and Pitsea Town Centres are both considered to be sufficient. The provision in Laindon is however of a poorer standard however, this should be addressed through the redevelopment of Laindon Town Centre as set out in Policy R3. There was also found to be an imbalance in the distribution of demand, particularly for the railway stations, parking which are situated further away from the main town centres.</u></p> <p><u>9.91 The overall level of provision within Wickford, in comparison to the local population, is relatively good with a number of different parking options. However the quality of parking and the accessibility of some car parks within the town centre could be improved. The railway station parking was identified as being restricted and the level of projected residential growth across the town during the plan period could create significant demand constraints in the future.</u></p> <p><u>9.92 Parking capacity was identified as being constrained at a number of railway station car parks across the Borough. The Council is now working with the rail franchise operators and Network Rail to develop viable options for addressing this issue at the stations. Whilst some opportunities for</u></p>	<p>DLP/2322, DLP/2642, DLP/20198, DLP/1227, DLP/935, DLP/1761, DLP/2401, DLP/20028, DLP/9569, DLP/1497, DLP/20319, DLP/16134, DLP/20198, DLP/12692, DLP/13069, DLP/16773, DLP/889, DLP/1091, DLP/2156, DLP/2247, DLP/2249, DLP/2948, DLP/3101, DLP/3579, DLP/3806, DLP/5308, DLP/7108, DLP/7228, DLP/7352, DLP/7414, DLP/9258, DLP/9450, DLP/10118, DLP/12685, DLP/12692, DLP/14513, DLP/14719, DLP/14734, DLP/14816, DLP/14903, DLP/14921, DLP/14943, DLP/14963, DLP/14985, DLP/15009, DLP/15034, DLP/15051, DLP/15085, DLP/15119, DLP/15143, DLP/15219, DLP/15296, DLP/15480, DLP/15540, DLP/15560, DLP/15588, DLP/15604, DLP/15636, DLP/15652, DLP/15677, DLP/15716, DLP/15731, DLP/15751, DLP/15787, DLP/16067, DLP/16091, DLP/16102, DLP/16176, DLP/16270, DLP/16304,</p>

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		<p><u>decking these car parks is available to increase capacity, these should be considered alongside wider transport measures to manage demand.</u></p> <p><u>9.93 An examination of parking provision within the A127 Enterprise Corridor identified a range of pressures, with certain employment locations being reliant on on-street parking which can lead to traffic flow issues. This was generally linked to businesses having insufficient off-street parking provision. The parking standards in Policy T8 will have an important role to play in managing levels of employment parking as well as other forms of parking.</u></p> <p><u>Policy T9</u> <u>Town Centre, Employment Areas and Railway Station Parking Provision</u></p> <p><u>1. The Council will support proposals that seek to increase the parking provision within town centres, employment areas and at the Borough's railway stations where there is an identified shortfall in capacity. Proposals will also be supported where they result in improvements to the quality and accessibility of existing parking provision.</u></p> <p><u>2. Proposals that would result in the loss of parking provision will only be permitted where the said loss does not result in an under supply of parking within the area. Consideration should be given to the impact that any loss would have on both current and future parking demand in light of the planned growth proposed within this plan.</u></p>	<p>DLP/16315, DLP/16445, DLP/16503, DLP/16561, DLP/16581, DLP/16664, DLP/16676, DLP/16736, DLP/16772, DLP/16822, DLP/16937, DLP/17006, DLP/17058, DLP/17094, DLP/17279, DLP/17334, DLP/17347, DLP/17455, DLP/17511, DLP/17527, DLP/17543, DLP/17561, DLP/17580, DLP/17591, DLP/17604, DLP/17624, DLP/17633, DLP/17644, DLP/17650, DLP/17659, DLP/17670, DLP/17678, DLP/17688, DLP/17698, DLP/17708, DLP/17710, DLP/17722, DLP/17736, DLP/17738, DLP/17740, DLP/17745, DLP/17757, DLP/17758, DLP/17772, DLP/17793, DLP/17794, DLP/17796, DLP/17805, DLP/17825, DLP/17833, DLP/17860, DLP/17862, DLP/17876, DLP/17877, DLP/17888, DLP/17898, DLP/17922, DLP/17929, DLP/17944, DLP/17959, DLP/17982, DLP/18001, DLP/18006, DLP/18009, DLP/18017, DLP/18030, DLP/18034, DLP/18040, DLP/18044, DLP/18059,</p>

Change No.	Change Location	Change	Reason for Change
			DLP/18079, DLP/18092, DLP/18113, DLP/18150, DLP/18156, DLP/18203, DLP/18210, DLP/18249, DLP/18264, DLP/18307, DLP/18311, DLP/18331, DLP/18349, DLP/18387, DLP/18393, DLP/18413, DLP/19180, DLP/19198, DLP/19217, DLP/19234, DLP/19260, DLP/19270, DLP/19287, DLP/19316, DLP/19332, DLP/19339, DLP/19346, DLP/19350, DLP/19385, DLP/19398, DLP/19407, DLP/19414, DLP/19419, DLP/19426, DLP/19430, DLP/19440, DLP/19452, DLP/19459, DLP/19466, DLP/19473, DLP/19480, DLP/19487, DLP/19494, DLP/19501, DLP/19508, DLP/19515, DLP/19519, DLP/19531, DLP/19538, DLP/19545, DLP/19552, DLP/19559, DLP/19946 DLP/19947, DLP/19958, DLP/19968, DLP/19974, DLP/20071, DLP/20084, DLP/20090, DLP/20127, DLP/20149, DLP/20159, DLP/20184, DLP/20217, DLP/20246, DLP/20321, DLP/20404, DLP/20432, DLP/20466,

Change No.	Change Location	Change	Reason for Change
			DLP/866, DLP/959, DLP/1772 DLP/3060, DLP/5704, DLP/1566, DLP/1895, DLP/3190, DLP/2936, DLP/2449, DLP/18025, DLP/18100, DLP/850, DLP/20537, DLP/2993, DLP/14645, DLP/15767, DLP/17163, DLP/17575, DLP/17837, DLP/17902, DLP/17968, DLP/19358, DLP/19365, DLP/19372, DLP/19445, DLP/20101, DLP/14666, DLP/18050, DLPQQ/914, DLPQQ/778, DLPQQ/774, DLPQQ/758, DLPQQ/989, DLPQQ/567, DLPQQ/890, DLPQQ/692, DLPQQ/666, DLPQQ/917, DLPQQ/736, DLPQQ/857, DLPQQ/655, DLPQQ/690, DLPQQ/817, DLPQQ/765, DLPQQ/934, DLPQQ/801, DLPQQ/679, DLPQQ/771, DLPQQ/663, DLPQQ/999, DLPQQ/960, DLP/2191, DLP/11565, DLP/11601, DLP/11628.
LP9.29	Insert new Policy T10: Electric Vehicle Charging Infrastructure	Inserted the following text for new policy as follows: <u><i>Policy T10: Electric Vehicle Charging Infrastructure Standards</i></u> <u><i>Policy Context</i></u>	Representations DLP/789, DLP/241 and DLP/1798 and new evidence base.

Change No.	Change Location	Change	Reason for Change
		<p><u>9.94 The NPPF supports the move to a low carbon future and advises that local planning authorities should plan for ways to reduce greenhouse gas (GHG) emissions.</u></p> <p><u>9.95 The introduction of the Climate Change Act 2008 signified a long-term commitment from the Government to reduce GHG emissions by at least 80% from 1990 levels by 2050. Road transport contributes about 20% of overall UK CO2 emissions and electric vehicles (EVs) are considered a technologically effective means of reducing this form of carbon emissions and therefore helping to meet the carbon reduction targets set to mitigate climate change. The Committee on Climate Change (CCC) found that the UK needs 60% of new cars and vans to be electric by 2030 to meet the 2050 climate change targets. The figure is currently at less than 1% (in 2014) and is only assumed to rise to 8% by 2020.</u></p> <p><u>9.96 The UK was also one of 13 international members of the Zero Emission Vehicle (ZEV) Alliance to sign a commitment to promote cleaner motoring and slash transport emissions. It includes an agreement to make all passenger vehicle sales zero emission vehicles by 2050.</u></p> <p><u>9.97 Decarbonisation of the road transport sector is therefore an essential area of policy focus and the provision of EV charging infrastructure has been identified as a barrier to the uptake of EV ownership.</u></p> <p><u>Evidence Base</u></p> <p><u>9.98 There are only three public locations and six business locations for EV charging located at present within the Borough. Whilst it is not possible to identify how many private homes have EV charging points, extensive research (both in UK and other countries) shows that home-based overnight charging is the charging option preferred by drivers and policy makers and day charging at the workplace is the second preferred charging location.</u></p> <p><u>9.99 The Council prepared an Electric Vehicle Charging Infrastructure Briefing Paper (2017) which considered the best approach for the Council, as a local planning authority, to promote the use of EVs. It identified that the Local Plan has a role to play and recommended a requirement for EV charging infrastructure to be incorporated into new development through policy as part of parking provision requirements. Such an approach is in line with practice established in the London Plan and other local planning authorities.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>Policy T10</u> <u>Electric Vehicle Charging Infrastructure Standards</u></p> <p><u>1. The Council is supportive of improving the uptake of low emission and electric vehicles. In order to ensure that growth in the Borough can support this, all new developments will be required to include, where practical, appropriate provision for electric vehicle charging points. Electric vehicle parking should be counted as part of the total parking provision, and bays should be clearly marked. The following standards will apply in the Borough:</u></p> <p><u>a. Residential developments (excluding use class C1 hotels and C2 residential institutions) require 1 passive charging point per unit (dwelling with dedicated parking) or where off-plot or communal parking is provided 50% of all new parking spaces should have active charging points.</u></p> <p><u>b. Non-residential developments, use class C2 residential institutions and proposals for stand-alone car parks, should include active provision for electric car charging points of 1 charging point or 10% of all new parking spaces, whichever is greater.</u></p> <p><u>c. Use class C1 Hotels should include active provision for electric car charging points of 30% of all new parking spaces.</u></p> <p><u>2. In cases where charging points, including infrastructure to enable retrofitting, cannot be provided within the development site, developer contributions may be sought to enable those facilities to be suitably provided in other locations including public car parks or on-street parking spaces.</u></p>	
LP9.30	Renumber existing Policy T9	<p>Renumbered existing Policy TS9 to T11 as follows:</p> <p><u>Policy TS911: Access for Servicing</u></p>	For consistency
LP9.31	Former paragraph 9.81/now paragraph 9.104	<p>Amended paragraph to read as follows:</p> <p>9.81 <u>9.104</u> As stated in the Evidence Base for Policy TTS1, the results of the Publication Local Plan THIA Highway Impact Assessment showed that significant parts of the road network in the Borough are operating at or near capacity, making it vulnerable to congestion incidents which can quickly impact on other routes. This results in queueing <u>queueing</u> at some junctions and interchanges at peak times and unreliable journey times for car and public transport users.</p>	Amended to correct typos, for clarity and in light of new evidence.

Change No.	Change Location	Change	Reason for Change
		<i>Particularly problematic are the strategic west-east routes of the A127 and the A13 which provide important movement corridors for local traffic and freight within the Thames Gateway <u>South Essex</u>. Therefore, any new developments that will require regular servicing by HGVs should not be designed in such a way that they could potentially add to the congestion issues already experienced, or present a concern for highway safety.</i>	
CHAPTER 10: SUPPORTING HIGH QUALITY COMMUNICATIONS INFRASTRUCTURE			
LP10.1	Title COM1	Updated policy section title to the following: <i>Policy COM1: <u>Digital Communications Infrastructure Strategy</u></i>	To better reflect national terminology.
LP10.2	Paragraph 10.2	Replaced paragraph entirely with the following: <i><u>The Digital Communications Infrastructure Strategy (2015) by Department of Culture, Media and Sport is the national strategy for developing the coverage and capacity of the UK's broadband network and future communication technology services.</u></i>	Replaces 2011 Britain's Superfast Broadband Future Strategy.
LP10.3	Former Paragraph 10.2/now paragraph 10.3	Split previous text from paragraph 10.2 after first paragraph and amended as follows: <i>This strategy has been adopted by Essex County Council <u>has adopted 21st Century Digital Essex (2011)</u>, is the County Strategy for delivering world-class broadband in Essex, which and aims to increase the amount of homes and businesses that have high quality telecommunications available to them.</i>	To make the distinction between national and local strategies clearer.
LP10.4	Former paragraph 10.3/now paragraph 10.4	Amended paragraph to the following: <i><u>Communication technology is integral to daily life, with the Internet, mobile phones, radio and television being more obvious examples.</u> In order to create sustainable and successful communities in Basildon <u>the Borough</u> and ensure new development opportunities for housing and employment are appropriately serviced, there is a need to make provision for the necessary supporting communications infrastructure in the appropriate locations, and at the right times, to meet the needs of the community and businesses. Communication technology is integral to daily life, with the Internet, mobile phones, radio and television being more obvious examples.</i>	For readability
LP10.5	Former paragraph 10.5/now paragraph 10.6	Added the following sentence to beginning of paragraph: <i><u>The UK Next Generation Network Infrastructure Deployment Plan: Broadband Delivery UK (2015) by the Department for Culture Media and Sport states that superfast broadband supports business growth and local job creation and makes it easier for people to get into work by allowing more flexible working patterns. Superfast bBroadband connection speeds in the Borough are</u></i>	To provide context for how improvements are being prioritised nationally and the key economic benefits and minor wording changes for readability.

Change No.	Change Location	Change	Reason for Change
		<p><i>generally good. South Essex has already benefited from the BT telephone exchanges being upgraded to accommodate high speed fibre optic “fibre to the cabinet” (FTTC) broadband connection. Network speeds shows that broadband connection speeds in the Borough are rated high, with a 92.8% fibre based coverage .⁸</i></p> <p>Added the following to the end of the last paragraph:</p> <p><i><u>However, there is now an increased emphasis on improving speeds further by providing fibre to the properties, reducing the need for copper wiring which otherwise inhibits speeds. Additionally, rural communities around Crays Hill and Ramsden Bellhouse do not have access to fibre broadband requiring the network to be extended. There is also a need within Basildon Borough to improve access to superfast broadband for businesses in the A127 Enterprise Corridor where there is limited fibre broadband connectivity.</u></i></p>	<p>Representations DLP/712 and DLP/20320.</p>
LP10.6	Policy COM1	<p>Deleted policy text and replace with the following:</p> <p><i><u>Digital Communications Infrastructure Strategy</u></i></p> <p><i><u>1. The Council will:</u></i></p> <p><i><u>a. Seek to ensure that all homes and businesses in the Borough have access to superfast broadband and 4G mobile network coverage, as a minimum;</u></i></p> <p><i><u>b. Support the future roll out of new communications technologies that will ensure businesses in the Borough can participate effectively in the global, national and local economies; and</u></i></p> <p><i><u>c. Support the future role out of new communication technologies that will enable residents and businesses in the Borough access a broader range of digital service opportunities, to improve their quality of life, competitiveness and reduce the need to travel.</u></i></p> <p><i><u>2.This will be achieved through the Infrastructure Delivery Plan and by working with partner organisations including Essex County Council, infrastructure providers and service operators to:</u></i></p> <p><i><u>a. Extend, and where necessary enhance capacity of existing broadband and 4G mobile network coverage to those areas which currently experience deficits, most notably the A127 Enterprise Corridor and rural communities;</u></i></p> <p><i><u>b. Identify practical and sustainable ways in which new forms of communications infrastructure can be rolled out early across the Borough, having regard to any financial, planning and physical constraints and opportunities which may exist;</u></i></p>	<p>Representations DLP/712; DLP/20320; DLP/2572 and for clarity purposes.</p>

Change No.	Change Location	Change	Reason for Change
		<i>c. Ensure that opportunities to align communications with new development and highways infrastructure and other works are realised to ensure that efficiencies are achieved in terms of cost, delivery and disturbance time.</i>	
LP10.7	Title for Policy COM2	Updated policy section title to the following: <i>Determining Applications for <u>Digital</u> Communications Equipment</i>	Amended for the purposes of clarity given changing terminology.
LP10.8	Former paragraph 10.8/now paragraph 10.9	After “Conservation Areas” insert footnote “As designated by the Planning (Listed Buildings and Conservation Areas) Act 1990”. Amended last sentence with the following: <i><u>Similarly</u>, Listed Building Consent is <u>will be</u> required for installations on, or within the curtilage of a Listed Building.</i>	For clarity of legal status.
LP10.9	Former paragraph 10.9/now paragraph 10.10	Underlined <i><u>before</u></i> .	For added emphasis.
LP10.10	Former paragraph 10.12/now paragraph 10.13	Amended final two sentences to the following: <i>Space for utilities under the Borough’s streets is limited and, while the supply of services is currently adequate, there is a challenge to meet increased demand as the economy grows, whilst at the same time adapting to a low carbon economy, <u>capable of managing its impact on the environment</u>. The dense concentration of <u>the majority of Borough businesses into the A127 Enterprise Corridor</u> also means that <u>higher demands are</u> is concentrated into a restricted geographical area.</i>	For clarity.
LP10.11	Former paragraph 10.13/now paragraph 10.14	Amended first sentence to the following: <i>Historically, mobile network providers tend to co-locate antenna and dishes on existing masts; although the higher <u>increasing</u> demand for higher speed telecommunications equipment could result in a demand <u>need</u> for new masts and equipment.</i> Amended final sentence to the following: <i>This plan <u>The Local Plan</u> will help manage that demand to reach an optimum solution for both network coverage and <u>capacity</u>, <u>whilst</u> protecting amenity.</i>	For clarity and emphasis.

Change No.	Change Location	Change	Reason for Change
LP10.12	Former paragraph 10.14/now paragraph 10.15	Amended paragraph to the following: <i>In recent years there has been a considerable growth in the variety of <u>digital</u> telecommunications <u>equipment facilities</u> located within neighbourhoods and there are already a number of <u>digital</u> telecommunications installations throughout the Borough that can be used to accommodate additional equipment. There are also parts of the Borough, such as Green Belt, areas of nature conservation, and heritage assets that are likely to be <u>more</u> sensitive to the installation of new masts and <u>cabinets</u>structures. It is therefore essential to ensure that the proliferation of new <u>digital</u> telecommunications <u>equipment</u> structures is kept to a minimum, <u>that</u> their visual impact is appropriately mitigated, and to <u>seek</u> provide opportunities for the rationalisation or screening of <u>existing</u> equipment, <u>as necessary to improve amenity</u> already installed on existing masts, buildings and associated street cabinets.</i>	For clarity and emphasis.
LP10.13	Paragraph 10.15/ now paragraph 10.16	Amended first two sentences to the following: <i>With continual advances in technology it is likely that demand for new <u>digital</u> telecommunications infrastructure will be sustained, <u>albeit it may change form</u>. It is in the interests of local residents and businesses that the Borough maintains the necessary infrastructure which will improve the quality of existing and timely access to new <u>digital</u> services.</i>	For clarity and emphasis.
LP10.14	Policy COM2	Amended title to the following: <i>Determining Applications for <u>Digital</u> Telecommunications Equipment</i>	For clarity given changing terminology.
LP10.15	Policy COM2	Amended policy introductory sentence to the following: <i>Proposals <u>(including for prior approval under Part 16 of the General Permitted Development Order)</u> for new or upgraded <u>digital</u> telecommunications equipment should:</i>	For clarity following advice on the Development Management Policies Review for draft policy COM2.
LP10.16	Policy COM2, Part 1	Amended Part 1 of policy COM2 to the following: <i>Demonstrate that the siting and design of the installation would not have a detrimental impact upon the visual, operational use and residential amenity of neighbouring occupiers, the host building or public space (where relevant), on safeguarded land for transport improvements as defined in policy T5, and on the appearance and character of the area;...</i>	Representation DLP/2573.
LP10.17	Policy COM2, Part 2 and 3	Amended Part 2 of policy COM2 to the following:	For clarity and emphasis.

Change No.	Change Location	Change	Reason for Change
		<p><i>Seek opportunities to share existing masts or sites with other providers. Where a new structure alongside existing equipment, or a new site is proposed, this should be supported by the necessary evidence to justify that:...</i></p> <p>Amended Part 3 by inserting a comma: <i>operators,</i></p>	
LP10.18	Title for Policy COM3	<p>Amended title to the following:</p> <p><i><u>Digital Communications Infrastructure in New Residential and Commercial Developments</u></i></p>	For clarity.
LP10.19	Former paragraph 10.17/now paragraph 10.18	<p>Amended paragraph to the following:</p> <p><i>Improvements to the delivery of a full range of infrastructure needs will be fundamental to achieving the development ambitions of the Borough, to cater for <u>its</u> a-growing population and expanding business base. It is recognised that a flexible approach will need to be taken, particularly in relation to delivering infrastructure for newly established <u>or extended</u> communities as they evolve throughout the plan period.</i></p>	For clarity and emphasis.
LP10.20	Former paragraph 10.18/now paragraph 10.19	<p>Amended paragraph to the following:</p> <p><i>As new development increases the demand for <u>digital</u> communications infrastructure, it is likely that development sites would require new telecommunications equipment and digital infrastructure to be upgraded, in order to provide the <u>future occupiers</u> with the effective mobile and broadband connectivity <u>as</u> required. This is especially the case for those sites that have been identified for development and are peripheral to the existing urban areas, where a network may already be established. Proximity to communications infrastructure is sometimes key to the maximum effectiveness of such infrastructure, a result of direct relationship between connection speeds and proximity to exchanges or infrastructure centres.</i></p>	For clarity and emphasis.
LP10.21	Policy COM3	<p>Amended policy title to the following:</p> <p><i><u>Digital Communications Infrastructure in New Residential and Commercial Developments</u></i></p>	For clarity and emphasis.
LP10.22	Policy COM3	<p>Amended Policy introduction as follows:</p> <p><i>The Council will support proposals which install new, or improve existing, <u>digital</u> communications infrastructure <u>as if they are</u> required to enable the successful delivery of <u>new</u> development sites in chapters 7, 8 and 11 of this plan, and where they accord with all other relevant policies in the plan. All new developments will be expected to:...</i></p>	For clarity and emphasis.
LP10.23	Policy COM3	<p>Amended the policy to the following:</p>	For clarity and emphasis.

Change No.	Change Location	Change	Reason for Change
		<p>1. The Council will support proposals which install new, or improve existing, communications infrastructure if they are required to enable the successful delivery of new development, and where they accord with all other relevant policies in the plan. All new developments will be expected to:</p> <p>a. Identify and plan for the <u>digital telecommunications network demand and infrastructure needs arising from the development, and ensure that these are addressed in a reasonable time, to serve the proposed development from first occupation.</u></p> <p>b. <u>Include provision for connection to <u>superfast</u> broadband and <u>4G</u> mobile phone coverage across the site, as a minimum;</u></p> <p>c. Proposals for major development should <u>Encourage the provision, and accommodation and use of communal <u>digital</u> telecommunications equipment; and</u></p> <p>d. <u>Take account of Highway Authority land requirements as set out in Policy T5, when determining the location and route of new utility services in the vicinity of the highway network or proposed highway network, so as not to impede or add to the cost to highway mitigation schemes.</u></p> <p><u>2. In addition, where the scale, form or massing of a new development can be demonstrated by sound technical evidence, to be likely to cause an interference with existing digital communications infrastructure in the vicinity that is otherwise avoidable by design, the Council will seek opportunities to mitigate such impact through appropriate design modifications and all suitable measures for re-siting, re-provision or enhancement of any relevant digital communications infrastructure within the new development.</u></p>	Representations DLP/712; DLP/20320 and DLP/2574.
CHAPTER 11: DELIVERING A WIDE CHOICE OF HIGH QUALITY HOMES			
LP11.1	Insert new paragraphs 11.1 to 11.4 after chapter heading	<p>Inserted new paragraphs as follows:</p> <p><u>11.1 As set out in respect of policy SD1, paragraph 47 of the NPPF requires local planning authorities to boost significantly the supply of housing. It expects evidence to be used to ensure that the Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the other policies set out in the NPPF. It expects that key sites are identified which are critical to the delivery of the housing strategy for the Borough over the plan period. In order for sites to be identified in the Local Plan they must be suitable for development, available (or likely to become available during the plan period) and achievable (viable). It is expected, that at any point in time, a five year supply of deliverable housing sites will be available in the Borough.</u></p>	Provide context for chapter and incorporate the Policy Context section of H1.

Change No.	Change Location	Change	Reason for Change
		<p><u>11.2 In addition to setting out requirements for the quantum of growth, the NPPF also sets out requirements for securing an appropriate mix of housing. Paragraph 50 expects local planning authorities to identify the size, type, tenure and range of housing that is required, reflecting local demand. In particular it also expects specific provision to be made for affordable housing, and for the housing needs of specific groups, such as older people and people with disabilities.</u></p> <p><u>11.3 Separate to the NPPF, national planning policy in relation to Gypsies, Travellers and Travelling Showpeople is set out in the Planning Policy for Traveller Sites (PPTS). The PPTS establishes the objective for fair and equal treatment for Gypsies, Travellers and Travelling Showpeople in terms of securing their accommodation needs, which facilitates their traditional and nomadic way of life, whilst respecting the interests of the settled community. As with the NPPF, the PPTS expects local planning authorities to assess and plan for the specific accommodation needs of Gypsies, Travellers and Travelling Showpeople, and to be able to identify a five year supply of sites for this purpose.</u></p> <p><u>11.4 Policy SD1 establishes that during the period of the Local Plan, at least 15,000 homes will be delivered within the Borough. The policies in this chapter establish how these will be delivered. Policy SD2 meanwhile establishes the distribution of growth. Again, 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.</u></p>	
LP11.2	Delete the entire Policy Context section – Paragraphs 11.1 to 11.5	<p>Deleted the Policy Context section for H1:</p> <p><i>Policy Context</i></p> <p><i>11.1 Paragraph 47 of the NPPF requires local planning authorities to boost significantly the supply of housing. It expects evidence to be used to ensure that the Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the other policies set out in the NPPF. It expects that key sites are identified which are critical to the delivery of the housing strategy for the Borough over the plan period.</i></p> <p><i>11.2 Paragraph 47 goes on to identify the requirement for sufficient specific deliverable sites to be identified to meet five years worth of the housing requirement. It is expected that a buffer of 5% is added to the supply of deliverable sites to ensure choice and competition in the market for land. A greater buffer of 20% is required if there has been a persistent pattern of under delivery. The PPG</i></p>	Policy Context section of H1 has been incorporated into context for entire chapter.

Change No.	Change Location	Change	Reason for Change
		<p><i>is clear that any backlog in delivery must also be made up within the first five years of the plan, where possible.</i></p> <p><i>11.3 Beyond year five, it is expected that developable sites are identified to meet the need for at least a further 5 years, but ideally for a further ten years.</i></p> <p><i>11.4 For a site to be considered deliverable, it must be suitable, available and achievable as defined by the NPPF within a five year period. Developable sites must meanwhile be suitable and have a reasonable prospect of being delivered in the period envisaged.</i></p> <p><i>11.5 Policy SD1 of this plan identifies the need for at least 15,260 homes to be delivered within the Borough in order to meet the requirement of the NPPF in the period from 2014 to 2034. In order to achieve this, it recognises that around 8,000 to 8,500 homes will need to be provided on sites on edge of the Borough's main settlements, requiring the extent of the Green Belt to be amended. The Green Belt has been amended by this plan, in accordance with paragraph 83 of the NPPF, which states that the Green Belt may only be amended through the preparation or review of a Local Plan.</i></p> <p><i>Evidence Base</i></p>	
LP11.3	Housing Needs section – former paragraphs 11.6-11.12/now paragraphs 11.5-11.12	<p>Replaced Housing Needs section (paragraphs 11.6 to 11.12) of H1 with the following:</p> <p><u><i>11.5 Whilst policy SD1 makes provision for 15,000 homes, the full objectively assessed need for housing in the Borough is higher at between 19,491 and 19,771. This comprises a need for between 19,440 homes and 19,720 homes arising from the SHMA Addendum (2017), and a need for 51 pitches for ethnic Gypsies and Travellers arising from the Basildon Borough Gypsy and Traveller Accommodation Assessment (GTAA) (2018). This means that there is a potential unmet need for housing of around 4,000 homes. It is therefore extremely important that those homes provided within the Borough over the plan period 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.</i></u></p> <p><u><i>11.6 The SHMA (2016) 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</i></u></p>	Amended to reflect new evidence and to incorporate Gypsy, Traveller and Travelling Showpeople need within the Policy and in response to representation DLP/2466.

Change No.	Change Location	Change	Reason for Change
		<p><u>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.</u></p> <p><u>11.7 The SHMA 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 stock, and for the demand for specialist accommodation for older people who may need to live in supported housing. The SHMA 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.</u></p> <p><u>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 SHMA 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.</u></p> <p><u>11.9 In terms of the need for Gypsy, Traveller and Travelling Showpeople accommodation, this is identified in the GTAA. This has been prepared in accordance with the PPTS 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 PPTS and the Housing and Planning Act 2016, the GTAA identifies two groups of Gypsies, Travellers and Travelling Showpeople, depending on whether they meet the 'planning definition':</u></p> <p><u>1. 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 exercises a nomadic lifestyle and where the PPTS does not apply (ethnic Gypsies, Travellers and Travelling Showpeople).</u></p> <p><u>2. Do meet the planning definition: Those Gypsies, Travellers and Travelling Showpeople who continue to travel and for whom the policy requirements of the PPTS apply (nomadic Gypsies, Travellers and Travelling Showpeople).</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>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.</u></p> <p><u>11.11 The need arising from nomadic Gypsies and Travellers 53 pitches until 2034. Additionally, there is a requirement of 3 additional yards for nomadic Travelling Showpeople. National policy in the NPPF and PPTS requires this need to be planned for specifically.</u></p> <p><u>11.12 The wider group of Essex authorities has prepared an Essex GTAA into which the findings of the Basildon Borough GTAA 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.</u></p> <p><u>11.6 As set out in policy SD1 there is a need for 14,582 homes to be delivered within the Borough in the remainder of the period from 2014 to 2034. This equates to the need for 7637 homes per annum. A significant proportion of the need for housing in Basildon Borough can be attributed to natural growth in the local population. People living longer combined with a higher birth rates means that there is a need for around 550 homes per annum in the Borough to accommodate just the natural change as identified in the SHMA.</u></p> <p><u>11.7 The SHMA indicates that due to increasing life expectancy brought about over many decades by improvements to housing quality and healthcare provision in the UK, the population of people aged 65 and over is expected to increase by around 19,000 people between 2014 and 2037 based on demographic forecasting. This has implications for the turnover of existing homes within the housing stock as people live longer and remain living in their homes, and for the demand for specialist accommodation for older people who may need to live in supported housing. The SHMA applied the ratios from More Choice, Greater Voice (2008) to determine the need for specialist accommodation for older people in the period to 2037 to meet this growth in the older population. This showed a need for 1,877 units (gross) of sheltered, enhanced sheltered and extra</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>care housing. The communal population of people over the age of 75 is also expected to grow by 826 people over the period to 2037. This projected growth in the communal population is less than the</i></p> <p><i>likely need arising for this type of provision based on the levels of residential care provision and nursing provision recommended in More Choice, Greater Voice of 718 bedspaces and 497 bedspaces respectively—1,215 bedspaces in total.</i></p> <p><i>11.8 Due to the ageing population and growth in the population of retirement age people, economic activity in the resident population (as modelled in natural change scenarios) is expected to decrease over the plan period(1). As a consequence of this declining rate of economic activity within the resident population, and a need to maintain, but ideally grow the local economy, there is a need for new people to come into the area to provide the labour force necessary. Consequently, policy SD1 seeks the provision of 217 homes per annum above that required by natural growth to ensure a sufficient labour supply. This level of in-migration required is above that which is projected by the DCLG Household Projections, as likely to occur in any event as a result of normal patterns of movement within the population of the UK.</i></p> <p><i>11.9 Without this in-migration to the area, local businesses will struggle to expand should they need to, and local public services will have difficulty in recruiting professional staff such as GPs, nurses and teachers. However, many areas have an ageing population, and will be struggling similarly in this regard. There is therefore a need to ensure that not only are homes provided for a growing labour force, but they are of the size and quality, that higher skilled and professional people could be attracted to.</i></p> <p><i>11.10 Whilst there is a need for additional housing for professionals, there is also a need for more affordable housing provision within the Borough. Average house prices within the Borough are in excess of seven times the income of the resident population, making 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 SHMA identifies the need for at least 3,660 of new homes delivered in the Borough over the period from 2015 to 2034 to be affordable, as defined by the NPPF, in order to meet the need arising from existing local residents.</i></p> <p><i>11.11 In order that local residents can afford their ongoing living costs, on top of their accommodation costs it is important that new homes are sustainably constructed, minimising the</i></p>	

Change No.	Change Location	Change	Reason for Change																		
		<p><i>usage of, and associated costs of energy and water. The location of new homes in relation to public transport provision and services is also important in this regard, reducing costs associated with travel. Where such services are not available, they should be secured alongside new homes to ensure sustainable accessibility.</i></p> <p><i>11.12 Another key requirement for both existing residents, and also those seeking to move to the area, are opportunities to live healthy lives and be able to meet their service needs. This means that new homes should have good access to high quality open space provision, and also access to high quality health, education, shopping and cultural services in order to ensure that local people are able to meet their potential and new comers are attracted to the area.</i></p>																			
LP11.4	'Housing Land Supply' and 'Delivery and Viability' sections – paragraph 11.13 to 11.19	<p>Replaced Housing Land Supply section and insert new section on Housing Quality with the following text and then delete Delivery and Viability section:</p> <p><u>11.13 The Local Plan makes provision for a supply of 18,180 homes as set out in policy SD2. It comprises the following forms of identified supply:</u></p> <p style="text-align: center;"><i>Table 11.1: Housing supply within the Borough</i></p> <table border="1" data-bbox="651 786 1491 1361"> <thead> <tr> <th data-bbox="663 791 1312 839"><u>Source of Supply</u></th> <th data-bbox="1319 791 1480 839"><u>Capacity</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="663 844 1312 895"><u>Dwelling Completions 2014 – 2017</u></td> <td data-bbox="1319 844 1480 895"><u>1,906</u></td> </tr> <tr> <td data-bbox="663 900 1312 951"><u>Dwelling Units with Planning Consent at 1st April 2017</u></td> <td data-bbox="1319 900 1480 951"><u>2,610</u></td> </tr> <tr> <td data-bbox="663 956 1312 1038"><u>Town Centre Regeneration Dwelling Capacity (outstanding)</u></td> <td data-bbox="1319 956 1480 1038"><u>1,112</u></td> </tr> <tr> <td data-bbox="663 1043 1312 1126"><u>Other Urban Dwelling Units on sites in the HELAA (suitable, available and achievable)</u></td> <td data-bbox="1319 1043 1480 1126"><u>2,058</u></td> </tr> <tr> <td data-bbox="663 1131 1312 1182"><u>Strategic Sites removed from the Green Belt</u></td> <td data-bbox="1319 1131 1480 1182"><u>9,253</u></td> </tr> <tr> <td data-bbox="663 1187 1312 1238"><u>Village extensions to Ramsden Bellhouse and Crays Hill</u></td> <td data-bbox="1319 1187 1480 1238"><u>104</u></td> </tr> <tr> <td data-bbox="663 1243 1312 1294"><u>Self-build sites</u></td> <td data-bbox="1319 1243 1480 1294"><u>32</u></td> </tr> <tr> <td data-bbox="663 1299 1312 1350"><u>Limited Infill development in the Green Belt</u></td> <td data-bbox="1319 1299 1480 1350"><u>145</u></td> </tr> </tbody> </table>	<u>Source of Supply</u>	<u>Capacity</u>	<u>Dwelling Completions 2014 – 2017</u>	<u>1,906</u>	<u>Dwelling Units with Planning Consent at 1st April 2017</u>	<u>2,610</u>	<u>Town Centre Regeneration Dwelling Capacity (outstanding)</u>	<u>1,112</u>	<u>Other Urban Dwelling Units on sites in the HELAA (suitable, available and achievable)</u>	<u>2,058</u>	<u>Strategic Sites removed from the Green Belt</u>	<u>9,253</u>	<u>Village extensions to Ramsden Bellhouse and Crays Hill</u>	<u>104</u>	<u>Self-build sites</u>	<u>32</u>	<u>Limited Infill development in the Green Belt</u>	<u>145</u>	Amended to reflect new evidence and to include land supply for Gypsy, Traveller and Travelling Showpeople.
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Change No.	Change Location	Change	Reason for Change				
		<table border="1" data-bbox="656 229 1494 343"> <tr> <td data-bbox="656 229 1314 284"><u>Windfall</u></td> <td data-bbox="1321 229 1494 284"><u>960</u></td> </tr> <tr> <td data-bbox="656 288 1314 343"></td> <td data-bbox="1321 288 1494 343"><u>18,180</u></td> </tr> </table> <p data-bbox="607 379 1626 472"><u>11.14 The Windfall Assessment identified the potential for around 960 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.</u></p> <p data-bbox="607 512 1659 635"><u>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.</u></p> <p data-bbox="607 675 1671 898"><u>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.</u></p> <p data-bbox="607 938 1659 1126"><u>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 in non-Green Belt locations for nomadic Gypsies, Travellers and Travelling Showpeople in order to conform with the PPTS. This is dealt within in more detail in policy H3.</u></p> <p data-bbox="607 1166 1671 1355"><u>11.13 As set out in relation to policy SD1, 678 homes have been delivered within the Borough since 2014. There is therefore a need to deliver a further 14,582 homes during the plan period. As set out in policy SD1, there is sufficient capacity within the existing urban areas to accommodate around 6,500 to 7,000 homes. In addition to this, policies H8 to H29 identify sufficient sites to secure around 8,000 homes on the edge of settlements within the Borough, together with H6 which will deliver additional gypsy and traveller pitches over the plan period. This mix of provision</u></p>	<u>Windfall</u>	<u>960</u>		<u>18,180</u>	
<u>Windfall</u>	<u>960</u>						
	<u>18,180</u>						

Change No.	Change Location	Change	Reason for Change
		<p><i>will enable the overall housing requirement to be met, together with a significant proportion of the accommodation needs of the gypsy and traveller population.</i></p> <p><i>11.14 However, sites on the edge of settlements, previously within the Green Belt, are not available for development purposes until this plan is adopted. Consequently, it is has not been possible to identify a five year housing land supply which delivers the annualised requirement of 763 homes per annum and also addresses the small backlog arising from 2014/2015, and the required land supply buffer of either 5% or 20%. As a consequence, a greater proportion of the required homes is likely to be delivered in the period beyond 2020, when the sites on the edge of settlements begin to benefit from the detailed planning consents, enabling infrastructure and construction commences on these sites.</i></p> <p><i>1 Greater Essex Demographic Forecasts Phase 7 background data – Scenario Natural Change with 2012 Headship Rates</i></p> <p><i>11.15 Due to similar issues affecting the other authorities within the South Essex Housing Market Area, it has not been possible to resolve this issue through cross boundary working. Therefore, this plan sets out a pragmatic response to the matter, by proposing an initial housing delivery target of 615 homes per annum to 2020, followed by a higher target of 822 homes per annum thereafter for the remainder of the plan period.</i></p> <p><i><u>Housing Quality</u></i></p> <p><i><u>11.18 The quality of homes in the Borough, and the communities in which they are located is important to the health and wellbeing of residents, and also to the vitality of the local economy. Good quality housing and access to services will be especially important in attracting the skilled professionals needed in the local economy and local public services to live in, or come to the Borough.</u></i></p> <p><i><u>11.19 The Essex Design Guide highlights the importance of good design in ensuring that new homes meet the needs of residents now and in the future. It especially highlights the importance of ensuring that new homes are sustainable not only to benefit the environment, but also to ensure homes are efficient and people can afford to live in them. It also highlights the health and wellbeing benefits that can be derived through planning for green spaces and opportunities for active travel within development.</u></i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>11.20 The Linking Planning, Health and Wellbeing Topic Paper (2017) emphasises the importance connectivity between housing and community has on mental wellbeing, and for ageing well. It is therefore essential for health, and for the capacity of healthcare services, that new homes are delivered as part of communities, supported by the full range of infrastructure needed. The phasing of infrastructure to be delivered alongside housing is therefore paramount.</i> <i>Delivery and Viability</i></p> <p><i>11.16 The approach taken by this plan seeks to maximise capacity from deliverable and developable sites identified within the HELAA. It is these deliverable and developable sites that are identified through this plan, and therefore there is a reasonable prospect that the level of housing growth proposed can be achieved. Additional evaluation of these sites including viability assessments, Outline Landscape Appraisals and ecology assessments has also been undertaken to ensure that the level growth proposed for each site is broadly appropriate. Furthermore, the HELAA does not include a windfall allowance, and therefore any windfall that does occur will be additional to the calculated supply and increase the plans flexibility.</i></p> <p><i>11.17 The HELAA identifies the likely time frame in which each of the deliverable and developable sites could come forward. However, such time frames are subject to change having regard to issues associated with constraints, the timing of ecological assessments and landownership arrangements and legal agreements. Build rates are also significant, and can impact on the level of provision even once construction has commenced. Evidence in the SHMA is clear that the supply of land has previously obstructed the delivery of sufficient homes within the Borough. In order to reduce the impact housing land supply has on the delivery of homes, a market led approach is advocated. In this approach the Council only seeks to phase site delivery in relation to infrastructure provision. This will allow the market to bring forward sites to respond to demand from the market where infrastructure requirements have been addressed.</i></p> <p><i>11.18 In terms of viability, this plan identifies a range of sites and therefore the risks associated with viability causing non-delivery are reduced. In line with the Council's adopted HELAA Methodology 2014, an independent economic viability appraisal of the Borough's latest HELAA has been undertaken. This has indicated as a general conclusion that in current market conditions, an affordable housing policy requirement of 35-40% on otherwise 'suitable and available' HELAA sites, combined with higher value Section 106/CIL requirements whilst allowing most development to occur, could render some sites unviable. It has therefore been necessary to give</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>some further consideration to the need for affordable housing provision, and the balance to be struck between such provision and the provision of infrastructure. This may mean that the full requirement for affordable housing is not secured on some private development sites.</i></p> <p><i>11.19 However, the Council has established its own housing delivery company, Sempra Homes, to bring forward housing development on Council owned land, and to support the wider delivery of housing within the Borough. Sempra Homes re-invests its profits in further projects, and consequently has the ability to deliver greater levels of affordable housing than would be the case for a private development company. Sempra Homes will therefore meet a proportion of the affordable housing requirement not being secured on other sites. The Council also works closely with Registered Providers to secure affordable housing and mixed tenure schemes on sites within the borough.</i></p>	
LP11.5	Policy H1	<p>Replaced policy text with the following:</p> <p><u>1. In order to deliver at least 15,000 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:</u></p> <ul style="list-style-type: none"> <u>a. Encourage the re-use of land within existing residential areas for the provision of new homes;</u> <u>b. Encourage development in town centres to incorporate residential development on upper floors, and in locations on the edge of town centres.</u> <u>c. Identify specific strategic sites for additional housing growth across the Borough, with the aim of creating sustainable communities supported by sufficient infrastructure;</u> <u>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;</u> <u>e. Secure specific provision of specialist accommodation for older people, and other vulnerable adults living in our communities;</u> <u>f. Provide opportunities for local people to build their own homes through the identification of sites specifically for self-build development; and</u> <u>g. Identify sites to meet the special accommodation needs of our Gypsy, Traveller and Travelling Showpeople population.</u> <p><u>2. In order to ensure that local people have the opportunity, financially, to access new homes, the Council will seek to ensure that provision is made for 6,274 affordable homes inclusive of the total housing target for the Borough. This will be achieved by:</u></p>	<p>Amended to reflect new evidence, to include Gypsy, Traveller and Travelling Showpeople provision and in light of representations DLP/2773, DLP/2805, DLP/4463.</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>a. Seeking a proportion of new homes provided by developers to be affordable (see policy H28);</u></p> <p><u>b. Delivering affordable homes via the Council's own house building programmes; and</u></p> <p><u>c. Securing new public sites for the accommodation of Gypsies and Travellers (see policy H3).</u></p> <p><u>3. In order to ensure new homes contribute positively towards the quality of the Borough as a place to live, and enable communities to be sustainable and thrive, the Council will require the following:</u></p> <p><u>a. The delivery of homes must be phased to align with infrastructure provision;</u></p> <p><u>b. High standards of design that create places people want to live now and in the future;</u></p> <p><u>c. High standards of sustainability within the design and construction of new homes so that residents can enjoy a low cost, healthy living environment;</u></p> <p><u>d. The provision of integrated formal public open space, and the enhancement of the green infrastructure network to offer a range of health and environmental benefits; and</u></p> <p><u>e. High levels of accessibility by public transport and active modes of travel to employment, education, services and recreation opportunities in order to promote inclusion and encourage community cohesion.</u></p> <p><u>1. During the period 2014 to 2034, 15,260 homes will be delivered within the Borough. During the period 2015 to 2020, these homes will be delivered at a rate of at least 615 homes per annum. During the remainder of the plan period, the Council will aim to achieve a delivery rate of homes will be delivered at a rate of 822 homes per annum.</u></p> <p><u>2. New homes will respond to the projected needs of the Borough's residents and will include; specialist accommodation for older people; homes for first time buyers; pitches for gypsies, travellers and travelling showpeople; self-build and custom build homes; and larger housing that will help attract higher skilled and professional workers to live in the Borough.</u></p> <p><u>3. The provision of new homes will be aligned with the provision of strategic and supporting infrastructure to meet the needs of a growing population and increased traffic on the road network. Phasing land releases will be used to ensure that this is achieved, but will not be used to hold back development where acceptable infrastructure is already in place.</u></p> <p><u>4. In order to create more long term sustainability in the housing market, at least 3,660 new homes of the total housing target for the Borough will be affordable, as defined in the NPPF. This will comprise a mix of social housing, affordable rented housing and intermediate housing, aimed at the needs of local people. This will be secured by seeking on site contributions from private developments, and delivering higher levels of affordable housing provision in developments brought forward by Sempra Homes and other Registered Providers of housing.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>5. To ensure that new homes respond to the needs of local residents, and contribute towards the creation of sustainable communities, opportunities will be sought through the location and design of development to achieve the wider objectives of this plan including:</i></p> <p><i>a. High standards of design that create places people want to live now and in the future, and high standards of sustainability within the design and construction of new homes so that people can enjoy a low cost, healthy living environment;</i></p> <p><i>b. The provision of integrated formal public open space, and the enhancement of the green infrastructure network to offer a range of environmental benefits including the management of the impacts on and impacts of climate change; and</i></p> <p><i>c. The wider use of public transport and active modes of transport to access employment, education, services and recreation opportunities. Access should be inclusive and encourage community cohesion. The location of new homes should not encourage social isolation.</i></p>	
LP11.6	Policy H2 and former paragraph 11.20	<p>Amended title of Policy H2 and delete policy context as follows:</p> <p><i>Policy H2: Specialist Accommodation Strategy for Older People and Disabled Adults</i></p> <p><i>Policy Context</i></p> <p><i>11.20 Paragraph 50 of the NPPF states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community including older people and people with disabilities.</i></p> <p><i>Evidence Base</i></p>	For clarity.
LP11.7	Policy H2 supporting text – former paragraph 11.21/nw paragraphs 11.21-11.22	<p>Split paragraph into two to read as follows:</p> <p><i>11.21 Essex County Council is the provider of social services in the Borough. It is encouraging the provision of specialist accommodation in Essex as a means by which older people <u>and those with disabilities</u> can continue to live healthy and active lives within existing communities. <u>This approach to meeting the specialist accommodation needs of older people is intended to reduce the demand for residential/nursing home care, which is a considerably more expensive way of meeting the needs of older people and those with disabilities, and can unnecessarily restrict independence within this age group.</u></i></p> <p><i>11.211.22 There are currently 2,600 specialist accommodation units for older people within the Borough of which 2,535 are for Sheltered and Enhanced Sheltered Housing and the remaining 65 units are Extra Care Accommodation. and has set the target of delivering 240 additional units of</i></p>	Amended for clarity and to reflect the publication of new evidence base.

Change No.	Change Location	Change	Reason for Change										
		<p><i>specialist accommodation to enable older people to live independently within the community by 2020. This target is set out in the Essex County Council's Independent Living Position Statement Rev 8 (2015). The SHMA Addendum has identified the projected need for additional specialist accommodation up to 2037 for the Borough of 1,716 units which is based on the Strategic Housing for Older People Analysis (SHOP@) Tool. This amounts to an average delivery rate of 75 units per annum and therefore a need for an additional 1,491 units by 2034. The following table shows this demand by type of specialist accommodation and the Council's Housing Strategy has defined this as a proportional split of 85% Sheltered/ Enhanced Sheltered Housing to 15% Extra Care Units. This approach to meeting the specialist accommodation needs of older people is intended to reduce the demand for residential/nursing home care, which is a considerably more expensive way of meeting the needs of older people, and can unnecessarily restrict independence within this age group. The Essex Adult Social Care Market Position Statement (2012) sets out the current levels of provision of specialist accommodation to meet the needs of older people and people with disabilities within the Borough. This has been compared to the levels of provision needed per 1,000 people aged 75 and over as advocated by More Choice, Greater Voice to determine the quantum of need going forward. This has been compared in the table below with the background information from the SHMA to calculate need for the period to 2034.</i></p>											
LP11.8	Table 11.2	<p>Replaced existing table with the following table:</p> <p style="text-align: center;"><i>Table 11.2 The Need for Specialist Accommodation for Older People by 2034</i></p> <table border="1" data-bbox="757 884 1529 1214"> <thead> <tr> <th data-bbox="757 884 1169 979">Specialist Accommodation Type</th> <th data-bbox="1176 884 1529 979">Additional Provision Required (units)</th> </tr> </thead> <tbody> <tr> <td data-bbox="757 984 1169 1038">Sheltered Housing</td> <td data-bbox="1176 984 1529 1038">1,097</td> </tr> <tr> <td data-bbox="757 1043 1169 1098">Enhanced Sheltered Housing</td> <td data-bbox="1176 1043 1529 1098">175</td> </tr> <tr> <td data-bbox="757 1102 1169 1157">Extra Care</td> <td data-bbox="1176 1102 1529 1157">219</td> </tr> <tr> <td data-bbox="757 1161 1169 1214">TOTAL</td> <td data-bbox="1176 1161 1529 1214">1,491</td> </tr> </tbody> </table>	Specialist Accommodation Type	Additional Provision Required (units)	Sheltered Housing	1,097	Enhanced Sheltered Housing	175	Extra Care	219	TOTAL	1,491	For clarity.
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Extra Care	219												
TOTAL	1,491												
LP11.9	Policy H2 supporting text – former paragraphs 11.21 to 11.27/now	<p>Amended paragraphs as follows:</p> <p>11.22<u>11.23</u> <i>The current split in tenure of specialist accommodation within the Borough is 87% rental and 13% leasehold. Whilst the need for rental units will remain, the increasing number of older households likely to be homeowners is expected to result in an increased demand for</i></p>	To reflect the publication of the Housing Strategy and evidence base.										

Change No.	Change Location	Change	Reason for Change
	<p>paragraphs 11.23-11.27</p>	<p><u>leasehold specialist accommodation in the future as their needs change and require some form of care. The projected tenure split of 50% leasehold and 50% rental as recommended by Housing LIN SHOP@ will therefore be sought by the Council. However this will be kept under review through the Council's Housing Strategy, which should be considered as supporting information when applying these policies. Due to relatively higher levels of deprivation within parts of the Borough compared to elsewhere in Essex, Essex County Council highlight a need within the Shaping Futures Market Position Statement 2015-2025, for a proportion of the specialist accommodation provided for older people within the Borough to be of an affordable tenure to ensure access. This is supported by the Independent Living Position Statement Rev 8, which specifically seeks 79 socially rented units and a 161 units of shared ownership units of specialist accommodation to be provided by 2020.</u></p> <p><u>11.24 As well as specialist accommodation it is also important to ensure that homes are designed and built in such a way that enables the occupant to remain in their home for as long as is practical and safe. Part M4 Category 2 of the Building Regulations on adaptable and accessible homes provides the opportunity for people to live in their homes for longer as they can be adapted to accommodate changing needs in terms of accessibility. The Council will seek to provide new homes constructed to Part M4 Category 2 within major development proposals-</u></p> <p>11.23<u>11.25</u> <u>Whilst there is a focus on enabling people to live independently, with an ageing population there will always be a need for residential/nursing care to meet some older peoples care and accommodation needs. There are currently 856 residential/nursing care beds within the Borough. The SHMA Addendum shows that the population of people aged 75 and over living in communal accommodation is expected to grow by 718-598 people by 2034 (826-688 people by 2037). This growth is less than that required by the levels of provision set out in More Choice, Greater Voice of 1,056 bedspaces by 2034 (1,215 by 2037). This indicates that supply should be a minimum of 718-598 bedspaces and is in addition to the objectively assessed need.</u></p> <p>11.24<u>11.26</u> <u>The Adult Social Care Market Position Statement also sets out data related to the specialist care and accommodation needs of working aged adults with learning disabilities and people with physical impairments. There is also a need in the Borough for specialist accommodation for people with disabilities where care and support are provided with the purpose of enabling the individual the support to live as independently as possible in the community. This includes people with learning difficulties, Autism and/or physical or sensory impairment. Whilst the majority of their needs are currently met within</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p>the existing community. However, there is existing provision of 115 places for people with learning disabilities within the Borough and 30 places for people with physical disabilities. These places are important for promoting independent living, and for supporting people where their carer(s) are no longer able to support them. <u>The Independent Living Programme for Adults with Disabilities Market Position Statement (2016) sets out data related to the specialist care and accommodation needs of working aged disabled adults and reports a future need of 103 places within the Borough by 2021/22. The level of provision within the Borough is more than currently sufficient to meet its needs, and consequently there is no specific requirement for further provision in this regard; although</u> However this will need to be kept under review, with flexibility available to enable any special provision required through consultation with Essex County Council Social Services.</p> <p>11.2511.27 <u>There is also opportunity for specialist accommodation to assist in the delivery of healthcare services through the provision of step down accommodation for adults being discharged from hospital with no ongoing need to remain in hospital but who can't immediately return home. Such schemes are likely to be small in scale and any arising demand should be identified and delivered in consultation with Basildon and Brentwood CCG and the Basildon and Thurrock University Hospital NHS Foundation Trust when a large development proposal comes forward.</u></p>	
LP11.10	Policy H2	<p>Amend policy text to read as follows:</p> <p><u>Policy H2: Specialist Accommodation Strategy for Older People and Disabled Adults</u></p> <p>1. The Council will seek to secure at least 1,620<u>1,491</u> units of additional specialist accommodation for older people throughout the plan period. This will be achieved by:</p> <p>a. Requiring a proportion of new homes within larger development proposals to be in the form of specialist accommodation for older people. Where this aligns with need, specialist accommodation may be required to form part of the affordable housing provision;</p> <p>b. Working with Registered Providers and Sempra Homes to secure specialist accommodation for older people within affordable housing proposals on suitable sites; and</p> <p>c. Supporting proposals by private sector specialist accommodation providers within appropriate, accessible residential locations within the Borough, subject to compliance with all other relevant policies within this plan.</p> <p>2. The Council will also be seeking to secure at least 720<u>598</u> additional residential care/nursing beds for older people throughout the plan period. This will be achieved by:</p>	To reflect updated figures and amended for clarity.

Change No.	Change Location	Change	Reason for Change
		<p><i>a. Working with those promoting large strategic development <u>housing</u> sites to include provision on these sites; <u>and</u></i></p> <p><i>b. Supporting proposals by private sector residential care/nursing home providers within appropriate, accessible residential locations within the Borough, subject to compliance with all other relevant policies within this plan; and</i></p> <p><i>e.3. Using its periodically reviewed Integrated Housing Strategy, the Council will work with Essex County Council in the delivery to secure sites for the above, and other forms of specialist accommodation to meet the needs of people with disabilities and older people, as and when that need arises. Where appropriate other partners including Registered Providers and Sempra Homes may be engaged to secure this provision.</i></p> <p><i><u>4. To support the provision of specialist accommodation that assists in the delivery of health care services, the Council will work with Basildon and Brentwood CCG and the Basildon and Thurrock University Hospital NHS Foundation Trust, as and when the need arises and when larger development proposals come forward.</u></i></p> <p><i>2.5. The Council will be seeking to deliver a proportion of new homes that are adaptable and accessible in line with the relevant Building Regulations in order for people to live in their homes for longer.</i></p>	
LP11.11	Policy H3 Former paragraphs 11.26-11.35/now paragraphs 11.28-11.33	<p>Amended the text to read as follows:</p> <p><i>11.26 Gypsies and travellers have lived in England for over 500 years. Many continue to pursue an active itinerant lifestyle and are generally self-employed, however, increasingly communities are becoming more settled, particularly for health, education or age related issues affecting certain occupants of their households. They are not a uniform homogeneous community, but rather a group of communities which share some similarities, but with their own histories and traditions with the main cultural groups being Romany Gypsies, Irish Travellers and New Travellers.</i></p> <p><i>11.27 Romany Gypsies and Irish Travellers are specifically recognised in law as distinct ethnic groups and are legally protected from discrimination under the Equalities Act 2014, the Children and Families Act 2014 and the Human Rights Act 1998.</i></p> <p><i>11.28 Paragraph 4 of the NPPF makes it clear that local planning authorities should consider the Government's PPTS, in conjunction with the NPPF, when preparing plans or making decisions on</i></p>	Amended for the purpose of brevity.

Change No.	Change Location	Change	Reason for Change
		<p><i>Travellers Sites in their area. The PPTS was first published in March 2012 and updated in August 2015. The PPTS makes it clear at paragraph 3 makes clear that the Government's overarching objective is to ensure fair and equal treatment for Gypsies and Travellers, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. To deliver this it has established seven policies in the PPTS. In addition it sets out how the planning system defines Gypsies, Travellers and Travelling Showpeople.</i></p> <p>11.30<u>11.29</u> <i>For the purposes of planning policy, Gypsies and Travellers are defined in the PPTS (2015 update) as being:</i></p> <p style="padding-left: 40px;"><i>Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.</i></p> <p>11.31 <i>In determining whether persons are "gypsies and travellers" for the purposes of the PPTS, consideration should be given to the following issues amongst other relevant matters:</i></p> <p><i>a) whether they previously led a nomadic habit of life</i> <i>b) the reasons for ceasing their nomadic habit of life</i> <i>c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.</i></p> <p>11.32<u>11.30</u> <i>For completeness, Travelling Showpeople are defined by the PPTS as being:</i></p> <p style="padding-left: 40px;"><i>Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.</i></p> <p>11.33<u>11.31</u> <i>In support of Council's legal duties in respects of the Housing and Planning Act 201604, it has assessed the needs of Gypsies and Travellers in the Borough. Such an assessment also meets the requirements of Policy A of the PPTS which seeks early and effective engagement with the settled and traveller communities, to understand the current issues and understand their</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>likely permanent and transit accommodation requirements over the lifespan of the Local Plan, working collaboratively with neighbouring local planning authorities.</i></p> <p><i>11.34</i><i>11.32</i> <i>Policy B of the PPTS establishes that local planning authorities should set local pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople. These are expected to address the likely permanent and transit site accommodation needs of Travellers in their area identified from Policy A and where a need is identified, policy criteria should be set to guide land supply allocations, including identifying and managing a rolling 5 year pitch supply where possible up to the plan's 15th year. In addition, it sets out basic expectations as to what should be considered when planning for Travellers sites including access to services, health and safety and protecting local amenity and environment.</i></p> <p><i>11.35</i> <i>Policy B does however states at paragraph 12 that in exceptional cases, where a local planning authority is burdened by a large scale unauthorised site that has significantly increased their need, and their area is subject to strict and special planning constraints, then there is no assumption that the local planning authority is required to plan to meet their traveller site needs in full. This aspect of Policy B has implications for the Borough as a consequence of the need arising from the former unauthorised Dale Farm site, and is discussed further in relation to the evidence base below.</i></p> <p><i>11.33</i> <i>Policy C, D and E cover the considerations for rural communities and Green Belt, including what to take into account when determining whether new sites are appropriate and how to allocate them. Policy F and G focus on trying to ensure the residential and business needs of Travellers are accommodated where possible on the same site and what local planning authorities should do if faced with proposals for major development that may affect existing Traveller accommodation.</i></p>	
LP11.12	Policy H3 former paragraphs 11.37-11.52/now paragraphs 11.34-11.43	<p>Replaced and amended paragraphs as follows:</p> <p><i>11.34</i> <i>In accordance with the PPTS, a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) was completed in January 2018. In addition, through the Duty to Cooperate, the Council participated in the collation of the wider Essex Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (EGTAA), also published in January 2018, which features the need results of all Greater Essex authorities. Both studies followed the same methodology and collectively represent a local and strategic picture of needs until 2034. In accordance with national planning policy, a Basildon Borough Gypsy, Traveller and Travelling Showpeople Local Needs</i></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><i>Accommodation Assessment (BBLNAA) was completed in December 2013. In addition, through the Duty to Cooperate, the Council participated in the collation of the wider Essex Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment (ELNAA) published later in July 2014 alongside all other Greater Essex local planning authorities and the County Council. Both studies followed the same methodology and collectively represent a local and strategic picture of needs until 2033.</i></p> <p><i>11.38 As a consequence of the changes to definition of gypsies and travellers in the 2015 update to the PPTS which requires gypsies and travellers, for planning purposes, to demonstrate a nomadic lifestyle, additional interviews were commissioned to update the BBLNAA in October 2015. The purpose of this work is to identify those gypsies and travellers which should be planned for in accordance with the PPTS, as they retain a nomadic lifestyle, and those which should otherwise have their specific cultural needs of living accommodation met in accordance with the Equalities Act 2014, the Childrens and Families Act 2014 and the Human Rights Act 1998, but no longer exercise a nomadic lifestyle and where the PPTS does not apply. This work is ongoing, but is not likely to alter the overall assessment of need, but rather, how it is met through different sites in this plan. In addition, the Council prepared a Basildon Borough Gypsy, Traveller and Travelling Showpeople Site Provision Study (BBSPS) in August 2015 to determine if the Borough could accommodate the pitch and plot needs identified from the BBLNAA, through broad locations and specific sites that are otherwise suitable, available and achievable, as required by the PPTS.</i></p> <p><i>Existing Provision</i></p> <p><i>11.39 11.35 The GTAA identified existing provision comprising of 25 pitches on a public site in Courtauld Road, Basildon; 96 private pitches are authorised with planning permission, 7 private pitches with temporary planning permission and 13 private pitches 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 are 2 existing Travelling Showpeople yards authorised with planning permission within the Borough. The Basildon Borough Site Potential Study 2018 (BBSPS) recommends that these existing sites are safeguarded for the provision of pitches and yards. However some of the authorised and tolerated private sites are in the Green Belt and therefore in accordance with the PPTS would need to be 'inset' from the Green Belt through an in perpetuity allocation. This will ensure that the needs of the current community of Gypsies and Travellers is met, and the future need for new site provision does not increase as a consequence of the loss of existing authorised or tolerated sites to other</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>uses. The BBLNAA identified existing provision comprising of 25 pitches on the public site on Courtauld Road, 90 private pitches with planning permission, 8 private pitches with temporary planning permission and 13 private pitches which do not benefit from planning permission but have been present for a substantive period of time – these are known as tolerated sites. Additionally, there are two existing travelling showpeople yards with planning permission within the Borough. The BBSPS recommends that these existing sites are safeguarded for the provision of pitches and yards. The purpose of such safeguarding is to ensure that the needs of the current community of gypsies and travellers is met, and the future need for new site provision does not increase as a consequence of the loss of sites to other uses.</i></p> <p><i>11.40 At this time, there is one site proposed for new pitch provision within the Borough. Land west of Gardiners Lane South, Basildon benefits from a resolution to grant planning permission for 15 pitches subject to a Section 106 Agreement.</i></p> <p><i>Need for Additional Provision</i></p> <p><i>11.41 11.36 The GTAA 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 GTAA 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. The BBLNAA identifies the need for pitch provision within the Borough to 2033. It identifies a requirement arising from population growth on existing authorised sites, existing temporary sites and small scale unauthorised sites of 104 pitches. The Council is also required to identify the need arising from the large scale unauthorised site at Dale Farm which has now been cleared through enforcement action. This has been identified through the BBLNAA as 136 additional pitches.</i></p> <p><i>11.42 11.37 The 5 year land supply position required by the PPTS can be broken down as set out in Table 11.3 below. The BBSPS has evaluated whether there are any other suitable and available locations or specific land parcels available to meet the need for gypsy and traveller accommodation provision within the Borough. It applied a sequential approach which first considered the urban areas of the Borough where gypsies and travellers are currently located. It then considered those parts of the urban area where gypsies and travellers do not currently live. Finally, it considered locations in the Green Belt. Each specific parcel of land promoted for new gypsy and traveller accommodation provision was subject to appraisal against criteria, taking a</i></p>	

Change No.	Change Location	Change	Reason for Change																								
		<p><i>very similar approach to the appraisal of housing sites within the HELAA. The BBSPS identified just one site in the existing urban area that was appropriate for the accommodation of pitches. This site has a capacity for 10 pitches. The study identified a further 40 sites with a capacity for 62 pitches within the Green Belt which are appropriate for pitch provision. It therefore identifies a total supply of 72 pitches.</i></p> <p><i>Table 11.3: 5 Year Land Supply for Gypsy, Travellers and Travelling Showpeople Pitches/ Plots</i></p> <table border="1" data-bbox="658 459 1626 791"> <thead> <tr> <th></th> <th><u>2016 - 2021</u></th> <th><u>2021 - 2026</u></th> <th><u>2026 - 2031</u></th> <th><u>2031 - 2034</u></th> <th><u>Total</u></th> <th><u>+10% Unknown</u></th> <th><u>Combined Need</u></th> </tr> </thead> <tbody> <tr> <td><u>Gypsy and Traveller Pitches for PPTS Need</u></td> <td><u>32</u></td> <td><u>5</u></td> <td><u>6</u></td> <td><u>4</u></td> <td><u>47</u></td> <td><u>+6</u></td> <td><u>53</u></td> </tr> <tr> <td><u>Travelling Showpeople Plots for PPTS Need</u></td> <td><u>1</u></td> <td><u>1</u></td> <td><u>0</u></td> <td><u>1</u></td> <td><u>3</u></td> <td><u>0</u></td> <td><u>3</u></td> </tr> </tbody> </table> <p><i>11.4311.38 The GTAA determines that 68% of the Borough's nomadic Gypsy and Traveller needs arise within first 5 years of the 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 level of pitch supply identified as appropriate in the BBSPS is insufficient to meet the need for pitch provision in the Borough. It therefore recommends that consideration be given to securing pitches alongside traditional housing provision on strategic sites on the urban periphery i.e. those sites identified in policies H9 to H27 of this plan. Such an approach has implications for the density of development, and consequently the viability of development. Therefore, this has been the subject of testing within the Whole Plan Viability Assessment (2015). This assessment has shown that providing pitches upon these strategic sites would make development on these sites marginal in terms of viability, and would consequently put at risk the delivery of housing generally through this plan. Such an approach would therefore be contrary to the NPPF. The BBSPS 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 within the Borough using a sequential approach. In order to overcome this issue, consideration has been given to whether the Council can use its assets to improve the</i></p>		<u>2016 - 2021</u>	<u>2021 - 2026</u>	<u>2026 - 2031</u>	<u>2031 - 2034</u>	<u>Total</u>	<u>+10% Unknown</u>	<u>Combined Need</u>	<u>Gypsy and Traveller Pitches for PPTS Need</u>	<u>32</u>	<u>5</u>	<u>6</u>	<u>4</u>	<u>47</u>	<u>+6</u>	<u>53</u>	<u>Travelling Showpeople Plots for PPTS Need</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>3</u>	
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Change No.	Change Location	Change	Reason for Change
		<p><i>viability of provision on those sites identified in policies H9 to H27. It however only has land interests in one site – H13. Both the BBLNAA and the BBSPS recommend limiting the number of pitches on a single site to 15. Therefore, through use of Council assets it is possible to secure just 15 additional pitches on strategic sites.</i></p> <p><i><u>11.45</u>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 BBSPS identified two sites in the existing urban area that were appropriate for the accommodation of additional pitches; Haslemere Road, Wickford and Gardiners Lane South in Basildon. These have the capacity for 10 and 2 pitches respectively. 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 2 pitches only. There is also the potential for some additional supply to come forward in the plotlands. Policy GB3 permits for plotland infill to occur subject to specific criteria. These criteria include a requirement for a local connection to the plotland in question, and for the development to be low in scale and spaciouly set within the site. This may allow for some existing local gypsy and traveller families to meet the needs of their growing families in these locations. The total capacity of the plotlands is in the region of 218 homes. If 5% to 10% of these were used to accommodate the growth of local gypsy and traveller families this would give rise to provision of the order of 11 to 22 pitches. It should however be noted that at this time, these plots have not been promoted for that purpose, and this supply cannot be certain.</i></p> <p><i><u>11.40</u> 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.</i></p> <p><i>11.4611.41 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</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>Showpeople pitches/plots at a rate of 2 per 100 homes without causing issues with viability. However, 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. Taking into account the sites identified through the BBSPS, the provision of a strategic site within housing allocation H13 and the potential for plotland infill to provide some additional provision, the Council is of the view that the Borough's pitch supply during the plan period is of the order of 98 and 109 pitches. This range of supply aligns with the need arising from the authorised sites, temporary sites and small scale unauthorised sites within the Borough. It does not however make provision for the need arising from the large unauthorised site formerly located at Dale Farm as there is demonstrably insufficient land available for that purpose. This need will therefore need to be met through the Duty to Cooperate.</i></p> <p><i><u>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 15 pitch publically managed site to meet affordable needs of Gypsies and Travellers in accordance with the PPTS and NPPF. This would amount to around 25% affordable provision of pitches to ensure market and affordable needs of Gypsies and Travellers were addressed as part of future provision.</u></i></p> <p><i><u>11.43 Taking into account the sites identified through the SPS 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 distributed 50% to Basildon; 25% to Wickford and 25% to Billericay, which broadly aligns with the spatial distribution of other types of housing growth.</u></i></p> <p><i>Need for Transit Site Provision</i></p> <p><i>11.47 The ELNAA identifies an additional need for at least two publicly provided transit sites to be delivered within the Greater Essex area by 2033 with between 10 and 15 pitches per site. The BBSPS has evaluated whether there are any suitable and available sites within the Borough to meet this wider Essex need. It has concluded that there is no suitable and available site for this purpose, and this need will also have to be addressed through the Duty to Cooperate.</i></p> <p><i>Need for Additional Travelling Showpeople Provision</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.48 The BLNAA has shown that there is no clear immediate need for additional yards for travelling showpeople in the Borough and therefore this plan does not seek to identify new provision. The BBSPS has however evaluated and identified three broad locations where additional travelling showpeople yard provision could be met subject to the wider policy framework set out in this plan.</p> <p><i>Duty to Cooperate</i></p> <p>11.49 The Council has engaged formally and informally at officer and some member levels in meeting the needs for gypsy, traveller and travelling showpeople in Greater Essex; which it regards as being a strategic, cross boundary matter.</p> <p>11.50 The focus on this engagement until now has been through formal responses to Local Plan or Spatial Development Strategy consultations, whilst evidence to establish need and determine potential site supply for Basildon Borough has been underway. This has included formal consultation responses setting out that those authorities should be mindful that the findings of, and updates to evidence bases relating to gypsy, traveller and travelling showpeople accommodation could mean they will be asked to meet provision from outside their administrative area. This dialogue has been included in the following activities since 2012 for:</p> <ul style="list-style-type: none"> • Castle Point – New Local Plan Consultation (Mar 2014) • Brentwood – Draft Local Plan Consultation (Sept 2013) and Dunton Garden Suburb Memorandum of Understanding (Nov 2014) • Braintree – Local Plan Issues and Scoping Consultation (Mar 2015), Site Allocations and Development Management Pre-Submission Consultation (Mar 2014) and Further Changes to Pre-Submission Consultation (June 2014) • Chelmsford – Chelmsford City Council Duty to Cooperate Scoping Report (Aug 2015) • Colchester – Local Plan Focused Review Post-Hearing Modifications Consultation (Mar 2014) Greater London Authority/Mayor of London – Further Alterations to the London Plan (Apr 2014) • London Borough of Havering – New Local Plan Consultation (Mar 2015) • Maldon – Duty to Cooperate Questionnaire (2012) • South Essex Strategic Planning Group • Thames Gateway South Essex Planning and Transport Board 2013-2014 Thurrock – Core Strategy Focused Review (Jan 2013) 	

Change No.	Change Location	Change	Reason for Change
		<p><i>11.51 A lack of comparable evidence, or different time scales or stages for plan making have and continue to present practical challenges for meaningful engagement, with only two other authorities in Greater Essex (Chelmsford City and Uttlesford District) having undertaken a recent equivalent of the BBSPS to determine if their areas have any land suitable to meet gypsy, traveller and travelling showpeople unmet needs within their areas. The recent change in definition in the PPTS adds to this challenge as all need evidence is to be updated to reflect the new policy.</i></p> <p><i>11.52 The Council accepts that more needs to be done through the Duty to Cooperate by all Greater Essex authorities in this regard, prior to Basildon Borough Council being able to submit its Local Plan to Government. This is particularly in respects of whether other local planning authorities in Essex can assist in meeting the need arising from the large scale unauthorised former site at Dale Farm. The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.</i></p>	
LP11.13	Policy H3	<p>Replaced policy wording with the following:</p> <p><u>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 nomadic Gypsy and Traveller pitches and 3 nomadic Travelling Showpeople plots to meet the accommodation and wellbeing 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:</u></p> <p><u>a. Securing 25 existing authorised public urban pitches;</u></p> <p><u>b. Securing 75 existing authorities private pitches and plots;</u></p> <p><u>c. Allocating land for 59 new pitches/plots within the Borough's urban areas and on specified strategic housing sites;</u></p> <p><u>d. Determining, on a case by case basis, from 2030 onwards whether any unmet need for Gypsy and Traveller pitches can be catered for 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</u></p> <p><u>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 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).</u></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><u>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.</u></p> <p>1. The Council will seek to provide for the accommodation and well being needs of the Borough's gypsy, traveller and travelling showpeople communities by securing existing provision and seeking the delivery of an additional 104 pitches by 2033. This will be achieved by:</p> <p>a. Refusing planning permission for changes of use, to uses other than for residential use by gypsy and travellers or as a travelling showpeople yard, through safeguarding existing sites as set out in Appendix 3 and shown on the Policies Map 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>b. Allocating suitable, available and achievable land within the Borough's urban areas and Green Belt for new or expanded gypsy and traveller pitches through policy H4.</p> <p>c. Allocating suitable, available and achievable land within the Borough's urban areas and Green Belt to develop park homes for gypsies and travellers that no longer lead a nomadic lifestyle in accordance with policy H32.</p> <p>d. Securing a new site to accommodate 15 pitches alongside new housing provision within land east of Basildon as set out in policy H13.</p> <p>e. Determining on a case by case basis from 2020 onwards whether any unmet need for gypsy and traveller pitches and/or park home pitches can be catered for on:</p> <p>i. Other strategic sized sites identified within policies H9 to H27 of this plan, having regard to market conditions and development viability at the time of submission of a planning application.</p> <p>ii. 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 H31, all other relevant policies in this plan, and the requirements of national policy set out in the PPTS and NPPF.</p> <p>2. The Council will continue to work with other local planning authorities and Essex County Council to secure the provision of:</p> <p>a) The need arising from the large scale unauthorised former site at Dale Farm in other Boroughs/Cities/Districts in Greater Essex;</p> <p>b) New transit sites to meet Greater Essex needs.</p>	

Change No.	Change Location	Change	Reason for Change
		<p>3. The Council will manage the siting and design of all applications for new or extended <u>nomadic Gypsy, Traveller and Travelling Showpeople</u> accommodation in accordance this strategic approach and <u>with specific criteria-based design policy H31H27.</u></p>	
LP11.14	Former Policy H4 Established Residential Areas	<p>Deleted entire policy:</p> <p><u>Policy H4: Established Residential Areas</u> <u>Policy Context</u></p> <p>11.53 The NPPF sets out a presumption in favour of sustainable development. A policy which sets out where development is promoted will assist in ensuring the presumption is applied in the right locations in the Borough.</p> <p><u>Evidence Base</u></p> <p>11.54 Basildon Borough has clearly defined and long established residential areas where residential development, and alterations to existing homes are normally acceptable in planning terms, subject to consideration of material matters associated with design and amenity. These are, in the main, distinct from those areas which are in commercial use, and where residential development may not always be suitable due to the impact it would have on industrial activity, active frontages, or to the amenity of occupants due to neighbouring uses.</p> <p><u>Policy H 4</u> <u>Established Residential Areas</u></p> <p>The extent of established residential areas within the Borough is defined on the Policies Map. Within these areas the principle of housing development and improvements to existing housing is supported, having regard to all other relevant policies set out in this plan.</p>	Deleted to provide flexibility for residential development to be provided within the urban area in accordance with policy H25.
LP11.15	Former Policy H5 Established Gypsy, Traveller and Travelling Showpeople Sites	<p>Deleted the entire policy:</p> <p><u>Policy H5: Established Gypsy, Traveller and Travelling Showpeople Sites</u> <u>Policy Context</u></p> <p>The PPTS reiterates the NPPF that inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. It confirms that Traveller sites in the Green Belt are inappropriate development and that subject to the best interests of the child,</p>	Deleted to ensure the plan is in accordance with the Data Protection Act 1998

Change No.	Change Location	Change	Reason for Change
		<p><i>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.</i></p> <p><i>The PPTS also reaffirms policy in the NPPF that Green Belt boundaries should only be altered in exceptional circumstances. If a local planning authority wishes to make an exceptional, limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet specific, identified need for a Traveller site, it should only do so through the plan-making process. If land is removed from the Green Belt in this way, it should be specifically allocated in the Local Plan as a Traveller site only.</i></p> <p><i>Evidence Base</i></p> <p><i>Existing Provision—Gypsies and Travellers Sites</i></p> <p><i>11.55 In the Borough there are 86 private and occupied Gypsy and Traveller sites, ranging in size from a single pitch to one containing over 35 pitches. There is also 1 publicly owned site of 25 pitches in Hovefields Avenue, Basildon. Of these, 55 sites have legally authorised pitches, 35 sites have unauthorised pitches and 1 site is authorised, by virtue of a resolution to grant planning permission subject to S106 Agreement. These are set out in Appendix 3.</i></p> <p><i>11.56 In addition, there are XX 1 pitch sites that have been tolerated for many years by the Council and are not considered lawful as a result of being immune from enforcement proceedings. The BBGTAA however identifies that any regularisation of these individual pitches in the future will not contribute towards meeting the identified need for future gypsy and traveller provision, but would ensure they become safeguarded in law and could be managed to ensure their loss does not increase need in future years. These sites are identified in Appendix 3. In addition, there are twelve 1 pitch sites that have been tolerated for many years by the Council and are now likely to be lawful as a result of being immune from enforcement proceedings. The BLNAA however identifies that any regularisation of these individual pitches in the future will not contribute towards meeting the identified need for future gypsy and traveller provision, but would ensure they are safeguarded in law. These sites are identified in Appendix 3.</i></p> <p><i>In the Borough there is currently 2 privately owned and occupied travelling showpeople plots in Wickford as identified in Appendix 3.</i></p> <p><i>11.57 There are no transit sites in the Borough.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>Existing Provision – Travelling Showpeople Yards</i></p> <p><i>11.58 In the Borough there is currently 1 privately owned and occupied travelling showpeople yard in Wickford as identified in Appendix 3.</i></p> <p><i>Policy H 5</i> <i>Established Gypsy, Traveller and Travelling Showpeople Sites</i></p> <p><i>To secure the provision of established Gypsy, Traveller and Travelling Showpeople pitches and plots to help meet the identified need for nomadic Gypsy, Travellers and Travelling Showpeople XX pitches for Gypsies and Travellers and 2 plots for Travelling Showpeople, that meet the planning definition in the PPTS, have been allocated. They are listed in Appendix 3 and defined on the Policies Map. Refusing planning permission for changes of use to uses other than for residential use by gypsy and travellers or as a travelling showpeople yard of the sites identified in Appendix 3 unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.</i></p>	
LP11.16	Policy H6 (renumbered to H4) - new paragraphs	<p>Inserted new Policy Context section and amend policy title to read as follows:</p> <p><i>Policy H6H4: New Gypsy and Traveller <u>Pitch Sites</u> and Travelling Showpeople Plot Provision</i> <i>Policy Context</i></p> <p><i>11.44 The PPTS states that local planning authorities should ensure that Travellers sites are sustainable. Local Plans should therefore ensure their policies:</i></p> <ul style="list-style-type: none"> <i>i. Promote peaceful and integrate co-existence between the site and the local community;</i> <i>ii. Promote access to health services;</i> <i>iii. Ensure children can attend school on a regular basis;</i> <i>iv. Provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorized encampment;</i> <i>v. Provide for proper consideration of the effect of local environmental quality on the health and wellbeing on Travellers;</i> <i>vi. Avoid placing undue pressure on local infrastructure and services;</i> <i>vii. Do not locate sites in areas at high risk of flooding; and</i> <i>viii. Reflect the extent to which traditional lifestyles can contribute to sustainability.</i> 	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><u>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. 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.</u></p> <p><u>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.</u></p>	
LP11.17	Policy H6 (renumbered to H4) – former paragraphs 11.59-11.62/nor paragraphs 11.47-11.49	<p>Amended text within the Evidence section of Policy H6 to read as follows:</p> <p>11.59<u>11.47</u> <u>The BBSPS has evaluated the potential options for accommodating the need through specific sites in the urban area and the Green Belt Borough that are suitable and available as required by the PPTS and NPPF.</u>(2)</p> <p>11.60<u>11.48</u> <u>Sequentially, the BBSPS examined urban land available for development to determine its suitability for gypsy and traveller pitches and plots accommodation; however only one two sites capable of accommodating a total of 10-12 pitches/plots was were found to be suitable. however this is not available until 2018-2022.; therefore beyond the 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. Therefor, only one urban site with a capacity of 2 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.</u></p> <p><u>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.</u></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><u>Accessibility to these sites for the frequent movement of touring caravans was also taken into consideration. There are four strategic housing allocations in this plan which will therefore be required to make provision on-site based on their scale and accessibility.</u></p> <p>11.61 — Furthermore, land within the Green Belt extent has been evaluated to determine whether sites exist that could be developed for gypsy and traveller suitable accommodation, whilst having no significant effect on the purposes for including land within the Green Belt. This includes suitable scaled extensions to existing sites and new sites. Sites with the potential for 49 pitches were found to be suitable and available for the provision of pitches within the period to 2018. Further sites with an additional capacity of 13 pitches were found to be suitable and available for provision after 2018.</p> <p>11.62 The overall capacity for new gypsy and traveller site provision is 72 pitches, of which 49 are available within five years, and 23 are available beyond 2018. As set out in relation to policy H4, this provision will be bolstered through the provision of a site comprising 15 pitches as part of the allocation set out at policy H13.</p> <p>2 The BBSPS is being updated alongside the BLNAA in 2015/2016 to reflect the change in the PPTS definition of gypsies and travellers in the planning system and to determine how much of the projected need is for gypsies and travellers of a non-nomadic lifestyle whose cultural needs are instead met by the provisions in the NPPF and may therefore be provided as park homes in policy H32, rather than as gypsy or traveller site.</p>	
LP11.18	Policy H6 (renumbered to H4)	<p>Amended policy to read as follows:</p> <p>Policy H-64 <u>Policy H-64</u> <u>New Gypsy and Traveller <u>Pitch</u> Site and Travelling Showpeople <u>Plot</u> Yard Provision</u></p> <p><u>To help meet the identified need for Gypsy and T+raveller pitches and Travelling Showpeople plots within the Borough, 7259 pitches for Gypsies and Travellers will allocated in the following locations:</u></p> <p><u>a. Outside of the Green BeltUrban Area - 1 site accommodating 10 Pitches at the Former Haslemere Allotments, off Haslemere Road, Wickford 2 pitches/plots at H5 Gardiners Lane South, Basildon</u></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><i>b. Strategic Housing Sites – H7 London Road, Vange (12 pitches); H12 East Basildon (15 pitches); H13 South Wickford (15 pitches); H18 South West Billericay (15 pitches). Within the Green Belt – A total of 40 sites accommodating 62 pitches are identified within the extent of the Green Belt in Appendix 4 and allocated for future gypsy and traveller needs. These sites will remain within the Green Belt, and be subject to the design criteria set out in Policy H32.</i></p> <p><i>b. Strategic Employment Sites – EX 3 plots for mixed use Travelling Showpeople yards</i></p>	
LP11.19	Sub-heading Policies H7 to H27: New Housing Development Sites to Paragraph 11.67	<p>Deleted the following text:</p> <p>Policies H7 to H27: New Housing Development Sites Policy Context</p> <p>11.63 Paragraph 47 of the NPPF seeks to boost significantly the supply of housing. It expects, amongst other things, for Local Plans to identify key sites which are critical to the delivery of the housing strategy over the plan period in order to achieve this.</p> <p>Evidence Base</p> <p>11.64 In formulating the policies which follow in this section, the Council has given careful consideration to the extensive evidence base that has been developed to identify and appraise potential development sites. The HELAA provides a comprehensive appraisal of the housing land availability within the Borough setting out the suitability, availability and achievability of each site.</p> <p>11.65 This work on the HELAA has been considered against work on broad locations for development, as previously considered in the Core Strategy Revised Preferred Options Report. That report identified 'Policy Areas for Development and Change' (PADC), where it was intended that the main sites for meeting housing need over the plan period would be located. The work on the HELAA has more recently resulted in the identification of 'Strategic Sites', which comprise one or more HELAA sites which have been found to be suitable and available through the assessment process, and which when combined, would form a potential housing allocation comprising around 200+ homes.</p> <p>11.66 As part of the work on Strategic Sites, sites located within the PADCs were considered, as were sites which were only excluded for landscape and/or Green Belt reasons. These sites were subject to further assessments in relation to ecology, landscape capacity and infrastructure</p>	Amended to streamline the plan and avoid repetition.

Change No.	Change Location	Change	Reason for Change
		<p><i>requirements. As a result of these additional appraisals, capacity for housing provision has been identified within the PADCs previously identified, although not always at the level set out in the Core Strategy Revised Preferred Options Report.</i></p> <p><i>11.67 This approach has resulted in new medium sized housing locations being identified in each of the settlements, providing a degree of flexibility within the supply and ensuring delivery is not restricted to large sites only. This approach will help to ensure a sufficient supply of sites not restricted by phasing.</i></p>	
LP11.20	Sub-heading Basildon including Laindon, Pitsea, Steeple View and Noak Bridge) and former paragraph 11.68	<p>Amended the heading and deleted paragraph 11.68 as follows:</p> <p><u>Housing Growth in Basildon (including Laindon, Pitsea, Steeple View and Noak Bridge)</u></p> <p><i>11.68 The spatial strategy directs around 8,835 homes towards Basildon, including Laindon, Pitsea, Steeple View and Noak Bridge and a further 600 homes towards Bowers Gifford to the east of Basildon. Around 5,900 of these homes will be delivered within the existing urban area, of which around 1,300 homes will be delivered in Basildon town centre as per policy R2, and 200-300 homes will be delivered in Laindon town centre as per policy R3.</i></p>	Amended to streamline the plan and avoid repetition.
LP11.21	Policy H7 (renumbered to H5) supporting text	<p>Amend the supporting text to read as follows:</p> <p><u>H5 - Land West of Gardiners Lane South, Basildon</u></p> <p><i>11.6911.50 Housing will also be delivered alongside employment development on the the urban site known as Land West of Gardiners Lane South <u>will create a new neighbourhood for central Basildon which provides areas for employment, new homes and open space. This land site was initially identified in included within the 1998 Basildon District Local Plan -It was identified and allocated for the provision of 16ha of employment provision and 20ha of housing and open space provision. However comprehensive development of the site was not realised as a result of viability challenges due to complex infrastructure requirements. Since then, a resolution to grant planning permission for a 15 pitch at Gypsy and at Traveller site and two a separate <u>but adjacent</u> development for 41 <u>and 32</u> (net) residential units have been approved subject to separate S106 agreements for affordable housing and contributions towards education and health. <u>To date only the scheme for 41 residential units has proceeded, as legal issues associated with land ownership and covenants have stopped the other schemes from proceeding.</u></u></i></p>	Amended to reflect new evidence, planning approvals and representations DLP/4218, DLP/53 and DLP/2238.

Change No.	Change Location	Change	Reason for Change
		<p>11.70 A masterplan was prepared by the majority landowner, then English Partnerships, and adopted by the Council in 2003 as an SPD with the aim of guiding the development of the site. English Partnerships subsequently submitted a planning application for the whole site and a Council resolution granting outline planning permission, subject to the completion of a S106 agreement was approved in 2005. However viability challenges due to complex infrastructure proposals meant the applicant never signed the S106 agreement, and therefore a decision has not been issued.</p> <p>11.72<u>11.51</u> The Council has re-examined the allocation and the HELAA considers that the site remains suitable, available and achievable for residential development <u>if planned for differently</u>. <u>Owing to the</u> Whilst noting the challenges it has faced to date, the ELPS also considers that this site's position <u>within</u> the A127 Enterprise Corridor, and recent investment <u>in</u> the local road network, have made the site also has a suitable for continuing its future economic role in respects of new land supply for employment purposes. The Council therefore expects this site will to continue to provide for new B-Class business premises alongside residential development to contribute towards meeting the employment growth requirement set out in chapter 7. This will minimise the amount of land that would otherwise have to be removed from the Green Belt for employment purposes.</p> <p>11.73 <u>11.52</u> An identified constraint to the successful delivery of Gardiners Lane South has always been the re-provision of some of the existing sports facilities located within the site which have been It should however be noted that the Playing Pitch Study (2012) and Indoor Sports and Recreation Study (2011) found that the site's existing sports facilities were identified as being an important local resource. The loss of sports pitches, particularly grass pitches, will therefore be resisted by the Council, and 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 will need to relocated be relocated to the satisfaction of Sport England prior commensurate and prior to any residential or employment development taking place that would otherwise affect it. In order for the site to be developed there is a need for some, if not all of the pitches to be re-provided elsewhere in the Borough to the satisfaction of Sport England and the sports clubs.</p> <p><u>11.53</u> Whilst this <u>This challenge creates its own additional land requirements and costs which could affect the viability of the site's delivery, particularly if the site is expected to also make meaningful contributions to other forms of infrastructure such as highways.</u> <u>the Whole Plan</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>Viability Assessment and the Playing Pitch Relocation Study (2018), which examined viability options for their relocation elsewhere in Basildon, concluded that future development on this site would still be viable. As such any lost provision at Gardiners Lane South will be relocated to new community sports hubs on sites H8 to the west of Basildon and H12 to the east of Basildon. There is also opportunity to consolidate the sports facilities remaining on site to create a central community sports hub that serves both residents of the new development and the wider community.</u></p> <p><u>11.54 To assist in the delivery of this site the Council commissioned a High Level Development Framework for Gardiners Lane South (2018) which sets out the overall development concept and development principles for the site, as well as tests different development options and phasing. This policy is aligned with Option A of the preferred Development Framework with a 3 form of entry primary school on-site requiring 2.9ha of D1 education land as per the recommendation of Essex County Council, and the provision of 2 Gypsy, Traveller or Travelling Showpeople pitches/plots.</u></p> <p><u>11.74 11.55 It is still the Council's view that the whole site should form part of a high quality, mixed residential and employment neighbourhood, as is evident in part from the planning decisions the local planning authority has already taken. In order to facilitate the delivery of this site and secure the relocation of some of the existing recreational uses to bring forward land for the alternative uses, a more detailed Development Brief/Masterplan will need to be prepared. Drawing down from the principles established by the High Level Development Framework. It should provide further detail on how the site will be delivered, either on a phased basis, or more comprehensively. It should also set out the scale, layout and massing of housing, employment, community facilities, open space, ecology, drainage, and the internal highway and transport network that will serve the site. It is important that the Development Brief/ Masterplan sets out the relocation strategy for the existing sports provision.</u></p> <p><u>11.56 Whilst the exact layout of the site will be determined through the Development Brief/ Masterplan, the HLDf High Level Development Framework recommends employment land be directed within the north east of the site, closer to the adjacent Cranes employment area, public open space to the north west where the remaining sports provision is currently sited, and the primary school and residential areas including a small local centre to be directed to the southern part of the site close to the established residential area of Fryerns.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.74 However to realise this in a comprehensive way and secure the relocation of existing recreational uses to bring forward the land for the alternative uses, it is felt that a masterplan or development brief should be prepared that can guide how the site will be delivered; either on a phased basis, or more comprehensively.</p> <p>11.75 As the site is located within the A127 Enterprise Corridor, which is a relatively well serviced, accessible location for employment development, the Council expects that this site will continue to provide for new B Class premises to contribute towards meeting the employment growth requirement set out in chapter 7. This will minimise the amount of land that would otherwise have to be removed from the Green Belt for employment purposes.</p> <p>11.76 With regard to the sports clubs, these represent an impediment to realising its full development potential of the site. This plan will therefore require sites H10 and H13 to provide alternative locations to relocate some or all of the sports clubs alongside the housing proposed on these larger urban periphery sites.</p> <p>11.7711.57 This site is not within close proximity of national or local wildlife designations, but previous ecological surveys in the area for the <u>Masterplan in 2003</u> and subsequent planning applications have demonstrated that biodiversity issues are nevertheless present. Therefore proposals for this site will need to be accompanied by <u>new</u> ecological assessments, and any harm will need to be addressed in accordance with policy NE54.</p> <p>11.7811.58 Additionally, the site is in a Critical Drainage Area, BAS14 in the adopted Surface Water Management Plan (2012) and also in an area where improvements will need to be made to drainage capacity to accommodate growth. Compliance with policy CC4 is therefore essential in relation to this site, as is the need for Anglian Water to be satisfied that the nearby water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre.</p> <p>11.7911.59 In terms of highways, access arrangements for this site will need to be in accordance with the Local Transport Plan Development Management Policies. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, the Highways Mitigation Modelling for Basildon and Wickford identifies the need for junction and route improvements to the A132/East Mayne and improvements to its junction with the A127 highways improvements will be required. Development in this location will be expected to make a</p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>contribution towards these improvements and also contribute towards improvements to cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes.</i></p>	
LP11.22	Policy H7	<p>Amended policy as follows:</p> <p><i>Policy H75</i> Mixed Use Development Site – Land West of Gardiners Lane South, Basildon</p> <p><i>1. 367ha of land west of Gardiners Lane South, Basildon, as identified on the Policies Map with the notation H75, will be developed into a high quality mixed-used community. <u>Re-development of the site will provide the following, subject to an updated Development Brief/Masterplan and a strategy for the re-provision of existing sports pitches:</u></i></p> <p><i>a. to provide at least 790660 homes <u>at an average density of 56 duph;</u></i> <i>b. a 15 pitch gypsy and traveller site 2.9ha of D1 education land for primary and early years provision;</i> <i>c. <u>open space provision comprising a local centre, 9.9ha of sport pitches and supporting facilities, amenity open space, landscaping and drainage</u>open space and community facilities;</i> <i>d. <u>2 Gypsy and Traveller pitches or Travelling Showpeople plots; and</u></i> <i>e. in addition to policy requirements for <u>5.5ha of B-class employment floorspace as required by policy E5.</u></i></p> <p><i>2. <u>Development of the site must be informed by an up to date Development Brief/Masterplan, which considers the detailed strategic matters of how to deliver the site's strategic policy requirements, including its scale and layout, massing, supporting facilities, open space, ecology, drainage, and internal highway and transport network. It must demonstrate how it can best be integrated within the neighbouring Cranes employment area to the east, and Fryerns neighbourhood to the south, for the purposes of connectivity, access to off-site services and place-making.</u></i></p> <p><i>3. <u>The relocation of some of the existing sports clubs and their supporting facilities onto strategic sites on the edge of the Borough's main town, as set out in policies H8 and H12, will be required prior to the redevelopment of pitches on this site. Any relocated provision must be replaced with equivalent or better facility provision both in terms of quality and quantity. Where sports facilities are to remain on site, the Council will support opportunities to consolidate and reconfigure the</u></i></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and representation DLP/2609.

Change No.	Change Location	Change	Reason for Change
		<p><i>provision to create a sports community hub to ensure that it meets both the needs of the existing community and the additional need generated by the new residential development.</i></p> <p><i>1. , based on the following, flexible land use divisions:</i></p> <p><i>a. 14-18ha will be for residential development, a gypsy and traveller site, a local/sub local centre and community facilities;</i></p> <p><i>b. 12-16ha will be for B-class employment development; and</i></p> <p><i>c. 6-8ha will be for open space, including any sports pitches which are to remain, as well as areas amenity open space, biodiversity, landscaping and drainage.</i></p> <p><i>2. The site's development of the site must be informed by an up to dated masterplan or development brief, replacing the supplementary planning document approved in 2003 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. It must demonstrate how it can best be integrated within the neighbouring Cranes employment area to the east, and Fryerns neighbourhood to the south, for the purposes of connectivity, access to off-site services and place-making.</i></p> <p><i>3.4. The site should be delivered following as a comprehensive scheme, however in order to maintain flexibility and account for previous delivery challenges, it is appropriate to adopt a phased delivery programme <u>must be prepared</u> to help manage land assembly and cause less disruption to existing residents or <u>new</u> occupiers.</i></p> <p><i>4. Opportunities to retain some of the formal sports uses on the site as part of the new community will be supported, however this plan will facilitate the relocation of the existing sports clubs and their supporting facilities onto strategic sites released from the Green Belt to provide new housing and employment developments on the edge of the Borough's main towns as set out in policies H10 and H13.</i></p> <p><i>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity overall. Proposals for the site will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>6. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere within the Critical Drainage Area BAS14. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>Development on this site will be required to contribute towards and be aligned with improvements to the nearby A132/East Mayne route and it's junction with the A127.</p> <p>5. Development on this site 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 otherwise available. 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>7. In particular, development in this location is required to:</p> <p>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the nearby water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</p> <p>b. Contribute towards and be aligned with improvements to the nearby A132/East Mayne route and junction with the A127;</p> <p>c. Contribute towards improvements to cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel;</p> <p>d. Make provision for a 1fe primary school and associate pre-school provision on site, as advised by the Local Education Authority; and</p> <p>e. Contribute towards improvements to healthcare services in the Basildon area.</p> <p>8.6. Development on these of this sites should must also comply with all other relevant policy requirements of this plan.</p>	
LP11.23	Policy H8 (renumbered to H6) former paragraph 11.80/now paragraph 11.60	<p>Amended policy title and supporting text to read as follows:</p> <p><u>Policy H6 - Land North of Dry Street, Basildon</u></p> <p>11.80<u>11.60</u> Land to the north of Dry Street in Basildon was allocated as an Area of Special Reserve in the 1998 Basildon District Local Plan. <u>The site which includes the South Essex College</u></p>	Updated the progress of the site.

Change No.	Change Location	Change	Reason for Change
		Nethermayne Campus received planning consent for Outline planning consent has been granted for 725 homes, a primary school, a local centre and open space in 2013. on this site and the current South Essex College Nethermayne Campus, which has planning permission to relocate to Market Square, in the nearby Basildon town centre. There is a S106 a Section 106 Agreement accompanying the planning consent which <u>has secured</u> local infrastructure improvements and affordable housing provision. The site is currently under construction and will be built out in phases. The first phase of residential development which enables the college relocation to Market Square in Basildon Town Centre, once the relocation of the market is completed into St Martins Square. The subsequent phases deliver the remaining residential development, open space and the retail units. occur received Reserved Matters consent in September 2015, and is expected to start on site in 2016 and be delivered within the early phase of the plan period.	
LP11.24	Paragraph 11.81	Deleted paragraph.	Updated the progress of the site.
LP11.25	Policy H8 (renumbered to H6)	Amended text to read as follows: 1. Land to the North of Dry Street, Basildon, as identified on the Policies Map with the notation H8 H6, will be developed to provide 725 <u>high quality</u> homes, a primary school, a local centre and open space. Land to the west of the site will be protected for nature conservation purposes. Its delivery will be aligned with the provision of infrastructure as detailed in the associated Section 106 Agreement and the relocation and re-provision of South Essex College into Basildon Town Centre. 2. In order to ensure that the detailed proposals for development in this location respond to the environmental constraints within and adjacent to this site, it is expected that the requirements of the relevant policies of this plan are met. These include, but are not limited to policies CC4, NE5, NE6 and HE3.	Amended to provide additional information regarding the development and in light of representation DLP/1879.
LP11.26	Policy H9 (renumbered to H7) supporting text	Amended supporting text to read as follows: <u>Policy H7 - Land North and South of London Road, Vange</u> 11.82 11.61 This allocation forms an extension to Vange with good access to local amenities, local schools, Basildon Hospital and the Town Centre. The Core Strategy Revised Preferred Options Report anticipated that in addition to the PADCs, other small amendments would be made to the extent of the urban area to accommodate the level of growth required to meet housing needs. The work on Strategic Sites for this plan has considered whether there was any potential in this	Amended to reflect new evidence and representations DLP/1923, DLPQQ/217, DLP/2344, DLP/2734.

Change No.	Change Location	Change	Reason for Change
		<p>regard around London Road to the west of Vange. The HELAA identified potentially suitable and available land within the previous extent of the Green Belt Land to the north and south of London Road is identified as being capable of delivering residential development, open space, as well as an extension to Vange Primary School which abuts the northern part of the allocation. In this location which was subject to further ecology and landscape appraisal. The outcomes of the landscape appraisal identified two small potential development parcels in this location.</p> <p>11.83<u>11.62</u> The 24.5ha allocation comprises of two development areas and is capable of delivering around 650 new homes and 12 Gypsy and Traveller pitches/Travelling Showpeople plots. The first of these development area, (hereafter referred to as Parcel A H7a), is a 1ha site located to the south of the London Road immediately adjacent to the existing urban area and Brickfield Road and covers approximately 1ha. The second site development area, (hereafter referred to as Parcel B H7b,) is around 1ha<u>23.5ha</u> in size and located to the north of the London Road. This parcel comprises the former Basildon Zoo, which benefits for extant consent for low density housing and neighbouring land at Tompkins Farms. Land to the north of Parcel B has been excluded from inclusion in this plan due to the visual harm it would otherwise cause to the landscape. . The two development parcels combined have capacity to accommodate 55 homes.</p> <p>11.84<u>11.63</u> Parcel A 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. This will help to preserve its historic setting and value despite the new development.</p> <p><u>11.64</u> Development within H7b will also require a landscape buffer towards the south west of the site to manage the effects of noise and pollution arising from the A13 and Five Bells junction. Development should avoid causing harm to the Local Wildlife Site designations surrounding the site, and existing open land adjacent to these designations should be retained for biodiversity enhancements Similarly Parcel B will require a landscape buffer towards the south west of the site for the same reasons and also a landscaped edge to the north to improve the development's its integration with its surroundings and reduce its visual impact with the adjacent open land.</p> <p>11.85<u>11.65</u> These development areas/parcels are within close proximity to Basildon Meadows SSSI and Langdon Hills Country Park and mitigation will be required through contributions towards recreation amenities in response to expected increases in visitor numbers of national and local wildlife designations, and therefore All development proposals for these sites will need to be</p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>accompanied by ecological assessments, and any harm identified to any national and local wildlife designations will need to be addressed in accordance with policy NE54.</u></p> <p><u>11.66 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 H7 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 Bborough 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.</u></p> <p><u>11.67 The development areas will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area, which includes the provision of sufficient land for the proposed expansion to Vange Primary School in H97b. Development 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 area to serve the residents of the site, unless the NHS determine that on-site provision is required.</u></p> <p><u>11.68 Utility providers have indicated that these sites are well served by existing power supply networks, but improvements will need to be made to the drainage capacity to accommodate growth. They are also in a Critical Drainage Area. Compliance with policy CC4 is therefore essential in relation to these sites, as is the need for Anglian Water to be satisfied that the nearby water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre. Additionally, they are in a Critical Drainage Area, and also in an area where improvements will need to be made to drainage capacity to accommodate growth. Compliance with policy CC4 is therefore essential in relation to these sites, as is the need for Anglian Water to be satisfied that the nearby water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.96 <u>11.69</u> In terms of highways, access arrangements for these sites will need to be in accordance with the Local Transport Plan Development Management Policies. As such it is expected that access to Parcel AH97a, will be secured from <u>the existing</u> Brickfield Road. Access for Parcel BH7b, will meanwhile will utilise make use of the existing access for the former Basildon Zoo and a second access point onto London Road. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, the Highways Mitigation Modelling for Basildon and Wickford identifies the need for junction improvements at the A13/A176 Five Bells <u>Interchange North junction will be required, nearest the Haywain PH.</u> Development in this location will be expected to make a contribution towards these junction improvements, and also contribute towards improvements to cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes.</p>	
LP11.27	Policy H9 (renumbered to H7)	<p>Amended policy to read as follows:</p> <p>Policy H-97 Housing Development Sites—Land North and South of London Road, Vange</p> <p>1. Land to the south of London Road, Vange, as identified on the Policies Map with the notation H9a<u>H7a</u>, will be developed for high quality housing at a density of 30duph <u>35duph</u> to provide around 305 <u>305</u> homes; and land to the north of London Road, Vange, as identified on the Policies Map with the notation H9b<u>H7b</u>, will be developed for high quality housing at a density of 30duph <u>35duph</u> to provide around 25 <u>615</u> homes.</p> <p>2. Access to these sites must be secured in accordance with the policies of the Highways Authority. It is expected that land to the south of the London Road (- Access to H97a) should be <u>will be secured</u> access from the existing Brickfield Road, and H97b should <u>land to the north of London Road (H9b) will utilise existing, as well as create a new secure access onto from the London Road utilising the existing access point for the site.</u></p> <p>3. <u>The allocation will be expected to deliver 12 Gypsy and Traveller pitches/Travelling Showpeople plots in accordance with policy H4.</u></p> <p>4. <u>Development area H7b will be expected to provide sufficient land to support the expansion of Vange Primary School. The development areas will also be expected to meet the full costs of</u></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and representation DLP/2734.

Change No.	Change Location	Change	Reason for Change
		<p><u>expanding the primary school, and providing sufficient on-site early years provision to accommodate the needs of the development.</u></p> <p><u>5. Development area H7a will be required to include open space provision within its area. H9a will be required to provide open space provision adjacent to All Saints Church, as identified on the Policies Map.</u></p> <p><u>6. In order to ensure that development on these sites is well screened from noise and air pollution arising from the A13, and in order to limit harm to the open landscape and wildlife designations to the north, landscaped buffers should be provided to the southern boundary of H7a and to the south-western and northern boundaries of H7b. Where appropriate, these landscape buffers should be multi-functional and also seek to deliver open space, ecological and surface water management benefits.</u></p> <p><u>7. The design and layout of development must take into account the existing fuel pipelines in close proximity to the site. Consideration will be given to the requirements of CLH Pipeline System, in order to ensure safe working in close proximity to buried CLH-PS pipelines</u></p> <p><u>3.7. Development on these sites will be required to make contributions to mitigate the impact it will have on the nearby Basildon Meadow SSSI and Langdon Hills Country Park to the west.</u></p> <p><u>9. Development on these sites will be required to contribute towards, and be aligned with improvements to the nearby A13/A176 Five Bells Interchange North.</u></p> <p><u>10. 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.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>4. Development of these sites must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>5. Development on these sites must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere within the Critical Drainage Area. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>6. Development on either site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <ul style="list-style-type: none"> <i>• Be phased to align with any improvements required to accommodate growth within the drainage network or at the nearby water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i> <i>• Contribute towards, and be aligned with improvements to the nearby Five Bells/Fobbing High Road junction on the A13;</i> <i>• Contribute towards improvements to cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel; and</i> <i>• Contribute towards ensuring sufficient capacity within schools and health care services within the vicinity of the site.</i> <p><i>7.11. Development on these sites should must also comply with all other relevant policy requirements of this plan.</i></p>	
LP11.28	Policy H10 (renumbered to H8) supporting text	<p>Amended the title and supporting text to read as follows:</p> <p><i>Policy H8 - West of Basildon Urban Extension</i></p> <p><i><u>11.70 Land within this allocation has been identified as being suitable for the delivery of around 300 new homes. The site is adjacent to the urban area of Basildon and has good access to employment areas, local services and amenities including Laindon railway station and Laindon</u></i></p>	Amended to reflect new evidence and representations DLP/54, DLP/715, DLP/5786, DLP/9873.

Change No.	Change Location	Change	Reason for Change
		<p><i>Town Centre, which is receiving significant investment to improve the retail offer and access to healthcare.</i></p> <p><i>11.71 The site will also provide open space, which includes a 7.8ha community sports hub, in order to meet the needs arising from this site and to relocate sports facilities from Gardiners Lane South, as set out in policy H5. The open space and community sports hub will be located on land to the east of the site with residential development located to the west.</i></p> <p><i>11.87 The Core Strategy Revised Preferred Options Report identified a large urban extension to the West of Basildon as PADCS. It was expected that PADCS would deliver 2,300 homes and 5.5ha of B Class employment land within the previous extent of the Green Belt to the west of Laindon.</i></p> <p><i>11.88 In January 2015, the Council consulted on a proposal jointly with Brentwood Borough Council which considered whether there was an opportunity to use land either side of the shared administrative boundary in this location to meet development needs for both local planning authorities, particularly housing needs. This proposal, termed 'Dunton Garden Suburb' was based on a high level appraisal of a community which could provide between 4,000 and 6,000 homes, a gypsy and traveller site, commercial buildings and supporting infrastructure. Given the variety of issues raised in the consultation, which are set out in the Dunton Garden Suburb Statement of Consultation (2015) it has not been possible for either Council to resolve this proposal in isolation to their Local Plans, but the exercise has served a purpose to determine if a cross boundary development could be an option in this location.</i></p> <p><i>11.89 The HELAA shows that land with the capacity to accommodate 1,000 homes has been promoted for development and is therefore available in this location. The Outline Landscape Appraisals meanwhile indicated that should land in this location be promoted for development purposes, it would be possible to accommodate of the order of 2,350 homes in this location alongside other development and infrastructure requirements. Due to the extent of developable land in this location, there is a need for the requirements of the Core Strategy Revised Preferred Options Report to be expanded to meet elements of specialist accommodation need also. In particular, it is expected that a residential care or nursing home is provided on the site to meet the specialist accommodation needs of older people as set out in policy H2. It is also expected that provision is made for gypsy and traveller accommodation, to meet the requirements of policy H3.</i></p> <p><i>11.90 Having regard to these requirements it is expected that 5.5ha of employment land, a residential care/nursing home, gypsy and traveller pitches and park homes sites for non-travelling</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>gypsies and travellers in accordance with policy H3, and around 1,000 homes will be delivered in this location during the plan period. Additionally, the remainder of the land in this location will be safeguarded for development beyond the plan period, in the expectation that this land may come forward for development by that time. The remaining land would provide a further 1,350 homes. There are also expectations that land in this location will be required in the long term for the provision of a secondary school, and therefore it is expected that land will be reserved for this purpose also.</i></p> <p><i>11.91 This site will require substantial infrastructure provision to support the level of growth proposed. There will be a requirement for pre-school and primary school provision on-site. There will also be the need for on-site open space and sports facilities on-site in accordance with the requirements of policy HC1, and in order to off-set the loss of sports facilities at Gardiners Lane South as set out in policy H7.</i></p> <p><i>11.92 Additionally, in order to enable residents of the site to meet their local needs without having to travel too far, a local centre should be provided, with the main retail provided by Laindon town centre. The site will impact on the demand for GP provision within the area. The NHS has determined that a standalone facility is required on-site to meet the needs of residents in this location.</i></p> <p><i>11.93 In terms of road infrastructure, the Highways Mitigation Modelling has tested a proposal to provide a direct link road from the site area off Lower Dunton Road onto West Mayne in Laindon. This link road will improve capacity at the Dunton junction with the A127, and will also improve the sustainability of the site by reducing the journey distance to town centre services and the railway station in Laindon. This link road will therefore need to be delivered during the first phases of development of this site in order to ensure the sustainability of travel movements. Alongside the link road, 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, in particular sustainable access to the nearby services and railway provision in Laindon should be secured. This is essential to ensure that early occupiers develop more sustainable travel behaviours.</i></p> <p><i>11.94 Additionally, a corridor of land to the west of this location in Brentwood Borough is being considered as Option C by Highways England as one of the possible routes for the Lower Thames Crossing between Essex and Kent, to be built during the plan period. A decision on the preferred route will be taken in 2016 by the Secretary of State for Transport. If Option C is selected there are</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>potential highways and land use implications for this site which will need to be considered in the preparation of the masterplan/development brief for this site.</p> <p><u>11.72 This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area. 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.</u></p> <p>11.95<u>11.73</u> Utility providers have indicated that this site 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 site 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>11.96 In terms of energy supply, there is the potential to secure the provision of decentralised facilities in this location. The adjacent employment areas, new employment areas and the new residential community could be potential users of heat or power generated in this location. It is however important that any plant does not cause harm to residential amenity of either existing properties or properties proposed on this site, and therefore this option needs to be carefully considered against policy CC7 to determine whether it is achievable.</p> <p>11.97 The requirements for open space, active travel modes and surface water management should be integrated into the landscape and new green infrastructure provision made within the site. This must include the relocation of one or more of the sports clubs currently located at Land West of Gardiners Lane South, as required by Policy H7. A buffer to the north of the site to physically screen the development from noise and air quality issues associated with the A127 should be provided, in addition to a buffer on the western boundary to screen long distance views into the site. Additionally, the presence of pylons running east west through the site, and a gas pipeline running underground north south through the site limit development in these locations and provides the opportunity for green links within the site.</p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.98-11.74 This site is not known to be highly ecologically sensitive. It is however recognised that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site must therefore be accompanied by appropriate ecological assessments, <u>and must also seek to retain and enhance hedgerows, trees and other landscape features and must also seek to retain and enhance natural features where wildlife may be prevalent.</u></p> <p>11.9911.75 The allocation is in proximity to The proposals for this location will affect the setting of the historic settlement of Dunton Village and the surrounding landscape which includes historic field patterns and also Medieval buildings including Dunton Hall, and St Mary the Virgin Church, Friern Manor and the Old Rectory. Additionally, there are views across to St Mary the Virgin Church in Little Burstead to the north. Development will therefore be expected to respect the historic setting of these features and mitigate any harm through appropriate landscaping, layout and design. There is also potential for non-designated heritage assets of archaeological interest within the site and policy HE4 will be applicable. These historic features should be respected in the layout and design of the development proposed for the whole site.</p> <p><u>11.76 In terms of highways, access arrangements for this site will need to be in accordance with the Local Transport Plan Development Management Policies. Access to the eastern part of the site will be secured from West Mayne and a secondary access will also be secured via a new link road into the sports facilities from Mandeville Way. Access to the western part of the site will be secured from Lower Dunton Road. Development in this location will be expected to make a contribution towards these junction improvements, and also contribute towards improvements to walking, cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes.</u></p>	
LP11.29	Policy H10 (renumbered to H8)	<p>Amended policy to read as follows:</p> <p>Policy H-108</p> <p>Mixed Use Development Site – West of Basildon Urban Extension</p> <p><u>1. 19ha of Land to the west of Basildon, as identified on the Policies Map with the notation H810a, will be developed to provide around 1,000300 high quality homes developed at a density of 30duph, as well as open space including a 7.8ha sports hub, a residential care/nursing home, and at least 5.5ha of employment land as required by policy E7.</u></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and representations DLP/41, DLP/54, DLP/2241, DLP/2073, DLP/2769, DLP/368, DLP/823, DLP/517 DLPQQ/359, DLPQQ/479, DLPQQ/459, DLP/3308, DLPQQ/468.

Change No.	Change Location	Change	Reason for Change
		<p><u>2. The on-site open space provision will be located to the eastern part of the site. It should provide a new sports hub incorporating the relocated sports pitches from Gardiners Lane South, in accordance with policy H5, and additional provision that meets the needs arising from this development.</u></p> <p><u>3. Access will be secured from West Mayne for the residential element of this proposal to the east of the site, and from Lower Dunton Road for development to the west of the site in accordance with the policies of the Highways Authority. A secondary access will be secured to the sports facilities from Mandeville Way.</u></p> <p><u>4. The design and layout of development must respect the nearby historic assets of the settlement of Dunton, the medieval field patterns in the area and medieval buildings.</u></p> <p><u>5. 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.</u></p> <p><u>6. Development on this site must also comply with all other relevant policy requirements of this plan.</u></p> <p><u>2. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</u></p> <p><u>a. Make provision on site for pre-school and 1fe primary school, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</u></p> <p><u>b. Make provision on site for the provision of open space, and new and relocated sports facilities in accordance with policy HC1 and H7;</u></p> <p><u>c. Make provision on site for a GP surgery, as specified by NHS England and the Basildon and Brentwood CCG, and should align with the occupation of development;</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>d. Provide a link road between the site and West Mayne, Laindon during the first phase of development, and make junction improvements to the A127 Dunton junction as required to support development on this site;</i></p> <p><i>e. Have regard to the route, impacts and implications of the Lower Thames Crossing, should Route Option C be pursued by the Government during the plan period; and</i></p> <p><i>f. Provide active and sustainable transport routes and facilities within the site, and contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. This should include sustainable travel links to services and railway provision within Laindon. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i></p> <p><i>3. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>4. In order to ensure that development on this site is well screened from noise and air pollution arising from the A127, and in order to limit harm to the open landscape to the west, landscaped buffers should be provided to the northern and western boundaries of the sites. Additionally, landscaped buffers should also be provided running east west and north south through the site following the route of electricity pylons and gas pipelines. These landscape buffers should be multi functional and should also seek to deliver open space, ecological and surface water management benefits.</i></p> <p><i>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>6. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere within the Critical Drainage Area. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>7. The design and layout of development must respect the historic assets of the settlement of Dunton Village, the medieval field patterns in the area, medieval buildings and long distance views towards St Mary the Virgin Church in Little Burstead. Consideration will be given to the</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>requirements of policies in chapter 17 in order to ensure elements of the historic environment, and their setting are adequately protected from harm.</i></p> <p><i>8. Development of this site should also comply with all other relevant policy requirements of this plan.</i></p> <p><i>9. Land to the west of Basildon, as identified on the Policies Map with the notation H10b, will be safeguarded for the provision of around a further 1,350 high quality homes developed at a density of 30duph, a residential care and/or nursing home and a 2fe primary school beyond the current plan period. Additionally, land within this location must be reserved for the provision of a secondary school, as specified by the Essex County Council School Place Commissioning Service, and this land must be made available for the provision of a secondary school should the need arise, either during this plan period or the next.</i></p> <p><i>10. In order to ensure that the requirements set out in parts 1 to 9 of this policy are met, and landownership arrangements do not result in non-delivery of infrastructure and other essential requirements, or piecemeal development, a masterplan or development brief should be prepared for this site which identifies how the development and infrastructure requirements will be met in a planned and integrated fashion. This masterplan or development brief will need to be subject to viability assessment to ensure it is deliverable, and must be adopted by the Council before any part of the site is brought forward for development.</i></p>	
LP11.30	Policy H11 (renumbered to H9) supporting text	<p>Amended supporting text to read as follows:</p> <p><i><u>Policy H9 - Land West of Steeple View, Laindon</u></i></p> <p><i>11.100 The Core Strategy Revised Preferred Options Report identified a large urban extension to the west of Basildon as PADCS. It was expected that PADCS would deliver 2,300 homes and 5.5ha of B-class employment land within the previous extent of the Green Belt to the west of Laindon. Whilst the Core Strategy Revised Preferred Options Report focused on a concentration of development in the location of this plan's H11, the totals also assumed land between the A127 and Dunton Road could be developed for the same mixed use development.</i></p> <p><i>11.1011.77 The HELAA shows that a strip of land adjacent to the established residential area of to the west of Steeple View has been identified as a sustainable location for the delivery of 245 new homes and associated open space. is suitable, available and achievable for residential</i></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><i>development. The Outline Landscape Appraisal prepared for the Strategic Sites identified that approximately 4.6ha of this available land is developable.</i></p> <p><i><u>11.78 The requirements for on-site open space, active travel modes and surface water management should be integrated into the landscape and new green infrastructure provision made within the site, connected as appropriate into the wider countryside. A buffer to the south of the site to physically screen the development from noise and air quality issues associated with the A127 should be provided, in addition to a buffer on the western boundary to screen long distance views into the site.</u></i></p> <p><i><u>11.79 This site is not known to be highly ecologically sensitive. It is however recognised that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees and other landscape features and must also seek to retain and enhance natural features where wildlife may be prevalent.</u></i></p> <p><i>11.102<u>11.80</u> This site will require <u>community</u> infrastructure provision to support the level of growth proposed. There may <u>will</u> be a requirement for <u>contributions towards pre-school/early years childcare and primary school provision</u> contributions towards schools in the local area. There will also be the need for on-site open space. The site will <u>also</u> impact on the demand for GP provision within the area <u>and</u> 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, <u>unless the NHS determine that on-site provision is required.</u></i></p> <p><i>11.103 In terms of road infrastructure, the Highways Mitigation Modelling has tested a proposal to remove the former Fortune of War roundabout and upgrade the A127 Dunton junction. Whilst this development would not be able to pay for these alone, it will be required to contribute towards local and strategic highway upgrades, alongside other developments in the area, to ensure road safety and reduce congestion. It will also 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.</i></p> <p><i>11.104<u>11.81</u> Utility providers have indicated that this site is well served by existing power supply and water recycling facilities. There is however a need for developers to ensure that this remains</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>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 site 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.</i></p> <p><u><i>11.82 In terms of road infrastructure, upgrades to the A127 Dunton junction and improvements to Fortune of War junction will be required to support growth in this location and on other nearby sites that contribute to traffic pressures at these junctions. Whilst this development would not be able to pay for these alone, it will be required to contribute towards local and strategic highway upgrades, alongside other developments in the area, to ensure road safety and reduce congestion. Contributions towards improvements to cycling and public transport provision within the vicinity of the site will also be expected in order to facilitate a modal shift towards active and sustainable transport modes.</i></u></p> <p><i>11.105 The requirements for on-site open space, active travel modes and surface water management should be integrated into the landscape and new green infrastructure provision made within the site, connected as appropriate into the wider countryside. A buffer to the south of the site to physically screen the development from noise and air quality issues associated with the A127 should be provided, in addition to a buffer on the western boundary to screen long distance views into the site.</i></p> <p><i>11.106 This site is not known to be highly ecologically sensitive. It is however recognised that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees and other landscape features where wildlife may be prevalent.</i></p> <p><i>11.109</i><u><i>11.83 The Fortune of War junction on the A127, which is the nearest junction to the site allocation, has been identified in the UK Air Quality Plan for Nitrogen Dioxide as exceeding the statutory limit for NO2 concentrations and therefore is recognised as posing a risk to human health. Whilst it is acknowledged that the A127 plays a strategic role and carries traffic from a wide area and will therefore require a coordinated approach to dealing with this exceedance, it is important to avoid exposing more people to air quality levels that pose a risk to human health. NO2 concentrations are expected to fall to within statutory levels by 2023. It is expected that this site will not come forward for development purposes until such time as air quality in the vicinity of the site has been shown to sit below these statutory limits.</i></u></p>	

Change No.	Change Location	Change	Reason for Change
LP11.31	Policy H11 (renumbered to H9)	<p>Amended policy to read as follows:</p> <p>Policy H-119 Housing Development Site—Land West of Steeple View, Dunton Road, Laindon</p> <p>1. 4.69ha of land to the west of Steeple View, Laindon, as identified on the Policies Map with the notation H11H9, will be developed to provide around 140 245 high quality homes developed at a density of 350duph.</p> <p><u>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.</u></p> <p>2.3. In order to ensure that development on these sites 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 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, together with setting for the development.</p> <p>3.4. Access to the highway network will be provided from the Dunton Road frontage 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>3.5. 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>4. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</p> <p>5. Development of this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere within the Critical Drainage Area BAS8. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies.

Change No.	Change Location	Change	Reason for Change
		<p><i>6. Development must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <p><i>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i></p> <p><i>b. Contribute towards, and be aligned with improvements to the nearby A127 Fortune of War and/or Dunton junctions;</i></p> <p><i>c. Contribute towards improvements to cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel; and</i></p> <p><i>d. Contribute towards improvements in healthcare services and primary school provision in Noak Bridge.</i></p> <p><i>6. 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.</i></p> <p><i>7. Development onof these sites this site should must also comply with all other relevant policy requirements of this plan.</i></p>	
LP11.32	Policy H12 (renumbered to H10) and new Policy H11 supporting text	<p>Amended supporting text to read as follows:</p> <p><i>Policies H10 and H11 - Land East ofat Noak Bridge, Basildon</i></p> <p><i>11.107—The Core Strategy Revised Preferred Options Report considered development in this location as a reasonable alternative to other PADCs in Basildon. It was not however selected as a preferred PADC location. It was considered that development in this location would affect the gap between the urban edge of Basildon at Noak Bridge and the village of Crays Hill. This would</i></p>	Amended to reflect new evidence and representations DLP/720, DLP/2758.

Change No.	Change Location	Change	Reason for Change
		<p><i>increase the risk of the two settlements merging, contrary to the purpose of including land within the Green Belt.</i></p> <p><i><u>11.108</u><u>11.84</u> The Green Belt Study has found the site to only partly contributes to the Green Belt purposes and the HELAA shows that approximately 52ha of land is suitable, available and achievable in this location. An Outline Landscape Appraisal prepared for the Strategic Sites has therefore reconsidered this location at a smaller scale than the strategic Landscape Character Assessment and Green Belt Landscape Capacity Study to if determine any of it is developable with mitigation. It has concluded that <u>Two sites adjacent to the existing urban area of Noak Bridge have been allocated to deliver a total of around 750 new homes at 45duph. 12ha is developable, Open space provision will be required on site, along with provided that a significant landscape buffer is provided around the edge of the development to the north east and south to help ensure a defendable Green Belt boundary can be maintained during this plan, and not lead to coalescence with Crays Hill.</u></i></p> <p><i><u>11.85</u> 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.</i></p> <p><i><u>11.86</u> 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.</i></p> <p><i><u>11.87</u> 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 defendable Green Belt boundary.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>11.88 This level of growth will require a 1 form of entry extension to the existing Noak Bridge Primary School. This 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 H10 and H11 will be expected to meet the full costs of this extension, which is likely to be higher per dwelling than the typical cost quoted in the Essex Developer Contributions Guidance.</u></p> <p>11.109<u>11.89 In addition to This site will require local infrastructure provision set out above to support the development proposed, education contributions, There will be a requirement for pre-school and primary school provision on site. There will also be the need for 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 on-site open space as the nearest open space is a nature reserve and future occupants would be more than 400m away from the nearest amenity green spaces, at Noak Bridge Village Green. The site will impact on the demand for GP provision within the area. The NHS's 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 area to serve the residents of the site.</u></p> <p>11.110<u>11.90 In terms of highways, it is expected that two points of access are secured to serve a development within H10, both from Wash Road of this size. It is expected that access will be taken from Wash Road, and also from Bridge Street, providing a link into the existing Noak Bridge settlement. 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.</u></p> <p>11.91<u>In terms of road infrastructure, The Highways Mitigation Modelling Publication Local Plan THIA shows that improvements to the Fortune of War junction to improve traffic flows on the A127 will have a limited impact localised improvements to the Pipp's Hill Interchange are necessary in order to provide the on the capacity of the Pipp's Hill Interchange to accommodate growth in Noak Bridge. It will therefore be necessary for development at this site 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. This is essential to ensure that early occupiers develop more sustainable travel behaviours.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.111<u>11.92</u> Utility providers have indicated that this site is<u>these sites are</u> 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. <u>There is surface water flood risk, and risks associated with reservoir flooding of the Pippis 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. Development would occur towards the north and west of this area, owing to land further to the east and south being within the floodplain of the Basildon Brook and at risk of flooding from the nearby reservoir of Pippis Hill Lake. It is expected that measures will 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.</u></p> <p>11.112 The requirements for open space, active travel modes and surface water management should be integrated into the landscape and new green infrastructure provision made within the sites. This 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>11.113<u>11.93</u> These sites are 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 the sites must therefore be accompanied by appropriate ecological assessments, <u>and must also seek to retain and enhance hedgerows, trees and other landscape features and must also seek to retain and enhance natural features where wildlife may be prevalent.</u></p> <p>11.114<u>11.94</u> The proposals for Development in this location will be in the vicinity of the Noak Bridge Conservation Area, designated heritage assets and long distance views to St Mary Magdelene Church in Great Burstead to the north west. Proposed development must not cause harm to the setting of the Conservation Area and These all historic features should be respected in the layout and design of the development proposed for the whole site<u>allocation.</u></p>	
LP11.33	Policy H12 (renumbered to H10) and new policy H11	<p>Replaced Policy H12 (now H10) with the following text and insert new policy H11:</p> <p><u>Policy H 120</u> Housing Development Site— Land East of Noak Bridge, Wash Road, Basildon</p>	Amended to reflect new evidence, to be consistent with the other housing site allocations, to include a new site and in response to

Change No.	Change Location	Change	Reason for Change
		<p><u>1. 20ha of land to the east of Noak Bridge, as identified on the Policies Map with the notation H10, will be developed for around 400 high quality homes at 45 dph. On-site open space provision will be secured towards the south-east and east of the site, aligning with those areas at risk of flooding.</u></p> <p><u>2. In order to ensure that the development does not cause the coalescence of built form between Noak Bridge and Crays Hill, a landscape buffer must be provided to the east of the site. A further landscape buffer must be provided between development in H10 and the Noak Bridge Nature Reserve and any development on this site must be well screened from noise and air pollution arising from the nearby A127 to the south.</u></p> <p><u>3. The design and layout of development must take into account the existing fuel pipelines in close proximity to the site. Consideration will be given to the requirements of CLH Pipeline System, in order to ensure safe working in close proximity to buried CLH-PS pipelines.</u></p> <p><u>4. The development should complement the existing character of the Noak Bridge village in respects of building styles, street layout, open spaces and boundary treatments, with Wash Road forming a key frontage to ensure that the development relates well to its surroundings. Careful consideration must be given to the setting of the Noak Bridge Conservation Area, and the designated heritage assets at Laindon Pond and Daniels Farm on Wash Road in preparing the design and layout of development.</u></p> <p><u>5. Access to the highway network will be provided from Wash Road. Additional pedestrian and cycling routes will be secured via a link to Bridge Street, and also through the extension of the public footpath on Wash Road to the highway access points for this site.</u></p> <p><u>6. 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.</u></p> <p><u>7. 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</u></p>	<p>representations DLP/720, DLP/2758, DLP/4453 DLP/2552, DLP/2616, DLP/2862.</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>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.</i></p> <p><i>8. Development of this site must also comply with all other relevant policy requirements of this plan.</i></p> <p><i>1. 12ha of land to the east of Noak Bridge, Basildon as identified on the Policies Map with the notation H12 will be developed to provide 360 high quality homes developed at a density of 30dph.</i></p> <p><i>2. In order to ensure that the development does not cause the coalescence of built form between Noak Bridge and Crays Hill, a landscape buffer must be provided to the east of this site. A further landscape buffer must be provided between any development on this site and the Noak Bridge Nature Reserve. Additionally, any development on this site must be well screened from noise and air pollution arising from the nearby A127 to the south. Where appropriate, existing tree belts, hedgerow and specimen trees should be retained. These landscape buffers should be multi-functional and also seek to deliver open space, ecological and surface water and river flood risk management benefits, together with creating an attractive setting for the development.</i></p> <p><i>3. The development should complement the existing character of the Noak Bridge village in respects of building styles, street layout, open spaces and boundary treatments. Wash Road should form a key frontage and ensure that the development relates well to its surroundings.</i></p> <p><i>4. Access to the highway network will be provided from Wash Road to protect the amenity of nearby residential properties. However, pedestrian and cycle access must be provided into Bridge Street from the site to ensure future occupants have safe and more direct access to the existing village facilities, as well as the bus route. Contributions towards local and strategic highways improvements will be sought to ensure the highway safety of road users and pedestrians. It will be expected that the development of this site will deliver the extension of the public footpath along Wash Road to ensure access to the site from this road.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>6. Development of this site must not increase the risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>7. The design and layout of the development must not harm the setting of the designated heritage asset at Laindon Ponds or Daniels Farm in Wash Road, and should integrate the long distance views to St Mary Magdelene Church in Great Burstead into the development.</i></p> <p><i>8. Development must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <ul style="list-style-type: none"> <i>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i> <i>b. Contribute towards local and strategic highway improvements;</i> <i>c. Contribute towards improvements to cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel;</i> <i>d. Make on site provision for a 2fe primary school, and any associated pre-school requirements, as advised by the Local Education Authority; and</i> <i>e. Make a financial contribution towards enhanced capacity at the existing healthcare centre in Noak Bridge</i> <p><i>9. Development on these sites should also comply with all other relevant policy requirements of this plan.</i></p> <p><u>Policy H11</u></p> <p><u>Land North of Noak Bridge, Basildon</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>1. 11ha of land to the north of Noak Bridge, as identified on the Policies Map with the notation H11 will be developed for around 350 high quality homes at 45 dph. On-site open space provision will also be required.</u></p> <p><u>2. A landscape buffer must be provided to the north of this site to provide a robust Green Belt boundary, and to prevent coalescence with ribbon development on Noak Hill Road.</u></p> <p><u>3. The development should complement the existing character of the Noak Bridge village in respects of building styles, street layout, open spaces and boundary treatments, with Wash Road forming a key frontage to ensure that the development relates well to its surroundings. Careful consideration must be given to the setting of the Noak Bridge Conservation Area in preparing the design and layout of development.</u></p> <p><u>4. Access to the highway network will be provided from Wash Road. A pedestrian crossing must be provided to link development on this site to the existing settlement of Noak Bridge.</u></p> <p><u>5. Development on this site, combined with site H10, 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.</u></p> <p><u>6. 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.</u></p> <p><u>7. Development of this site must also comply with all other relevant policy requirements of this plan.</u></p>	
LP11.34	Policy H13 (renumbered to	<p>Renumbered policy and replace supporting text with the following:</p> <p><u>Policy H132 - East of Basildon</u></p>	Amended to reflect new evidence and representations DLP/1057, DLP/1105,

Change No.	Change Location	Change	Reason for Change
	H12) supporting text	<p><i>11.115 The Core Strategy Revised Preferred Options Report identified a large urban extension to the east of Basildon as PADCG. It was expected that PADCG would deliver 2,000 homes and 5.5ha of B class employment land within the previous extent of the Green Belt to the north east of Pitsea.</i></p> <p><i>11.116 The HELAA shows that the vast majority of land within this location have been promoted for development and is therefore available. The Outline Landscape Appraisal prepared for the Strategic Sites however identified a significant lack of landscape capacity to be able to accommodate the level of growth originally earmarked for the north east of this area as identified by PADCG. There has therefore been a need to reconsider how the spatial strategy for the east of Basildon is taken forward, given these constraints on landscape capacity. Three broad areas have been considered in relation to the east of Basildon – land to the east of Bowers Gifford, land between Pitsea and Bowers Gifford and land to the east of Burnt Mills.</i></p> <p><i>11.117 124ha of land to the east of Bowers Gifford has been promoted for development purposes. However, the development of this land would remove the Green Belt separation between Bowers Gifford and Thundersley. This would have implications on the purpose of including land within the Green Belt at both a local and strategic level. The Settlement Hierarchy Review notes that development in this location would impact on the legibility of settlements in South Essex at a wider than local level. The Outline Landscape Appraisal of this location also recommends against substantial development in this location. Land to the east of Bowers Gifford is not therefore available to contribute in any significant way towards delivering growth to the east of Basildon.</i></p> <p><i>11.118 There are 152ha of land located between Pitsea and Bowers Gifford. A significant proportion of this land has been promoted for development through the HELAA, however there are a number of landowners involved in this area, particularly to the north of this location. The combined capacity of sites in this location, as assessed through the HELAA is around 2,000 homes. The development of these sites to their maximum capacity would however cause Bowers Gifford to be subsumed within the wider urban area of Basildon. This would have implications for community identity in Bowers Gifford as noted in the Settlement Hierarchy Review. Additionally, the Outline Landscape Appraisal does not advocate the complete development of this area. It recommends that a landscape corridor is retained between Pitsea and Bowers Gifford. It identifies two developable areas in this location, with a 18ha extension to the south east of Pitsea providing around 550 homes, and a 20ha extension to the west of Bowers Gifford providing around 610</i></p>	<p>DLP/2226, DLP/2227, DLP/2232, DLP/2279, DLP/2443, DLP/2961, DLP/3177, DLP/3316, DLP/3311, DLP/5689, DLP/5700, DLP/7383, DLP/7403, DLP/452, DLP/513DLPQQ/124, DLPQQ/392, DLPQQ/356, DLPQQ/404, DLPQQ/904, DLPQQ/273, DLPQQ/860, DLPQQ/504, DLPQQ/510, DLPQQ/574, DLPQQ/635, DLPQQ/955, DLPQQ/726, DLPQQ/566.</p>

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		<p><i>homes. The land in this area could therefore make a substantial contribution towards delivering growth to the east of Basildon whilst also maintaining a landscape corridor which protects the individual identity of Bowers Gifford.</i></p> <p><i>11.119 There are 50ha of land to the east of the Burnt Mills employment area contained to the south by Burnt Mills Road, to the east by Pound Lane and to the north by the A127. Due to the proximity of this site to existing employment development within the A127 Enterprise Corridor, this site has been considered for its ability to provide 5.5ha of employment land in accordance with policies E4 and E8 and around 750 homes as identified in the HELAA. However, the Outline Landscape Appraisal is not supportive of development in this location due to the impact it would have on the agricultural landscape. This has implications for the capacity to the east of Basildon to accommodate growth, as the Outline Landscape Appraisal for these areas when combined only identify a total capacity for 1,230 homes in this broad location.</i></p> <p><i>11.95 H12 is 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 which is to the north of H12 will be delivered through Policy E6. H12 as a whole will deliver the following:</i></p> <ul style="list-style-type: none"> <i>a. 2,000 homes at an average density of 35 dph split between H12a and H12b</i> <i>b. A primary school and associated early years childcare provision</i> <i>c. A local centre</i> <i>d. Replacement and expanded leisure provision</i> <i>e. At least 76ha of public open space, providing separation between Bowers Gifford village and Pitsea, and new community playing pitch provision</i> <i>f. Land for a secondary school</i> <i>g. 15 public Gypsy and Traveller pitches</i> <i>h. Upgrades to, and new access points onto, Pound Lane</i> <i>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</i> 	

Change No.	Change Location	Change	Reason for Change
		<p><u>j. New east-west link road connecting Bowers Gifford to the leisure facilities.</u></p> <p><u>11.96 The High Level Development Framework sets out the overall development concept and development principles for the site, which forms the body of this policy. However the Council will require a more detailed Masterplan or Development Brief for the whole allocation to be produced prior to development to ensure the site is cohesive and the necessary infrastructure is delivered alongside development. 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 will be aligned with the provision of infrastructure, as set out in the Infrastructure Development Plan.</u></p> <p><u>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 & 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.</u></p> <p><u>11.98 Alongside the strategic open space, this area makes provision for a new education and leisure hub on land to the north of Trenham Avenue adjacent to the urban area of Pitsea. The hub will consist of space for school provision and the relocated Eversley Leisure Centre and pitches. There is opportunity and land to relocate an existing school in order to accommodate existing needs and those arising from the new development or provide an additional 2 form of entry</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>primary school within the hub. Access should be secured from Tyefields and the upgraded Trenham Avenue subject to highways approval.</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> <p><u>11.101 It will be necessary to secure other local upgrades to the highway and transport network to achieve suitable access to all three areas by both private vehicles and by public transport, bicycle and for pedestrians. This will include upgrades to the northern section of Pound Lane, a new east-west link road between Tyefields and a the new distributor road to enable residents of Bowers Gifford to easily access the new leisure facilities within H12, and upgrades and extensions to the Public Rights of Way network.</u></p> <p><u>11.12011.101 The level of growth to the east of Basildon has implications for the ability of the plan to secure necessary highway infrastructure improvements. In terms of strategic highway infrastructure upgrades, the Highways Mitigation Modelling has identified that major changes to the road network would be required to enable development in this location, at Burnt Mills as set out in policy E6, and also the development proposed for south Wickford as set out in policy H14. This includes a new grade separated junction on the A127 which will be costly to secure and will</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>therefore require new development to provide funding through developer contributions, and/or justification for funding provision from the SELEP and/or Government. In the absence of this junction development to the east of Basildon would be limited to around 650 homes and development to the south of Wickford would be limited to around 300 homes, leaving a significant gap in the supply position for the Borough. Development within H12 will therefore be required to make contributions towards upgrades to the A127 junction.</i></p> <p><i>11.121 There is therefore a need to strike a balance between the protection of the landscape in this location, and the need to provide enough growth to secure the infrastructure necessary to support growth in the Borough more generally. Three options have therefore been considered in this regard.</i></p> <p><i>11.122 Option 1 is to secure a lower level of development in this location – 1,230 homes only, and place greater weight on protecting the landscape. This places at risk infrastructure delivery, which places at risk the delivery of housing to the south of Wickford also. This option therefore affects the ability of the plan to both achieve its housing target and to also address issues of highway infrastructure capacity. It prevents the delivery of a highway mitigation option which would both support growth and also help to address existing highway congestion issues at the Nevendon Road junction with the A127, congestion on the Nevendon Road itself, and also congestion at junctions within Wickford on the route between the A127 and the A130. This option is not therefore preferred within this plan.</i></p> <p><i>11.123 Option 2 is to provide 5.5ha of employment and 2,000 homes to the east of Basildon by delivering 5.5ha of employment and 750 homes at land east of Burnt Mills, 550 homes to the south east of Pitsea and 610 homes to the west of Bowers Gifford. This would increase the likelihood of securing funding for highway infrastructure improvements, and would retain the separation between Pitsea and Bowers Gifford.</i></p> <p><i>11.124 However, development in this location would significantly impact on the agricultural landscape on land east of Burnt Mills. Whilst the significance of this landscape may be questioned, as earlier evidence in the Landscape Character and Green Belt Landscape Capacity Study indicates that this land is only of medium significance, it has an important role to play in maintaining the visual separation which exists between Wickford and Basildon. This separation is important in terms of the purpose of the Green Belt in this location, and this importance is increased given the proposal to develop some land at south Wickford as set out in policy H14.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>11.125 Additionally, the provision of housing in this location is also questioned in terms of community cohesion, as this location is remote from existing serviced settlements in the area, and the facilities they provide such as schools, shops and community facilities. This remoteness will increase the need for residents to travel, and will therefore affect the sustainability of development in this location. Consequentially, this option is not preferred within with plan.</i></p> <p><i>11.126 Option 3 is to provide 5.5ha of employment and 2,000 homes to the east of Basildon by delivering 5.5ha of employment at land east of Burnt Mills, and 2,000 homes between Pitsea and Bowers Gifford. As with option 2, this would increase the likelihood of securing highway infrastructure improvements, however, this distribution of development would limit the impact to the agricultural landscape in this location, and also limit the visual effect of development on the separation between Basildon and Wickford.</i></p> <p><i>11.127 Assuming a development density of 30dpuh between Pitsea and Bowers Gifford, this would require 67ha of the 152ha of land to be brought forward for development in this location. This is significantly more land than the Outline Landscape Appraisal recommended for development within this area, but does leave the opportunity to retain a landscaped gap of around 75 to 80ha between the settlements of Pitsea and Bowers Gifford, when other development requirements such as community facilities, specialist accommodation for older people and gypsy and traveller accommodation are also met. This landscape buffer can be used to maintain the visual separation between Pitsea and Bowers Gifford, and can provide a range of open land uses such as the open space provision required to accommodate both growth in this location and the relocation of sports facilities from the Gardiners Lane South site. Given that it is possible to deliver growth in this location whilst maintaining a large swathe of landscape, and the visual separation between Pitsea and Bowers Gifford it is this option which is preferred within this plan.</i></p> <p><i>11.128 The delivery of option 3 is however reliant on the delivery of a junction on the A127 at Pound Lane, and associated improvements to the local highway network including a new east-west link road from Pound Lane to Courtauld Road, which would provide better access to the extension to the east of Pitsea, and also HGV access to the Burnt Mills employment area whilst allowing the existing Burnt Mills Road to be down-graded. In the absence of these improvements to the strategic highway network, development in this location is restricted to around 600-650 homes.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>11.129 In delivering this preferred option, it will be necessary to secure local infrastructure requirements alongside the strategic improvements to highways infrastructure discussed in relation to the options above. This will include local upgrades to the highway and transport network to achieve suitable access to the site by both private vehicles and by public transport, bicycle and for pedestrians.</i></p> <p><i>11.130 11.103 There will also be a need for pre-school and primary school provision, which could include relocating existing primary provision within the site, or securing new educational fields attached to the Eversley Primary School to serve the existing and new community. The development of this site 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 serve the residents of the site, unless the NHS determine that a standalone facility is required.</i></p> <p><i>11.131 There is currently no primary school provision in Bowers Gifford, and this settlement has limited provision of services. It is therefore proposed that around 600 homes proposed for this site are located adjacent to the settlement of Bowers Gifford as opposed to Pitsea. This will provide the catchment population required to support a primary school and improvements to local service provision. It is proposed that the remainder of the development on this site is located adjacent to Pitsea to make the best use of community services in that settlement.</i></p> <p><i>11.132 The site includes some existing open space provision, including the Eversley Leisure Centre and recreation ground. This existing open space provision, and the playing pitches and facilities within the recreation ground will need to be relocated within the open element of the site, alongside the pitches and facilities required to meet needs relocated from land west of Gardiners Lane South. These open elements of the site will need to be brought into public use for their ongoing maintenance and retention as open space. It may be practical to make these open elements of the site multi-functional, in order to provide opportunities for surface water management, habitat creation and active travel alongside the provision of open space. In order to ensure that this open part of the site maintains a buffer between Pitsea and Bowers Gifford it should be at least 500m in width (east-west) along the frontage with London Road, and at least 200m in width elsewhere.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.133<u>11.104</u> Utility providers have indicated that this site <u>allocation</u> 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 site <u>allocation</u> 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>11.134 In terms of energy supply, there is the potential to secure the provision of decentralised facilities in this location in combination with the employment area to the north. The new residential community could be potential users of heat or power generated in this location. It is however important that any plant does not cause harm to residential amenity of either existing properties or properties proposed on this site, and therefore this option needs to be carefully consider against policy CC7 to determine whether it is achievable.</p> <p>11.135<u>11.105</u> This site <u>allocation</u> is not known to be highly ecologically sensitive. It is however recognised that there will be wildlife living within natural features of the site <u>development areas</u> such as trees and hedgerows. Any application for the site <u>development</u> must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees and other landscape features 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>11.136<u>11.106</u> 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>	
LP11.35	Policy H13 (renumbered to H12)	<p>Amended policy to read as follows:</p> <p>Policy H 132 Housing Development Site – East of Basildon</p> <p>1. <u>Approximately 1502ha of land</u> site is identified to the east of Basildon between Pitsea and Bowers Gifford <u>will be expected to deliver:</u></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and representations DLP/1879, DLP/55, DLP/440, DLP/9585, DLP/635 DLPQQ/124 DLP/56

Change No.	Change Location	Change	Reason for Change
		<p>a. to deliver 2,000 high quality homes at an average density of 350duph split across the two residential extensions;</p> <p>b. a new D1 education and sports hub, including land for a secondary school;</p> <p>c. 2.1ha of D1 education land in Bowers Gifford;</p> <p>d. a new local centre;</p> <p>e. 15 gypsy and traveller pitches;</p> <p>f. upgrades to, and new access points onto, Pound Lane;</p> <p>g. a new distributor route through H13H12 connecting Pound Lane to a new junction on London Road,</p> <p>h. a new east-west link road connecting the distributor route with Tyefields; and, a nursing or residential home, a site for the accommodation of 15 pitches for gypsies and travellers as required by policy H3, and</p> <p>i. at least 756ha of open space provision, including a new community playing pitch provision, and replacement sports facilities and playing pitches.</p> <p><u>2. Development of the site must be informed by an up to date Mmasterplan, 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.</u></p> <p><u>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.</u></p> <p><u>4. The new community playing pitch provision will be expected to meet the needs arising from the residential development in H12 in accordance with HC2, as well as offset the loss of playing fields from elsewhere in H12 and accommodate the relocated sports pitches from Gardiners Lane, as set out in policy H5. It is expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity.</u></p>	<p>DLP/219, DLP/1435, DLP/2617, DLP/7392, DLP/124, DLP/2943, DLP/133 DLP/2516 DLP/3316 DLPQQ/522.</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>5. The D1 education and leisure hub within the strategic open space gap will comprise of a new and/or relocated primary school and the relocated Eversley Leisure Centre and pitches with access secured from Tyefields and the upgraded Trenham Avenue.</u></p> <p><u>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.</u></p> <p><u>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 site. The relocation of sports pitches from this development area to the strategic open space will be required prior to their redevelopment.</u></p> <p><u>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 2.1ha of D1 education land for primary and/or early years uses, and a and local centre. Access will be secured from the new distributor road, Pound Lane and the new east-west link road.</u></p> <p><u>2-9. 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.</u></p> <p><u>10. All development will be required to contribute towards, and be phased to align with, the delivery of a new grade separated junction of the A127 at Pound Lane/Cranfield Park Road.</u></p> <p><u>11. 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.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>Applicants should refer to the relevant policies within this plan for expected standards of provision.</i></p> <p><i>3. Around 600 of the homes identified in part 1 of this policy, along with a primary school and other community facilities, will be located adjacent to Bowers Gifford. The remainder of the development requirements for this site will be delivered adjacent to Pitsea. The required open space provision will be delivered as a landscape buffer between the settlements of Pitsea and Bowers Gifford. It should extend north-south through the entire site, 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 in its purpose and accommodate formal and informal open spaces, sports pitches, opportunities for ecology, routes for active travel and areas for surface water flood risk management.</i></p> <p><i>4. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <p><i>a. Contribute towards, alongside development at sites E8 and H14, and be phased to align with the delivery of a new grade-separated junction of the A127 at Pound Lane/Cranfield Park Road, and the provision of a new road between Pound Lane and Courtauld Road;</i></p> <p><i>b. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i></p> <p><i>c. Make provision on site for pre-school and a 2fe primary school, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</i></p> <p><i>d. Make provision within the landscape buffer for the provision of open space, new and relocated sports facilities in accordance with policy HC1 and H7;</i></p> <p><i>e. Contribute towards additional GP services within Pitsea to serve the residents of the site. Contributions should be aligned with the initial occupation of each phase of development;</i></p> <p><i>f. Contribute towards any other local highway improvements required to support each phase of development; and</i></p> <p><i>g. Provide active and sustainable transport routes and facilities within the site, and contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>5. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision, shared with development at site E8. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>6. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>7. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere in the Critical Drainage Areas. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>8. The design and layout of development must respect the designated historic assets on the London Road. Consideration will be given to the requirements of policies in chapter 17 in order to ensure elements of the historic environment, and their setting are adequately protected from harm.</i></p> <p><i>9-12. Development of this site should must also comply with all other relevant policy requirements of this plan.</i></p> <p><i>10. In order to ensure that the requirements set out in parts 1 to 9 of this policy are met, and landownership arrangements do not result in non-delivery of infrastructure and other essential requirements, or piecemeal development, a masterplan should be prepared for this site which identifies how the development and infrastructure requirements will be met in a planned and integrated fashion. This masterplan will need to be subject to viability assessment to ensure it is deliverable, and must be adopted by the Council before any part of the site is brought forward for development.</i></p>	
LP11.36	Policy H14 (renumbered to H13) supporting text	<p>Renamed section heading, renumbered policy and amended supporting text to read as follows:</p> <p><i><u>Housing Growth in Wickford</u></i></p> <p><i><u>Policy H13 - Land South of Wickford</u></i></p> <p><i><u>11.107 29ha of land within this location has been identified as being suitable for the delivery of around 1,100 new homes, a primary school and 15 Gypsy and Traveller pitches/Travelling Showpeople plots. 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</u></i></p>	Amended to reflect new evidence and representations DLP/2618, DLP/2865, DLPQQ/209.

Change No.	Change Location	Change	Reason for Change
		<p><i><u>the requirements for this allocation, as does landscape buffers to the eastern and southern boundaries of the site.</u></i></p> <p><i>11.137 The Core Strategy Revised Preferred Options Report identified an urban extension to the south of Wickford as PADC10. It was expected that PADC10 would deliver up to 760 homes, a local centre, community facilities and open space within the previous extent of the Green Belt to the south of Wickford.</i></p> <p><i>11.138<u>11.108 The Green Belt Study has found the site to only partly meet the Green Belt purposes and the HELAA shows that approximately 79ha of land is suitable, available and achievable in this location. An Outline Landscape Appraisal has identified that 25ha of land in this location is developable, provided that a significant</u><u>The open space provision on land to the south-west of the allocation will help the area stay semi natural and ensure separation between the development and the Fairmead Plotlands which are further westwards.</u> The landscaped buffers to the south and east of the site be <u>is retained and enhanced to the south and east of the site to help ensure a defensible Green Belt boundary can be maintained during this plan and not lead to coalescence with Basildon to the south, which is more important given that the urban area is to expand eastwards under policy E6. In addition, the buffer to the south should act as a barrier to mitigate the impact that may otherwise be caused</u>had <u>from the noise and air pollution from</u>of the A127, and to soften the new settlement boundary against the Wick Country Park to the south.</i></p> <p><i>11.139<u>11.109 Opportunities</u> The development of this location will require a planted landscape buffer to the north of the site, with the retention <u>to retain, and enhance and extend</u> ment of the existing hedgerows and Public Right of Way <u>Public Rights of Way</u> forming an east-west green corridor between the existing and new urban built form <u>areas should be explored and integrated into the development. This should extend east to the railway line, with new north to south corridors following the existing hedgerows or Public Rights of Way.</u> Development will also be expected to <u>This should also</u> incorporate enhancements to the entrance of the Country Park from its junction with Tresco Way/Mersea Crescent <u>to ensure improved access to the facility.</u> Land to the west should be kept open, but can include open space uses including formal recreation, which will help the area stay semi natural, given the Fairmead Plotlands which are opposite. The remainder of land between the Country Park and A127 should be kept for open land uses including agriculture in order to help preserve the strategic Green Belt gap which separates Wickford from Basildon. It may however be required strategic highway measures.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.140 <u>11.110</u> This site is not known to be highly ecologically sensitive, however it does border the Wick Country Park, which is a Local Wildlife Site (LoWS), and the North Benfleet Brook runs in a north easterly direction through the eastern part of the site, before joining the River Crouch. It is therefore recognised that there will be wildlife living within natural features of the site such as trees, and hedgerows and watercourses. Any application for the site development must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees and other landscape features and must also seek to retain and enhance natural features where wildlife may be prevalent in accordance with policy NE54. <u>Opportunities to deliver ecological enhancement of the river corridor should also be explored.</u> Additionally, its western extent is on the edge of Critical Drainage Area BAS22 and therefore it must ensure that measures to manage land drainage are installed. <u>The layout of the site should also ensure that flood risk associated with North Benfleet Brook does not affect future occupiers of the site and/or any existing properties nearby and that the maintenance of the river corridor is not impeded.</u></p> <p>11.141 <u>11.111</u> Utility providers have indicated that this site 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. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby. There remains a need however for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</p> <p><u>11.112</u> The site 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 to serve the residents of the site, unless the NHS determine that a standalone facility is required.</p> <p>11.142<u>11.113</u> In terms of highways, access will be taken from appropriate points along Cranfield Park Road and Tresco Way, which will also be the key frontage and will need to be designed in accordance with the Local Transport Plan Development Management Policies. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, and to improve the capacity and flow of local roads serving the rest of Wickford, the</p>	

Change No.	Change Location	Change	Reason for Change
		<p>Highways Mitigation Modelling identifies the need for major changes to the strategic and local highway network is needed. This includes the provision of a new grade separated junction on the A127 at Cranfield Park Road and Pound Lane, upgrades to the <u>A127/A130 Fairglen Interchange</u> Fairglen junction, together with improvements to the A132 <u>between the A127 and Golden Jubilee Way junction.</u></p> <p>11.143 <u>11.114</u> Development in this location of this site will be expected to make a contribution towards the local improvements and improvements to the strategic road network improvements. Until such time as these improvements are delivered, development in this location will be limited to 300 homes only. Phasing of the site will be aligned with the provision of infrastructure, as set out in the Infrastructure Delivery Plan. It is expected that proportionate contributions will also be made towards improvements to walking, cycling and public transport access within the vicinity of the site, particularly towards Wickford town centre to the north and the A127 Enterprise Corridor to the south. These will be required in order to facilitate a modal shift towards active and sustainable transport modes.</p>	
LP11.37	Policy H14 (renumbered to H13)	<p>Replaced policy text with the following:</p> <p><u>Policy H 143</u> Housing Development Site – Land south of Wickford</p> <p><u>1. 29ha of land to the south of Cranfield Park Road, Wickford, as identified on the Policies Map with the notation H134, will be developed to provide around 870 1,100 high quality homes developed at a density of 3545duph, 15 Gypsy and Traveller pitches/Travelling Showpeople plots, a residential care/nursing home primary school and strategic open space provision to the south-west of the allocation.</u></p> <p><u>2. Access should be secured from Tresco Way and Cranfield Park Road in accordance with the policies of the Highways Authority.</u></p> <p><u>3. 2.1ha of D1 education land for the provision of primary school and early years childcare places will be provided on-site, as specified by Essex County Council, to align with the educational needs arising from the development.</u></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and in response to representations DLP/3069, DLP/4964, DLP/4977, DLP/8572 DLP/220, DLP/1299, DLP/1436 DLP/2865, DLPQQ/209.

Change No.	Change Location	Change	Reason for Change
		<p><i>2. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <ul style="list-style-type: none"> <i>a. Contribute towards, and be phased to align with the provision of a new grade-separated junction of the A127 at Pound Lane/Cranfield Park Road to serve Wickford and east of Basildon, together with local traffic management measures during the first phase of development;</i> <i>b. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i> <i>c. Make provision on site for pre-school provision and a 1fe primary school, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</i> <i>d. Make provision for incidental amenity and new strategic formal open space, complimentary to the semi natural facilities provided at the nearby Wick Country Park;</i> <i>e. Contribute towards additional GP services within Wickford to serve the residents of the site.</i> <i>f. Contributions should be aligned with the initial occupation of each phase of development; and</i> <i>g. Provide active and sustainable transport routes and facilities within the site, and contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i> <p><i>3. The opportunity should be taken to investigate, and if possible this site should make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>4. 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 and strategic Green Belt gap to the south separating Wickford and Basildon, landscaped buffers should be provided to the southern and eastern boundaries of the site. These landscape buffers should be multi-functional and should also seek to deliver open space, ecological and surface water management benefits, as well as ecological enhancements to the river corridor. <u>The amenity and open space provision should be complimentary to the semi natural facilities provided at the nearby Wick Country Park and access to which should be enhanced from Tresco Way.</u></i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>5. The layout of development must have regard to the level of flood risk across the site associated with the North Benfleet Brook and development should be designed to ensure sufficient access is provided to the river channel for maintenance.</i></p> <p><i>6. Development on this site will be required to contribute towards, and be phased to align with, the provision of a new grade separated junction of the A127 at Pound Lane/Cranfield Park Road to serve Wickford and east of Basildon.</i></p> <p><i>7. 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.</i></p> <p><i>6. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere in the neighbouring Critical Drainage Area. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>7. Consideration will be given to the requirements of policies in chapter 17 in order to ensure elements of the historic environment, and their setting are adequately protected from harm.</i></p> <p><i>8. Development of this site should <u>must</u> also comply with all other relevant policy requirements of this plan.</i></p>	
LP11.38	Policy H15 (renumbered to	<p>Renumbered policy and amended supporting text to read as follows:</p> <p><u>Policy H14 - Land North of Southend Road, Shotgate</u></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
	H14) supporting text	<p>11.143 <i>The Core Strategy Revised Preferred Options Report identified an urban extension in this location as PADC9. It was expected that PADC9 would deliver up to 150 homes, community facilities and open space within the previous extent of the Green Belt to the north east of Wickford.</i></p> <p><u>11.115</u> <i>Land within this allocation has been identified as being suitable for the delivery of around 280 new homes and open space. The allocation covers 17ha of land adjacent to the Shotgate area of Wickford.</i></p> <p>11.144 <u>11.116</u> <i>The Green Belt Study has found the site to only partly meet the Green Belt purposes and the HELAA shows that approximately 46ha of land is suitable, available and achievable in this location. An Outline Landscape Appraisal has concluded that 11.5ha of land in this location is developable, subject to a substantial landscaped buffer <u>must</u> being provided to the north and east of the site to <u>reduce impacts of odour, air and noise pollution on residential amenity from the Shotgate Water Recycling Centre, the High Voltage Transmission Lines (HVTL) and from the elevated A130 to the east. It should retain and enhance the existing hedgerows, tree groups and Public Rights of Way, and be multi-functional by providing strategic open space, public rights of way, ecological and surface water management benefits. The landscape buffer should also help ensure a defensible Green Belt boundary can be maintained during the Local Plan this plan.</u> In addition the buffer should act as a barrier to help mitigate the impact that may otherwise be had from the air and noise pollution of the Shotgate water recycling Works to the north, and the elevated A130 to the east. It will also provide much needed local accessible formal and informal green space to reduce inadvertent pressure on protected habitats just outside the Borough boundary along the River Crouch. It will put to use what would otherwise be unusable due to the pylons crossing the site. This buffer will include the retention and enhancement of the existing hedgerows, tree groups and Public Rights of Way. Land to the very east of the site should be kept for open land uses including agriculture to help prevent the degradation of the landscape and preserve the setting of two designated heritage assets at Shot Farm, together with managing the transition to a more rural character around Wickford Lawns Plotland.</i></p> <p>11.145 <u>11.117</u> <i>This site is not known to be highly ecologically sensitive, however it does adjoin land owned by Essex Wildlife Trust and designated as a Local Wildlife Site at Giddings Copse to the north and to the River Crouch. It is therefore recognised that there will be wildlife living within natural features of the site such as trees, and hedgerows and watercourses. Any application for</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees and other landscape features and must also seek to retain and enhance natural features where wildlife may be prevalent in accordance with policy NE54.</i></p> <p><i><u>11.118 This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area, to be achieved through the expansion of existing schools. 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 Wickford area to serve the residents of the site, unless the NHS determine that on-site provision is required.</u></i></p> <p><i>11.146 <u>11.119</u> Utility providers have indicated that this site 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, given the River Crouch's location to the north. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development. <u>The presence of HVTL to the east will mean at least minimum separation standards between the line's route and new properties will have to be adhered to in the design of the new development to the satisfaction of National Grid and the Health & Safety Executive.</u></i></p> <p><i>11.147 <u>11.120</u> In terms of highways, principal access arrangements for this site will be secured from the <u>A129/Southend Road</u>, which will also serve as a key frontage, and will need to be designed in accordance with the Local Transport Plan Development Management Policies. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, and to improve the capacity and flow of local roads serving the rest of Wickford, the Highways Mitigation Modelling identifies the need for major changes in Wickford to the strategic and local highway network <u>will be needed</u>. This includes the consideration of a new grade separated junction on the A127 at Cranfield Park Road and Pound Lane, upgrades to the Fairglen junction <u>A127/A130 Fairglen Interchange</u>, together with improvements to the A132.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i><u>11.121 Development in this location on this site will therefore be expected to make a contribution towards the local improvements and improvements to the local and strategic road network as appropriate. Proportionate contributions towards improvements to walking, cycling and public transport access within the vicinity of the site, particularly towards Wickford Town Centre to the east and the Wickford Business Park to the south in order to facilitate a modal shift towards active and sustainable transport modes will also be required.</u></i></p>	
LP11.39	Policy H15 (renumbered to H14)	<p>Replaced the policy with the following:</p> <p><i><u>Policy H 154</u></i> <i><u>Housing Development Site – Land North of Southend Road, Shotgate</u></i></p> <p><i><u>1. 17ha of Land to the north of Southend Road, Shotgate, Wickford, as identified on the Policies Map with the notation H145, will be developed to provide around 400-280 high quality homes at a density of 35duph, and a new strategic open space incorporating formal and informal areas.</u></i></p> <p><i><u>2. Access to the site should be provided secured from Southend Road in accordance with the policies of the Highways Authority.</u></i></p> <p><i><u>3. In order to ensure that the impacts on new homes from noise and odour pollution arising from the Shotgate Water Recycling Centre are minimised, the strategic open space provision will be located to the northern part of the site. A landscape buffer should also be provided to the eastern boundary of the site to ensure that development on this site is well screened from noise and air pollution arising from the A130. Landscape buffers should be multi-functional and should also seek to deliver new open space, public rights of way, ecological and surface water management benefits.</u></i></p> <p><i><u>4. Proposals must be informed by Odour Plume Modelling to the satisfaction of Anglian Water if new homes are to be located within 400m of the Shotgate Water Recycling Centre, and any mitigation works required to enable development closer to the centre must be completed and operational, prior to the site’s residential occupation.</u></i></p> <p><i><u>5. The siting of new homes should ensure the minimum distances from the High Voltage Transmission Lines is maintained, including maintaining the recommended separation distances advised by National Grid and the Health and Safety Executive.</u></i></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and in response to representations DLP/1877, DLP/3171 DLP/532 DLP/2620.

Change No.	Change Location	Change	Reason for Change
		<p><u>6. 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.</u></p> <p><u>7. Development of this site must also comply with all other relevant policy requirements of this plan.</u></p> <p>2. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</p> <ul style="list-style-type: none"> a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements; b. Residential development of the site within 400m of the Shotgate water recycling centre must be informed by Odour Plume Modelling to the satisfaction of Anglian Water, and any mitigation works required to enable development closer to the centre must be completed and operational, prior to the sites residential occupation; c. Ensure all housing and community facilities on site maintain the minimum distances from the High Voltage Transmission Lines, including maintaining the recommended separation distances from National Grid and the Health and Safety Executive; d. Make provision on-site/off-site for pre-school and primary school requirements, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site; e. Make provision of a new strategic open space to the east of Shotgate; f. Contribute towards additional GP services within Shotgate/Wickford to serve the residents of the site. Contributions should be aligned with the initial occupation of each phase of development; 	

Change No.	Change Location	Change	Reason for Change
		<p><i>g. Contribute towards improvements to the local and strategic highway network where they relate to this site, and also ensure the delivery of local traffic management measures that ensure safe accessibility to the site during the first phases of development; and</i></p> <p><i>h. Contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a model shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i></p> <p><i>3. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>4. In order to ensure that development on this site is well screened from noise and air pollution arising from the A130 landscaped buffers should be provided to the eastern boundary of the site. These landscape buffers should be multi-functional and should also seek to deliver open space, ecological and surface water management benefits.</i></p> <p><i>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>6. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>7. Development of this site should also comply with all other relevant policy requirements of this plan.</i></p>	
LP11.40	Policy H16 (renumbered to H15) supporting text	<p>Amended supporting text to read as follows:</p> <p><i><u>Policy H15 - Land at East and South of Barn Hall, Wickford</u></i></p> <p><i><u>11.148 11.122 Land within this allocation has been identified as being suitable for the delivery of around 540 new homes and replacement strategic open space provision. The allocation covers 14ha of land part of which The Core Strategy Revised Preferred Options Report identified an urban extension at this location as PADC12. It was expected that PADC12 would deliver up to 620</u></i></p>	Amended to reflect new evidence and correct typos.

Change No.	Change Location	Change	Reason for Change
		<p>homes, community facilities and a new local centre. Land in this location was previously designated on land as an Area of Special Reserve in the 1998 Basildon District Local Plan. This site includes this allocated land and also some land previously identified as Green Belt in that plan.</p> <p><u>11.123 The open space provision will be delivered to the west of the development area on land within the Green Belt. The open space should retain and enhance the existing hedgerows, tree groups and Public Rights of Way and connect to the existing neighbourhoods of north-west Wickford. This will be achieved by providing multi user access through the developed area of H15 into the open space.</u></p> <p><u>11.124 A key component of delivering this allocation will be the relocation of the Barn Hall Recreation Ground and its facilities to the west of the housing development, the majority of which will be on land within the Green Belt and allocated for open space. 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 commensurate to any residential development taking place.</u></p> <p>11.149 Of the land in the Green Belt, the Green Belt Study found the site to only contribute to some of the Green Belt purposes and the HELAA shows that in combination with the Area of Special Reserve approximately 27ha of land is suitable, available and achievable in this location. The Outline Landscape Appraisal concluded that 10ha is developable, subject to the retention of open land uses including agriculture to the north, on land bordering the Chelmsford City boundary, and open space to the west. Further landscape to the west of the site should be retain and enhance the existing hedgerows, tree groups and Public Rights of Way. A key component of the site should be the relocation of the Barn Hall Recreation Ground and its facilities entirely or partially into the Green Belt further west, thus enabling the development of this housing allocation. This must be linked by green corridors through the developed area, connecting the existing neighbourhoods of north-west Wickford with the new and enhanced open space.</p> <p>11.150 In addition, former allotment land previously designed as an Area of Special Reserve has been evaluated by the Gypsy, Traveller and Travelling Showpeople Site Potential Study (2015) as being suitable to be allocated for a 10 pitch gypsy and traveller site.</p>	

Change No.	Change Location	Change	Reason for Change
		<p>11.151 <u>11.125</u> This site is not known to be highly ecologically sensitive, however it is recognised that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees and other landscape features <u>and must also seek to retain and enhance natural features</u> where wildlife may be prevalent in accordance with policy NE54.</p> <p><u>11.126</u> This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area. 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 Wickford area to serve the residents of the site, unless the NHS determine that on-site provision is required.</p> <p>11.152 <u>11.127</u> Utility providers have indicated that this site 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. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby. There remains a need for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</p> <p>11.153 <u>11.128</u> Principal access arrangements for this site will be from <u>should be secured from Station Lane and Haslemere Road and Farnham Avenue</u>, and will need to be designed in accordance with the Local Transport Plan Development Management Policies. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, and to improve the capacity and flow of local roads serving the rest of Wickford, the Highways Mitigation Modelling identifies the need for major changes in Wickford <u>to the strategic and local highway network will be needed in Wickford. In the vicinity of this site</u> † This includes alterations to the A132/Runwell Road roundabout which is in the vicinity of this site. In addition, enhancements are required to Wickford Town Centre, the northern extent of which is only a few hundred metres from the southern extent of this site.</p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>11.129 Development in this location on this site will therefore be expected to make a contribution towards local improvements, and improvements to <u>the local</u> and strategic road network as appropriate. Proportionate contributions towards improvements to <u>walking</u>, cycling and public transport access within the vicinity of the site, particularly towards Wickford Town Centre to the south will also be required in order to facilitate a modal shift towards active and sustainable transport modes.</i></p>	
LP11.41	Policy H16 (renumbered to H15)	<p>Replaced policy wording with the following:</p> <p><i>Policy H-165</i> Housing Development Site—Land at East and South of Barn Hall, Wickford</p> <p><i>1. <u>14ha allocation of Land east and south of Barn Barn Hall, Wickford, as identified on the Policies Map with the notation H156, will be developed to provide around 420-540 high quality homes developed at a density of 35duph45duph, a 10 pitch gypsy and traveller site, relocated recreation ground and new <u>and enhanced</u> open space.</u></i></p> <p><i>2. <u>Access to this site will be secured from Station Lane, Wickford and Haslemere Road and Farnham Avenue, Wickford in accordance with the policies of the Highways Authority.</u></i></p> <p><i>3. <u>The Barn Hall Recreation Ground will be relocated to the west of the development area on land identified as open space and Green Belt on the Policies Map. Its relocation must be commensurate to the redevelopment of its current site and it should form part of the new strategic open space for north Wickford with new connections to the existing Public Rights of Way. It is expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity. It will be in addition to any sports provision required to meet the needs arising from the new development.</u></i></p> <p><i>4. <u>A landscaped buffer should be provided to the western boundary of the development area. This landscape buffer should seek to deliver ecological and surface water management benefits in conjunction with the proposed open space uses located further west of the development area.</u></i></p> <p><i>5. <u>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</u></i></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies, to correct typos, and in response to representations DLP/1395, DLP/1460, DLPSA/7, DLPQQ/57, DLPQQ/434 DLP/1878, DLP/57.

Change No.	Change Location	Change	Reason for Change
		<p><i>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.</i></p> <p><i>3. Development of this site must also comply with all other relevant policy requirements of this plan</i></p> <p><i>2. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <ul style="list-style-type: none"> <i>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i> <i>b. Make provision on-site/off-site for pre-school and primary school requirements, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</i> <i>c. Relocate the Barn Hall Recreation Ground fully or partially within the Green Belt to the west of the site and provide new strategic open space for north Wickford, adding new connections to the Public Rights of Way to provide access to the River Crouch to the south.</i> <i>d. Contribute towards additional GP services within Wickford to serve the residents of the site. Contributions should be aligned with the initial occupation of each phase of development;</i> <i>e. Contribute towards improvements to the local and strategic highway network where they relate to this site, and also ensure the delivery of local traffic management measures that ensure safe accessibility to the site during the first phases of development; and</i> <i>f. Contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i> 	

Change No.	Change Location	Change	Reason for Change
		<p>3. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</p> <p>4. Landscaped buffers should be provided to the western boundary of the site. These landscape buffers should be multi-functional and should also seek to deliver open space, ecological and surface water management benefits.</p> <p>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policies NE5 to ensure that this is the case.</p> <p>6. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</p> <p>7. Development of this site should also comply with all other relevant policy requirements of this plan.</p>	
LP11.42	Policy H17 (renumbered to H16) supporting text	<p>Renumbered and replaced supporting text for policy with the following text:</p> <p><u>Policy H16 - Land North of London Road, Wickford</u></p> <p>11.154 <u>11.154</u> The Core Strategy Revised Preferred Options Report identified an urban extension in this location as PAD11. It was expected that PAD11 would deliver up to 220 homes, community facilities, a new local or sub centre, open space and transport improvements within the previous extent of the Green Belt to the north west of Wickford.</p> <p>11.130 <u>11.130</u> This allocation is located to the west of Wickford and comprises land between Castledon Road and Sudgen Avenue. Development of this site will complete the urban infilling between existing ribbon development along London Road, whilst also providing new open space.</p> <p>11.155 <u>11.131</u> The site is suitable for the delivery of around 300 new homes. The Green Belt Study has found the site to only contribute to some of the Green Belt purposes and the HELAA shows that approximately 13.5ha of land is suitable, available and achievable in this location. The Outline Landscape Appraisal concluded that 8.2ha of land in this location is developable, subject to a substantial landscaped buffer being provided to the north to accommodate the floodplain of the River Crouch, and the retention <u>retain areas</u> retain areas <u>of natural and semi-natural woodland to the east. The landscape buffer will also provide the locally accessible informal green open space. The buffer</u> The site is also expected should to <u>retain and enhance the existing hedgerows, tree groups</u></p>	Amended to reflect new evidence

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		<p><i>and Public Rights of Way, as well as extend these linear features to promote better access to the countryside and rural landscape.</i></p> <p>11.156 <u>11.132</u> <i>Site H17 is located to the west of Wickford and sits between Castledon Road and Sudgen Avenue. It is an area of urban infill that can accommodate 250 homes whilst also retaining around 40% of its area for open land uses. The development of this site will complete the urban infilling between existing ribbon development along London Road. The site is not known to be highly ecologically sensitive, however it is recognised that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees, tree groups and other landscape features and <u>must also seek to retain and enhance natural features</u> where wildlife may be prevalent in accordance with policy NE54.</i></p> <p><u>11.133</u> <i>This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area. 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 Wickford area to serve the residents of the site, unless the NHS determine that on-site provision is required.</i></p> <p>11.157 <u>11.134</u> <i>Utility providers have indicated that this site 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. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby, given the presence of the River Crouch functional floodplain outside the developable area. There remains a need for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</i></p> <p>11.158 <u>11.135</u> <i>In terms of highways, principal access arrangements for the site will be secured from Castledon Road and London Road, with all main roads serving as key frontages where</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>boundaries are shared. Access points and internal roads will need to be designed in accordance with the Local Transport Plan Development Management Policies and all roads should provide frontage development. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, and to improve the capacity and flow of local roads serving the rest of Wickford, the Highways Mitigation Modelling identifies the need for major changes are needed in Wickford to the strategic and local highway network in Wickford. This includes the consideration of a new grade separated junction on the A127 at Cranfield Park Road and Pound Lane, upgrades to the A127/A130 Fairqlen Interchange Fairqlen junction, together with improvements to the A132 near Nevendon and Runwell.</i></p> <p><i>11.136 Development in this location on this site will therefore be expected to make a contribution towards the local improvements and improvements to the local and strategic road network as appropriate. Proportionate contributions towards improvements to cycling and public transport access within the vicinity of the site, particularly towards Wickford town centre to the east in order to facilitate a modal shift towards active and sustainable transport modes will also be required.</i></p>	
LP11.43	Policy H17 (renumbered to H16)	<p>Renumbered and replaced policy with the following text:</p> <p><i>Policy H 176</i> <i>Housing Development Site – Land North of London Road, Wickford</i></p> <p><i>1. A site to the 14ha allocation on land to the north of London Road, Wickford, as identified on the Policies Map with the notation H167, will be developed at a density of 305duph to provide around 250 300 high quality homes respectively.</i></p> <p><i>2. Access to for the site shall should be secured taken from Castledon Road and London Road, utilising existing through the upgrade of existing access points to standards that meet the requirements of the Highways Authority.</i></p> <p><i>2. Development on these sites must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <p><i>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with</i></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and in response to representations DLP/512 DLP/2518 DLPQQ/973.

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		<p><i>Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i></p> <p><i>b. Make provision on-site/off-site for pre-school and primary school requirements, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from these sites;</i></p> <p><i>c. Contribute towards additional GP services within Wickford to serve the residents of these sites. Contributions should be aligned with the initial occupation of each phase of development;</i></p> <p><i>d. Contribute towards improvements to the local and strategic highway network where they relate to these sites, and also ensure the delivery of local traffic management measures that ensure safe accessibility to these sites during the first phases of development; and</i></p> <p><i>e. Contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i></p> <p><i>3. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on these sites must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>4-3. A landscaped buffer should be provided to the northern boundary of the site. This buffer should be multi-functional and should also seek to deliver <u>informal</u> open space, ecological, flood risk management and surface water management benefits.</i></p> <p><i>4. <u>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.</u></i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for this site will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>6. Development on this site must not be at risk of inundation of river or surface water, and must not increase the risk of surface water flooding to properties elsewhere. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>7.5. Development of this site should <u>must</u> also comply with all other relevant policy requirements of this plan.</i></p>	
LP11.44	Policy H18	Deleted paragraphs 11.159 to 11.164 and Policy H18.	The site has not been included in this plan due to concerns in respects of encroachment and the site's impact on landscape.
LP11.45	Heading and paragraphs 11.165 to 11.168	<p>Amended heading and deleted the following paragraphs:</p> <p><i><u>Housing Growth in Billericay</u></i></p> <p><i>11.165 The Core Strategy Revised Preferred Options Report identified PADC13, PADC14 and PADC15 to accommodate a total of 2,010 new homes, essential services and infrastructure. PADC13 and PADC14 were located to the south east of Billericay. PADC15 was a "Deferred Area of Search" for land to the west of Billericay that was identified as having the potential for the development of up to 1,400 dwellings, together with essential services and infrastructure. It was not site specific, other than it consisted an arc to the west of the town where land was known to be suitable and available.</i></p> <p><i>11.166 The reason for its deferral was so that the impact to Billericay's highway network of further development in this broad location could be investigated more comprehensively by the Highways Authority to appraise whether mitigation options would be able to resolve the highway impacts that were expected to be caused by the scale of development in the area. The Highway Impact Assessment undertaken by the Highway Authority already showed that a number of junctions and interchanges to the west of, and including, the north-south route through the centre of Billericay were already operating at, or over capacity and with further development this situation might not have been possible to resolve through remedial mitigation measures. This plan has been informed by an appraisal of highway mitigation options to identify whether any highway</i></p>	Heading amended for consistency and paragraphs removed to streamline the plan and avoid repetition.

Change No.	Change Location	Change	Reason for Change
		<p>mitigation measures can be delivered to enable new housing development in this part of Billericay.</p> <p>11.167 The Highways Mitigation Modelling identifies the small to large scale options for improving Billericay's highway capacity and network. These are set out in further detail in chapter 9:</p> <ul style="list-style-type: none"> • A176 Noak Hill/A129 London Road Bypass; and/or • Laindon Road/Sun Corner north bound left slip widening; and/or A176/Kennel Lane to Laindon Road two way traffic reinstatement; and/or • Sun Street to Kennel Lane/A176 Roundabout one way routing reversal to southbound; and or • Change Sun Corner roundabout to new signal controlled junction at Sun Corner and/or New Roundabout for Mountnessing Road/A129 London Road Junction <p>11.168 The Highways Mitigation Modelling shows that a combination of these measures should improve the capacity of the local highway network around Billericay, and reduce congestion at key junctions. This will enable Billericay to accommodate both additional development and background growth during the plan period.</p>	
LP11.46	Policy H19 (renumbered to H1) supporting text	<p>Renumbered and replaced supporting text for policy with the following text:</p> <p><u>Policy H17 - Land North East of Potash Road, Billericay</u></p> <p>11.169 The Core Strategy Revised Preferred Options Report did not previously consider development in this location as a reasonable alternative to other PADCs in Billericay due to its smaller size and fragmented landownership.</p> <p>11.170 11.137 The Green Belt Study has found the site only partly contributes to the Green Belt purposes, and the HELAA shows that approximately 22ha of land is suitable, available and achievable in this location. The Outline Landscape Appraisal concluded that around 19ha is developable to the east of Stock Road and The Vale, and to the north of Potash Road. This is subject to the retention of landscape buffers and trees of amenity value to contain the development within the landscape. The Outline Landscape Appraisal concludes that the landscape has the capacity to accommodate around 135 homes in this location at 20duph to retain local character. At the eastern extent, where Potash Road narrows to the junction with Goatsmoor Lane, only frontage development is possible, set back from the road and retaining the majority of the tree cover, with 15 detached properties occupying individual plots. Land within this allocation</p>	Amended to reflect new evidence and information regarding the availability of land previously allocated.

Change No.	Change Location	Change	Reason for Change
		<p><i>has been identified as being suitable for the delivery of around 255 new homes. In order to mitigate the visual impact that the development would otherwise have on the area, landscape buffers incorporating open spaces and green corridors will be required, together with the retention of any hedgerows and notable tree groups, particularly along the boundaries of the site.</i></p> <p>11.171 <u>11.138</u> <i>The site is not known to be highly ecologically sensitive, however it is recognised that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees, tree groups and other landscape features and must also seek to retain and enhance natural features where wildlife may be prevalent in accordance with policy NE54. Additionally, it is on the edge of Critical Drainage Area BAS3 and therefore it must ensure that measures to manage land drainage are installed. Compliance with policy CC4 is therefore essential in relation to this site.</i></p> <p><u>11.139</u> <i>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 H17 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 bBorough 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.</i></p> <p><u>11.140</u> <i>This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area. 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 Billericay area to serve the residents of the site, unless the NHS determine that on-site provision is required.</i></p> <p>11.172 <i>This site will require local infrastructure provision to support the development proposed. There will be a requirement for contributions towards pre-school and primary school provision in the area. There will also be the need for on-site open space, integrated within the landscape buffers. The site will impact on the demand for GP provision within the wider area. The NHS have</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>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 area to serve the residents of the site, unless the NHS determine that on-site provision is required.</p> <p>11.173 <u>11.141</u> Utility providers have indicated that this site 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. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby. There remains a need for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</p> <p>11.174 <u>11.142</u> In terms of highways, principal access will be <u>secured from Stock Road and Potash Road</u>, with both forming a key frontage. They and it will need to be designed in accordance with the Local Transport Plan Development Management Policies. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location and to improve the capacity and flow of local roads serving the rest of Billericay, development in this location will be expected to make a contribution towards the improvements to the local and strategic road network as appropriate. Proportionate contributions towards improvements to cycling and public transport access within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes will also be required.</p>	
LP11.47	Policy H19 (renumbered to H17)	<p>Renumbered and replaced policy with the following text:</p> <p><u>Policy H 179</u> Housing Development Site – Land North <u>East of Potash Road, Billericay</u></p> <p>1. 1911ha of land north east of Potash Road, Billericay, as identified on the Policies Map with the notation <u>H197</u>, will be developed to provide around 150-255 high quality homes developed at a density of 2035duph. Within this site, the frontage of Potash Road, Billericay will be limited to a lower density frontage development only, set back from the road, which is narrower at this point.</p> <p><u>2. Access to this site must be secured from Potash Road, utilising existing access points.</u></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and in response to representations DLP/13308, DLPSA/4, DLPQQ/158, DLPQQ/276, DLPQQ/252, DLPQQ/407, DLPQQ/405, DLPQQ/702.

Change No.	Change Location	Change	Reason for Change
		<p><u>3. Landscaped buffers should be provided along the boundaries of the site. These landscape buffers should be multi-functional and should also seek to deliver open space, ecological and surface water management benefits.</u></p> <p><u>4. The design and layout of development must take into account the existing fuel pipelines in close proximity to the site. Consideration will be given to the requirements of CLH Pipeline System, in order to ensure safe working in close proximity to buried CLH-PS pipelines.</u></p> <p><u>5. 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.</u></p> <p><u>2. Access to this site must be secured from Stock Road for development to the west of the site, and from Potash Road for the lower density development to the east of the site.</u></p> <p><u>3. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</u></p> <ul style="list-style-type: none"> <u>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</u> <u>b. Make provision on-site/off-site for pre-school and primary school requirements, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</u> <u>c. Contribute towards additional GP services within Billericay to serve the residents of the site. Contributions should be aligned with the initial occupation of each phase of development;</u> <u>d. Contribute towards improvements to the local and strategic highway network where they relate to this site, and also ensure the delivery of local traffic management measures that ensure safe accessibility to the site during the first phases of development; and</u> 	

Change No.	Change Location	Change	Reason for Change
		<p><i>e. Contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i></p> <p><i>4. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>5. Landscaped buffers should be provided to the eastern boundary of the site. These landscape buffers should be multi-functional and should also seek to deliver open space, ecological and surface water management benefits.</i></p> <p><i>6. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><i>7. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere in the Critical Drainage Area. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>8.6. Development of this site should <u>must</u> also comply with all other relevant policy requirements of this plan.</i></p>	
LP11.48	New Policy based on former Policies H20 - H23	<p>New Policy H18 - supporting text and policy to read as follows:</p> <p><u><i>Policy H18 – South West Billericay</i></u></p> <p><u><i>11.143 H18 is the largest site allocation in the Local Plan for Billericay and consists of five distinct areas. The allocation builds on the South West Billericay High Level Development Framework, but is contained within an alternative route for the relief road which allows for the provision of walking, cycling and pedestrian movements. The allocation covers approximately 105ha of land, some of which will remain within the extent of the Green Belt, and seeks to deliver around 2,000 new homes across four residential extensions to the south west of Billericay. The allocation will also deliver 15 Gypsy and Traveller pitches/Travelling Showpeople plots, a new primary school and early years provision, relocated tennis and cricket clubs, a south west relief road and a network of open space provision.</i></u></p>	<p>This new policy is an amalgamation of policies H20 to H23 into one cohesive allocations. It is based on new evidence and in response to representations.</p> <p>Representations DLP/628, DLP/590, DLP/631, DLP/856, DLP/20192, DLP/20444, DLP/566, DLP/778, DLP/7117, DLP/13983, DLP/20039, DLP/20158, DLP/20039, DLP/20158, DLPQQ/31,</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>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.</u></p> <p><u>11.145 Various options have been considered with regard to the relief road, and the most appropriate, deliverable option impacts on a 1.6% (0.09ha) of Frith Wood, which is listed by Natural England on the national ancient woodland inventory and the northern most tip of Laindon Common, which is an entry on the Essex County Common Land Register. Alternative options to pass the relief route, in part through widening of Frithwood Lane to its junction with Tye Common Road, are technically feasible, but are constrained by existing residential development; the frontages of which would be affected and the width of the relief route would narrow to pass through. Options of taking the route on an arc further to the south are constrained by veteran hornbeam trees located along the rural element of Frithwood Lane within Laindon Common. Surveys indicate that the area of the ancient woodland that would be impacted is currently unmanaged, planted sweet chestnuts. For the Council to support this alternative, it would need to fully compensate the loss of woodland and any Common Land arising and bring the remaining 6.3ha of Frith Wood into active management for the lifetime of the development and ideally beyond. It is expected therefore that the development of this site will deliver the relief road, and also the compensatory measures for the ancient woodland to the satisfaction of the local planning authority and Natural England.</u></p> <p><u>11.146 The relief road acts to define the development area in this location and form a revised Green Belt boundary for south west Billericay. The allocation consists of 4 residential extensions and also 7ha of land allocated for the relocation of the cricket club and tennis club including 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 or from an upgraded Blunts Wall Road to the satisfaction of the Highway Authority.</u></p>	<p>DLPQQ/151, DLPQQ/207, DLPQQ/277, DLPQQ/851, DLPQQ/850, DLPQQ/820, DLPQQ/806, DLPQQ/796, DLPQQ/482, DLPQQ/492, DLPQQ/547, DLPQQ/549, DLPQQ/573, DLPQQ/914, DLPQQ/971, DLPQQ/588, DLPQQ/589, DLPQQ/594, DLPQQ/601, DLPQQ/603, DLPQQ/619, DLPQQ/624, DLPQQ/628, DLPQQ/638, DLPQQ/643, DLPQQ/645, DLPQQ/661 DLP/2845, DLP/2852, DLP/3080, DLP/3042, DLP/3050 DLP/4679, DLP/1353, DLP/1354, DLP/1358, DLP/7378, DLPQQ/487, DLPQQ/501, DLP/629, DLP/47, DLP/263, DLP/15709, DLP/7427, DLP/2793, DLP/1847, DLP/3112, DLP/3256, DLP/3758, DLPQQ/47, DLPQQ/150, DLPQQ/155, DLPQQ/163, DLPQQ/178, DLPQQ/247, DLPQQ/322, DLPQQ/409, DLPQQ/295, DLPQQ/320, DLPQQ/853, DLPQQ/800, DLPQQ/444, DLPQQ/445, DLPQQ/449, DLPQQ/476, DLPQQ/482, DLPQQ/492, DLPQQ/518, DLPQQ/534, DLPQQ/537, DLPQQ/548,</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>11.147 The first development area, hereafter referred to as H18b, is an 18ha residential extension on land west of Mountnessing Road. The site is capable of delivering around 543 new homes alongside open space provision. Development will be expected to retain and enhance existing tree belts, field boundaries, hedgerows and the Public Rights of Way 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 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 H18a 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.</u></p> <p><u>11.148 The second development area, hereafter referred to as H18b, is a 13ha 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.</u></p> <p><u>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 H18 to meet the requirements of the Essex County Council's Developers' Guide to Infrastructure Contributions. This school will serve the needs of the entire development, and the developers of all development areas within H18 will therefore be expected to contribute towards the costs of this provision. A total of 2.9ha is required to meet the needs arising from this site for primary and early year's provision.</u></p> <p><u>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 Public Rights of Way 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</u></p>	<p>DLPQQ/558, DLPQQ/562, DLPQQ/971, DLPQQ610</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>should be taken from Heath Close and Mountnessing Road to provide integration with the neighbouring urban area to the satisfaction of the Highway Authority.</u></p> <p><u>11.151 The third development area, hereafter referred to as H18c, is a 21ha residential extension on land west of Tye Common Road. The site is capable of delivering around 650 new homes with the open space provision integrated within the development and also located to the western and southern boundaries of the site, as part of a multi-functional landscape buffer. The landscape buffer 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 H18c should be secured from the new relief road which will form the edge of 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.</u></p> <p><u>11.152 The fourth development area, hereafter referred to as H18d, is the southern residential extension to Billericay on land east of Frithwood Lane. The allocation is 17ha of land capable of delivering around 524 new homes, as well as a substantial landscape buffer to the south of the development area, which will remain within the extent of the Green Belt. H18d will also be expected to deliver a green corridor through the site accommodating the tree belt, hedgerows, Public Rights of Way and landscape buffer. The landscape buffer should be multi-functional and also seek to deliver open space, ecological and surface water management benefit. An Archaeological Assets and Impact Assessment (2016) 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.</u></p> <p><u>11.153 In addition to contributions to the provision of the relief road, new development will also be expected to make a contribution towards the improvements to the local and strategic road network as appropriate. This is in order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location. Proportionate contributions towards improvements to walking, cycling and public transport access within the vicinity of each site in order to facilitate a modal shift towards active and sustainable transport modes will also be required.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>11.154 This allocation will require community infrastructure provision to support the development proposed. In terms of early years and primary education the provision will be on site, as set out in relation to parcel H18b.</u></p> <p><u>11.155 The allocation will also impact on the demand for GP provision within the wider area. The NHS have a strategy of expanding provision to accommodate growth at existing surgeries however owing to level of development planned for Billericay it is likely that a new GP hub will be required to serve residents of this allocation. Consultation with the NHS will be needed to establish whether on-site provision will be required and to identify a suitable location for it within the allocation. If the NHS determine that an on-site provision is not required, all development will be expected to make a contribution towards the expansion of GP services within the area to serve the new residents.</u></p> <p><u>11.156 Utility providers have indicated that the 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 surface and sewage flooding arising. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby. There remains a need for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</u></p> <p><u>11.157 As set out earlier, this proposal impacts on Frith Wood, and the northern extent of Laindon Common as a consequence of the road routing. These impacts will need to be full compensated. Additionally, any recreational impacts on these sites arising from population growth will also need to be managed for the purpose of ensuring the integrity and wellbeing of the woodland and its nature conservation ensemble. Beyond this, the remainder of the allocation is not known to 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.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>Policy H18</u> <u>South West Billericay</u></p> <p><u>1. Approximately 105ha 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:</u></p> <ul style="list-style-type: none"> <u>a. around 2,000 high quality homes at an average density of 35dph across four residential extensions;</u> <u>b. 15 Gypsy and Traveller pitches/Travelling Showpeople plots;</u> <u>c. 2.9ha for D1 education uses within H18b;</u> <u>d. the relocation of the cricket club and tennis club to land west of the relief road;</u> <u>e. open space provision and landscape buffers; and</u> <u>f. a new relief road extending from A129 London Road to the B1007/Laindon Road/A176/Noak Hill Road junction.</u> <p><u>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.</u></p> <p><u>3. The relocation of the cricket club and tennis club will be accommodated on 7ha 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 facilities should be accessed from the new relief road and/or the upgraded Blunts Wall Road to the satisfaction of the Highway Authority.</u></p> <p><u>4. Where the relief route affects the ancient woodland, impacts must be kept to a minimum, and any loss must be fully compensated by bringing the remainder of the ancient woodland into positive woodland management, with provisions put in place for this management to be ongoing for the lifetime of the development, and by making wider enhancements to the woodland network in the vicinity of this site.</u></p> <p><u>5. Land west of Mountnessing Road, as identified on the Policies Map with the notation H18a, will form a residential extension of around 543 new homes accessed from London Road with</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>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.</u></p> <p><u>6. Land south of London Road, as identified on the Policies Map with the notation H18b, will form a residential extension of around 290 new homes and include 2.9ha 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 H18b will be taken from the new relief road to the west of the development area.</u></p> <p><u>7. Land west of Tye Common Road, as identified on the Policies Map with the notation H18c, will form a residential extension of around 650 new homes. Access should be taken from the new relief road to the west of the development, as well as from Tye Common Road and/or the upgraded Blunts Wall Road.</u></p> <p><u>8. Land east of Frithwood Lane, as identified on the Policies Map with the notation H18d, will form a residential extension of around 524 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. 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.</u></p> <p><u>9. Landscaped buffers should be provided to the western boundaries of H18a, H18b and H18c and to the southern boundary of H18d. 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 Ways, tree belts, hedgerows and other natural landscape features should also be retained and enhanced.</u></p> <p><u>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.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>11. The allocation is expected to deliver 15 Gypsy and Traveller pitches/Travelling Showpeople plots in accordance with policy H4.</u></p> <p><u>12. All development areas will be expected to contribute towards the delivery of the new relief road and associated junctions</u></p> <p><u>13. 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.</u></p> <p><u>14. Development of this allocation must comply with all other relevant policy requirements of this plan.</u></p>	
LP11.49	Policy H20 – H23	Deleted Policies H20, H21, H22, H23 and paragraphs 11.175 to 11.194.	New policy H18 replaces these four policies to make one allocation.
LP11.50	Policy H24 (renumbered to H19) supporting text	<p>Renumbered and replaced supporting text for policy with the following text:</p> <p><u>Policy H19 – Land South of Windmill Heights, Great Burstead and South Green, Billericay</u></p> <p><u>11.195 11.158 Land adjacent to the South Green neighbourhood of Billericay has been identified as being a sustainable location for the delivery of around 200 new homes and associated open space. The site is contained by the existing urban area and the road network, and represents a logical extension to the existing urban area which will align with the southernmost extent of allocation H18, to the west. There will be landscape impacts arising from development on the western part of this site. However, there is an existing hedgerow and veteran trees which can be retained on the western boundary to reduce the visual impact, and this can be supplemented with additional landscaping along this boundary. The Green Belt Study has found the site only partly contributes to the Green Belt purposes and the HELAA shows that approximately 29ha of land is suitable, available and achievable to the west of South Green. An Outline Landscape Appraisal prepared for this location concluded that around 2.5ha of land in this location is developable to</u></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><i>the south of Windmill Heights. This is subject to the creation of a landscape buffer to the western and southern boundaries of the site. The Appraisal concludes that the landscape has the capacity to accommodate a development of around 70 homes at 30duph.</i></p> <p><i><u>11.159 On-site open space and surface water management should be integrated into the landscape of the site. The Public Rights of Way along the north eastern edge of the site should be retained and enhanced to provide connectivity between the new development and the adjacent residential area.</u></i></p> <p><i>11.196 <u>11.160</u> The site is not known to be highly ecologically sensitive, however it is recognised that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees, tree groups and other landscape features <u>and must also seek to retain and enhance natural features</u> where wildlife may be prevalent in accordance with policy NE54. This site is on the edge of Critical Drainage Area BAS5, and must therefore ensure that measures to manage land drainage are installed or enhanced. Compliance with policy CC4 is therefore essential.</i></p> <p><i><u>11.161 An Archaeological Assets and Impact Assessment has identified the potential for archaeological assets within the site due to local heritage and previous finds 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. The evaluation may require a geophysics survey and targeted trial trenching.</u></i></p> <p><i>11.197 <u>11.162</u> This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area. 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 Billericay area to serve the residents of the site, unless the NHS determine that on-site provision is required. This site will require local infrastructure provision to support the development proposed. There will be a requirement for contributions towards pre-school and primary school provision in the area. There will also be the need for on-site open space, integrated with the landscape buffers. The site will impact on the demand for GP provision within the wider area. The NHS have a strategy of expanding provision to accommodate growth at</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p>existing surgeries. There will therefore be a requirement for a contribution towards the expansion of GP services within the area to serve the residents of the site, unless the NHS determine that on-site provision is required.</p> <p>11.198 <u>11.163</u> Utility providers have indicated that this site 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. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby. There remains a need for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</p> <p>11.199 <u>11.164</u> In terms of highways, principal access will be <u>taken</u> from Kennel Lane, which will be its key frontage, and internal roads will need to be designed in accordance with the Local Transport Plan Development Management Policies. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, and to improve the capacity and flow of local roads serving the rest of Billericay, development in this location will be expected to make a contribution towards the improvements to the local and strategic road network as appropriate. Proportionate contributions towards improvements to cycling and public transport access within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes will also be required.</p>	
LP11.51	Policy H24 (renumbered to H19)	<p>Renumbered and replaced policy with the following text:</p> <p><u>Policy H-2419</u> Housing Development Sites—Land South of Windmill Heights, Great Burstead and South Green Billericay</p> <p>1. 2.58ha of land south of Windmill Heights, Great Burstead and, South Green, Billericay, as identified on the Policies Map with the notation H24<u>2419</u> will be developed to provide around 70 <u>200</u> high quality homes developed at a density of 350<u>duph</u>.</p> <p><u>2. Access to this site should be taken secured from Kennel Lane in accordance with the policies of the Highways Authority.</u></p>	Amended to reflect new evidence, to be consistent with the other housing allocation policies and in response to representations DLP/4718, DLP/527, DLP/630, DLP/168, DLP166, DLPQQ/448.

Change No.	Change Location	Change	Reason for Change
		<p><i>2. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <ul style="list-style-type: none"> <i>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i> <i>b. Make provision on-site/off-site for pre-school and primary school requirements, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</i> <i>c. Contribute towards additional GP services within Billericay to serve the residents of the site. Contributions should be aligned with the initial occupation of each phase of development;</i> <i>d. Contribute towards improvements to the local and strategic highway network where they relate to this site, and also ensure the delivery of local traffic management measures that ensure safe accessibility to the site during the first phases of development; and</i> <i>e. Contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i> <p><i>3. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>4.3. <u>Multi-functional</u> Landscaped buffers should be provided to the western and southern boundaries of the site. These landscape buffers should <u>retain existing hedgerows and trees</u> be multi-functional and should also seek to deliver open space, ecological and surface water management benefits.</i></p> <p><i>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the site will be assessed against policy NE5 to ensure that this is the case.</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>4. Due to the likelihood of archaeological assets within the site, a full field evaluation, in addition to a desk-based archaeological assessment will be required as part of any application.</u></p> <p><u>5. 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.</u></p> <p>6. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere in the neighbouring Critical Drainage Area. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</p> <p>7.6. Development of this site should must also comply with all other relevant policy requirements of this plan.</p>	
LP11.52	Policy H25	Deleted policy H25 including paragraphs 11.200 to 11.204	The site was removed from the plan due to localised flooding issues and concerns in respects of the robustness of the Green Belt boundary resulting from the allocation.
LP11.53	Policy H26 (renumbered to H20) supporting text	<p>Renumbered and replaced supporting text for policy with the following text:</p> <p><u>Policy H20 - Land East of Greens Farm Lane, Billericay</u></p> <p>11.205 11.165 The Green Belt Study has found that the site contributes to some of the Green Belt purposes and the HELAA shows that approximately 29ha of land is suitable, available and achievable in this location. An Outline Landscape Appraisal concluded that 9.4ha of land in this location is developable, split across four perimeter land parcels. This allocation will expand the neighbourhoods of Sunnymede and South Green in Billericay through two residential extensions,</p>	Amended to reflect new evidence and representations DLP/2492.

Change No.	Change Location	Change	Reason for Change
		<p>as well as This is subject to the creation of an 196ha central landscape buffer, forming an extension to the existing Mill Meadows Nature Reserve. The residential extension to Sunnymede is 9ha of land north east of Greens Farm Lane, hereafter referred to as H20a. The site is expected to deliver around 300 new homes. Land south east of Greens Farms Lane, hereafter referred to as H20b, is a 3ha residential extension to South Green capable of delivering around 100 new homes. The appraisal concludes that the landscape has the capacity to accommodate a development of around 280 homes at 30duph.</p> <p><u>11.166 Landscape buffers will be required along the southern boundary of H201a and the northern boundary of H201b to screen development from the new strategic open space which will be located on land between the two development areas. The strategic open space will form the extension to Mill Meadows Nature Reserve and provide locally accessible public open space for the wider area of Billericay, as well as meet the needs arising from this allocation.</u></p> <p>11.206 <u>11.167</u> The site allocation is not known to be highly ecologically sensitive, however it is recognised that there is a SSSI in the neighbouring Mill Meadows Nature Reserve to the west and that there will be wildlife living within natural features of the site such as trees and hedgerows. Any application for the site development must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees, tree groups and other landscape features and must also seek to retain and enhance natural features where wildlife may be prevalent in accordance with policy NE54. The site is within the boundaries of two Critical Drainage Areas BAS4 and BAS5, and must therefore ensure that measures to manage land drainage are installed or enhanced. Compliance with policy CC4 is therefore essential.</p> <p><u>11.168 This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area. 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 Billericay area to serve the residents of the site, unless the NHS determine that on-site provision is required.</u></p> <p>11.207 This site will require local infrastructure provision to support the development proposed. There will be a requirement for contributions towards pre-school and primary school provision in the area. There will also be the need for substantial on-site open space, integrated with the</p>	

Change No.	Change Location	Change	Reason for Change
		<p>central landscape buffer. The site will impact on the demand for GP provision within the wider 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 the area to serve the residents of the site, unless the NHS determine that on site provision is required.</p> <p>11.208 <u>11.169</u> Utility providers have indicated that this site <u>allocation</u> 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 <u>within the allocation</u> on site is sufficient to avoid issues associated with surface and sewage flooding arising. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site allocation and/or any existing properties nearby. There remains a need for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</p> <p><u>11.170</u> <u>The allocation is within the boundaries of two Critical Drainage Areas BAS4 and BAS5, and must therefore ensure that measures to manage land drainage are installed or enhanced. Compliance with policy CC4 is therefore essential.</u></p> <p><u>11.171</u> <u>In terms of highways, principal access will be from Greens Farm Lane for these parcels development to the west of the both site <u>H20a and H20b</u>, and from Outwood Common Road for development the parcels to the east of <u>H20a and H20b</u>. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, and to improve the capacity and flow of local roads serving the rest of Billericay, development in this location will be expected to make a contribution towards the improvements to the local and strategic road network as appropriate <u>to the satisfaction of the Highway Authority.</u></u></p> <p><u>11.172</u> <u>Proportionate contributions towards improvements to cycling and public transport access within the vicinity of the <u>H20a and H20b</u> site in order to facilitate a modal shift towards active and sustainable transport modes will also be required.</u></p>	
LP11.54	Policy H26 (renumbered to H20)	Renumbered and replaced policy with the following text: <u>Policy H 260</u>	Amended to reflect new evidence, to be consistent with the other housing

Change No.	Change Location	Change	Reason for Change
		<p>Housing Development Site— Land East of Greens Farm Lane, Billericay</p> <p>1. 9.4ha of land east of Greens Farm Lane, Billericay, as identified on the Policies Map with the notation H26 will be developed to provide around 280 high quality homes developed at a density of 30duph. Adjoining land will provide a 19ha extension to Mill Meadows Nature Reserve, which will remain in the Green Belt. Access to this site will be taken from Greens Farm Lane and Outwood Common Road.</p> <p>2. 1. Land to the north east of Greens Farm Lane the site, as annotated identified on the Policies Map with the notation H3620a, will be developed to provide around 3200 homes at a density of 35duph. Land to the south east of Greens Farm Lane of the site, as annotated identified on the Policies Map with the notation H206b, will be developed to provide around 8100 homes at a density of 35duph.</p> <p>2. Access to these sites must be secured in accordance with the policies of the Highways Authority. It is expected that access to H20a and H20b will be secured from Greens Farm Lane and Outwood Common Road.</p> <p>3. Land between H20a and H20b, as identified on the Policies Map as public open space, will provide the 16ha extension to Mill Meadows Nature Reserve as strategic open space provision. It will remain within the extent of the Green Belt and be multi-functional, incorporating open land, formal recreational open space, and ecological and surface water management benefits.</p> <p>4. The extension to Mill Meadow Nature Reserve must be gifted to the Council, or a third party agreed by the Council, prior to the first occupation of any development on site, and mechanisms a commuted sum must be paid to ensure the ongoing maintenance of this open space for a minimum period of 20 years will need to be secured.</p> <p>3. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</p> <p>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</p>	<p>allocation policies, to correct typos, and in response to representations DLP/2492</p>

Change No.	Change Location	Change	Reason for Change
		<p><i>b. Make provision on site/off site for pre-school and primary school requirements, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</i></p> <p><i>e. Contribute towards additional GP services within Billericay to serve the residents of the site. Contributions should be aligned with the initial occupation of each phase of development;</i></p> <p><i>d. Contribute towards improvements to the local and strategic highway network where they relate to this site, and also ensure the delivery of local traffic management measures that ensure safe accessibility to the site during the first phases of development; and</i></p> <p><i>e. Contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</i></p> <p><i>4. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</i></p> <p><i>5. Landscaped buffers should be provided around the edges of both land parcels in order to integrate the development into the local environment. A central open land buffer should deliver a multi-functional extension to Mill Meadows Nature Reserve incorporating open land, ecological and surface water management benefits. The land must be gifted to the Council, or a third party agreed by the Council prior to the first occupation of any development on site, and a commuted sum must be paid to ensure the ongoing maintenance of this open space for a minimum period of 20 years.</i></p> <p><i>6. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the sites will be assessed against policy NE5 to ensure that this is the case.</i></p> <p><u><i>5. Landscaped buffers should be provided around the edges of both H20a and H20b in order to integrate the development into the local environment.</i></u></p> <p><u><i>6. 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</i></u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>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.</i></p> <p><i>7. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere in the neighbouring Critical Drainage Area. Proposals for the sites will be assessed against policy CC4 to ensure this is the case.</i></p> <p><i>8.7. Development of this <u>these</u> sites should <u>must</u> also comply with all other relevant policy requirements of this plan.</i></p>	
LP11.55	Policy H27 (renumbered to H21)	<p>Renumbered and replaced supporting text for policy with the following text:</p> <p><i><u>Policy H21 - Land East of Southend Road, Great Burstead and South Green, Billericay</u></i></p> <p>11.210 <u>11.173</u> <i>Land within this allocation has been identified as being suitable for the delivery of around 190 new homes and the creation of a linear landscaped buffer which follows the existing watercourse and incorporates open space, field boundaries and tree belts. The Green Belt Study has found the site only partly contributes to the Green Belt purposes and the HELAA shows that approximately 7ha of land is suitable, available and achievable in this location. An Outline Landscape Appraisal concluded that all 7ha of land in this location is developable, subject to the creation of a linear landscape buffer, following the route of a watercourse, incorporating open space, field boundaries and tree belts. The appraisal concludes that the landscape has the capacity to accommodate a development of around 220 homes at 30duph.</i></p> <p>11.211 <u>11.174</u> <i>The site is not known to be highly ecologically sensitive, however it is recognised that there is a SSSI in the nearby Mill Meadows Nature Reserve to the north and that there will be wildlife living within natural features of the site such as trees, and hedgerows <u>and watercourses</u>. Any application for the site must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance hedgerows, trees, tree groups and other landscape features <u>and must also seek to retain and enhance natural features</u> where wildlife may be prevalent in accordance with policy NE54. It is within the boundaries of Critical Drainage Area</i></p>	Amended to reflect new evidence and representations DLP/725, DLP/1128, DLP/1143.

Change No.	Change Location	Change	Reason for Change
		<p><i>BAS5 and must therefore ensure that measures to manage land drainage are installed or enhanced. Compliance with policy CC4 is therefore essential.</i></p> <p><i><u>11.175 Development in this location must not cause harm to the setting of the Grade II listed buildings within the vicinity of the site including Sames Cottage, Elm Cottage, Southend Farmhouse and Coxes Farmhouse. The setting of all historic assets features should be respected in the layout and design of the development proposed.</u></i></p> <p><i>11.212 11.176 This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years childcare and primary school provision in the local area. 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 Billericay area to serve the residents of the site This site will require local infrastructure provision to support the development proposed. There will be a requirement for contributions towards pre-school and primary school provision in the area. There will also be the need for substantial on-site open space, integrated with the central landscape buffer. The site will impact on the demand for GP provision within the wider 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 the area to serve the residents of the site, unless the NHS determine that on-site replacement provision is required, which should be accommodated along Southend Road to the north of the site.</i></p> <p><i><u>11.213 11.177 Utility providers have indicated that this site 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. It is expected that measures will be taken on-site in accordance with policy CC4 to ensure that flood risk does not affect future occupiers of the site and/or any existing properties nearby. There remains a need for Anglian Water to be satisfied that the serving water recycling centre can accommodate the growth proposed. The developer may need to work with Anglian Water to enable this through improvements to the capacity of the water recycling centre prior to development.</u></i></p> <p><i>11.214 11.178 In terms of highways, principal access will be taken from Southend Road, which will be one of its key frontages. Internal roads will need to be designed in accordance with the Local</i></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>Transport Plan Development Management Policies. In order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location, and to improve the capacity and flow of local roads serving the rest of Billericay, development in this location will be expected to make a contribution towards the improvements to the local and strategic road network as appropriate. Proportionate contributions towards improvements to walking, cycling and public transport access within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes will also be required.</i></p>	
LP11.56	Policy H27 (renumbered to H21)	<p>Renumbered and replaced policy with the following text:</p> <p><i>Policy H-271</i> Housing Development Site – Land eEast of Southend Road, Great Burstead and South Green Billericay</p> <p><i>1. 79.5ha of land east of Southend Road, Great Burstead and South Green, Billericay, as identified on the Policies Map with the notation H271, will be developed to provide around 220-190 high quality homes developed at a density of 305duph. On-site open space provision should be included within the development. and access to this site should be taken from Southend Road.</i></p> <p><i>2. Access to this site should be taken from Southend Road in accordance with the policies of the Highways Authority.</i></p> <p><i>2. Development on this site must be supported by sufficient infrastructure to ensure that the development is sustainable, and does not exceed the capacity of existing infrastructure, facilities and services. In particular, development in this location is required to:</i></p> <p><i>a. Be phased to align with any improvements required to accommodate growth within the drainage network or at the water recycling centre. The developers will need to engage with Anglian Water in this regard, and must work with them to deliver any capacity improvements required;</i></p> <p><i>b. Make provision on site/off-site for pre-school and primary school requirements, as specified by the Essex County Council School Place Commissioning Service, to align with additional needs arising from the site;</i></p> <p><i>c. Contribute towards additional GP services within Billericay to serve the residents of the site. Contributions should be aligned with the initial occupation of each phase of development;</i></p> <p><i>d. Contribute towards improvements to the local and strategic highway network where they relate to this site, and also ensure the delivery of local traffic management measures that ensure safe accessibility to the site during the first phases of development; and</i></p>	<p>Amended to reflect new evidence, to be consistent with the other housing allocation policies, and in response to representations DLP/725 DLP/1128, DLP/1143.</p>

Change No.	Change Location	Change	Reason for Change
		<p>e. Contribute towards improvements towards cycling and public transport provision within the vicinity of the site in order to facilitate a modal shift towards active and sustainable transport modes. The delivery of development should be phased to align with these improvements in order to ensure early occupiers of the development do not develop behaviours which rely on private vehicle travel.</p> <p>3. The opportunity should be taken to investigate, and if possible make provision for decentralised energy provision. Any provision that is secured on this site must comply with policy CC7 in order to limit impacts to residential amenity.</p> <p>4.3. A linear landscape buffer should feature throughout the development and continue to the junction with Coxes Farm Road. This landscape buffer should be multi-functional and should also seek to deliver open space, ecological and surface water management benefits.</p> <p>5. Development of this site must not cause harm to biodiversity, and in association with the landscaping proposals should seek to achieve a net gain in biodiversity. Proposals for the site will be assessed against policy NE5 to ensure that this is the case.</p> <p><u>4. The design and layout of development must respect the setting of designated historic assets surrounding the site including several Grade II listed buildings.</u></p> <p>5. 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>6. Development on this site must not be at risk of inundation of surface water, and must not increase the risk of surface water flooding to properties elsewhere in the neighbouring Critical Drainage Area. Proposals for the site will be assessed against policy CC4 to ensure this is the case.</p>	

Change No.	Change Location	Change	Reason for Change
		<p>7.6--Development of this site should must also comply with all other relevant policy requirements of this plan.</p>	
LP11.57	New Policy H22	<p>Inserted new policy H22 and supporting text to read as follows:</p> <p><u>Policy H22 – Self-Build Allocations</u></p> <p><u>11.179 The Council maintains a register of people who are seeking to acquire a serviced plot of land to develop as a home for their own need. These are either in the form of self-build or custom housebuilding, as defined in the Self-build and Custom Housebuilding Act 2015 (as amended). Local planning authorities are expected to identify demand and consider future need for this type of housing and plan accordingly, including through policies within their Local Plan. By developing policies within their Local Plans for this type of development local planning authorities can identify suitable sites and assist in increasing the number of planning permissions for self-build. Demand identified by the register is limited, and mainly indicates a need for sites in the northern part of the Borough.</u></p> <p><u>11.180 Through the preparation of this plan, the Council assessed all sites which were submitted to them for development and identified three small parcels of land as being suitable specifically for self-build due to their size and access to existing services. The sites are adjacent to the existing settlement boundary of Billericay and whilst suitable, their development potential would not be realised unless they were allocated through policy and subsequently removed from the extent of the Green Belt. No suitable sites of a similar scale were identified in other parts of the Borough.</u></p> <p><u>11.181 The first site is land east of Laindon Road, Billericay hereafter referred to as H22a. It is 0.8ha in size and capable of delivering around 6 self-build homes. Access will be taken from Laindon Road with a new internal road serving the new homes.</u></p> <p><u>11.182 The second site is 1.5ha of land at Maitland Lodge, Great Burstead, hereafter referred to as H22b. The site is capable of delivering around 20 self-build homes which are served by a new internal road that is accessed from Southend Road.</u></p> <p><u>11.183 The third site is on land adjacent to The Mount, Billericay, hereafter referred to as H22c. It is 0.6ha in size and capable of delivering around 6 self-build homes. Access to the site will be taken from The Mount with a new internal road to serve the new homes. Development on this site will</u></p>	<p>A number of sites that were not suitable for strategic allocation were identified as being suitable for the purposes of self-build. Representations DLP/664 and DLP/666.</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>need to be mindful of the nearby SSSI and Scheduled Monument of Norsey Woods, and ensure that no harm arises that impacts on these designated features.</u></p> <p><u>11.184 The sites are not known to be highly ecologically sensitive, however it is recognised that there is a SSSI, ancient woodland and Local Nature Reserve nearby to H22c at Norsey Woods. There will be wildlife living within natural features of the sites such as trees, hedgerows and watercourses. Any application for the sites must therefore be accompanied by appropriate ecological assessments, and must also seek to retain and enhance natural features where wildlife may be prevalent in accordance with policy NE4. None of these sites fall within a critical drainage area, or are affected by flood risk.</u></p> <p><u>Policy H22</u> <u>Self-Build Allocations</u></p> <p><u>1. Land east of Laindon Road, Billericay, as identified on the Policies Map with the notation H22a, has been allocated for the purposes of self-build to deliver around 6 new homes. Access will be taken from Laindon Road, subject to approval by the Highways Authority.</u></p> <p><u>2. Land at Maitland Lodge, Great Burstead, as identified on the Policies Map with the notation H22b, has been allocated for the purposes of self-build to deliver around 20 new homes. Access will be taken from Southend Road, subject to approval by the Highways Authority.</u></p> <p><u>3. Land adjacent to The Mount, as identified on the Policies Map with the notation H223c, has been allocated for the purposes of self-build to deliver around 6 new homes. The development must be sensitive to the nearby Norsey Wood for its ecological and historic asset designations. Access will be taken from The Mount, subject to approval by the Highways Authority.</u></p> <p><u>4. Proposals must demonstrate that the development meets the criteria and definition of self-build or custom housebuilding as part of any planning application.</u></p> <p><u>5. Development of these sites must also comply with all other relevant policy requirements of this plan.</u></p>	
LP11.58	Policy H28 (renumbered to H23)	Amended policy title to the following and renumbered supporting text paragraphs to start at 11.181:	Amended for consistency with other allocation policies.

Change No.	Change Location	Change	Reason for Change
		<i>Policy H23 – Housing Growth in Ramsden Bellhouse</i>	
LP11.59	Former paragraph 11.216 (now paragraph 11.182)	Amended fifth sentence in paragraph to read as follows: <i>Change has however been limited to a certain extent by <u>previous Development Plan's 'Special Development Control Policies'</u> which have sought to preserve the unique character of Ramsden Bellhouse by limiting development scale.</i>	Amended for clarity.
LP11.60	Split paragraph 11.217 into 4 separate paragraphs and insert new text and table	Amended and split paragraph and add new wording as follows: <i>11.217-11.187 Ramsden Bellhouse has good access to the countryside and green amenity spaces. It also has some local facilities such as a village shop and village hall. However, the nearest primary school is in Crays Hill and the nearest secondary school, <u>healthcare and leisure facilities are</u> in Wickford. Healthcare and leisure provision is also located in Wickford. Bus services to Ramsden Bellhouse meanwhile are infrequent meaning that access to services for those who do not <u>have</u> access to a car is limited. New development therefore provides the opportunity to improve the sustainability and inclusiveness of Ramsden Bellhouse as a community. However, in doing so it is important to ensure that growth does not reduce the purpose of the Green Belt in defining separation between Ramsden Bellhouse and nearby Wickford or Crays Hill.</i> <i><u>11.188 The Serviced Settlement Review (2017) undertook a detailed review of potential sites allocations within Ramsden Bellhouse to identify their suitability and capacity for accommodating housing development. The study recognised that frontage development contributed to the unique character of the settlement and identified a number of small sites fronting Orchard Avenue and Ramsden Park Road that would be suitable for housing whilst respecting the existing settlement pattern in the north of Ramsden Bellhouse. Earlier development on Orchard Avenue and Ramsden Park Road were controlled through policy to plots with minimum frontage widths of around 24 metres. By applying similar criteria to future development on sites that have been identified within the HELAA there is potential to provide around 17 homes.</u></i> <i><u>11.189 The review also recommended the allocation of two housing sites fronting Church Road to the south of the settlement. These sites are in close proximity to existing local facilities and provide opportunity to diversify housing types within the settlement, thereby producing a more sustainable community in accordance with paragraph 50 of the NPPF. The study applied minimum plot widths of 15 metres for a pair of semi-detached homes which has been applied widely to development across the Borough and identified a potential provision of around 22 semi-detached homes. A table showing capacities for all allocated sites within Ramsden Bellhouse is below.</u></i>	Amended to reflect additional published evidence.

Change No.	Change Location	Change	Reason for Change																											
		<p><i>Therefore, growth will be focused around the northern extent of the settlement where this risk is reduced. There is the capacity to accommodate 45 homes in Ramsden Bellhouse at 20dph by amending the Green Belt boundaries and consequently the village envelope in this way.</i></p> <p><i>Table 11.4 Housing sites within Ramsden Bellhouse suitable for infill and road frontage development</i></p> <table border="1" data-bbox="633 459 1610 1070"> <thead> <tr> <th data-bbox="633 459 797 544"><u>Site Reference</u></th> <th data-bbox="804 459 1373 544"><u>Site Name</u></th> <th data-bbox="1379 459 1610 544"><u>Capacity (homes)</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="633 549 797 603"><u>H23a</u></td> <td data-bbox="804 549 1373 603"><u>Land south of Ramsden Park Road</u></td> <td data-bbox="1379 549 1610 603"><u>7</u></td> </tr> <tr> <td data-bbox="633 608 797 662"><u>H23b</u></td> <td data-bbox="804 608 1373 662"><u>Land at Ramsden Park Farm, Ramsden Park Road</u></td> <td data-bbox="1379 608 1610 662"><u>3</u></td> </tr> <tr> <td data-bbox="633 667 797 751"><u>H23c</u></td> <td data-bbox="804 667 1373 751"><u>Land adjacent to Silver Lodge, east of Orchard Avenue</u></td> <td data-bbox="1379 667 1610 751"><u>3</u></td> </tr> <tr> <td data-bbox="633 756 797 810"><u>H23d</u></td> <td data-bbox="804 756 1373 810"><u>Land west of Orchard Avenue</u></td> <td data-bbox="1379 756 1610 810"><u>2</u></td> </tr> <tr> <td data-bbox="633 815 797 869"><u>H23e</u></td> <td data-bbox="804 815 1373 869"><u>Land at the end of Orchard Avenue</u></td> <td data-bbox="1379 815 1610 869"><u>2</u></td> </tr> <tr> <td data-bbox="633 874 797 928"><u>H23f</u></td> <td data-bbox="804 874 1373 928"><u>Land north of the recreation ground, Church Road</u></td> <td data-bbox="1379 874 1610 928"><u>6</u></td> </tr> <tr> <td data-bbox="633 933 797 987"><u>H23g</u></td> <td data-bbox="804 933 1373 987"><u>Land east of Church Road</u></td> <td data-bbox="1379 933 1610 987"><u>16</u></td> </tr> <tr> <td data-bbox="633 992 797 1070"></td> <td data-bbox="804 992 1373 1070" style="text-align: right;"><u>Total</u></td> <td data-bbox="1379 992 1610 1070"><u>39 homes</u></td> </tr> </tbody> </table> <p><i>11.190 It will remain the case that development in Ramsden Bellhouse will be required to adhere to apply the Area of Special Development Control Policy DES2, along with any locally derived design criteria.</i></p>	<u>Site Reference</u>	<u>Site Name</u>	<u>Capacity (homes)</u>	<u>H23a</u>	<u>Land south of Ramsden Park Road</u>	<u>7</u>	<u>H23b</u>	<u>Land at Ramsden Park Farm, Ramsden Park Road</u>	<u>3</u>	<u>H23c</u>	<u>Land adjacent to Silver Lodge, east of Orchard Avenue</u>	<u>3</u>	<u>H23d</u>	<u>Land west of Orchard Avenue</u>	<u>2</u>	<u>H23e</u>	<u>Land at the end of Orchard Avenue</u>	<u>2</u>	<u>H23f</u>	<u>Land north of the recreation ground, Church Road</u>	<u>6</u>	<u>H23g</u>	<u>Land east of Church Road</u>	<u>16</u>		<u>Total</u>	<u>39 homes</u>	
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<u>H23c</u>	<u>Land adjacent to Silver Lodge, east of Orchard Avenue</u>	<u>3</u>																												
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<u>H23g</u>	<u>Land east of Church Road</u>	<u>16</u>																												
	<u>Total</u>	<u>39 homes</u>																												
LP11.61	Policy H28	<p>Amended wording of policy to read as follows:</p> <p><i>Policy H283 Housing Growth in Ramsden Bellhouse</i></p> <p><i>1. Local amendments have been made to the Green Belt boundary in order to extend the village envelop of Ramsden Bellhouse to provide around 39 additional high quality homes. Within theis</i></p>	Amended to reflect additional published evidence and representations DLP/1879, DLP/186, DLP/421, DLP/433, DLP/439, DLP/471, DLP/531, DLP/467, DLP/508, DLP/511,																											

Change No.	Change Location	Change	Reason for Change
		<p>expanded village envelop, only road frontage development will be permitted sites may be developed for residential or community use purposes only, to provide around 45 new homes.</p> <p><u>2. To ensure that local characteristics of Ramsden Park Road and Orchard Avenue are retained, minimum plot widths of 24 metres will be applied to development on these roads, including on land identified on the Policies Map as notations H23a to H23e. Policy DES2 will apply to developments on these sites.</u></p> <p><u>3. Semi-detached homes will be permitted for development fronting Church Road on land identified on the Policies Map with the notations H23f and H23g. Each pair of semi-detached homes should have a minimum plot width of 15 metres, and will be designed to reflect a village context.</u></p> <p>2. New homes should be designed in accordance with the Special Development Control Policy for Ramsden Bellhouse, and should contribute in a proportionate way to the provision of local infrastructure improvements, in particular the improvement of local public transport services.</p> <p><u>4. All development will be required to contribute in a proportionate way to the provision of local infrastructure, community and services improvements.</u></p> <p><u>5. Development proposals must also comply with all other relevant policy requirements of this plan. Proposals must also conform with all other relevant policies within this plan.</u></p>	<p>DLP/514, DLP/534, DLP/848, DLP/847, DLP/1129, DLP/1078, DLP/1025, DLP/1148, DLP/1013, DLP/1122, DLP/1132, DLP/1167, DLP/1220, DLP/1287, DLP/1510, DLP/1377, DLP/1325, DLP/1455, DLP/1516, DLP/1886, DLP/1843, DLP/1891, DLP/1900, DLP/2221, DLP/2209, DLP/2146, DLP/2316, DLP/2319, DLP/2320, DLP/2345, DLP/2965, DLP/2965, DLP/3219, DLP/3353, DLP/985, DLP/1216, DLP/2185, DLP/185, DLP/6, DLP/20032, DLP/20033, DLP/20092, DLP/20165, DLP/20166, DLP/20168, DLP/20168, DLP/20170, DLP/20171, DLP/20200, DLP/20234, DLP/20301, DLP/20458, DLP/20588, DLP/20589, DLP/20657, DLP/7100, DLP/7147, DLP/7173, DLP/7266, DLP/7342, DLP/7344, DLP/7345, DLP/7382, DLP/7386, DLP/7387, DLP/7391, DLP/7417, DLP/7418, DLP/7421, DLP/8544, DLP/186, DLP/531, DLP/529,</p>

Change No.	Change Location	Change	Reason for Change
			DLP/847, DLP/1219, DLP/1148, DLP/1013, DLP/989, DLP/1124, DLP/1184, DLP/1132, DLP/1142, DLP/1159, DLP/1167,DLP/1186, DLP/1220, DLP/1221, DLP/1325, DLP/1455, DLP/1886, DLP/1597, DLP/1516, DLP/1891, DLP/1900, DLP/2142, DLP/2151, DLP/2148, DLP/2221, DLP/1788, DLP/2209, DLP/2316, DLP/2383, DLP/2383, DLP/2965, DLP/3361, DLP/3219, DLP/3353, DLP/3833, DLP/1067, DLP/12, DLP/2185, DLP/20033, DLP/20121, DLP/20165, DLP/20169, DLP/20170, DLP/20171, DLP/20200, DLP/20301, DLP/20303, DLP/20458, DLP/20588, DLP/20589, DLP/20657, DLP/7147, DLP/7173, DLP/7342, DLP/7344, DLP/7345, DLP/7391, DLP/7417, DLP/7419, DLP/7421, DLP/8544 DLP/421, DLP/434, DLP/439, DLP/472, DLP/531, DLP/474, DLP/529, DLP/467, DLP/473, DLP/508, DLP/511, DLP/848, DLP/847, DLP/1078, DLP/1025,

Change No.	Change Location	Change	Reason for Change
			DLP/1219, DLP/1125, DLP/1148, DLP/1013, DLP/1026, DLP/1030, DLP/1123, DLP/1124, DLP/1132, DLP/1159, DLP/1186, DLP/1220, DLP/1287, DLP/1510, DLP/1325, DLP/1455, DLP/1516, DLP/1516, DLP/1900, DLP/1790, DLP/1803, DLP/2209, DLP/2316, DLP/2319, DLP/2345, DLP/2383, DLP/2965, DLP/3219, DLP/3315, DLP/3833, DLP/4959, DLP/852, DLP/1216, DLP/12, DLP/311, DLP/19874, DLP/19875, DLP/19876, DLP/19877, DLP/19879, DLP/19880, DLP/19883, DLP/19885, DLP/19886, DLP/19891, DLP/20457, DLP/7325, DLP/7478, DLP/20034, DLP/20168, DLP/20168, DLP/20170, DLP/20171, DLP/20200, DLP/20301, DLP/20302, DLP/20457, DLP/20458, DLP/20589 DLP/20588, DLP/20657, DLP/7147, DLP/7173, DLP/7342, DLP/7344, DLP/7345, DLP/7391, DLP/7417, DLP/811, DLP/434, DLP/471, DLP/520, DLP/2146,

Change No.	Change Location	Change	Reason for Change
			DLP/2662, DLP/1510, DLP/2185, DLP/311, DLP/869, DLP/905, DLP/1039, DLP/1383, DLP/1835, DLP/1837, DLP/1839, DLP/2916, DLP/20031, DLP/7121, DLPQQ/617, DLPQQ/555, DLPQQ/243, DLPQQ/617, DLPQQ/263, DLPQQ/555, DLPQQ/575, DLPQQ/185, DLPQQ/243, DLPQQ/617, DLPQQ/263, DLPQQ/555, DLPQQ/579, DLPQQ/730, DLPQQ/582, DLPQQ/752, DLPQQ/185, DLPQQ/579, DLPQQ/582, DLPQQ/752, DLPQQ/185, DLPQQ/579, DLPQQ/582, DLPQQ/730, DLPQQ/752.
LP11.62	Policy H29 (renumbered to H24)	Amended policy title to the following and renumber supporting text paragraphs to start at 11.187: <i>Policy H24 – Housing Growth in Crays Hill</i>	Amended for consistency with other allocation policies.
LP11.63	Paragraphs 11.220–11.221	Amended and inserted new paragraphs to read as follows: 11.220 11.193 The surrounding countryside to the north of Crays Hill is of high landscape value. Meanwhile the countryside to the south plays an important role in separating Crays Hill from Basildon. There is a plotland settlement in this area, which due to inappropriate development has caused the landscape in this area to become degraded in places. 11.221 11.194 The Serviced Settlement Review recommended several limited land around Crays Hill has been promoted for development. However, there are a few small parcels of land which have been promoted around the village core and that would represent suitable housing development locations and which would support improvements to local infrastructure, in particular local public transport services. The sites that have been allocated have potential to	Amended to reflect additional published evidence .

Change No.	Change Location	Change	Reason for Change
		<p><u>deliver between 64 and 60 homes across the plan period, as a result of the revision to the Green Belt boundaries which form the village envelop.</u></p> <p><u>11.195 One particular amendment brings Southlands Road, previously within the Crays Hill Plotland, but detached from the rest of the Plotland area, into the village envelop. Southlands Road was identified as providing opportunity for development but its full development potential would not be realised if it was to remain in the Green Belt. However to ensure that the area is not over developed, given its location on the edge of the village, only road frontage development will be permitted.</u></p> <p><u>11.196 A further site has been promoted to the east of the village, but this would extend the ribbon of development and in the long term risk the coalescence of Crays Hill with Ramsden Bellhouse and/or Wickford. This is not a desirable outcome as it would risk the distinctiveness of the individual settlements. The Serviced Settlement Review and the HELAA identified two sites as being suitable for delivering infill development. One site is located on land to the rear of Barnsfield, Crays Hill and is capable of delivering between 10 and 12 homes with the creation of an access road into the site to serve the new homes, subject to Highways Authority approval. The site's capacity has been reduced, in order to allow for separation between the new homes and existing properties which surround the site on three sides. The other site is located on land between London Road and Corner Road which can deliver up to 11 homes. An access road into the site to serve the new homes from Approach Road would be required, subject to Highways Authority approval.</u></p> <p><u>11.197 Road frontage development only will be permitted on the remaining sites due to their size, location and relationship with existing residential development. Sites providing road frontage development would be able to accommodate between 43 and 46 homes.</u></p> <p><u>11.198 Whilst the Service Settlement Review and HELAA considered a larger number of sites as having potential to accommodate housing development, some sites have not been included in the Plan due to other overriding considerations. Additional sites to the east of the village had been promoted, but they would extend the village further eastwards and in the long term risk the coalescence of Crays Hill with Wickford and/or Ramsden Bellhouse. Sites promoted within Crays Hill Plotland within the extent of the Green Belt may be suitable for infill however they would be determined against Policy GB4.</u></p>	

Change No.	Change Location	Change	Reason for Change																																							
		<p><i>11.199 All new homes should be in keeping with the existing pattern and style of development in the village and the plot sizes will be expected to reflect the sizes of neighbouring plots. A table showing how this should be distributed across the sites is below.</i></p> <p><i>Table 11.5 Housing sites within Crays Hill suitable for infill and road frontage development</i></p> <table border="1" data-bbox="613 424 1505 1319"> <thead> <tr> <th data-bbox="613 424 779 512"><u>Site Reference</u></th> <th data-bbox="786 424 1317 512"><u>Site Name</u></th> <th data-bbox="1323 424 1505 512"><u>Capacity (homes)</u></th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="613 517 1505 549"><u>Infill Development</u></td> </tr> <tr> <td data-bbox="613 553 779 608"><u>H24a</u></td> <td data-bbox="786 553 1317 608"><u>Land rear of Barnsfield, Crays Hill</u></td> <td data-bbox="1323 553 1505 608"><u>10-12</u></td> </tr> <tr> <td data-bbox="613 612 779 700"><u>H24b</u></td> <td data-bbox="786 612 1317 700"><u>Land between London Road and Corner Road</u></td> <td data-bbox="1323 612 1505 700"><u>11</u></td> </tr> <tr> <td colspan="3" data-bbox="613 705 1505 737"><u>Road Frontage Development</u></td> </tr> <tr> <td data-bbox="613 742 779 828"><u>H24c</u></td> <td data-bbox="786 742 1317 828"><u>Land on north side of London Road adjacent to Whitesbridge Farm</u></td> <td data-bbox="1323 742 1505 828"><u>11</u></td> </tr> <tr> <td data-bbox="613 833 779 887"><u>H24d</u></td> <td data-bbox="786 833 1317 887"><u>Land at South Lodge, Southlands Road</u></td> <td data-bbox="1323 833 1505 887"><u>5</u></td> </tr> <tr> <td data-bbox="613 892 779 946"><u>H24e</u></td> <td data-bbox="786 892 1317 946"><u>Land opposite South Lodge, Approach Road</u></td> <td data-bbox="1323 892 1505 946"><u>2-3</u></td> </tr> <tr> <td data-bbox="613 951 779 1005"><u>H24f</u></td> <td data-bbox="786 951 1317 1005"><u>Land east of South Lodge, Approach Road</u></td> <td data-bbox="1323 951 1505 1005"><u>1-2</u></td> </tr> <tr> <td data-bbox="613 1010 779 1064"><u>H24g</u></td> <td data-bbox="786 1010 1317 1064"><u>Land east of Corner Road</u></td> <td data-bbox="1323 1010 1505 1064"><u>6-7</u></td> </tr> <tr> <td data-bbox="613 1069 779 1155"><u>H24h</u></td> <td data-bbox="786 1069 1317 1155"><u>Land north of London Road (west of Beam End Cottage)</u></td> <td data-bbox="1323 1069 1505 1155"><u>9</u></td> </tr> <tr> <td data-bbox="613 1160 779 1246"><u>H24i</u></td> <td data-bbox="786 1160 1317 1246"><u>Land north of London Road (east of Annawest)</u></td> <td data-bbox="1323 1160 1505 1246"><u>3</u></td> </tr> <tr> <td data-bbox="613 1251 779 1319"><u>H24j</u></td> <td data-bbox="786 1251 1317 1319"><u>Land north of London Road (east of Hughendon)</u></td> <td data-bbox="1323 1251 1505 1319"><u>6</u></td> </tr> </tbody> </table>	<u>Site Reference</u>	<u>Site Name</u>	<u>Capacity (homes)</u>	<u>Infill Development</u>			<u>H24a</u>	<u>Land rear of Barnsfield, Crays Hill</u>	<u>10-12</u>	<u>H24b</u>	<u>Land between London Road and Corner Road</u>	<u>11</u>	<u>Road Frontage Development</u>			<u>H24c</u>	<u>Land on north side of London Road adjacent to Whitesbridge Farm</u>	<u>11</u>	<u>H24d</u>	<u>Land at South Lodge, Southlands Road</u>	<u>5</u>	<u>H24e</u>	<u>Land opposite South Lodge, Approach Road</u>	<u>2-3</u>	<u>H24f</u>	<u>Land east of South Lodge, Approach Road</u>	<u>1-2</u>	<u>H24g</u>	<u>Land east of Corner Road</u>	<u>6-7</u>	<u>H24h</u>	<u>Land north of London Road (west of Beam End Cottage)</u>	<u>9</u>	<u>H24i</u>	<u>Land north of London Road (east of Annawest)</u>	<u>3</u>	<u>H24j</u>	<u>Land north of London Road (east of Hughendon)</u>	<u>6</u>	
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Change No.	Change Location	Change			Reason for Change
		Total	64-69 homes		
LP11.64	Policy H29	<p>Amended policy to read as follows:</p> <p><i>Policy H 249</i> <i>Housing Growth in Crays Hill</i></p> <p><i>1. Local amendments have been made to the Green Belt boundary in order to extend the village envelope of Crays Hill. Within this expandedthe village envelop, the allocated sites may be developed for residential or community use purposes only, to are capable of delivering provide around 45 up to 69 new high quality homes.</i></p> <p><i>2. Infill development for between 10 and 12 homes will be permitted on land to the rear of Barnsfield, Crays Hill, as identified on the Policies Map with the notation H24a. Access should be taken from London Road, subject to Highways Authority approval. The layout of the site must provide some degree of separation between the new homes and the properties that surround the site.</i></p> <p><i>3. Infill development for up to 11 homes will be permitted on land between London Road and Corner Road, as identified on the Policies Map with the notation H24b. Access into the site should be taken from Approach Road, subject to Highways Authority approval.</i></p> <p><i>4. Only road frontage development will be permitted on all other sites within the village envelop, including on the sites as identified on the Policies Map as notations H24c to H24j.</i></p> <p><i>5. All new homes should be designed in accordance with the local character and existing pattern of development in the village. Plot sizes will be expected to reflect the sizes of neighbouring plots.</i></p> <p>2.6. New homes<i>Development should be designed in accordance with character of the local area, and should will be required to contribute in a proportionate way to the provision of local infrastructure, community and services improvements, in particular the improvement of local public transport services.</i></p> <p><i>7. Development proposals must also comply with all other relevant policy requirements of this plan. Proposals must also conform with all other relevant policies within this plan.</i></p>			<p>Amended to reflect new evidence and representations DLP/22, DLP/95, DLP/20586, DLP/20243, DLP/7416, DLP/7310, DLP/7426, DLP/7404, DLP/7389, DLP/7060, DLP/7264, DLP/7394, DLP/7390, DLP/7318, DLP/7303, DLP/20258, DLP/2578, DLP/7090, DLP/1825, DLP/1833, DLP/11433, DLP/20030, DLP/20097, DLP/20201, DLP/20255, DLP/20259, DLP/20313, DLP/7057, DLP/7384, DLP/9203, DLP/1452, DLP/1883, DLP/2387, DLP/3877, DLP/22, DLP/7062, DLP/655, DLP/1260, DLP/765, DLP/1817, DLP/1879 DLP/20143, DLP/7385, DLP/436, DLP/20255, DLP/20259, DLPQQ/502, DLPQQ/8951, DLPQQ/881, DLPQQ/740, DLPQQ/996.</p>

Change No.	Change Location	Change	Reason for Change
LP11.65	Policy H30	Amended numbering of policy to H25 and paragraph numbering.	To reflect changes made to this chapter.
LP11.66	Paragraph 11.225	<p>Inserted wording into text:</p> <p>11.225 <u>11.203</u> <i>The employment and retail areas in the Borough are very well used, and although there are some vacancies in some employment and town centre locations, the <u>EDNA</u>, <u>ELPS</u>, and the Retail and Commercial Leisure <u>Capacity Study</u> show that there will be a need beyond those vacancies available for additional employment land and additional retail floorspace to support the level of housing growth proposed. There is therefore a need to retain employment and retail premises from redevelopment for residential purposes. This is particularly the case where regeneration proposals are in place such as Basildon town centre, and a residential development proposal may undermine the delivery of a comprehensive programme of regeneration that would benefit the wider community and economy.</i></p>	To insert reference to new evidence.
LP11.67	Policy H30	<p>Amended policy number and inserted additional criteria to point 1 of policy as follows:</p> <p>Policy H-3025 <i>The Location of Residential Development</i></p> <p><i>1. Proposals for housing development will be supported in the following locations, subject to compliance with all other relevant policies within this plan:</i></p> <p><i>a. Areas that are currently predominantly residential in nature;</i> a-b. <i>Areas allocated for residential purposes on the Policies Map, in accordance with policies H4 and H75 to H27<u>H24</u>;</i> b-c. <i>Above shops within shopping frontages in town centres and local centres, as identified on the Policies Map; or</i> e-d. <i>On edge of town centre sites promoted for residential purposes within approved regeneration proposals for that town centre.</i></p>	Amended in response to the deletion of Policy H4 and changes in policy numbering.
LP11.68	Policy H31 (renumbered to H26) supporting text	<p>Renumbered, renamed and replaced paragraphs 11.228 to 11.233 with the following:</p> <p>Policy H31<u>H26</u>: <i>The Location of New Gypsy, and Traveller Sites and Travelling Showpeople Yards Sites</i> <i>Policy Context</i></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><u>11.206 Paragraphs 22 to 28 of the PPTS sets out the development management criteria applicable when considering the planning merits of new or expanding Gypsy, Traveller or Travelling Showpeople sites.</u></p> <p>11.228 Policy H of the national PPTS sets out the development management criteria applicable when considering the planning merits of new or expanding gypsy, traveller or travelling showpeople sites.</p> <p>Evidence Base</p> <p><u>11.207 Residential Gypsy and Traveller Sites and Travelling Showpeople Yards provide permanent homes for their communities. They can be privately owned, rented out by local authorities as affordable pitches, or privately owned and rented to other Gypsies, Travellers or Travelling Showpeople.</u></p> <p><u>11.208 The size and the amount of facilities available on the Gypsy and Traveller Sites varies. On average however, usage in the Borough is approximately 1.7 caravans per pitch. Sites are typically made up of a number of caravan pitches and associated facilities. Good practice guidance has previously advised an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan...drying space for clothes, a lockable shed...parking space for two vehicles and a small garden⁷³. The amount of facilities on a site also varies between public and private sites. Public sites will generally have amenity blocks and sometimes play areas and communal spaces for residents. Private site facilities vary enormously depending on the requirements and aspirations of the individual residents, but will commonly have a brick- built day room for sanitary purposes.</u></p> <p><u>11.209 The design requirements of Travelling Showpeople Yards on the other hand are different. Their sites often combine residential, storage and maintenance uses. Typically a site contains areas for accommodation, usually caravans and mobile homes, and areas for storing, repairing and maintaining vehicles and fairground equipment. Sites are often known as yards and can be lived on by several families. Individual family areas (within a site/yard) are called plots.</u></p> <p><u>11.210 Although Travelling Showpeople often travel for extended periods throughout the year, the PPTS recognises they require a permanent base for storage of equipment and for residential use during the winter months. These plots are also occupied throughout the year, often by older</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>people and families with children, for example, who as a result of individual needs/circumstances no longer travel.</i></p> <p><i>11.229 Residential gypsy and traveller sites provide people with a permanent home and can be privately owned, rented out by local authorities as affordable pitches, or privately owned and rented to other gypsies and travellers.</i></p> <p><i>11.230 The size and the amount of facilities available on these sites varies between sites, on average however, usage in the Borough is approximately 1.7 caravans per pitch. Sites are typically made up of a number of caravan pitches and associated facilities. Good practice guidance has previously advised an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan...drying space for clothes, a lockable shed...parking space for two vehicles and a small garden" (para 7.12)(3).</i></p> <p><i>11.231 Residential sites provide a permanent home and the amount of facilities on site varies between public and private sites. Public sites will generally have amenity blocks and sometimes play areas and communal spaces for residents. Private site facilities vary enormously depending on the requirements and aspirations of the individual residents.</i></p> <p><i>11.232 The design requirements of travelling showpeople site accommodation on the other hand are different to gypsies and travellers. Their sites often combine residential, storage and maintenance uses. Typically a site contains areas for accommodation, usually caravans and mobile homes, and areas for storing, repairing and maintaining vehicles and fairground equipment. Sites are often known as yards and can be lived on by several families. Individual family areas (within a site/yard) are called plots.</i></p> <p><i>11.233 Although travelling showpeople often travel for extended periods throughout the year, the PPTS recognises they require a permanent base for storage of equipment and for residential use during the winter months. These plots are also occupied throughout the year, often by older people and families with children, for example, who as a result of individual needs/circumstances no longer travel.</i></p>	
LP11.69	Policy H31 (renumbered to H26)	<p>Renumbered, renamed and replaced policy with the following:</p> <p><i>Policy H 3126</i> <i>The Location of New Gypsy, and Traveller Sites and Travelling Showpeople Sites-Yards</i></p>	Amended to reflect new evidence and representation DLP/2869.

Change No.	Change Location	Change	Reason for Change
		<p><u>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:</u></p> <ul style="list-style-type: none"> <u>a. The site must reasonably be accessible to services and facilities;</u> <u>b. 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 15 in the interests of maintaining viability and promoting peaceful and integrated co-existing between the site and the local community;</u> <u>c. The site must be able to be adequately serviced with drinking water, utilities and sewerage disposal facilities that accord with Environment Agency standards;</u> <u>d. The site should have good access to the highway network and not promote inappropriate traffic generation for the locality;</u> <u>e. The site must be of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary work areas as appropriate;</u> <u>f. The site must not be affected by environmental hazards that may affect residents' health and wellbeing, or be located in an area of high risk of flooding;</u> <u>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;</u> <u>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;</u> <u>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</u> <u>j. Any development granted under this policy will be subject to a condition limiting occupation to Gypsies and Travellers or Travelling Showpeople, as appropriate.</u> <p>Any applications for planning permission for gypsy and traveller pitches and travelling showpeople yards received throughout the plan period must be in accordance with the NPPF and PPTS and the following local criteria:</p> <ul style="list-style-type: none"> a. The site must reasonably be accessible to services and facilities; b. The maximum number of pitches to be provided on any one site is restricted to 15; 	

Change No.	Change Location	Change	Reason for Change
		<p><i>c. The site must be able to be adequately serviced with drinking water, utilities and sewerage disposal facilities that accord with Environment Agency standards;</i></p> <p><i>d. The site should have good access to the highway network and not promote inappropriate traffic generation for the locality;</i></p> <p><i>e. The site must be of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary work areas as appropriate;</i></p> <p><i>f. The site must not be affected by environmental hazards that may affect residents' health or welfare or be located in an area of high risk of flooding, including functional floodplain;</i></p> <p><i>g. Proposals for sites accommodating travelling showpeople should allow for a mixed-use yard with areas for residential provision and the storage and maintenance of equipment;</i></p> <p><i>h. All other proposals for mixed residential and business activities will be assessed on a site specific basis, taking the above criteria into account; and</i></p> <p><i>i. Any development granted under this policy will be subject to a condition limiting occupation to gypsies and travellers or travelling showpeople, as appropriate.</i></p>	
LP11.70	Policy H32	Deleted entire policy including associated paragraphs 11.234 to 11.235	Deleted to reflect the PPTS definition of Travellers and the Councils decision to meet the needs of those who no longer live a nomadic lifestyle as part of the overall housing provision.
LP11.71	Policy H33	Renumbered Policy to H27 and renumbered all paragraphs.	To reflect changes made to this chapter.
LP11.72	Former paragraphs 11.237-11.239/now paragraphs 11.208-11.212 including Table 11.2	<p>Amended paragraphs and replaced existing table and inserted new tables as follows:</p> <p>11.237 <u>11.212</u> <i>The SHMA (2016) and SHMA Addendum (2017) examined the current dwelling characteristics for all authorities across South Essex. It recognised there are some significant differences between authority areas, both in terms of the number of bedrooms, and the size of dwellings.</i></p> <p>11.238 <u>11.213</u> <i>In response, the Council will consider accommodation requirements for specific groups as part of creating sustainable, mixed, socially inclusive communities. In relation to the size of properties, the SHMA identifies the proportional split by type and number of bedrooms for</i></p>	Amended to make reference to additional evidence and reflect new published figures. Also in response to representations DLP/1144, DLP/1139, DLPQQ/439.

Change No.	Change Location	Change	Reason for Change																																														
		<p><i>additional households of property required by the changing household profile. This is <u>These are set out in Tables 11.6 and 11.7.</u></i></p> <p><i>Table 11.6 Size of Accommodation Required (Extracted from SHMA 2015 Figure 8.12 South Essex SHMA Addendum 2017 Table 5.3)</i></p> <table border="1" data-bbox="613 424 1675 842"> <thead> <tr> <th>No. Bedrooms</th> <th>Detached</th> <th>Semi-detached</th> <th>Terraced</th> <th>Flat</th> </tr> </thead> <tbody> <tr> <td>1 bedrooms</td> <td>-</td> <td>-</td> <td>-</td> <td>11%</td> </tr> <tr> <td>2 bedrooms</td> <td>-</td> <td>22%</td> <td>11%</td> <td>6%</td> </tr> <tr> <td>3 bedrooms</td> <td>11%</td> <td>18%</td> <td>21%</td> <td>-</td> </tr> <tr> <td>4 bedrooms</td> <td>9%</td> <td>2%</td> <td>-</td> <td>-</td> </tr> <tr> <td>5 bedrooms or more</td> <td>2%</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <table border="1" data-bbox="629 879 1659 994"> <thead> <tr> <th>1 Bed</th> <th>2 Beds</th> <th>3 Beds</th> <th>4+ Beds</th> </tr> </thead> <tbody> <tr> <td>14%</td> <td>26%</td> <td>40%</td> <td>20%</td> </tr> </tbody> </table> <p><i>Table 11.7 Type of Accommodation Required (Extracted from South Essex SHMA 2016 Figure 8.11)</i></p> <table border="1" data-bbox="629 1059 1659 1219"> <thead> <tr> <th>Detached</th> <th>Semi-Detached</th> <th>Terraced</th> <th>Flat</th> </tr> </thead> <tbody> <tr> <td>22%</td> <td>28.3%</td> <td>32.6%</td> <td>17.1%</td> </tr> </tbody> </table> <p><i>11.239-11.214 The tables above indicates that during the plan period there is a need for a mix of different type and sized properties to meet the diverse needs of the Borough's residents with a greater requirement for 3 bedroom properties and terraced housing above all other sizes and types. The need for smaller 1 bedroom properties is a forecast response to Government welfare</i></p>	No. Bedrooms	Detached	Semi-detached	Terraced	Flat	1 bedrooms	-	-	-	11%	2 bedrooms	-	22%	11%	6%	3 bedrooms	11%	18%	21%	-	4 bedrooms	9%	2%	-	-	5 bedrooms or more	2%	-	-	-	1 Bed	2 Beds	3 Beds	4+ Beds	14%	26%	40%	20%	Detached	Semi-Detached	Terraced	Flat	22%	28.3%	32.6%	17.1%	
No. Bedrooms	Detached	Semi-detached	Terraced	Flat																																													
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Change No.	Change Location	Change	Reason for Change								
		<p>reforms encouraging more people to downsize. However, it is recognised that 1 bedroom housing is not always desirable and does not easily adapt to rapid change required from the housing market by the occupying households.</p> <p><u>11.215 The estimated need for affordable housing by size across the plan period, according to the SHMA Addendum, is similar to that of the overall housing mix for the borough. However, this assumes that households will continue to occupy properties of the same size as equivalent households have occupied in the past. Recent Government welfare reforms which restricts under occupation has resulted in a greater demand for smaller sized properties for downsizing households. The Housing Strategy provides updated figures that have regard to the impact of these reforms and reports a greater need currently for 1 and 2 bedroom properties for Affordable Housing as shown in the table below.</u></p> <p><u>Table 11.8 Current Size of Accommodation Required for Affordable Housing (Extracted from Housing Strategy 2018-2023 Appendix 3 Table 5)</u></p> <table border="1" data-bbox="629 722 1655 837"> <thead> <tr> <th data-bbox="629 722 887 775">1 Bed</th> <th data-bbox="893 722 1144 775">2 Beds</th> <th data-bbox="1151 722 1402 775">3 Beds</th> <th data-bbox="1408 722 1655 775">4 Beds</th> </tr> </thead> <tbody> <tr> <td data-bbox="629 780 887 837">39%</td> <td data-bbox="893 780 1144 837">53%</td> <td data-bbox="1151 780 1402 837">5%</td> <td data-bbox="1408 780 1655 837">3%</td> </tr> </tbody> </table> <p><u>11.216 Consequently, the Council will keep the requirement for different house housing types and sizes for different tenures under periodic review and the most up to date requirements will be set out in as part of the Housing Strategy in this plan and the Council's separate Integrated Housing Strategy.</u></p>	1 Bed	2 Beds	3 Beds	4 Beds	39%	53%	5%	3%	
1 Bed	2 Beds	3 Beds	4 Beds								
39%	53%	5%	3%								
LP11.73	Former paragraphs 11.243-11.245/now paragraphs 11.216-11.219	<p>Amended paragraphs and inserted a new paragraph to read as follows:</p> <p>11.243 <u>11.220 In terms of the specialist accommodation needs of older people policy H2 identifies the need for 1,620-1,491 units of extra care, supported sheltered housing and enhanced sheltered and specialist dementia care housing within the Borough in the period to 2034. This represents around 10% of the minimum housing target for the Borough of the accommodation needs of the Borough set out in policy SD1. Policy H2 expects that this requirement is met alongside other housing in order to ensure that older people are not isolated from the community. Consequently, such accommodation should be provided on-site alongside other types of housing provision.</u></p> <p><u>11.221 The Council have published a Specialist Accommodation Briefing Paper (2017) which examined locational criteria for the suitability of strategic sites to provide specialist</u></p>	Amended to reflect new evidence, for clarity and in response to representations DLP/1139 and DLP/4965.								

Change No.	Change Location	Change	Reason for Change
		<p><u>accommodation. This report draws on the information provided by Essex County Council as part of their Independent Living Programme and identifies a number of strategic housing sites that are suitable for providing specialist accommodation for older people in respect of their location to centres, existing local amenities and public transport. It also highlights sites that are capable of being suitable where amenities and services are provided as part of (or nearby) the development scheme. The Independent Living Programme recommends that specialist accommodation schemes should create communities and consist of a minimum of 60 units to a maximum of 300 units. According to viability testing carried out as part of the Local Plan preparation some sites can deliver a minimum of 50 units and remain viable.</u></p> <p><u>11.244 11.222 Whilst Basildon Borough the Council recognises the importance of providing suitable housing for an ageing population, and people with other social or learning support needs, it also believes that people have the right to continue to live in their own homes for as long as is practically and safely possible. The SHMA indicates that the number of private household residents with support needs will increase by 3,371 by 2034 (3,877 by 2037). As such, alongside the provision of specialist accommodation for older people, the Council will also be seeking to secure a proportion of new homes to meet the requirements of Part M4(2) of Category 2 – Accessible and adaptable dwellings of Part M volume 1 of the Building Regulations on accessible and adaptable dwellings. Category 2 Part M4(2) homes are equivalent to the previous, now superseded, Lifetime Homes Standard and provides the opportunity for people to live in their homes for longer as they homes to can be adapted to accommodate changing needs in terms of accessibility.</u></p> <p><u>11.245 11.223 Part M of the Building Regulations also introduced a Category 3 – Wheelchair User Dwellings. The SHMA (2013) indicated that there were over 4,300 people living within Basildon Borough who claim Higher Mobility Allowance. It is expected that the number of people claiming this allowance will increase by approximately 1% by 2031. It is therefore appropriate that a small number of the new homes provided are suitable for wheelchair users to provide the opportunity for households containing a person with a disability to move and change. There is insufficient evidence to indicate a demand for wheelchair accessible homes in the Borough. Furthermore, the Whole Plan Viability Assessment work has shown that requirements to make homes wheelchair accessible can cost upwards of £23,000 per dwelling. This is a significant development cost to impose without evidence. Needs will however arise for wheelchair accessible housing over the plan period, and the Council will therefore seek for wheelchair accessible housing to be provided</u></p>	

Change No.	Change Location	Change	Reason for Change
		<i>as part of the affordable housing provision where a need has been identified, as part of policy H28.</i>	
LP11.74	Policy H33 (renumbered to H26)	<p>Renumbered policy and amended to read as follows:</p> <p><u>Policy H-3327</u> <i>The Size and Types of Homes</i></p> <p><u>1. All proposals for residential development will be expected to provide high quality homes with sufficient private amenity space to meet the needs of residents.</u></p> <p>1.2. All proposals for development sites which comprised delivering 10 or more dwellings homes should must provide comprise a housing mix of 40% one and two bedroom homes, 40% three bedroom homes, and 20% four or more bedroom homes. Consideration will be given to schemes proposing a different housing mix where they relate to urban regeneration schemes to ensure the most effective use of urban land is attained. an appropriate mix of housing types to meet the specific needs of existing and future households in the Borough taking in to account the latest Strategic Housing Market Assessment, the South Essex Housing Strategy and the Council's Integrated Housing Strategy, whilst having regard to the existing mix of housing in the locality.</p> <p><u>3. Sites delivering 600 homes or more must provide specialist accommodation for older people on site, which accounts for 10% of the total number of homes being delivered. Specialist accommodation should comprise of sheltered housing and/or extra care accommodation.</u></p> <p><u>4. On all other sites delivering 10 or more homes, 10% of homes should be constructed to the requirements of Part M(2) of the Building Regulations.</u></p> <p>2. Additionally, the following requirements for specialist accommodation provision must be met for all proposals for 10 or more homes:</p> <p>a. A minimum of 1 dwelling built to Part M Category 3 – Wheelchair User Dwellings standard. The requirement will increase with the size of the development at a minimum rate of 1 Part M Category 3 dwelling per 100 units. Where such units form part of the affordable housing provision they must be wheelchair accessible. In all other cases they must be wheelchair adaptable; and</p> <p>b. A further 10% of dwellings built on sites will be constructed to the requirements of Part M Category 2 – Accessible and Adaptable Dwellings (formerly Lifetime Homes) standard.</p>	Amended to reflect new evidence, for clarity and in response to representations DLP/1538 DLP/4967, DLP/4971 DLP/355 DLP/4965, DLP/1139 and DLP/1881.

Change No.	Change Location	Change	Reason for Change
		<p>3. On sites comprising 100 homes or more, a minimum of 10% provision of specialist accommodation for older people should be made, in addition to the requirements set out in part 2 of this policy. Such accommodation may take one, or a combination of, the following forms:</p> <p>a. Extra care accommodation;</p> <p>b. Supported housing;</p> <p>c. Enhanced Sheltered accommodation; or</p> <p>e. Specialist accommodation for people with dementia</p> <p>4.5. In order to ensure that new homes offer sufficient, well- designed living space to meet the needs of residents, the Nationally Described Space Standard will be applied to all new housing developments, and conversions. New homes arising from the conversion of existing buildings will not be required to meet this standard, but must be designed to provide a good quality living environment, with sufficient space and light for the level of occupancy intended.</p>	
LP11.75	Policy H34	Renumbered Policy to H28 and renumbered all paragraphs. Starting with paragraph 11.246 to 11.220.	To reflect changes made to this chapter.
LP11.76	Policy H34 (renumbered to H28) former paragraphs 11.249-11.250/now paragraphs 11.223-11.224	<p>Amended paragraphs to read as follows:</p> <p>11.249 11.227 <u>The SHMA Addendum identifies the need for at least 3,660-6,274 new affordable homes to be delivered within the Borough over the plan period. This represents 31% of the total need. It identifies a newly arising need of 288 units per annum and an additional shortfall backlog of need of 620514 homes to meet the backlog of need, which should be addressed within the first five years of the plan period. It also identifies a newly arising need for the Borough of 152 units per annum in addition to this.</u></p> <p>11.250 11.228 <u>The outcomes of the SHMA Addendum are based on an assessment of affordability within the local housing market, as reported in the SHMA, which shows that 54% of households cannot afford to purchase a property in the Borough (of a lower quartile priced property), and 39% of households cannot afford to rent in the private rented sector.</u></p>	Amended to reflect updated figures and for clarity.
LP11.77	Policy H34 (renumbered to H28) New and amended supporting text	<p>After paragraph 11.224 inserted new section and amended subsequent paragraphs:</p> <p><u>Accommodation for Disabled Adults</u></p> <p><u>11.233 A position statement by Essex County Council, as part of their Independent Living Programme, identifies a need for a further 103 accommodation units for disabled adults within the Borough by 2022 to enable independent living. Approximately 13% of these homes require</u></p>	Amended to reflect new evidence.

Change No.	Change Location	Change	Reason for Change
		<p><u>wheelchair access and should therefore be built to Category 3 - wheelchair user dwellings of the Building Regulations, hereafter referred to as Part M4(3). To enable independent living accommodation must be in accessible locations, provide sufficient space and be designed in such a way to meet the needs and support required. It is also important that any scheme providing independent living offers affordable rent tenures.</u></p> <p><u>11.234 The provision of accommodation for this group of people is not normally made at a large scale, as needs differ from person to person. Provision is normally made in smaller schemes such as shared housing, individual self-contained housing, or in specially commissioned self-contained housing within a development. Such schemes typically comprise between 6 and 10 units of accommodation at the most. Due to the scale of these schemes and also the need for social services to fund their delivery, it is difficult to plan at the Local Plan level for this type of accommodation need. However, there is the opportunity to secure schemes of this nature as part of the affordable housing element of development schemes at the planning application stage through consultation with Essex County Council Social Services.</u></p> <p><u>11.235 Consequently, homes built to Part M4(3) will be expected to form part of the affordable housing provision and be built to a specification to be wheelchair accessible. The distinction between wheelchair accessible which is provided at point of completion and wheelchair adaptable which enables later adaption are set out within Part M of the Building Regulations.</u></p> <p><u>11.236 Specialist accommodation can also assist in the delivery of health care services through the provision of step- down accommodation for adults being discharged from hospital with no ongoing need to remain in hospital but who can't immediately return home. The requirement for such schemes within the Borough would be identified in consultation with the Basildon and Brentwood CCG and the Basildon and Thurrock University Hospital NHS Foundation Trust.</u></p> <p>Development Viability</p> <p><u>11.237 The Whole Plan Viability Assessment has determined that development within the Borough is generally viable at 31% affordable housing provision, taking into account the other policy requirements of the Local Plan. However, it is noted that there are viability challenges for schemes of up to 150 houses in Basildon, 150 flats in Basildon and 150 flats in Wickford. Furthermore, the infrastructure costs at H12 are, such that this site also struggles on its own in terms of viability.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>11.238 Having regard to the Whole Plan Viability Assessment, 31% affordable housing provision is required on all developments comprising 11 or more units, with the exception of allocation H12, where the requirement is reduced to 25% to reflect the infrastructure costs associated with that site.</u></p> <p><u>11.239 The headroom identified in the testing undertaken for the Whole Plan Viability Assessment means that most types of schemes in the Borough will remain viable over time, even if there are small fluctuations in costs or in the market. Additionally, contingency for abnormal costs has been built into the modelling. Consequently, the Council does not believe it is necessary to entertain development proposals which seek to reduce the provision of affordable housing on the basis of economic viability arguments, except in relation to urban and flatted developments in Basildon for 150 units or less, and flatted development schemes in Wickford of around 150 units. In these cases, careful analysis of the viability of proposals will be undertaken to secure a reasonable proportion of affordable housing on site, as testing has shown that schemes in Wickford, and housing schemes in the Basildon urban area can normally tolerate 25% affordable housing provision.</u></p> <p>11.255 The Council's HELAA has been the subject of independent economic viability appraisal to determine the deliverability of sites having regard to different requirements for affordable housing. The economic viability appraisal of the 2015 HELAA indicates that 98% of sites are viable where a requirement of 35% affordable housing is sought. This reduces to around 90% when the requirement is increased to 40%.</p> <p>11.256 There are however other demands on development arising from the requirements of this plan and they cannot be overlooked. Most notably, the requirements for transport infrastructure, community infrastructure and the provision of specialist accommodation provision, including gypsy and traveller sites are also likely to affect the viability of sites. Policy H34 therefore sets a requirement for 25% of new homes to be affordable, ensuring that the need for affordable housing is balanced with the need for these other policy requirements to be met, as referred to in the Whole Plan Viability Assessment.</p> <p>11.257 It is recognised that whilst the requirement for affordable housing provision has been reduced from the levels envisaged in the Core Strategy Revised Preferred Options Report to reflect viability considerations, there will still be some schemes where the costs of development are such</p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>that the contribution towards affordable housing will need to be reduced to enable delivery. This is most likely to occur where residential development is coming forward in respect of urban regeneration schemes (e.g. town centre regeneration or estate renewal programmes). Such schemes are likely to incur higher up front development costs to re-mediate contaminated land, demolished existing structures or enable significant essential infrastructure to be installed. In these situations, the Council will take a more flexible approach to the provision of affordable housing.</i></p> <p><i>11.258 It is recognised that some larger development schemes may also need flexibility in the approach to affordable housing in order to enable the provision of upfront infrastructure such as access, servicing, utilities and drainage. The Council will not normally consider reductions to the affordable housing provision on these sites in the first instance, but will instead consider proposals for the type, means, phasing and timing of affordable housing delivery within the context of the overall scheme to be structured in such a way which reduces upfront costs and enables the developer to better manage borrowing costs and cashflow. Where such an approach cannot make the development viable, the Council will use a 'deferred contribution scheme' to test viability both at the time of an application, and again once it is built, to reflect any improvement in the housing market or economic climate and ensure the Borough's affordable needs are catered for.</i></p>	
LP11.78	Paragraph 11.260	<p>Amended paragraph to read as follows:</p> <p>11.260 <u>11.241</u> <i>It is expected that a Registered Provider or the Council will normally be engaged in the delivery of the affordable housing on development sites. Registered Providers receive funding from the Homes England and Communities Agency (HCA) and are restricted in the properties that they can acquire in terms of design and sustainability in particular. The Council meanwhile will also seek to ensure that the homes it provides through Sempra Homes are of a good standard. Additionally, both Registered Providers and the Council have management requirements which mean that affordable housing provision should be self-contained and not part of a leaseholder arrangement.</i></p>	Amended for clarity.
LP11.79	Policy H34 (renumbered to H28)	<p>Amended policy text to read as follows:</p> <p>1. 25<u>31%</u> <i>affordable housing provision will be required on all sites of 11 units or more, <u>with the exception of development allocation H12 where the requirement is 25% affordable housing provision.</u></i></p>	Amended to reflect new evidence and representations DLP/4967 and DLP/4971.

Change No.	Change Location	Change	Reason for Change
		<p><u>2. The tenure split of affordable housing provision is 70% affordable rent accommodation at 60% market value and 30% intermediate housing.</u></p> <p>1-3. The size mix of affordable housing provision should be determined on a site by site basis in discussion with the Council's Housing Service, having regard to the Council's latest Housing Strategy and the overall mix of development proposed and its locality. and unit sizes mix of affordable housing units should take in to account the latest Strategic Housing Market Assessment, the South Essex Housing Strategy and the Council's Integrated Housing Strategy. However, variations to this mix will be considered having regard to the overall mix of development proposed. Where directed by the Council, discussions should also take place with the Basildon and Brentwood Clinical Commission Group, the Basildon and Thurrock Hospital NHS Foundation Trust, and Essex County Council Social Services to determine if any specialist affordable housing provision is required in lieu of standard homes.</p> <p>2-4. All strategic housing sites as identified in policies H5 to H21 of this plan must meet their full affordable housing requirement on site. Generally, All affordable housing should be provided within the development site. However, where it can be demonstrated that other sound planning reasons exist for not doing so, either of the following alternatives will apply:</p> <ul style="list-style-type: none"> a. Partial on-site provision and a financial contribution; or b. A full financial contribution in lieu of no on-site provision. <p>3-5. A Commuted Payment up to 2531% provision will be sought on sites where it is determined that it is not possible to deliver 2531% affordable housing on-site. The Council will establish and periodically review a Commuted Payment methodology in its integrated Housing Strategy.</p> <p><u>6. Viability assessments will only be accepted for affordable housing provisions of less than 31% for the following types and locations of schemes and, where a lower provision is justified, affordable housing will be required at the level at which the development becomes viable:</u></p> <ul style="list-style-type: none"> <u>a. Flatted development schemes of around 150 units in Basildon Town and Wickford;</u> <u>b. Housing development schemes of around 150 units in Basildon Town and Wickford; and</u> <u>c. Other schemes only where there are exceptional development costs.</u> <p>4. Proposals for provision of less than 25% must be justified by a viability appraisal which will be independently assessed. In the first instance, the Council will consider whether the the type, means, phasing and timing of affordable housing delivery can be altered to improve the viability</p>	

Change No.	Change Location	Change	Reason for Change
		<p>of the development before considering a level of affordable housing provision below the requirement of this policy. Where grounds of viability can be demonstrated to justify provision below the requirement of this policy, the Council will require the shortfall to be treated as a 'deferred contribution'. The Council will then require a subsequent viability assessment to be undertaken when the scheme is completed and largely occupied and, should viability have improved since the previous viability assessment results were validated, the Council will seek a further payment up to the maximum of the deferred contribution.</p> <p>5. In order to ensure that any affordable housing provision is deliverable, affordable housing units must be:</p> <p style="padding-left: 20px;">a. Designed to the specifications of the Homes and Communities Agency; and</p> <p style="padding-left: 20px;">b. Capable of freehold transfer to a Registered Provider.</p> <p><u>7. The Council will require that all affordable housing:</u></p> <p style="padding-left: 20px;"><u>a. is designed and built to the same standard as the market housing;</u></p> <p style="padding-left: 20px;"><u>b. is integrated into the development and from an external appearance should be indistinguishable from the market housing; and</u></p> <p style="padding-left: 20px;"><u>c. has vehicle parking provided at the same ratio as for the development as a whole.</u></p> <p>6-8. Significant weight will be given to this policy when considering the suitability of applications for housing development, and mixed use proposals including a housing element.</p>	
LP11.80	Policy H35	Delete Policy H35 and associated supporting text	Policy deleted as it cannot be delivered through development management.
LP11.81	Policy H36 (renumbered to H29) and paragraph 11.266	<p>Renumbered policy to H29 and all associated paragraphs and replaced paragraph 11.266 with the following:</p> <p>11.266 The SHMA recognises that large properties in more demanding housing markets are often converted into smaller flats or HMOs (in London, for example). The monitoring of the Borough's planning applications has demonstrated that there is a significant number of these also within the Borough. With the need for larger family homes being a priority, conversion of large properties into HMOs will not normally be supported. Where they are exceptionally supported, it is necessary to ensure that they are appropriately located. Examples from elsewhere in South Essex, in particular Southend-on-Sea, show that a proliferation of HMOs and small flats can significantly</p>	Amended for clarity.

Change No.	Change Location	Change	Reason for Change
		<p>alter the mix of homes available, and can also result in localised problems associated with on street parking and residential amenity.</p> <p><u>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.</u></p> <p><u>11.245 Whether there is a proliferation of these forms of accommodation will be assessed in relation to each application on the basis of the existing proportion of houses in multiple occupation in the area. Generally, no more than 30% of the dwellings in the area would be expected to be houses in multiple occupation.</u></p>	
LP11.82	Policy H36 (renumbered to H29)	<p>Renumbered policy and replaced text with the following:</p> <p>Policy H29-36 <i>Houses in Multiple Occupation and the Subdivision of Family Homes</i></p> <p><u>Development involving the conversion of houses into flats, bedsits or houses in multiple occupation will be permitted provided that it:</u></p> <ul style="list-style-type: none"> <u>a. incorporates a convenient principal entrance door for each unit of accommodation and provides an appropriate standard of residential accommodation;</u> <u>b. would not lead to a proliferation of flats, bedsits or houses in multiple occupation in a particular area causing unacceptable levels of traffic congestion or activity;</u> <u>c. the internal layout minimises possible noise disturbance and/or overlooking to immediate neighbours; and</u> <u>d. the proposal will not result in an unsatisfactory living environment for prospective occupiers.</u> <p>The conversion of large family sized dwelling houses into Houses in Multiple Occupation (HMOs) or flats will only be permitted in exceptional circumstances, and when the following can be demonstrated:</p> <ul style="list-style-type: none"> <u>a. The proposal will not result in a proliferation of HMOs in the local area;</u> 	Amended for clarity.

Change No.	Change Location	Change	Reason for Change
		<i>b. The proposal will not exacerbate existing on-street parking conditions to an unacceptable level; and c. The proposal will not have an adverse impact on the residential amenity of neighbouring properties.</i>	
LP11.83	Policy H37 (renumbered to H30)	Renumbered policy to H30 and all associated paragraphs.	To reflect changes made to this chapter.
LP11.84	Policy H37 (renumbered to H30)	Renumbered policy to H30 and amended point 1 to read as follows: <i>1. <u>The re-development of residential properties for alternative uses will only be permitted in exceptional circumstances and if the proposal can demonstrate that it furthers other sustainable development objectives in this plan. The redevelopment of residential properties for alternative uses will only be permitted if the proposal furthers other sustainable development objectives sought in this plan.</u></i>	Amended for clarity.
CHAPTER 12: REQUIRING GOOD DESIGN			
LP12.1	New paragraph after 12.7 (now paragraph 12.8)	Inserted a new paragraph as follows: <i><u>The way places are designed affects the way residents and users behave. Active Design (2015) published by Sport England in conjunction with Public Health England highlights the way design can be used to encourage greater levels of activity amongst residents and users of development. It sets out nine principles that can be applied when designing and masterplanning development proposals in order to support healthy lifestyles by facilitating participation in sport and physical activity, including encouraging walking and cycling for short journeys and introducing space for sport and recreation within development proposals.</u></i>	Incorporating Active Design as suggested by Essex County Council Public Health Officer and Sport England in discussions about positive planning for health.
LP12.2	Former paragraph 12.10/now paragraph 12.11	Amended paragraph to the following: <i>The Historic Environment Characterisation Assessment (2011), Green Belt Study Review (2017), Settlement Hierarchy Review (2015) and Urban Characterisation and Design Review Study (2015) reveal that it is difficult to establish a single cultural identity for the whole Borough of the Borough. Collectively they identify it as it is an area of contrasts with historic town centres, New Town development, areas of open countryside, small villages and plotland settlements, as well as a unique and biodiversity rich wildlife habitat in the form of the Thames Estuary marshes. However, it is important to value and celebrate the differences between the communities, while also recognising their inherent interdependence.</i>	For clarity and readability.

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LP12.3	Former paragraph 12.11/now paragraph 12.12	Amended paragraph to the following: <i>One of the Borough's more unique character traits is reflected in the south of the Borough dominated by the development of a Mark 1 New Town, masterplanned in phases from 1951. The New Town brought a comprehensive transformation to the area, with significant changes to its landscape and original village and plotland communities. Whilst although pockets of its more historic origins remain in a physical sense, the <u>impact of the mid 20th Century onwards</u> is characterised by a fragmentation of built form much of which has largely failed to relate well to the townscape of previous centuries. Therefore, the prevalent urban layers that form the south of the Borough's 'sense of place' are almost exclusively post 1950's in date; although distinct design variations exist <u>between in the neighbourhoods, which helps to create a sense of place and distinct local identities.</u></i>	For clarity and readability.
LP12.4	Former paragraph 12.14/now paragraph 12.15	Amended first sentence of paragraph to the following: <i>Safety and security are important issues for local people and this is reflected in current and past strategies within the Borough, most notably of it's the Crime and Disorder Partnership.</i>	For clarity and readability.
LP12.5	Former paragraph 12.16/now paragraph 12.17	Amended second sentence of paragraph to the following: <i>A balance will need to be struck between making best use of land and respecting established urban character, <u>whilst and</u> creating new and vibrant sustainable neighbourhoods.</i>	For readability.
LP12.6	Former paragraph 12.18/now paragraph 12.19	Amended first sentence of paragraph to the following: <i>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, <u>as well as the safety</u> of the Borough's built environment and its relationship with the natural environment.</i>	Better reflection of the breadth of interventions the Council can influence through design.
LP12.7	Policy DES1	Amended introductory paragraph to the following: <i>The Council will protect and enhance the quality and local distinctiveness of the Borough's built environment through high quality and inclusive design that makes effective <u>use of land, supports healthy lifestyle and creates places better places</u> for people. This will be achieved through the following:</i> Amended part 2 of policy DES1 to the following:	Representations DLP/58; DLP/2181. Build in Active Design Principles. Better linkage to other policies, removing repetition.

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		<p><i>Expecting all development proposals to adopt high quality design that <u>optimises the use of land</u>, whilst <u>complementings</u> and <u>enhancinges</u> the quality, and <u>appearance and functionality of an area, and the way it functions</u>. In particular, the design of development proposals should:</i></p> <p>Amended part 2b of policy DES1 to the following:</p> <p><i><u>Correspond with the natural features and historic quality of the area that contributes to its special interest including all heritage assets together with their settings, in accordance with those policies in Chapters 16 and 17 of this plan</u> New development should be sensitively sites and integrated in accordance with advice in the NPPF and policies NE1 and HE1, taking account the scale of any harm or loss, and the significance of the natural feature or historic asset;</i></p> <p>Amended part 2d of policy DES1 to the following:</p> <p><i><u>Provide well designed streets and spaces which support and sustain a broad variety of users and community activity. Within the street there should be reinforce a clear distinction between public and private spaces, continuity of street frontages, and <u>appropriate levels of enclosure of space</u> to enable <u>create</u> active, comfortable, and safe public spaces;</u></i></p> <p>Replaced part 2f of policy DES1 to the following:</p> <p><i><u>Create the conditions for walking and cycling between locations within and beyond the development, and prioritise these travel modes through the safe integration of walking and cycling routes. Opportunities for new walking and cycling routes will be sought when the existing permeability is poor; Respond to the local patterns of movement and optimises the choice of travel that is safe and accessible to all, particularly walking, cycling, and public transport, to reduce the need to travel by private car;</u></i></p> <p>Replaced part 2g of policy DES1 to the following:</p> <p><i><u>Incorporate a network of multifunctional open spaces which provide opportunities for a range of different active uses, and also offer benefits in terms of wildlife and environmental mitigation, having regard to policies NE1 and HC1 of this plan; Promote places that are permeable and easily understandable by creating simple, well defined and inter connected network of streets and spaces that have convenient access to a choice of routes. Opportunities</u></i></p>	<p>For readability purposes.</p>

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		<p><i>for new street linkages will be sought where the existing permeability of the area is otherwise poor;</i></p> <p>Amended part 2h of policy DES1 to the following:</p> <p><i>Deliver buildings, places and spaces that respond intelligently to promote healthy lifestyles needs and can adapt to changing social, technological, economic and environmental conditions;</i></p> <p>Amended part 2i of policy DES1 to the following:</p> <p><i>Support diversity and choice through the efficient use of land and infrastructure by ensuring a mix of compatible uses and development density densities that respond to local needs and enhances the special qualities of an area; and</i></p> <p>Amended part 3 of policy DES1 to the following:</p> <p><i>Where appropriate design guidance, development briefs, masterplans, regeneration strategies and public realm strategies, design guidance in Supplementary Planning Documents, and guidance and local design policies within Neighbourhood Plans will be prepared 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.</i></p>	
LP12.8	Title for Policy DES2	Changed to read <i>Policy DES2: Area of Special Development Control</i>	Numbering amendments following order changes elsewhere.
LP12.9	Former paragraphs 12.23-12.27/now paragraphs 12.20 – 12.23	Paragraph numbering changes to 12.20 to 12.23. Amended now paragraph 12.23 as follows: <i>...cohesive. Existing Previous policies may have been ineffective...</i>	Numbering amendments following order changes elsewhere.
LP12.10	Former paragraph 12.24/now paragraph 12.21	Amended second sentence of paragraph to the following: <i>Similarly, special development control standards are applicable in Sugden Avenue, Wickford which limit the floor space, plot widths and types of new dwellings.</i>	For clarity.

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LP12.11	Former paragraph 12.25/now paragraph 12.22	Amended third sentence of paragraph to the following: <i>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.</i>	To hyphenate built-up.
LP12.12	Former paragraphs 12.26-27/now paragraph 12.23	Deleted first sentence and merged with former paragraph 12.27.	Repetition.
LP12.13	Former Policy DES3: Area of Special Development Control/now Policy DES2: Area of Special Development Control	Changed Policy Numbering to <i>Policy DES2: Area of Special Development Control</i> and all subsequent references in supporting text and policy. Amended second criterion to the following: <i>Any proposals for residential development including new build, replacement dwellings, infilling and extensions should:</i>	Numbering amendments following order changes elsewhere. Plural added to dwellings for readability purposes.
LP12.14	Title for Policy DES3	Changed to read <i>Policy DES3: Urban Character Areas</i> .	Numbering amendments following order changes elsewhere.
LP12.15	Former paragraphs 12.19-12.22/now paragraphs 12.24-12.27	Paragraph numbering changes to former paragraphs 12.19-12.22 to 12.25 to 12.27 as policy has moved location.	Numbering amendments following order changes elsewhere.
LP12.16	Former paragraph 12.20/now paragraph 12.26	Amended first sentence of paragraph to the following: <i>The Urban Characterisation and Design Review Study (2015) identifies, describes and analyses the character and quality of the Borough and its different areas.</i>	Year inserted for clarity purposes.
LP12.17	Former Policy DES2: Urban Character Areas /now Policy DES3: Urban Character Areas	Changed Policy Numbering to <i>Policy DES3: Urban Character Areas</i> and all subsequent references in supporting text and policy. Amended first criterion to read as follows: <i>The Borough's Urban Character Areas are defined on the Policies Map. These will be managed and where possible, enhanced through development proposals using character assessments as part of the</i>	Numbering amendments following order changes elsewhere.

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		<i>planning application process, and taking into account the Basildon Borough Urban Design Evidence Base.</i>	To reflect change of being an Allocation to a Development Management Policy.
LP12.18	Former paragraph 12.26/now paragraph 12.28	Deleted first sentence and merged with new paragraph 12.27.	Repetition.
LP12.19	New paragraph 12.28	Inserted a new paragraph before former paragraph 12.28, which reads as follows: <i>Paragraph 58 of the NPPF expects Local Plans to include robust and comprehensive policies that set out the quality of development expected in an area, using amongst other things, buildings to establish a strong sense of place. However, paragraph 60 of the NPPF specifies that policies should not attempt to impose architectural styles or particular tastes nor stifle innovation or originality, although they may seek to reinforce local distinctiveness.</i>	DM Policy Review recommendation – merged requirements of policy DES8 into policy DES4.
LP12.20	Former paragraphs 12.29-12.30	Deleted former paragraphs 12.29-12.30	Refers to just one source of guidance on building design and this may reduce flexibility of the Local Plan in the future.
LP12.21	Former paragraph 12.34/ now paragraph 12.33	Amended first sentence of paragraph to the following: <i>Although there are only a few older buildings that have been intentionally designed for adaptability and sustainability, some are capable of responding to changing <u>environmental</u> circumstances depending upon the additional investment required to achieve adaptable designs and materials.</i>	For readability purposes.
LP12.22	New paragraph 12.34	Inserted the following new paragraph: <i>Commercial properties are concentrated in specific areas within the Borough, as the New Town was planned using strong segregation between land uses. Buildings in these areas can have a uniform character, with building blocks of standardised shapes of muted or metallic finish and limited architectural detail. Mostly constructed from brick, metal, glass or prefabricated panels they are designed to be functional and commercially aesthetic. Further enhancements can serve to improve the character and quality of these premises.</i>	DM Policy Review recommendation – merged requirements of policy DES8 into policy DES4.
LP12.23	New paragraph 12.35	Inserted the following new paragraph: <i>Features and detailing on commercial properties can help to add interest to the commercial street scene and appearance of the economic area. The composition of non-residential frontages is</i>	DM Policy Review recommendation – merged requirements of policy DES8 into policy DES4.

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		<i>important in order that these buildings contribute positively to the character and appearance of buildings as a whole, and their inter-relationship with neighbouring buildings and the surrounding area. Within many of the town centres, local centres and employment areas, signs/brands feature heavily on the frontage of commercial properties and on building façades, promoting the name and operations of businesses, which vary in quality.</i>	
LP12.24	New paragraph 12.36	<p>Inserted the following new paragraph:</p> <p><i>Roller shutters and other forms of security of varying aesthetic desirability are also a common feature of commercial frontages. Shopfronts, security shutters and canopies in town and local centres can also influence perceptions of the accessibility and security of an area and visually impact on the street scene. External roller shutters however can often obscure the architectural features of the buildings they are attached to and can become targeted by graffiti and fly posting, which often leads to a more unwelcoming and hostile environment. A proliferation of solid security shutters can often create a fortress-like atmosphere in town centres and local centres when premises are closed, and can make the public realm feel unsafe. Generally, shutters with a transparent 'open mesh' design help to maintain visual interest and along with a mix of appropriate town centre uses, help to enliven town centres during the evening.</i></p>	DM Policy Review recommendation – merged requirements of policy DES8 into policy DES4.
LP12.25	New paragraph 12.37	<p>Inserted the following new paragraph:</p> <p><i>While it is necessary for security to be provided for such properties, a balance must be reached between security and the impact on the appearance of the streetscene. Such holistic outcomes are best achieved when they are explored as an integral part of the property's frontage at the design stage, which the Council will encourage.</i></p>	DM Policy Review recommendation – merged requirements of policy DES8 into policy DES4.
LP12.26	Policy DES4	<p>Added a third criterion to Policy DES4 which reads as follows:</p> <p><i>In all cases, the provision of security measures should form an integral part of the design approach for buildings. External roller shutters will only be acceptable if it can be demonstrated that there is no other suitable alternative. In such instances the roller shutters must be weaved or open-grille.</i></p>	DM Policies Review recommendation – merged roller shutter requirement into policy DES4 and delete DES8.
LP12.27	Title for Policy DES5	<p>Amended Policy title DES5 to the following:</p> <p><i>High Quality <u>Landscaping and Public Realm Design</u></i></p>	To merge policies DES5 and DES6.

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LP12.28	Former paragraph 12.35/ now paragraph 12.38	Amended paragraph to the following: <i>Part 7 of the NPPF emphasises the importance of planning positively for the achievement of high quality and inclusive design for public and private spaces in Local Plans, in particular, establishing a strong sense of place using streetscapes to create attractive and comfortable places to live, work and visit. <u>The PPG states that all forms of new development should be designed so that they are successfully integrated with their surrounding context, irrespective of whether the site lies on the urban fringe, or at the heart of a town centre.</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.29	Former paragraph 12.38/ now paragraph 12.41	Amended paragraph to the following: <i>Landscaping, in terms of both hard and soft features, plays an integral part in defining the quality of the public realm and delineating areas for specific activities. Trees, shrubs, grass verges, hedging and other planting treatments form soft landscaping. Hard landscaping comprise the use of paving, bricks, timber and other materials to form paths, parking areas, driveways, public squares and boundaries. Landscaping schemes are therefore important on sites in prominent locations such as along main road frontages, transport corridors, places where people gather (including town centres) and areas of high townscape or landscape quality. <u>They are also important when seeking to integrate new developments on the edge of towns into the landscape in which they sit, and the neighbouring urban area.</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.30	Former paragraph 12.39/ now paragraph 12.42	Amended paragraph to the following: <i>Trees, hedges and surfaced areas contribute to a sense of place by helping to create attractive, safe and usable outdoor spaces. In parts of the Borough, particularly in and around Billericay, Langdon Hills, and Noak Bridge there are a greater presence of street trees, low hedging and different planting or surface treatments that contribute to a high quality streetscape. Where streets are absent of soft landscaping, the public realm and urban form can feel more harsh and oppressive to users. <u>Boundaries are usually delineated by walls, hedges, gates and fencing, or by a change in levels, material or other subtle ways and can divide front gardens.</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.31	Former paragraph 12.40	Deleted former paragraph 12.40.	Amended to reduce repetition between policies.
LP12.32	Former paragraph 12.41/ now paragraph 12.47	Moved former paragraph 12.41 and amended to the following: <i><u>Consideration should also be given to how car parking is integrated into the layout and design of the public realm as increased levels of car ownership and multi-car households has led to</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.

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		<i>pressures for on-street parking and there is an increasing trend to pave over these to accommodate off-street parking. In some areas, this causes problems with excessive on-street parking, parking on pavements and a loss of landscape from the streetscene as frontages are paved to accommodate off-street parking, which in most instances is within Permitted Development rights. This removal of soft landscaping incidental to residential development has the effect of making streets and the acts to make the public realm appear cluttered and less green in many parts of the Borough, and should be avoided.</i>	
LP12.33	Former paragraph 12.46	Deleted former paragraph 12.46.	To reduce repetition between policies.
LP12.34	Former paragraph 12.42/ now paragraph 12.48	Moved former paragraph 12.42 and amended to the following: <i><u>Attention should also be given as to how public open spaces and play areas are integrated into the design of the public realm. Basildon Borough benefits from a network of public open spaces, play areas and recreation grounds which provide opportunities for exercise, sport and active or passive recreation. There are however some public spaces that are more isolated or enclosed, which means they do not benefit from natural surveillance and can feel less safe or secure to use. Again, such design should be avoided.</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.35	Former paragraph 12.43/ now paragraph 12.49	Moved former paragraph 12.43 and amended to the following: <i><u>There is scope for public realm improvements in the Borough and the Council will continue to seek the introduction of new high quality public realm, or improvements to existing areas as part of its future development. This should incorporate landscaping to create greener feeling, more welcoming places which also contribute to environmental well-being through flood risk management, urban cooling, air quality amelioration and habitat creation.</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.36	Former paragraph 12.47/ now paragraph 12.43	Moved former paragraph 14.47: <i><u>Consideration of the location of any landscaping is important. Soft landscaping should be provided in areas where vegetation is able to thrive and survive in the long term. It should however also be appropriate in terms of amenity. For example, the provision of fast growing shrubs, would not be suitable in areas where visibility splays or natural surveillance is required, and evergreen trees are not normally suitable in more confined areas, where light may be limited or restricted. Subject to their appropriateness to the location however, defensible planting, such as spiny or thorny species, can be both unusual and attractive features in any landscaping scheme, as well as an aid in the security of a development.</u></i>	Moved and correction of typo.

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LP12.37	Former paragraph 12.48/ now paragraph 12.44	Moved former paragraph 12.48 and amended to the following: <i>The selection of species for soft landscaping is also of importance. Suitable native species should be the primary choice, particularly having regard to the potential ecological and biodiversity benefits. Consideration should also be given to climatic conditions and air quality conditions, appropriate to relevant species. It is recognised that there may be instances where the use of non-native species <u>can be is justified. For example, where a non-native species may offer specific environmental benefits that make them particularly suitable for use on a site. The use of non-native species should however normally be avoided.</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.38	Former paragraph 12.49/ now paragraph 12.45	Moved part of former paragraph 12.49 and amended to read as follows: <i>In respect of hard landscaping, this succeeds when it is integrated into the public realm as a whole. If treated as an afterthought such features can be seen as obtrusive or alien. Hard landscaping is also more successful if it is safeguarded against anti-social behaviour, such as graffiti and vandalism. <u>In some locations, such as town centres there may be a public realm strategy in place to direct the provision of public realm works which complement the wider area. Relevant development proposals should apply the design principles embedded in such strategies. Some developments however, especially those in town centres without a public realm strategy, on the edge of settlements, or where new places are being created within the A127 Enterprise Corridor will require a public realm strategy themselves in order to ensure effective integration.</u></i>	To incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.39	Former paragraph 12.49/ now paragraph 12.46	Moved part of former paragraph 12.49 and amended to read as follows: <i><u>When preparing proposals for the public realm, consideration should be given to the way people use spaces. For example, consideration should be given to potential desire lines when identifying paved areas, and materials should be used which safeguarded against anti-social behaviour, such as graffiti and vandalism.</u></i>	To correct typo and incorporate elements of supporting text to policy DES6, and reduce repetition between policies.
LP12.40	Former paragraph 12.50	Deleted former paragraph 12.50.	To reduce repetition between policies.
LP12.41	Policy DES5	Replaced Policy to the following: High Quality Landscaping and Public Realm Design <i>1. All development will need to demonstrate how it will must contribute to safe, inclusive, accessible, attractive, and user friendly streets and spaces that encourage appropriate levels of</i>	To incorporate elements of policy DES6, and reduce repetition between policies. To merge the requirements of former Policy DES5: High

Change No.	Change Location	Change	Reason for Change
		<p>activity, social interaction, and connections for all users. Changes, refurbishment or the installation of new public realm should:</p> <p>2. <u>Proposals for new development or the redevelopment of prominent sites within town centres, and for developments comprising 50 homes or more, or 1,000 sq.m or more in other locations will be expected to be supported by a Public Realm Strategy setting out how they will:</u></p> <ul style="list-style-type: none"> a. Incorporate appropriate materials, street furniture, and lighting of high quality, environmental performance and durability; b. Harmonise with the street scene and enhance the quality, character and appearance of the public realm through their siting and design; c. Conserve and enhance any historic fabric, features and assets; d. Be sited to <u>Seek to</u> minimise visual clutter; e. Ensure legibility and permeability within and surrounding the development; f. Incorporate good quality landscape design including hard and soft landscaping with an emphasis on creating an attractive green environment; g. Consider the incorporation or siting of public art <u>Incorporate public art in accordance with policy DES6;</u> h. Sensitively integrate and prioritise appropriate levels of movement infrastructure for all users, having regard to age, gender and disability, including provision for convenient pedestrian and cycle movement; i. Ensure that any car <u>vehicle and cycle</u> parking and provision for servicing are appropriate and are sensitively integrated so as not to dominate the public realm; and j. Be designed to enhance safety and security in the environment by creating natural surveillance. <p>3. Where appropriate, applications for development should be supported by a Public Realm Strategy setting out how it will achieve the general principles and objectives set out in Policy DES1. <u>In all cases where a Public Realm Strategy is required, and in any other case where landscaping is required to make a development proposal acceptable, a detailed Landscape Strategy should be prepared and approved by the Council, which can be incorporated into the Public Realm Strategy if appropriate, which:</u></p> <ul style="list-style-type: none"> a. <u>Includes planting plans identifying the species types, sizes, numbers, densities of plants</u> 	<p>Quality Public Realm and DES6: High Quality Landscaping into one policy to reduce repetition between policies.</p> <p>Cross link to policy DES7 – DM and Policies Review recommendation.</p>

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		<p><i><u>proposed in the planting regime and any necessary aftercare arrangements, on-site and off-site where appropriate;</u></i></p> <p><i>b. <u>Includes native species, as a biodiversity priority, appropriate to the location and climatic conditions and if applicable, justifies why non-native species are proposed;</u></i></p> <p><i>c. <u>Incorporate hard detailing and materials for all elements including surfacing, changes of level, boundary treatments, and street furniture;</u></i></p> <p><i>d. <u>Integrates measures to manage climate change, improve air quality and promote biodiversity;</u></i></p> <p><i>e. <u>Integrate sustainable drainage systems to help manage surface water and run-off;</u></i></p> <p><i>f. <u>Take account of the function, circulation and servicing of places and any site constraints; and</u></i></p> <p><i>g. <u>Set out the maintenance and management of landscaping areas.</u></i></p> <p><i>4. <u>All significant development proposals, as defined by Part 2 of this policy, will be required to contribute to the provision, enhancement and maintenance of the public realm by means of on-site provision, and/ or a financial contribution. Where appropriate, a Planning <u>Planning</u> Obligation may be used to secure off-site public realm improvements.</u></i></p> <p><i>5. <u>Integrated or incidental landscaping that will be disturbed or removed during construction of development will be expected to be reinstated following the development's completion to a standard the same, or better, than that which existed prior to the development occurring. This will be secured by a planning condition, or where necessary a planning obligation.</u></i></p>	
LP12.42	Former Policy DES6 and paragraphs 12.44-12.50	Deleted Policy.	Non-repetitive components integrated into Policy DES5.
LP12.43	Former Policy DES7 and paragraphs 12.51-12.56	Deleted Policy.	Change of emphasis.
LP12.44	Policy DES8 and paragraphs 12.57-12.63	Deleted policy.	DM Policies Review recommendations – largely repeated policy DES4. Policy DES4 has been amended to include the roller shutter

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			requirement and negate the need for a stand-alone policy.
LP12.45	All paragraphs and policies after DES5	Renumbered to reflect deletion of policies DES6, and DES8.	Practical amendment.
LP12.46	Former Policy DES9/ now Policy DES6	Moved forward, adjacent to policy DES5 to reflect relationship between policies.	Practical amendment.
LP12.47	New paragraph 12.51	Inserted a new paragraph which reads as follows: <i><u>The Essex Public Art Guide stresses the benefits of public art on the quality of the environment, and associated benefits for the economy and for communities. It advocates a 'Percent for Art' whereby developers use 1% of the development cost for commissioning artwork.</u></i>	DM Policies Review Recommendations – the Essex Public Art Guide provides justification for seeking a % for public art work provision.
LP12.48	Former paragraphs 12.68 and 12.69	Deleted text.	Superfluous.
LP12.49	Former Policy DES9/ now Policy DES6	Amended Policy DES9 (now Policy DES6) to read as follows: 1. <i><u>The Council will encourage the provision of high quality, sustainable, new or extended public art within the Borough.</u></i> 2. <i><u>The provision of all public art and interpretation/information infrastructure must contribute positively to the locality, be site specific, and have regard to all other relevant policies DES1, DES5 and DES6 in this plan.</u></i> 3. <i><u>The Council will seek require the provision of high quality, sustainable, new or extended public art within the following types of development. The scale of public art provision should be proportionate to the scale of development, with a value equivalent to 1% of the construction value of the development, subject to viability:</u></i> <i>a. <u>Developments comprising 25-50 or more residential dwellings;</u></i> <i>b. <u>Developments comprising 1,000 sq.m or more commercial floorspace;</u></i> <i>c. <u>Developments which are likely to have a significant impact upon the public realm due to their nature or location;</u> or</i> <i>d. <u>Developments which are likely to have a high degree of public access.</u></i>	DM Policies Review – recommendation to seek % for public art. Consistency with policy DES5 – 50 residential dwellings rather than 25.

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		<p><i>3. In all other cases, the Borough will encourage the provision of high quality, sustainable, new or extended public art where there is no unacceptable impact on local amenity.</i></p> <p>4. <i>The Council will seek the protection of existing public art, requiring the appropriate reinstatement or re-siting of artworks and other objects of cultural significance when such buildings or sites are redeveloped. <u>Planning conditions, or, if necessary, planning obligations, will be used to secure arrangements for protecting public art affected by development activities.</u></i></p>	<p>Representations DLP/1862; DLP/9332 – securing protection of public art through condition or S106.</p>
LP12.50	<p>Heading Former Policy DES7: Advertising/ now Policy Managing Advertisements</p>	<p>Amended Policy Heading from Advertising to <u>Managing Advertisements</u></p>	<p>To reflect new emphasis of Policy DES7.</p>
LP12.51	<p>New paragraphs 12.56-12.57</p>	<p>Inserted new supporting text to read as follows:</p> <p>Policy Context</p> <p><u>Advertisements are controlled under the Town and Country Planning (Control of Advertisement) Regulations 2007. Some advertisements benefit from deemed consent, where certain criteria are met. Others require express consent as a consequence of their potential to impact on amenity and public safety. The regulations do not establish the meaning of amenity or public safety, and this is therefore a matter for local determination, although there is clear rules preventing the setting of criteria related to the content or subject matter of advertisements.</u></p> <p><u>Guidance on whether express consent for advertisement is required can be found in the DCLG publication Outdoor advertisements and signs: a guide for advertisers (2007).</u></p>	<p>An ex-Planning Inspector suggested to officers that it may not be appropriate to include a policy on Advertising within the Local Plan, as it is subject to a different permission regime compared to other forms of development.</p> <p>However, a review of Adopted Plans elsewhere show such policies tend to be included. A review of the legislation shows that whilst such applications must be assessed for amenity and public safety, these are not defined in legislation and are matters for local determination. There is therefore a role for an</p>

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			advertisement policy, which is specifically focused on these two matters. The supporting text to former Policy DES7 has been amended to focus on these matters only.
CHAPTER 13: PROMOTING HEALTHY COMMUNITIES			
LP13.1	Beginning of chapter	<p>Inserted a new policy HC1 entitled Health and Wellbeing Strategy, and supporting text with footnote, as follows:</p> <p><i><u>Policy HC1: Health and Wellbeing Strategy</u></i></p> <p><u>Policy Context</u></p> <p><i><u>The NPPF identifies the role of the planning system in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities are expected to promote inclusive and active environments which promote opportunities for community cohesion and activity, to enable communities to independently support their own health, social and cultural well-being.</u></i></p> <p><i><u>The PPG defines a healthy community as a place that ‘supports healthy behaviours and supports reductions in health inequalities’. This is not only restricted to promoting physical and recreational activities, but also includes enabling the creation of healthy living environments for people of all ages which supports social interaction and emotional health and well-being, which are equally important to resilient communities.</u></i></p> <p><i><u>It is not however the role of the Local Plan alone to deliver healthy communities, and paragraph 171 of the NPPF expects local planning authorities to work with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being.</u></i></p> <p><i><u>Local authorities have a crucial role in delivering sport and physical activity opportunities. Local Health and Wellbeing Strategies¹² have highlighted physical inactivity as an issue that needs to be tackled. Sport England, through their ‘Active Design’ policy, promote 10 principles</u></i></p>	<p>Engagement with Public Health Practitioners at ECC.</p> <p>Evidence set out in Health and Wellbeing Topic Paper.</p> <p>Ongoing engagement with the CCG and Hospital.</p> <p>Representations DLP/2673, DLP/1333, DLP/18335, DLP/4448, DLPQQ/182.</p>

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		<p><u>that promote activity, health and stronger communities through the way towns and cities are designed and built. Sport England also have a strategy 'Towards an Active Nation' which sets out their vision to encourage everyone to feel able to engage in sport and physical activity, regardless of age, background or level of ability.</u></p> <p><u>Essex County Council have a statutory duty to 'improve the health of their local populations' and are responsible for Public Health across the county. A local Health and Well-being Board has been established in the Borough to facilitate this delivery, alongside the Essex Health and Well-Being Board. The Joint Health & Well-Being Strategy for Essex (2012) established a strategy for achieving this statutory duty. Basildon Council is one of the partners that has joined up with Active Essex, a publicly funded organisation hosted by Essex County Council, to be part of the 'Active Essex Strategy 2017 – 2021', which has received national lottery funding to create innovative partnerships to make it easier for people to access sport and physical activity within Essex, therefore improving health and wellbeing.</u></p> <p><u>At this time, NHS England commissions core GP services. Meanwhile, the Basildon and Brentwood CCG covers Basildon Borough and Brentwood Borough. The CCG is responsible for commissioning other primary and secondary healthcare services needed in this area, and prepares plans for this purpose. It is responsible for ensuring that its commissioning plans link to the Health and Well-being Strategy for Essex. As an acute service provider Basildon and Thurrock University Hospital has an important role in delivering services required by the CCG, and is therefore essential to the health and well-being of residents in the Borough, and neighbouring areas. There are a range of other providers for GP, community health and mental health services.</u></p> <p><u>Meanwhile, Essex County Council is responsible for social care provision across all Essex Districts and Boroughs. Various strategies have been produced in order to ensure that social care provision responds to the various needs of different groups within the population including both young people and older people, however increasingly community based initiatives which reduce the need for costly residential based responses are favoured.</u></p> <p><u>¹² Department for Digital, Culture, Media & Sport and Tracey Crouch MP (2015). Sporting Future: A New Strategy for an Active Nation</u></p> <p><u>Evidence Base</u></p>	

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		<p><u>The Linking Planning, Health and Wellbeing Topic Paper draws together evidence from a range of sources to identify how the Local Plan can most effectively address matters of health and wellbeing in the Borough. In particular it draws on the Joint Strategic Needs Assessment and the Joint Essex Health and Wellbeing Strategy (2012), as well as deprivation information in order to identify priorities for health and wellbeing that should be addressed through the Local Plan. The priorities identified are:</u></p> <ul style="list-style-type: none"> • <u>Deprivation and inequality in health outcomes</u> • <u>Low rates of physical activity within the population</u> • <u>An ageing population (ageing well)</u> • <u>Improving mental health and well-being</u> • <u>Reducing the prevalence of adult and child obesity</u> <p><u>Whilst it is likely that most people will suffer some form of ill health at some point, the Linking Planning, Health and Wellbeing Topic Paper presents evidence which shows that there is a significant link between deprivation, especially employment deprivation, and health outcomes. It is therefore essential in Basildon, where life expectancy for men varies by 10 years between the most deprived and least deprived wards, that access to services and employment are as much a focus for health and well-being as matters which are more traditionally linked to health.</u></p> <p><u>Evidence from studies and research across various urban areas, also shows that access to a good quality environment, with green spaces and places to walk, contributes towards both the physical and mental well-being of people ensuring that they are in the best health to engage in employment, or training which leads to employment. The quality of the physical environment is therefore key to addressing both health outcomes and issues associated with deprivation. However, this would indicate that the Basildon urban area (including Laindon and Pitsea) has a poor quality environment with limited green space and opportunities for walking etc., which is not the case. Whilst there is a need for the quality of some open spaces to be improved to promote increased appeal, use and activity there is an over-supply of open space in Basildon and most areas are of an adequate to good standard. The Basildon urban area also has a good, planned cycle network compared to other areas, albeit there is a need for some links to be improved. Despite this, Basildon has low rates of participation in regular physical activity and one of the lowest rates of cycling to work in Essex. Similarly, rates of</u></p>	

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		<p><u>walking to work could also be increased. Therefore, whilst the quality of the environment is important to health and wellbeing, it does not necessarily mean that people will engage in activity, or be less deprived, as there are a more complex range of matters to be addressed. Nonetheless, it cannot but help to remove or reduce the effects of physical barriers to activity.</u></p> <p><u>Obesity is also an issue within the Borough and is linked to poor health outcomes. Whilst physical activity can help to manage obesity, it is important to also create opportunities for people to eat well. The Hot Food Takeaways Assessment 2015 shows that there is a particular prevalence of takeaways in those parts of the Borough which are more deprived. Takeaway food is typically more calorific than home cooked food and can contribute towards obesity. There is evidence from other parts of England that actions to manage the prevalence of takeaways can contribute towards better health outcomes. Furthermore, opportunities to grow food locally such as in gardens and allotments can also contribute towards better eating, and better health outcomes. There is therefore evidence to suggest existing allotments should be retained and improved, whilst new allotments and gardens should be appropriately incorporated into developments.</u></p> <p><u>Access to services and the right types of accommodation can also enable, or otherwise isolate people. This has implications for their ability to participate in both the community and in employment and training. Poor quality, or the wrong type of accommodation can make people ill, or else see them trapped in their homes. Opportunities to access services meanwhile ensures people can interact with others and get the support they need to thrive. It cannot however be assumed that services, and jobs are accessible if people cannot walk, cycle or get a bus to them, as not everyone, especially in deprived communities, has access to a car. The need for specialist accommodation in accessible locations for older people and disabled adults is especially important, as it will help these groups of people to stay healthy and well for longer.</u></p> <p><u>Whilst there are measures that can be taken to ensure that both existing communities and new development create opportunities for people to live well, there will always be a demand for health services, and evidence has indicated that an ageing population will continue to give rise to strains on these services into the future. There is therefore a need for the CCG and health service providers to review how they deliver their services to respond to current and emerging patterns of demand, and also new technologies. The Council has been working closely with NHS England, the CCG and Basildon and Thurrock University Hospital in this</u></p>	

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		<p><u>regard, and has already delivered a new health centre in Wickford via joint working arrangements and is about to commence work on a similar joint project with the hospital to modernise visitor and patient facilities as well as create additional clinical space.</u></p> <p><u>There is also a requirement to consider how need arising from growth can be accommodated within the system. In the first instance, developments will be expected to limit need through the application of good quality design and layout which applies active design principles, as advocated in the Essex Design Guide 2018. The Essex Planning Officers Association has prepared Health Impact Assessment (HIA) Guidance, and this will be applied to all appropriate developments to ensure that opportunities to promote good health, and reduce impacts on health services have been incorporated into development. A HIA allows for assessment of the development against a number of criteria that are known to influence health and wellbeing and enable Basildon Council to meet the NPPF objectives of creating healthy communities. The use of HIA, as a material consideration, also enables Basildon Council to ensure that the positives benefits from the proposed development can be maximised whilst any identified negatives are either removed or mitigated against. In addition, a HIA may be required when it is identified through an Environmental Impact Assessment. In this instance, a HIA may be part of an expanded element to human health, as an integrated assessment or be required as a full HIA. The approach should be agreed by the Council early in the preparation of a planning application.</u></p> <p><u>Whilst the Council expects development to minimise health impacts, there will remain a need for additional healthcare provision, and developments will be expected to contribute towards the expansion of services necessary to support growth. This may take the form of new GP hubs, the expansion of existing facilities, or the provision of infrastructure which enables existing facilities to be used more effectively, or for longer. It will be for NHS England and the CCG, in consultation with the service providers, to determine the types of interventions needed in each area to support growth. The Council will continue to work with NHS England and the CCG, and the service providers including Basildon Hospital, to determine the types of interventions needed as early as possible and incorporate these into the Borough's 'Infrastructure Delivery Plan.</u></p> <p><u>Policy HC 1</u></p> <p><u>Health and Well-being Strategy</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>Throughout the plan period, the Council will seek to deliver development and growth which has a positive impact on the health and wellbeing of residents, and address issues of health deprivation and health inequality in the Borough. In order to achieve this, the Council will:</u></p> <ol style="list-style-type: none"> 1) <u>Promote good physical and mental health and healthy lifestyles amongst residents by:</u> <ol style="list-style-type: none"> a. <u>Ensuring access to high quality open spaces, and opportunities to engage in sport and recreation;</u> b. <u>Providing opportunities for people to walk and cycle, both for recreation purposes, and also as part of their day to day activities; and</u> c. <u>Encouraging residents to grow their own foods, and managing further provision of takeaways within the Borough.</u> 2) <u>Ensure that everybody has the opportunity to participate within the community, and access employment opportunities within the Borough by:</u> <ol style="list-style-type: none"> a. <u>Ensuring community facilities are of a good quality and are located where they can be accessed by walking, cycling and public transport; and</u> b. <u>Ensuring that the accommodation needs of older people and disabled adults are met, and are met in locations which enable residents to remain active members of the community.</u> 3) <u>Ensure that growth in the Borough is aligned to improvements in the provision of healthcare services by:</u> <ol style="list-style-type: none"> a. <u>Working with NHS England, the Clinical Commissioning Group, the Basildon and Thurrock University Hospital and other providers of healthcare services in the Borough to ensure those organisations have the built facilities they need to deliver their service plans;</u> b. <u>Requiring developers to contribute towards the provision of built facilities, and other improvements to healthcare services alongside their proposals for residential development. Where specified in policies H5 to H24, contributions may be required in-kind upon the development sites. In all other cases, financial contributions towards off-site provision will be secured.</u> 4) <u>Ensure new development is designed and located to promote good health, and avoid sources of harm to health by:</u> <ol style="list-style-type: none"> a. <u>Requiring all developments of 50 homes or more, 1,000 sqm of floorspace or more, or fall within the A5 use class, set out in Policy R16, to be accompanied by a Health Impact Assessment prepared in accordance with local guidance;</u> 	

Change No.	Change Location	Change	Reason for Change
		<p>b. <u>Requiring good quality design in new developments, including design which incorporates active design principles; and</u></p> <p>c. <u>Avoiding development in locations which may cause harm to human health by way of disturbance to the quality of life, or pollution.</u></p>	
LP13.2	Former paragraph 13.4/now paragraph 13.18	<p>Amended paragraph to the following:</p> <p><i>Sport England is the organisation which provides the strategic lead for sport in the country. The organisation fulfils the function as a statutory consultee for all <u>relevant planning applications affecting playing fields</u> which relate to land currently allocated for sport and physical activity, and also provides design guidance for the development of sports facilities. Working within the provisions of the NPPF, Sport England encourages local planning policy to protect, enhance and provide for sports facilities based on robust and up-to-date assessments of need, as well as helping to realise the wider benefits that participation in sport can bring.</i></p>	Representation DLP/59.
LP13.3	Former paragraph 13.5/now paragraph 13.19	<p>Amended paragraph to the following:</p> <p><i>At the regional Essex level, the Essex Sports Facilities Strategy 2007 – 2020 develops the regional strategy and identifies a number of significant issues, challenges and opportunities which provide the framework for the strategic planning process for sports facility provision at a county level <u>across the County</u>. Its approach to future community sports facility provision focuses on areas that have low participation across all age groups including Basildon Borough, which is also one of the areas that has been <u>is</u> expected to see a growth in population. It identifies that there will be demand for increased access to both facilities and services as a result.</i></p>	Tense and clarity.
LP13.4	Former paragraphs 13.6 and 13.7/now paragraphs 13.20-13.21	<p>Replace paragraphs with the following:</p> <p><i><u>The Council has regularly updated its evidence base with regard to open space provision, playing pitch provision and indoor sports facilities. Previous updates took place between 2010 and 2012, and have enabled the Council, alone and in conjunction with partners, to plan for and deliver a number of improvements to open spaces, playing pitch provision and sports facilities in the Borough. Part of this evidence base work included the PPG Open Space Assessment Part I (2010) which assessed the open spaces within the Borough and their quantity, quality and accessibility which allows the Council to determine where new open spaces may be needed and where improvements can be made. Further evidence base work has also been undertaken to inform the policies relating to the natural environment and specifically Policy NE5 (Development Impacts on Ecology and Biodiversity) which aims to reduce harm to Natura 2000 sites that can be caused by activity such as recreation and leisure. Over the course of time, however, circumstances can</u></i></p>	Improve brevity and reflect changing position re: evidence base, responding to concerns raised by Sport England.

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		<p><i><u>change that alter the provision needed for an area. For example, the demand for indoor gymnasium facilities has outstripped expectations due to the competitive success of local athletes and the legacy of the London 2012 Olympic and Paralympic Games. Furthermore, the number of homes planned for in this Local Plan is greater than that anticipated in 2010-2012. It has therefore been necessary to commission a review of this evidence base, and it is likely to be the case that this need will arise again through the lifetime of the Local Plan.</u></i></p> <p><i><u>The most recent work to assess and plan for open spaces, playing pitches and indoor sports facilities has been undertaken at a South Essex level. This has enabled the consideration of cross-boundary movements for sport and recreation to take place, recognising that some facilities, such as Basildon Sporting Village, have a wider than local draw. It has also enabled the consideration of opportunities for joint working and shared facilities to occur. It is these strategies, and the standards that they contain, which will be applicable when developers are seeking to bring forward residential development proposals within the Borough which generate an additional need for open space, playing pitches and indoor sports facilities.</u></i></p>	
LP13.5	Former paragraph 13.8/now paragraph 13.22	<p>Amended start of paragraph 13.8 to the following:</p> <p><i><u>Whilst the Council has consistently planned for and delivered improvements to open space, playing pitch and indoor sports provision within the Borough, Notwithstanding the overall distribution of leisure and recreational facilities at present, the level of uptake of sport and physical activities by local residents has been remained particularly low, with the Borough having the lowest adult physical activity rates in Essex. Data collected for the Joint Strategic Needs Assessment which looks at health outcomes identifies a significantly higher proportion of obese adults when compared to the national average, and this correlates to only 1 in 10 adults participating in the recommended physical activity levels.</u></i></p>	Improves readability.
LP13.6	Former paragraph 13.9/now paragraph 13.23	<p>Amended paragraph 13.9 to the following:</p> <p><i><u>The Borough's Community Strategy identifies that whilst everyone in the Borough has access to initiatives and services that will support them to improve their own health and well-being, there are nonetheless lifestyle related factors that adversely impact on health outcomes. The Borough has particular challenges with respects to the needs of its current population, in part related to its the relatively high levels of deprivation particularly to in the south. Men from the least deprived areas can expect to live eight years longer than those in the most deprived areas. As such, there is a need to target and provide services differently for those groups within areas of the Borough where health inequality exists. The evidence provided by the Gardiners Lane South Playing Pitch</u></i></p>	Reflect up to date evidence in Gardiners Lane Playing Pitch Relocation Assessment.

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		<p><i>Relocation Feasibility Assessment, highlights the opportunity to create three new community sports hubs at Gardiners Lane South, East Basildon and West Basildon, and this will therefore form part of the strategy for targeting investment into this part of the Borough, along with other measures in the Open Space, Playing Pitches and Built Facilities Strategies. This is supported by the Borough's Cultural Strategy 2006 which seeks to promote services in a targeted and accessible way to secure specific benefits or where take up is low, e.g. young people, women and girls in sport, in order to contribute towards improving people's health.</i></p>	
LP13.7	Former paragraph 13.10/now paragraph 13.24-13.25	<p>Deleted paragraph 13.10 and replaced paragraph with the following:</p> <p><i>Besides the trends in participation, the demand for these facilities is further influenced by a wide range of factors including the size of the population and its changing age structure. The Community Strategy seeks to support local people to improve their health and well-being and promote sustainable regeneration through high quality, locally distinctive, sustainable developments and supporting infrastructure. As the Borough continues to expand across the plan period the level of leisure and cultural provision will also need to expand to cater for additional demand in line with the Council's relevant leisure and recreational planning standards.</i></p> <p><i>In addition to formally identified open spaces, the wider network of Green Infrastructure in the Borough and beyond provides the opportunity for outdoor recreation such as walking and cycling. Public Rights of Way (PRoW) and the cycle network therefore have an important role to play in ensuring the health and well-being of Borough residents. Furthermore, the provision of high quality local opportunities to walk and cycle will help to stop local residents from travelling for such activity protecting sensitive habitats on the Essex coast from disturbance, and also reducing the need to travel. Ensuring new developments are connected to the PRoW network and the delivery of the Basildon Cycling Action Plan are therefore also essential to the Council's approach to leisure and recreation.</i></p> <p><i>Whilst the Council has delivered a number of open space, playing pitch and indoor sport provision projects in recent years, it cannot deliver everything that is needed going forward, and there is a role for communities, sports clubs, governing bodies, private businesses and developers in bringing forward facilities that meet the needs of local people. In some instances, opportunities will arise to bring forward land in the Green Belt for open space/playing pitch use. This will normally be consistent with the requirements of national Green Belt policy where the scale and proliferation of ancillary buildings do not harm the openness of the Green Belt, and consequently it may be possible for the Council to support such proposals. It should however be</i></p>	Provides support for elements of the policy that were otherwise unjustified, and links to role formal open space provision has in preventing harm to Essex Coast Natura 2000 sites.

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		<p><u>noted that the Council will normally expect those bringing forward new facilities outside the Council's own programme of works to manage and maintain them using their own resources. This is particularly applicable to those open spaces brought forward by developers to meet the needs of growth arising from their development.</u></p>	
LP13.8	Former Policy HC1/now Policy HC2	<p>Deleted former Policy HC1 (now Policy HC2) and replaced to read as follows:</p> <ol style="list-style-type: none"> 1. <u>The Council will promote active and healthy lifestyles amongst all its residents by promoting, and where necessary delivering alone, or in partnership with others, improvements to leisure and recreation provision in the Borough. During this Local Plan period the Council will:</u> <ol style="list-style-type: none"> a. <u>Seek improvements to the quality, quantity and accessibility of open spaces in the Borough, with the aim of encouraging recreation in the local area, and preventing additional recreational disturbance to Natura 2000 sites elsewhere in Essex by:</u> <ol style="list-style-type: none"> i. <u>Protecting existing public open spaces, including Country Parks, from development unless a strategy is in place to fully compensate such loss;</u> ii. <u>Bringing the landfill site at Pitsea, or parts thereof, into use as a public open space;</u> iii. <u>Securing new public open space, including Country Park or nature reserve provision, alongside all new housing sites as identified in policies H5 to H21. Where the specific location of open space provision is not identified on the Policies Map, this must be secured within the development in accordance with local standards for open space provision; and</u> iv. <u>Securing open space provision in accordance with local standards on all residential development sites not identified in policies H5 to H21.</u> b. <u>Seek improvements to the quality, quantity and sustainability of playing pitch provision in Basildon Borough through the implementation of the Playing Pitch Strategy. Where necessary playing pitch provision will be secured on strategic housing sites as identified in policies H5 to H21. All other residential developments will be expected to contribute towards off-site provision in accordance with local standards for playing pitch provision.</u> c. <u>Seek improvements to the quality, quantity and sustainability of indoor sports facilities in the Borough through the implementation of the Built Facilities Strategy. Unless on-site provision is specified within a strategic housing site allocation policy (H7 to H21), all residential developments will be expected to contribute towards off-site provision in accordance with local standards for indoor</u> 	<p>Amended to reflect progress being made on the joint South Essex Playing Pitch Strategy and Built Facilities Strategy responding to concerns raised by Sports England – Representation DLP/60.</p> <p>Also amended to reflect the issues raised by Natural England re: Recreational Disturbance to the Essex Coast Natura 2000 sites – Representation DLP/2775.</p> <p>Amendments also Representations DLP/228, DLP/1444, DLP/2672.</p> <p>Representation DLP/2672.</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>sports provision.</u></p> <p>d. <u>Seek improvements to the Public Rights of Way and cycle networks through the provision of routes to and through development sites, connecting to the existing networks.</u></p> <p>e. <u>Support the provision of outdoor sports facilities in the Green Belt where associated built development does not harm the openness of the Green Belt or the purposes on including land within it.</u></p> <p><u>Where appropriate, the Council will seek to secure the required provision of public open spaces, Country Parks, playing pitches and indoor sport facilities, Public Rights of Way and Cycle networks, and their ongoing maintenance through planning conditions and/or developer contributions.</u></p>	
LP13.9	Former paragraph 13.11/now paragraph 13.26	<p>Amended paragraph to the following:</p> <p><i>The NPPF places great importance to on ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Paragraph 72 states that local planning authorities are expected to take a proactive, positive and collaborative approach to promoting development that will widen choice in education by giving great weight to the need to create, expand or alter schools.</i></p>	Corrected typo.
LP13.10	New paragraph after former paragraph 13.11/now paragraph 13.27	<p>Added the following paragraph in the policy context:</p> <p><u>At a local level meanwhile, the Council recognises the role good education opportunities at all levels, including at early years, has on ensuring that local people are able to fulfil their potential. This is considered particularly important given the levels of deprivation and the inequalities that exist in the Borough. The Council is therefore committed to improving education opportunities in the Borough in partnership with others as part of its Corporate Plan and its priorities.</u></p>	Reflect the wider context for enhancing education provision in Basildon set out in the Council's Corporate Plan.
LP13.11	Former paragraph 13.12/now paragraph 13.28	<p>Amended paragraph to the following:</p> <p><i>Evidence demonstrates that the Borough will need to improve existing educational facilities to create a more balanced distribution of occupied school places, in order to raise aspirations and diversify the skills of the workforce, as well as strengthening the economy to ensure local people can make the most of any new job opportunities that arise. This will contribute towards the health and wellbeing of local residents by helping to reduce employment deprivation. Education facilities includes, but are not limited to, nurseries, pre-schools, Essex Child and Well-being Service, children's centres, schools, colleges, libraries, youth facilities and other community learning spaces. The Local</i></p>	Text added to ensure relationship between health and education is clear.

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		<i>Plan recognises that the level of population growth will result in the need to improve existing educational facilities throughout the Borough, including new provision where sites are at capacity.</i>	
LP13.12	Former paragraph 13.13/now paragraph 13.27	Amended paragraph to the following: <i>The Borough is currently <u>generally well served by school provision. However, the latest Commissioning School Places in Essex (2015) shows that many of the primary schools in the Borough are operating close to, or at, capacity. There is some capacity within the secondary school provision in the Basildon urban area. This is a consequence of many pupils leaving the area to attend higher achieving schools elsewhere. As a result, the secondary schools in Billericay and Wickford are at capacity, and some pupils also travel outside of the Borough to schools in Benfleet and Thundersley in neighbouring Castle Point to the east.</u></i>	Text removed considered unnecessary and for readability.
LP13.13	Former paragraph 13.15/now paragraph 13.29	Replaced existing paragraph with the following: <i>In accordance with the NPPF, the council has adopted a positive approach by establishing However, the Council has worked closely with the LEA to identify the potential need for school places in the future having regard to the scale of growth set out in this plan, and also the locations of growth. Overall, it is anticipated that there is a need for at least one new secondary school and at least 5 new primary schools, along with extensions to some existing schools. Where appropriate, policies H5 to H21 indicate the need for on-site provision of a school to accommodate growth arising from either that site alone, or the combination of sites in that location. The Council will work collaboratively with developers, and ongoing working arrangements with the LEA and other relevant bodies responsible for faith schools, foundation schools, academies and grammar school annexes to deliver the schools required to support the growth arising from this plan.</i>	Amended to reflect discussions that have occurred with the LEA. Representation DLP/2474.
LP13.14	Paragraphs 13.30-13.31	Inserted two new paragraphs as follows: <i><u>Whilst this plan makes some provision for windfall growth, it does not make provision for unplanned growth arising from large scale speculative development proposals. This will need to be considered and planned for on a site by site basis. Where sufficient provision cannot be secured this may affect the acceptability of development.</u></i> <i><u>In relation to both planned and unplanned growth regard should be had to Essex County Council's Guide to Developer Contributions in order to determine the level of contribution likely to be sought. Where new school provision is required the land provided by the developer must also meet the criteria set out in the Guidance including the design and layout of school sites and evidence in the form of a Land Compliance Report.</u></i>	For clarity.

Change No.	Change Location	Change	Reason for Change
LP13.15	Former paragraph 13.16/now paragraph 13.32	Amended paragraph to read as follows: <i>The availability of A-level and higher education tuition in the Borough is limited, and many students still travel outside the Borough to study. The Borough has one of the largest volumes of 16-18 year olds within Essex, but one of the lowest number of destinations to access into learning post-16. The range and offer of Further Education provision is not always set into the context of the local employment offer and the needs of local employers. However, South Essex College are due to move into Basildon Town Centre by 2020 as part of a wider programme of regeneration. This will improve the accessibility of further education in the Borough, and potentially reduce the need to travel elsewhere. In addition, PROCAT, which offers further and higher education training in advanced technologies, is seeking to expand its provision at its site at the Pippis Hill Industrial Estate. There are no universities within the Borough, however the University of Essex and Anglia Ruskin Universities have campuses in Southend and Chelmsford respectively, which can be reached from the Borough by private car and public transport.</i>	Additional text added to explain changes that have, or are programmed to occur in relation to Further education.
LP13.16	Former paragraph 13.17	Paragraph deleted.	Unnecessary information not relevant to spatial or land use planning.
LP13.17	Former paragraph 13.18/now paragraph 13.33	Paragraph amended to the following: <i>Adult learning has a role to play in addressing deprivation issues associated with a low skills base and inequalities in educational attainment. It also has a role to play in reducing social isolation by providing opportunities for the active older population to get involved in new activities and meet new people. According toThe Joint Strategic Needs Assessment, shows that 8.8% of the adult population of the Borough had no qualifications as at 2013, the second lowest percentage in Essex. Those with no qualifications are more at risk of not being in paid work, and of receiving lower rates of pay. Educational deprivation, as measured by the Indices of Multiple Deprivation, is particularly high in the Borough, reflecting the inequalities that exist.</i>	For clarity.
LP13.18	Former paragraph 13.19/now paragraph 13.35	Amended former paragraph 13.19 and moved after paragraph 13.20 (now paragraph 13.34): <i>Additionally, there are three day centres for the over 50s in the Borough offering a range of day-time activities, social events, catering and welfare services for over 3,000 members. There are also similar services run by volunteers and community groups throughout the Borough.</i>	For clarity.
LP13.19	Former paragraph 13.21/now paragraph 13.36	Replaced paragraph with the following:	For clarity.

Change No.	Change Location	Change	Reason for Change
		<p><i>There are 66 pre-schools, nurseries and daycare centres in the Borough. These are run by Essex County Council (within existing Primary Schools), by parent groups, and private or voluntary organisations which utilise a variety of facilities including local community buildings.</i></p> <p><i>Summer 2017 childcare sufficiency data suggests that there are 230 early years and childcare settings with the Borough at that time. These include sessional pre-schools, nurseries, primary school nurseries, independent schools, out of school clubs and childminders. This does not include parent groups and community run activities within local community buildings.</i></p>	
LP13.20	Former paragraph 13.22/now paragraph 13.37	<p>Amended first sentence of paragraph to the following:</p> <p><i>In addition to early years and childcare provision, the Essex Child and Family Well-being service nurseries and pre-schools, children centres plays an important role within the early year's development and childcare service as they provide the opportunity for families to access services and support that assist in ensuring the well-being of children and young people and families.</i></p>	For clarity.
LP13.21	Former paragraph 13.23/now paragraph 13.38	<p>Amended paragraph to the following:</p> <p><i>In 2013, 52% of pupils in the Borough achieved a good level of development at the end of the Early Years foundation stage. The LEA has indicated that around 606 additional spaces will be needed to support the level of growth identified in this plan. With demographic changes and the Extended Funding Entitlement offer which was introduced in September 2017 there will be need for flexibility within the supply of different types of early years and childcare services and facilities in order to respond to the different needs of families as their economic and working arrangements change. In providing new facilities, preference is given to the co-location of early years services alongside primary school provision as well as other essential services and infrastructure. It may prove necessary to locate new early years and childcare facilities close to major existing and new employment locations, where demand is identified.</i></p>	Reflect updated evidence and representation DLP/2474.
LP13.22	Former paragraph 13.29/now paragraph 13.44	<p>Paragraph amended to read as follows:</p> <p><i>There are no proposals in the immediate future for a new library libraries in the Borough, rather county-wide initiatives, such as Essex Book Festivals are promoted to encourage people to use existing facilities.</i></p>	For clarification.
LP13.23	Former Policy HC2/now HC3	<p>Amended Former Policy HC2 (now Policy HC3) to read as follows:</p> <p>1. <i>The Council will work with Essex County Council, the Local Education Authority and other education and skills development providers to provide new, continued, and where appropriate,</i></p>	Improve clarity as to what is expected in terms of contributions and on-site provision.

Change No.	Change Location	Change	Reason for Change
		<p><i>enhanced provision of schools and other educational facilities which seek to improve the quality and choice of education and learning opportunities in the Borough.</i></p> <p><i>2. In particular, the Council will support in principle, proposals which:</i></p> <p><i>a. Provide new or expanded <u>Early Years and childcare</u>, primary and secondary schools as part of the housing allocations H7-H27 required to accommodate residential growth;</i></p> <p><i>b. Enable local people to better access employment opportunities within the Borough;</i></p> <p><i>c. Provide parental choice, having regard to both the local area, and other areas from which pupils or students may come;</i></p> <p><i>d. Provide opportunities for community activity and engagement to reduce social isolation, particularly amongst older people; and</i></p> <p><i>e. Encourage additional or existing joint use of education land, buildings or facilities by other community groups or activities. Such uses shall not compromise the educational interests of the pupils.</i></p> <p><i>3. <u>In order to ensure sufficient school place provision to align with growth, new schools will be secured on strategic housing sites as identified in policies H5 to H21. All other residential developments will be expected to contribute towards off-site provision in accordance with Essex-wide standards for education and early years contributions.</u></i></p> <p><i>4. <u>Where it is not possible to address a deficit in education provision through the on-site provision of a sustainable school and/or early years setting, or through developer contributions towards a feasible scheme for the expansion of an existing school and/or early years setting, planning consent may be refused. Where appropriate, the Council will seek to secure the provision, enhancement and maintenance of education facilities through developer contributions.</u></i></p>	
LP13.24	Policy HC3	Deleted Policy HC3 Health & Social Care Strategy and supporting text	Replaced as part of new policy HC1, all comments relevant to this policy addressed as part of new policy HC1.
LP13.25	Former paragraph 13.41/now paragraph 13.46	<p>Amended paragraph to the following:</p> <p><i>A eCommunity facilities ies in this plan includes <u>are</u> facilities generally available to, and used by, the local community for the purposes of leisure, social interaction, health and well-being or learning. For the purposes of this policy, a community facility is defined as a building or space where community led activities for community benefit are the primary use and the facility is managed,</i></p>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>occupied or used primarily by the <u>public</u>, voluntary and community sectors. This will include, but is not confined to, community and cultural centres; premises for sport, leisure and recreation; non-residential health and social care facilities; crèches, playgroups, libraries, schools and other training and educational facilities; and places of worship.</i>	
LP13.26	Former paragraph 13.42/now paragraph 13.47	Amended paragraph to the following: <i><u>The importance of existing leisure, education and health facilities are set out previously. In addition to this there are a more limited number of</u> The Borough has a good overall distribution of public leisure facilities, including swimming pools and leisure centres. Culturally, there is a limited range of public performing art venues, galleries and museums within the Borough, especially when compared with sports based recreational facilities, or comparable levels of venues in other towns or cities nearby and also a number of public and privately owned community buildings.</i>	For clarity and brevity.
LP13.27	Former paragraph 13.43/now paragraph 13.48	Amended paragraph to the following: <i>Basildon <u>The Borough</u> Council has a portfolio of forty-four community buildings, according to the as shown in the Council's Asset Management Plan (2014), ranging from traditional halls for hire, small centres used by community/social clubs to larger facilities that offer multiple recreational opportunities including small scale sports activities. Many of these facilities were inherited from the Basildon Development Corporation/Commission for New Towns in 1994 and most were built during the 1960's and 1970's when a considerable share of <u>most</u> neighbourhoods in Basildon New Town were built.</i>	For clarity.
LP13.28	Policy HC4, part 3	Deleted third criterion: <i>3. Proposals for redevelopment or change of use of any premises that provide facilities or services, to a community facility, will only be permitted where it has been satisfactorily demonstrated that: a. The new or improved facility or use will provide greater community benefits; or b. There is an identified surplus of the existing community service or facility in the area and it would be bring about broader benefits to provide an alternative community use.</i>	Representations DLP/61, DLP/68.
LP13.29	Former paragraphs 13.47 – 13.49	Paragraphs deleted.	Removes repetition within document.
LP13.30	Former paragraph 13.50/now paragraph 13.52	Amended paragraph to the following: <i>Open space in the Borough can be defined as publicly accessible land consisting of Urban Parks and Gardens; Natural and Semi-Natural Green Space; Outdoor Sports Facilities; Amenity Green Space; Provision of Places for Children and Young People; Education Fields; Allotments,</i>	Removes repetition within document.

Change No.	Change Location	Change	Reason for Change
		<p><i>Community Gardens and City Farms; Churchyards and Cemeteries; and Urban Civic Spaces. Good quality open space enhances the quality of life for citizens, has a positive impact on health and well-being and helps promote biodiversity and ecological conservation. Public open space does not include private open space and land which has no public right of access such as domestic gardens, grounds around buildings, car parks, agricultural land and forestry plantations.</i></p>	
LP13.31	Former paragraphs 13.52 -13.56/now paragraphs 13.54 – 13.55	<p>Deleted former paragraphs 13.52 – 13.56 (now paragraphs 13.56 – 13.57) and replaced with the following:</p> <p><i><u>The Council’s most recent Open Space Assessment (2010) and Playing Pitch Strategy Review and Technical Addendum (2011) considered the quantity, quality and accessibility of open spaces, and playing pitches, in the Borough and advised on the approach that should be taken to each site. In particular it highlighted where open spaces should be retained for leisure and recreation purposes. They also set standards for the quantity, quality and accessibility of open space and playing pitch provision.</u></i></p> <p><i><u>As set out in respect of policy HC2, the level of growth now proposed in the LocalPlan is greater than that considered in 2010, and consequently both the Open Space Assessment and Playing Pitch Assessment are subject to review at a South Essex level. However, the projected growth in population is such that open spaces will become more important resources for the future rather than less, and therefore the ongoing protection of those open spaces identified in 2010 remains justified. It will however be necessary to consider the most up to date local Open Space Strategy/Playing Pitch Strategy when considering the appropriateness of proposals for the redevelopment of public open spaces, as these will contain the most up to date local standards.</u></i></p>	Reflect more recent evidence base position and improve brevity.
LP13.32	Policy HC5, part 3	<p>Amended third criterion to read as follows:</p> <p><i>a. The reconfiguration is part of a comprehensive, deliverable scheme;</i></p> <p><i>b. <u>The open space is replaced with an equivalent or better facility either on-site as part of the new development, or off-site in a suitable location;</u></i></p> <p><i>c. The development would not result in a net loss of open space overall;</i></p> <p><i>d. The reconfiguration would achieve enhancements to address identified deficiencies in the capacity, <u>range, quality and accessibility of the open space, informal recreation provision and maintenance,</u> and it would secure a viable future for the open space; and</i></p> <p><i>e. The reconfiguration would not be detrimental to any other <u>active travel, environmental or cultural function performed by the existing open space.</u></i></p>	Representations DLP/63; DLP/2673 and to prevent loss of spaces that encourage active travel.

Change No.	Change Location	Change	Reason for Change
LP13.33	Policy HC5, part 4	Deleted fourth criterion.	Reflect the findings of the Local Green Space Report 2017.
LP13.34	Inserted a new Policy HC6	<p>Inserted a new policy on Local Green Spaces, which reads as follows:</p> <p><i><u>Policy HC6: Local Green Spaces</u></i></p> <p><u>Policy Context</u></p> <p><u>13.56 Paragraph 76 of the NPPF introduces the ability for local communities to protect green spaces of local significance by designating them Local Green Spaces in Local and Neighbourhood Plans. This designation would prevent new development being permitted on these spaces unless very special circumstances exist.</u></p> <p><u>13.57 Paragraph 76 goes further to state that Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period. When identifying land as a Local Green Space a consistent approach to local planning for sustainable development should be adopted and it should complement investment in sufficient homes, jobs and other essential services.</u></p> <p><u>13.58 Criteria on what areas should be considered suitable for the Local Green Space designation are set out in paragraph 77 of the NPPF as:</u></p> <ul style="list-style-type: none"> • <u>Where the green space is in reasonably close proximity to the community it serves;</u> • <u>Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and</u> • <u>Where the green area concerned is local in character and is not an extensive tract of land.</u> <p><u>13.59 Paragraph 78 indicates that local policy managing development within Local Green Spaces should be consistent with policy for Green Belts. The NPPF and local policies in this plan place strict controls over development within the Green Belt and only allow inappropriate development where very special circumstances can be demonstrated. Paragraph 88 of the NPPF defines very</u></p>	Representations DLP/1093, DLP/1304, DLP/404 and to reflect the findings of the Local Green Space Report 2017.

Change No.	Change Location	Change	Reason for Change
		<p><u>special circumstances in the context of Green Belts as being when the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.</u></p> <p><u>Evidence Base</u></p> <p><u>13.60 Local people and some Local Councils expressed during public consultations the desire to have some of the Borough’s green spaces designated as Local Green Spaces in accordance with the NPPF. The Council subsequently received and assessed 83 nominations for possible Local Green Space designation.</u></p> <p><u>13.61 All the sites put forward were tested against the NPPF criteria in paragraph 77, having regard to the advice in the PPG. As a consequence of this assessment 39 sites were considered to meet the criteria for Local Green Space designation and are listed as Local Green Spaces in Appendix 5 of this plan.</u></p> <p><u>13.62 It should be noted that green spaces protected by law, including areas of Common Land, Village Greens, Town Greens, allotment gardens, Sites of Special Scientific Interest, and Local Nature Reserves were excluded from inclusion on the list of Local Green Spaces due to the level of protection already afforded to them.</u></p> <p><u>Policy HC 6</u></p> <p><u>Local Green Spaces</u></p> <p><u>Local Green Space designations within the Borough are defined on the Policies Map with the notation HC6, and a schedule of these Local Green Spaces is listed within Appendix 5. Consistent with the NPPF, there is a presumption against development on, or the redevelopment of a Local Green Space, unless the development would enhance the use of the Local Green Space for outdoor sport or recreation purposes, or would otherwise improve the quality of the Local Green Space through enhancements to its visual amenity or biodiversity.</u></p>	
LP13.35	Former Policy HC6/now Policy HC7	<p>Amended former policy HC6 (now Policy HC7) to the following:</p> <p>1. <u>The locations of existing allotment gardens are identified on the Policies Map with the notation HC6 <u>HC7</u>, and a schedule of these allotment gardens is included in Appendix 5. These areas are to</u></p>	Representation DLP/69 and for clarity.

Change No.	Change Location	Change	Reason for Change
		<p><i>be retained for use as allotment gardens, and opportunities to improve these spaces and create more plots through the delivery of the housing set out in policies H7 to H27 will be pursued having regard to other relevant policies set out in this plan.</i></p> <p><i>2. <u>These areas are to be retained for use as allotment gardens, and opportunities to improve these spaces and create more plots through the delivery of the housing set out in policies H7 to H27 will be pursued having regard to other relevant policies set out in this plan.</u></i></p> <p><i>2. The development of allotments for other uses will not be permitted unless new provision of an equivalent size and an equal or higher standard is provided on an alternative accessible site in the locality.</i></p>	
LP13.36	Former paragraph 13.63/now paragraphs 13.69 – 13.70	<p>Amended paragraphs to the following:</p> <p><i><u>Playing fields provide the valuable space required to maintain and enhance opportunities for people to take part both in formal team sports, and in other more informal activities. Sport England defines a ‘playing field’ as the whole of a site which encompasses at least one playing pitch. A ‘playing pitch’ is defined as a delineated area which, together with any run off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.</u></i></p> <p><i>are defined as “land in the open air which is provided for the purposes of physical education or recreation”. School based playing field provision exists primarily to meet educational needs, however, it also has the potential to be used by the wider community where there is a policy or practice promoting such dual use, outside educational hours. The re-use of educational premises can help to meet modern expectations of the quality of provision and residents' needs for such facilities, particularly in areas where access is otherwise limited as identified within the Playing Pitch Strategy Review and Technical Addendum. Such playing fields can also help to improve access to opportunities in rural areas otherwise remote from venues in the larger settlements.</i></p>	Representation DLP/64.
LP13.37	Policy HC7/now HC8	<p>Amended former Policy HC7 (now Policy HC8) to the following:</p> <p><i>1. <u>Playing fields associated with education establishments are identified on the Policies Map with the notation HC87, and listed within Appendix 45. Playing fields associated with educational usesThese will normally be protected from development, unless for education and sports</u></i></p>	Representations DLP/65, DLP/67 and for clarity.

Change No.	Change Location	Change	Reason for Change
		<p><i>provision, and opportunities to improve them will be pursued having regard to other relevant policies set out in this plan.</i></p> <p><i>2. <u>Where possible, the Council will work with education establishments to encourage the shared use of playing pitches, indoor sports facilities and other appropriate community spaces outside school hours.</u></i></p> <p><i>3. <u>Where an educational facility is relocated or removed, the playing field(s) associated with such facility should be retained as open space where possible. Any development proposed for the resultant space will be subject to policy HC12.</u></i></p>	
LP13.38	Former paragraph 13.66/now paragraph 13.73	<p>Amended paragraph to the following:</p> <p><i>There are a range of private and voluntary club facilities within the Borough which offer a greater or lesser degree of community use for their activities. Sports clubs and other private facilities make an important contribution to open space provision in the Borough, and the Council will therefore support sensitive proposals which enhance the quality and accessibility of these sites. The venues, activities, opportunities and sports development work offered by various sports clubs are identified within the Playing Pitch Strategy Review (2011). Private sports clubs are extremely important in the provision of playing pitches for football, rugby, cricket and bowls greens offering opportunities for community sport and recreation.</i></p>	For brevity.
LP13.39	Former paragraph 13.67/now paragraph 13.74	<p>Amended paragraph to the following:</p> <p><i>A number of private clubs at Gardiners Lane South currently provide sports based recreational facilities for their members. Policies E5 and H5 anticipate the redevelopment of this parts of this land, given its location within the A127 Enterprise Corridor, adjacent to existing employment areas. It is however expected that the current sports facilities are relocated within the Borough, as a prerequisite of development of this site, <u>and a Playing Pitch Relocation Feasibility Assessment has been undertaken to identify how this will be achieved in accordance with the requirements of Sport England. Any relocation must be carried out in accordance with that assessment, or a replacement document of a similar standard, and must allow for adequate access, the use of the facilities for junior development programmes and potentially for increased community use, where this is applicable and desirable.</u></i></p>	To reflect evidence in the Gardiners Lane Playing Pitch. Relocation Feasibility Assessment.
LP13.40	Former paragraph 13.69	Deleted paragraph.	Removes repetition within document.

Change No.	Change Location	Change	Reason for Change
LP13.41	Policy HC8/now HC9, part 1	Amended Policy HC8 (now HC9) Part 1 to the following: <i>1. The locations of private open spaces with conditional access for primary users are identified on the Policies Map with <u>the notation HC8 HC9</u>, and listed within Appendix 54.</i>	For clarity.
LP13.42	Former Policy HC8/now Policy HC9	Amended Policy HC8 (now HC9) Part 4 to the following: <i>4. The principle of pitch relocation will apply to any proposal for development on allocated private open spaces, where such proposals would involve the loss of private pitches, in order to maintain the security of local playing pitch provision in the Borough. <u>Private open spaces including ancillary facilities, should be replaced with an equivalent or better facility, in a suitable location.</u></i>	Representation DLP/66.
LP13.43	Former Policy HC9/now Policy HC10, Part 1	Amended Policy HC9 (now HC10) Part 1 to the following: <i>1. New and enhanced community facilities such as community and cultural centres; premises for sport, leisure and recreation; <u>public open space and managed informal recreation including Country Parks</u>; non-residential health and social care facilities; crèches, playgroups, libraries, schools and other training and educational facilities; and places of worship will be supported where it can be demonstrated that: a. The facility and activities are of appropriate scale, design and intensity, and would have no unacceptable impacts on the character, appearance or amenity of the surrounding area in <u>accordance with policies HC1, HC2 and HC3</u>;...</i>	Representation DLP/2676 and to ensure policy makes sense.
LP13.44	Former Policy HC9/now Policy HC10, Part 3	Inserted new Part 3 to Policy HC9 (now HC10) to read as follows: <i>3. <u>Where possible, the Council will work with community facility providers to encourage the shared use of facilities to increase out-of-hours usage.</u></i>	Included as per advice from ECC.
LP13.45	Former Policy HC10/now Policy HC11	Amended Policy HC10 (now HC11) Part 1 to the following: <i>1. Proposals resulting in the loss of an existing community facility as identified on the Policies Map with the notation HC11 will only be permitted where: a. <u>The community facility is replaced with an equivalent or better facility, in terms of the quantity and quality of provision, either on-site as part of new development, or off-site in a suitable location</u>; b. The use concerned is genuinely redundant, and all reasonable efforts have been made to preserve the facility but it has been demonstrated that it would not be economically viable, feasible or practicable to retain the building or site for its existing use; or c. The facility or service which will be lost will be adequately supplied or met by an easily accessible</i>	Representation DLP/68.

Change No.	Change Location	Change	Reason for Change
		<i>existing or new facility in the locality or settlement concerned, unless it has been accepted as redundant under criterion (b) above.</i>	
LP13.46	Former Policy HC11/now Policy HC12	Amended Policy HC11 (now HC12) Part 1 to the following: <ol style="list-style-type: none"> 1. Any development resulting in a loss of land identified as public or private open space, allotment garden, or playing fields associated with educational facilities, on the Policies Map, or any recreational buildings ancillary to and directly associated with the open space and essential to its recreational function, will only be permitted where: <ol style="list-style-type: none"> a. The proposal would result in an overall qualitative or quantitative improvement to recreational facilities, either within the open space or on an alternative accessible site in the locality; <u>or</u> b. <u>The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or</u> c. There are cumulative community benefits identified, the need for which clearly outweighs the loss; <u>or</u> d. An assessment shows that the site is no longer required for, or is demonstrably unsuitable for its original intended purpose; <u>or</u> e. There is no viable or reasonably practicable means of restoring or re-using it for an alternative form of open space; or <u>and</u> f. There are no significant detrimental impacts on amenity, the character of the surrounding area, ecology and any historical or archaeological features. 	Representations DLP/65, DLP/69.
CHAPTER 14: PROTECTING GREEN BELT LAND			
LP14.1	Strategic Policy title, Policy GB1 title and Policy Context title	Moved 'Strategic Policy' title, 'Policy GB1: Strategic Approach to Green Belt Protection' title and 'Policy Context' title to beginning of chapter.	Complete section relating to Policy GB1 re-written following legal advice.
LP14.2	Paragraph 14.2	Amended second sentence of paragraph to the following: Whilst <u>Although</u> the majority of the Borough's population lives within the urban areas, which are located outside the extent of the Green Belt, the Green Belt is the location of a number of isolated farms, homesteads and unserved settlements as identified in policy SD2.	Complete section relating to Policy GB1 re-written following legal advice.
LP14.3	New paragraphs 14.3-14.9	Inserted the following new paragraphs below policy context (including two new footnotes): <u>14.3 The existing Green Belt is land which has been identified in previous plans prepared by the Council and its predecessors. It is open land which, when it was defined, was intended to remain</u>	To reflect updated evidence base and for clarity.

Change No.	Change Location	Change	Reason for Change
		<p><u>open on a permanent basis. In order to prevent inappropriate development¹³ within the Green Belt and to ensure its permanence:</u></p> <p><u>(a) there is a strong presumption against planning permission being given for inappropriate development within the Green Belt: permission for such development should not be given except in very special circumstances</u></p> <p><u>(b) once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.</u></p> <p><u>14.4 In the twentieth century and in the period before the Second World War there was generally no requirement for permission before erecting a new building. The result, particularly around London, was the proliferation of urban sprawl which also applied to South Essex. If the process had continued without restriction, it is possible that the whole of the area would have been developed for housing and associated development.</u></p> <p><u>14.5 After the enactment of the Town and Country Planning Act 1947, it became necessary to obtain planning permission before erecting a new building. In 1955, Government set out policy for the establishment and maintenance of Green Belts (Circular 42/55).</u></p> <p><u>14.6 The Minister drew attention to the importance of checking the unrestricted sprawl of the built-up areas, and of safeguarding the surrounding countryside against further encroachment. He said that he was satisfied that the only really effective way of achieving these objectives was by the formal designation of clearly defined Green Belts around the areas concerned.</u></p> <p><u>14.7 The purpose of including land in the Green Belt was:</u></p> <p><u>(a) to check the further growth of a large built-up area;</u></p> <p><u>(b) to prevent neighbouring towns from merging into one another; or</u></p> <p><u>(c) to preserve the special character of a town.</u></p> <p><u>14.8 Planning permission was not to be given, except in very special circumstances, for the construction of new buildings or for the change of use of existing buildings for purposes other than agriculture, sport, cemeteries, institutions standing in extensive grounds, or for other purposes appropriate to a rural area. The Government said that these proposals, if strictly adhered to, should prove most effective and the boundaries of Green Belts were to be defined in development plans.</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><u>14.9 Later, two new purposes for Green Belt were identified, so that the list of purposes now reads:</u></p> <ul style="list-style-type: none"> • <u>to check the unrestricted sprawl of large built-up areas;</u> • <u>to prevent neighbouring towns merging into one another;</u> • <u>to assist in safeguarding the countryside from encroachment;</u> • <u>to preserve the setting and special character of historic towns; and</u> • <u>to assist in urban regeneration, by encouraging the recycling of derelict and other urban lan¹⁴.</u> <p>¹³ <u>Paragraph 87 of the NPPF states “inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”.</u></p> <p>¹⁴ <u>NPPF (2012), Paragraph 80</u></p>	
LP14.4	Former paragraph 14.3/now paragraph 14.10	<p>Amended former paragraph 14.3/now paragraph 14.10 to the following:</p> <p>The most important attribute of Green Belts are their openness and p <u>The openness and permanence of Green Belts therefore has always been a key feature of Green Belt policy. Paragraph 79 of the NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.</u></p>	Complete section relating to Policy GB1 re-written following legal advice.
LP14.5	Former paragraph 14.4/now paragraph 14.11	<p>Deleted former paragraph 14.4 and replaced new paragraph (now 14.11) with the following (including three new footnotes):</p> <p>Their openness and permanence is considered to be essential characteristics of Green Belts which have the following five purposes:</p> <ul style="list-style-type: none"> • To check the unrestricted sprawl of large built up areas; • To prevent neighbouring towns merging into one another; • To assist in safeguarding the countryside from encroachment; • To preserve the setting and special character of historic towns; and • To assist in urban regeneration, by encouraging the recycling of derelict and other land. <p><u>14.11 The NPPF makes clear that the presumption in favour of sustainable development does not apply in respect of land designated as Green Belt¹⁵. The Government remains committed to Green Belts which is clearly expressed within the NPPF¹⁶ and also within its Housing White Paper: Fixing Our Broken Housing Market (2017)¹⁷.</u></p>	To reflect updated evidence base.

Change No.	Change Location	Change	Reason for Change
		¹⁵ <u>NPPF (2012), Paragraph 14</u> ¹⁶ <u>NPPF (2012), Paragraph 79</u> ¹⁷ <u>Housing White Paper Fixing Our Broken Housing Market (2017), Paragraphs 1.37 and 1.38</u>	
LP14.6	Former paragraph 14.5/now paragraph 14.12	<p>Amended former paragraph 14.5/now paragraph 14.12 to the following:</p> <p><i><u>In what is now the Borough of Basildon, The Borough's the Green Belt boundaries were first designated in 1957 through the introduction of in the County Development Plan. They extent of the Green Belt was unaltered in the surrounded the main settlements within the Borough in order to prevent these settlements from merging and to retain the distinctiveness of local communities. The Approved Review Development Plan (1976) and the Approved Structure Plan (19829). The 1957, 1976 and 1989 plans were all prepared by Essex County Council. The detailed inner boundary of the Green Belt was defined in the Billericay Local Plan (1989) prepared by Basildon Council. There were objections to both plans on the basis that the boundary of the Green Belt had been drawn too narrowly. Those objections were considered by an Inspector at a local inquiry. Following his recommendations, the plans were adopted, as appropriately amended. continued to set out general Green Belt boundaries that were later reviewed and defined in the Billericay Local Plan (1989) and the Basildon District Local Plan. Since the adoption of the Basildon District Local Plan in 1998 there has been a significant growth in population within the Borough. This has led to increased development pressures to provide enough homes and jobs for the population, whilst at the same time reinforcing the need to protect the Green Belt where it plays an important role in restricting urban sprawl and providing open space for the urban population.</u></i></p>	Complete section relating to Policy GB1 re-written following legal advice.
LP14.7	New paragraph 14.13	<p>Inserted new paragraph 14.13:</p> <p><i><u>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. Conversely, it is not possible to meet the OAN in full without development of land which is currently within the Green Belt.</u></i></p>	Complete section relating to Policy GB1 re-written following legal advice.
LP14.8	Former paragraph 14.6/now paragraph 14.14	Amended former paragraph 14.6/now paragraph 14.14 to the following:	Complete section relating to Policy GB1 re-written following legal advice.

Change No.	Change Location	Change	Reason for Change
		<i>As part of the preparation of the Local Plan, the Council commissioned a Landscape Character and Green Belt Landscape Capacity Study (2014), hereafter referred to as the Landscape Study, 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 (20175) and sought once again to assess the entire whole of the Green Belt against the five Green Belt purposes, as defined in the NPPF.</i>	
LP14.9	Former paragraph 14.7/now paragraph 14.15	Amended former paragraph 14.7/now paragraph 14.15 to the following: <i>Both tThe Landscape Character Study and Green Belt Landscape Capacity Study and the Green Belt Study Review reported that the Borough's Green Belt plays a crucial role in preventing the merging of settlements. Historically, development within the Borough has been well contained within the three main settlements (Basildon, Billericay and Wickford) and there is a strong sense of separation between settlements. This is also the case in relation to maintaining the degree of separation from settlements in <u>the area of adjoining adjacent</u> authorities including those closest in Castle Point to the east.</i>	Complete section relating to Policy GB1 re-written following legal advice.
LP14.10	Former paragraph 14.8/now paragraph 14.16	Amended former paragraph 14.8/now paragraph 14.16 to the following: <i><u>The distances between settlements are generally small – for example, only 1km between Wickford and Basildon. It is very important accordingly that these key strategic gaps remain in the Green Belt and development within them strongly resisted. It is recognised however that the distances between the settlements are generally small – only 1km between Wickford and Basildon, and therefore the Council will ensure that key strategic gaps between settlements are rigidly defended.</u> The Green Belt between south Billericay and north Basildon plays a particularly important role in preventing Billericay, Little Burstead, Great Burstead, Noak Hill and Basildon from merging into each other. Similarly the strategie gaps between north-east Basildon and south-west Wickford, and between Pitsea, and Thundersley <u>are very important in maintaining the separation of these settlements.</u></i>	Complete section relating to Policy GB1 re-written following legal advice.
LP14.11	Former paragraph 14.9/now paragraph 14.17	Amended former paragraph 14.9/now paragraph 14.17 to the following: <i>There are many parts of the Green Belt covered by wildlife, historic, or public open space designations <u>which underscore the importance of keeping them permanently open. Although most of these</u> and whilst most only relate individually <u>to</u> are small areas, the Bowers and Vange marshes are <u>an</u> extensive areas within the Green Belt to the south east of the Borough <u>which are</u> covered by national and local wildlife designations. <u>There are other areas with a large number of designations which are valued for their scenic beauty, including</u> Other areas with a high</i>	Complete section relating to Policy GB1 re-written following legal advice.

Change No.	Change Location	Change	Reason for Change
		concentration of designations which are valued for their scenic beauty include the Langdon Hills and the wooded hillsides of east of Billericay. The <u>Landscape Character and Green Belt Landscape Capacity Study</u> also identified qualities across the <u>entire whole of the Green Belt which needed to be safeguarded and any future development would need to take account of these and ensure harm to them is avoided. Examples of qualities to be safeguarded include including rural and long distance views; historic field patterns; areas of mature woodland and meadows; public rights of way; river corridor; open and rural character; public open space; and land giving a the sense of separation between settlements. All these qualities of land within the Green Belt need to be protected.</u>	
LP14.12	Former paragraph 14.10/now paragraph 14.18	Amended former paragraph 14.10/now paragraph 14.18 to the following: However <u>Moreover</u> there is also opportunity to improve <u>enhance</u> the value <u>multi-functionality</u> of much of the Green Belt in the Borough by improving accessibility with <u>by the provision of</u> new or enhanced routes for pedestrians, horse-riders and cyclists; increasing the biodiversity of the landscape and planting new hedgerows, woodland and trees; and implementing measures to enhance the landscape setting of each of the main settlements.	Complete section relating to Policy GB1 re-written following legal advice.
LP14.13	Former paragraph 14.11/now paragraph 14.19	Amended former paragraph 14.11/now paragraph 14.19 to the following: According to the <u>The Landscape Character and Green Belt Landscape Capacity Study and the Historic Environment Characterisation Assessment Project (2011) also found that the Borough also has a well-preserved historic landscape character, and containing a rich resource of historic features which are of high sensitivity. Much of the Green Belt is entirely of pre 18th Century origin with numerous local historic features. There are field patterns of Anglo-Saxon or Medieval origin which remain intact, and a number of historic churches and other listed buildings dispersed throughout the more open components of the landscape. There are also two Conservation Areas within the extent of the Green Belt, namely Little Burstead and Great Burstead, which have been each</u> recognised in the Conservation Area Character Appraisals (2011) for their historical and architectural interest.	Complete section relating to Policy GB1 re-written following legal advice.
LP14.14	Former paragraph 14.12/now paragraph 14.20	Amended former paragraph 14.12/now paragraph 14.20 to the following: Finally, the entire Green Belt in its entirety plays an important role in encouraging regeneration within existing urban areas in the Borough and this is particularly relevant for settlements such as Basildon (including Laindon and Pitsea) and Wickford. The Council wishes to encourage development within the urban area, using where possible will always seek to stimulate	Complete section relating to Policy GB1 re-written following legal advice.

Change No.	Change Location	Change	Reason for Change
		development in the urban areas of the Borough, using redundant greenfield sites and previously developed land where possible.	
LP14.15	Policy GB1	<p>Amended Policy GB1 to the following:</p> <p><u>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 or if it is not inappropriate development.</u></p> <p><u>2. Development that is not inappropriate in the Green Belt is defined in paragraphs 89 and 90 of the NPPF. Development that is not inappropriate as defined in paragraph 89 of the NPPF will be subject to consideration against policies GB3 to GB11 of this plan to ensure that harm to the Green Belt is minimised.</u></p> <p><u>3. Policy SD3 does not apply to land within the Green Belt.</u></p> <p>6.4. Opportunities that enhance the environmental quality and beneficial use of the Green Belt will be supported by the Council, in particular the provision of formal and informal green infrastructure to support the quality of life of the urban population (provided that it is appropriate development as defined in paragraph 89 of the NPPF).</p> <p>Deleted other text within Policy GB1:</p> <p>1. The Council will seek to protect the permanence and openness of land designated as Green Belt. Development within the Green Belt will only be supported in exceptional very special circumstances, as set out in national policy. Where development is permitted it must maintain the Green Belt's openness and must not conflict with the purposes for including land within it, or harm its visual amenities.</p> <p>2. To ensure the safeguarding of the countryside the boundaries of the Borough's Green Belt have been clearly defined within this plan. They follow distinct physical features and reflect recognisable changes between the built form and the rural countryside. The Council considers these boundaries to be permanent and will resist development that would be an intrusion into the Green Belt except in very special circumstances.</p>	Complete section relating to Policy GB1 re-written following legal advice and representations DLP/406 and DLP/323.

Change No.	Change Location	Change	Reason for Change
		<p><i>3. There are parts of the Borough's Green Belt that provide a vital role in maintaining the clear separation of settlements of individual character and identity, both within and outside of the Borough. It is crucial that these key strategic gaps are maintained and therefore the highest level of protection will be afforded to the Green Belt in these locations.</i></p> <p><i>4. The Green Belt contains a rich resource of heritage assets and features that contribute to a well preserved historic landscape character. In addition to historic field patterns, there are a number of churches and listed buildings dispersed across the landscape, and two Conservation Areas. There are also a number of small settlements within the extent of the Green Belt which have unique characteristics and provide a sense of place for their community. The setting and special character of these settlements and heritage assets, and the landscape as a whole, must be preserved, and specific consideration will therefore be given to these features of the Green Belt in considering the harm arising from development proposals.</i></p> <p><i>5. The Council considers the regeneration of Basildon, Laindon, Pitsea and Wickford town centres to be a key priority and will continue to encourage the recycling of derelict and other urban land in these locations.</i></p>	
LP14.16	Former paragraph 14.13/now paragraph 14.21	<p>Amended former paragraph 14.13/now paragraph 14.21 to the following:</p> <p><i>Paragraph 83 of the NPPF states that local planning authorities with Green Belts within their area are expected to should establish Green Belt boundaries in their Local Plans <u>which set the framework for Green Belt and settlement policy</u>. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. <u>At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.</u> Green Belt boundaries should be capable of enduring beyond the plan period and sustain the continued permanence of the Green Belt in the long term.</i></p>	Complete section relating to Policy GB2 re-written following legal advice.
LP14.17	Former paragraph 14.14/now paragraph 14.22	<p>Amended former paragraph 14.14/now paragraph 14.22 to the following:</p> <p><i>Paragraph 84 stipulates that <u>when drawing up or reviewing Green Belt boundaries</u> local planning authorities should take account of the need to promote sustainable patterns of development when drawing up or reviewing Green Belt boundaries. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset (i.e. included) within the Green Belt or towards locations beyond the outer Green Belt boundary.</i></p>	Complete section relating to Policy GB2 re-written following legal advice.

Change No.	Change Location	Change	Reason for Change
LP14.18	Former paragraph 14.15/now paragraph 14.23	<p>Amended former paragraph 14.15/now paragraph 14.23 to the following:</p> <p><i>Paragraph 85 sets out further points for local planning authorities to consider address. When defining boundaries, local planning authorities should these are:</i></p> <ul style="list-style-type: none"> to ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development; not include land which it is unnecessary to keep permanently open; where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period; make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development; satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and define boundaries clearly, using physical features that are readily recognisable and likely to be permanent. 	Complete section relating to Policy GB2 re-written following legal advice.
LP14.19	Former paragraph 14.16/now paragraph 14.24	<p>Amended former paragraph 14.14/now paragraph 14.24 to the following:</p> <p><i>The NPPF also makes it clear through paragraph 14 that the presumption in favour of sustainable development does not apply to land designated as Green Belt. As set out above, the NPPF makes clear that the presumption in favour of sustainable development does not apply in respect of land designated as Green Belt.</i></p>	Complete section relating to Policy GB2 re-written following legal advice.
LP14.20	New paragraphs 14.25-14.26	<p>Inserted the following two new paragraphs 14.25-14.26 under 'Evidence base' title:</p> <p><i><u>14.25 The extent of the existing Green Belt and, in particular its inner boundary, was determined in the Billericay Local Plan (1989) following careful examination of all the relevant matters. It was considered that the Green Belt as defined fulfilled the purposes of the Green Belt as contained in Government policy. In accordance with the appropriate guidance, it was intended that the defined boundary should be permanent. With some exceptions, inappropriate development within the Green Belt has not been permitted.</u></i></p>	Complete section relating to Policy GB2 re-written following legal advice.

Change No.	Change Location	Change	Reason for Change
		<p><u>14.26 Although all the land within the Green Belt was considered to fulfill the purposes of the Green Belt, it was not necessarily the case that each piece of land contributed to each of the purposes of the Green Belt or that each piece, although by definition important, was of equal importance.</u></p>	
LP14.21	Former paragraph 14.17/now paragraph 14.27	<p>Amended former paragraph 14.17/now paragraph 14.27 to the following:</p> <p><u>In the preparation of this Local Plan, the Green Belt Study Review The Green Belt Study looked at how the Borough's Green Belt performed against the five purposes and contributed to the openness of the Green Belt. It identified a number of areas within the Green Belt which fulfilled all or most of the purposes of the Green Belt and which it was clearly important should be kept open on a permanent basis that were clearly performing their role in keeping the land permanently open, and should therefore require protection to ensure the longevity of the Borough's Green Belt. These areas included the areas containing Norseley Woods and Mill Meadows SSSIs to the east of Billericay, the areas surrounding Noak Hill and to the north-west of Little Burstead, the nature reserves between Langdon Hills and Lee Chapel North, and the area between Bowers Gifford and Thundersley; (in neighbouring Castle Point Borough). There were however several other areas within the Green Belt which it considered did not contribute as fully to the purposes of the Green Belt. This does not mean that they may not form important parts of the Green Belt. Nonetheless if there is to be any modification of the boundary of the Green Belt to accommodate future development needs, it is these areas that need to be considered as potentially providing scope for change. around all three main settlements that were identified as partly contributing to the function of the Green Belt and it is appropriate through the Local Plan to consider how these should be treated in the future. Whilst they did not perform as well overall as other areas of Green Belt in the Borough, it was recognised that parts of these areas still play an important role in serving the purposes, such as preventing the large settlements from merging or preserving the character and openness of the countryside. However parts of these areas were found to provide limited or no contribution to the purposes for which they were first designated and, as such, consideration has been given as to whether they should remain as Green Belt, or whether they could be used to help meet the future development needs of the Borough.</u></p>	Complete section relating to Policy GB2 re-written following legal advice.
LP14.22	New paragraph 14.28	<p>Inserted the following new paragraph 14.28:</p> <p><u>The Council considers that it is important that the Local Plan identifies land which can be developed in order to meet [a substantial part of] the OAN for land for housing and employment. It is not realistically possible both to meet the OAN and to maintain Green Belt boundaries as they are. The precise effects of not providing additional land for new homes and for jobs are not easy</u></p>	Complete section relating to Policy GB2 re-written following legal advice.

Change No.	Change Location	Change	Reason for Change
		<i>to predict, but it is likely that the quality of life of those living in the Borough and surrounding areas will suffer. It is considered that the extent of this need was not foreseeable when the boundaries of the Green Belt were originally fixed. In these circumstances and in the light of the pressing need, it is considered that, on balance, exceptional circumstances do exist to justify some modification of the boundary of the Green Belt.</i>	
LP14.23	Former paragraph 14.18/now paragraph 14.29	Amended former paragraph 14.18/now paragraph 14.29 to the following: <i>As a consequence of this Green Belt review, this plan retains 6,470ha of the Green Belt extent identified in the Basildon District Local Plan. By retaining this extent of the Green Belt it will continue to serve its role of keeping the land permanently open and maintaining a visual separation between settlements within the Borough and across South Essex to the end of the plan period, and beyond. The Green Belt extent, as set out in this plan is equivalent to 58.6% of the Borough's land area, a reduction of 4.3% from the Basildon District Local Plan. Accordingly and in the light of the Green Belt Study Review, the Local Plan proposes that there should be some modification of the boundary of the Green Belt. The Local Plan retains 6,510 ha of land as Green Belt which it considers should continue to enjoy Green Belt protection in the long term. Exceptionally it proposes that 441ha 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%.</i>	Complete section relating to Policy GB2 re-written following legal advice.
LP14.24	Policy GB2	Amended Policy GB2 to the following: <i>The extent of the Green Belt in the Borough is defined on the Policies Map and policies GB3 to GB11 should be applied when proposals for development within the extent of the Green Belt are considered.</i> <i>Policy SD3 does not apply within the extent of the Green Belt.</i>	Complete section relating to Policy GB2 re-written following legal advice.
LP14.25	Policy type title – ‘Development Management Policies’	Moved policy type title ‘DEVELOPMENT MANAGEMENT POLICIES’ from before policy GB4 to before policy GB3. Updated paragraph numbering as required.	For clarity.
LP14.26	Policy GB3 swapped with Policy GB4	Former Policy GB4 New Development in the Green Belt switched location with Amended former Policy GB3 Plotland Infill.	For clarity.
LP14.27	Policy GB3	Amended Policy GB3 New Development in the Green Belt to the following:	Complete section relating to Policy GB3 re-written following legal advice and

Change No.	Change Location	Change	Reason for Change
		<p>1. The construction of new buildings within the Green Belt is generally regarded as inappropriate. Those forms of development exceptionally permitted in the Green Belt by national policy set out in paragraphs 89 and 90 of the National Planning Policy Framework will be considered against all other relevant Green Belt policies in this plan.</p> <p>2. The construction of new buildings within the Green Belt that are not exceptionally permitted by national policy will not be approved, unless it can be demonstrated that very special circumstances exist that clearly outweigh the harm to the Green Belt and that the design, scale and siting of the proposed development does not have a detrimental effect on the character of the area</p> <p>3. Where development is exceptionally permitted within the Green Belt or where very special circumstances have been demonstrated<u>Where very special circumstances have been demonstrated, and development is exceptionally permitted within the Green Belt, the Council will seek to remove permitted development rights for any further works to, and within the curtilage of, the proposed development where it is likely that further development would cause harm to the openness of the Green Belt.</u></p>	representations DLP/423, DLP/461, and DLP/1359.
LP14.28	Former Policy GB3/now Policy GB4	Changed title of Plotland Infill Policy to the following: GB3 Plotland <u>GB 4 Green Belt Infill Development</u>	To reflect the findings of the Green Belt Infill Topic Paper (2017).
LP14.29	Former paragraph 14.19	Paragraph deleted.	To reflect the findings of the Green Belt Infill Topic Paper (2017).
LP14.30	Former paragraph 14.20/now paragraphs 14.32-14.33	Amended former paragraph 14.20/now paragraphs 14.32-14.33 to the following: 14.32 Paragraph 89 of the NPPF sets out the types of development that are exceptionally permitted in the Green Belt. In particular limited infilling, or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development is considered to be an exception to normal Green Belt policy. This means that some additional development may be permissible compared to that permitted by the policies of the 1998 Basildon District Local Plan, although it does not permit the extensive redevelopment of greenfield sites. It should be noted that this exception was newly introduced by the NPPF in 2012, and was not previously a component of national planning policy in relation to the Green Belt. Paragraph 89 of the NPPF states that the construction of new buildings in the Green Belt is inappropriate but identifies, as exceptions, six categories of new	Complete section relating to Policy GB4 re-written following legal advice.

Change No.	Change Location	Change	Reason for Change
		<p><u>buildings, the construction of which will not be inappropriate development within the Green Belt. In particular, the sixth category is</u></p> <p><u>limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would 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></p> <p><u>14.33 The identification of development of this kind as development which was not inappropriate was a change in policy, introduced by way of the NPPF in 2012. The effect of this is that some development is now considered not inappropriate which would have been considered as inappropriate at the time that the Basildon District Local Plan was adopted in 1998.</u></p>	
LP14.31	Former paragraph 14.21	Paragraph deleted.	To reflect the findings of the Green Belt Infill Topic Paper (2017).
LP14.32	Former paragraph 14.22/now paragraph 14.34	<p>Amended former paragraph 14.22/now paragraph 14.34 to the following:</p> <p><u>As a consequence of the change to national Green Belt policy permitting limited infilling, it has been necessary to review the Borough's Plotlands Green Belt to determine the extent to which such infilling could take place and whether specific development management policies are needed to limit its impact. A review of the plotlands Green Belt and the potential for infill development was therefore undertaken as part of the Green Belt Infill Topic Paper (2017) to consider whether the boundary extent of the plotlands as indicated on the Basildon District Local Plan Proposals Map (1998) was correct, given the potential for infilling to occur which could in combination give rise to adverse impacts on the openness of the Green Belt. It also sought to identify whether any the criteria should be which may be applied to a) identify sites which may be appropriately infilled; and b) identify the criteria which may be applied to those sites to limit harm to the Green Belt. It was concluded that some parts of the plotlands would be sensitive to additional development such as open areas of pasture, areas with ecological designations and areas that benefit from significant tree coverage. However, there were some areas of plotland where it is considered that limited infilling could occur between existing developed plots. These have been identified as <u>Plotland Infill Areas</u>. The Green Belt Infill Topic Paper identified that there is potential for localised Green Belt infill within the Borough, much of which would be possible in existing areas of established Plotland. It considered that if infill was to be realised, and still accord with the NPPF, it</u></p>	To reflect the findings of the Green Belt Infill Topic Paper (2017).

Change No.	Change Location	Change	Reason for Change
		<i>would need to be subject to a strict development management policy to ensure that the land could remain in the Green Belt.</i>	
LP14.33	Former paragraph 14.24/now paragraph 14.35	Amended former paragraph 14.24/now paragraph 14.35 to the following: <i>Whilst the Plotland Infill Green Belt Areas already have some contains residential development, character is not uniform, but tends to be they each area has have a character different, and more <u>semi-rural in nature</u>, compared to that of the main towns and serviced settlements within Basildon. Consequently, it is necessary to ensure that any new <u>infill</u> development within the Plotland Infill Green Belt Areas is designed and located in such a way as to limit harm <u>on the Green Belt's openness and purposes, as well as any prevailing local character to the plotland settlement and also to the Green Belt in which it is located</u>. Having regard to the mix of current development within the plotlands Green Belt, it is considered that <u>where infill development is otherwise acceptable in principle, it will normally only be acceptable if the new structures are of a smaller scale. Infill dwellings therefore designed as either bungalows, chalets or other low height structures, are expected to typify the predominant form new infill development should take. Given the semi-rural locations of existing residential areas in the Green Belt, residential plots themselves are normally larger than what you would see in the Borough's main towns and villages. The size of the plots means that the dwellings can often be set back from the boundaries of the site and this helps provide a sense of openness, which is important to the Green Belt location. Replicating such form with new infill development should therefore help ensure that the scale, setting and character of any new buildings continues to be managed appropriately to its Green Belt setting. Consequently, t</u></i>	To reflect the findings of the Green Belt Infill Topic Paper (2017)
LP14.34	Former paragraph 14.23/now paragraph 14.36	New paragraph created with some text from former paragraph 14.23 carried over: <i><u>Some infill sites, which could meet the NPPF definition are however larger in area and it may be argued that they could be subdivided. Doing so however, whilst also ensuring the openness and purposes of the Green Belt can be maintained is likely to be difficult.</u>†The sub-division of infill sites would normally only be acceptable at a density that respects the existing pattern of development and providing the resulting subdivided plots meet all the criteria within the policy to create a more sub-urban/urban form of development will not normally be supported.</i>	To reflect the findings of the Green Belt Infill Topic Paper (2017).
LP14.35	Paragraph 14.25	Deleted paragraph.	To reflect the findings of the Green Belt Infill Topic Paper (2017).
LP14.36	Former paragraph 14.23/now paragraph 14.37	Amended former paragraph 14.23/now paragraph 14.37 to the following:	To reflect the findings of the Green Belt Infill Topic Paper (2017).

Change No.	Change Location	Change	Reason for Change
		<i>Infill development will it is also be expected to be well landscaped to minimise impact on the openness of the Green Belt through appropriate greening and screening. Infill development that would result in the removal of significant tree cover, regardless of whether Tree Preservation Orders (TPOs) are in place will not be supported. It will also need to demonstrate compliance with other relevant policies in this plan which could otherwise affect the principle of development including the site's flood risk status, drainage role or nature conservation value.</i>	
LP14.37	Former paragraph 14.24/new paragraph 14.38	Amended former paragraph 14.24/n ow paragraph 14.38 to the following: <i>A review of the Green Belt's infill potential, through the Green Belt Infill Topic Paper, plotland settlements (Plotland Review Study (2015)) has identified Plotland Infill that existing Green Belt residential locations, predominantly in the Borough's remaining plotland settlements, have the potential to provide approximately 218 145 new individual building plots in the future, when applying the policy criteria. In striking the balance for Green Belt infill, it will be necessary to remove any permitted development 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. This will contribute towards the need to provide serviced self-build plots within the Borough to meet the needs identified on the Council's Self-Build Register. This will need to be considered alongside the individual requirements of those living within the plotland settlements to meet the needs of their communities and families as they grow and change.</i>	To reflect the findings of the Green Belt Infill Topic Paper (2017).
LP14.38	New paragraph 14.39	Some text taken from former paragraph 14.22 to create new paragraph 14.39: <i>A potential infill site must therefore it have appropriate access to the public road network, or it benefit from an internal road network. In order to be appropriate for development, infill plots should face onto this internal road network that connects to it. In order to be appropriate for development, infill plots should face onto, and should be screened from any part of the strategic highway network Primary Route Network (PRM) in order to ensure that the plotland site maintains its Green Belt setting.</i>	To reflect the findings of the Green Belt Infill Topic Paper (2017).
LP14.39	Policy GB4 (Former Policy GB3 Plotland Infill)	Deleted and replaced Policy GB4 (former policy GB3) with the following: <u>Plotland Infill</u> 1. Limited residential development within the Plotland Infill Areas, as identified on the Policies Map, will be supported where they are compliant with all other relevant policies of this plan, and:	To reflect the findings of the Green Belt Infill Topic Paper (2017).

Change No.	Change Location	Change	Reason for Change
		<p>a. Where it can be demonstrated that the infill is intended to meet the need for housing arising from the plotland settlement itself; or the plot is being made available for self build via the Council's Self-Build Register;</p> <p>b. Where the intended infill plot is not the result of subdivision of a larger plot and is located between existing dwellings on an existing road frontage, or on a corner plot. The development should not however face onto the strategic road network;</p> <p>c. Where the intended development is appropriate in scale and setting to preserve both the character of the plotland settlement and the openness of the Green Belt. In particular, development proposals within the plotland settlements should normally be:</p> <p style="padding-left: 40px;">i. Structures low in height, such as bungalows and chalets;</p> <p style="padding-left: 40px;">ii. Set within the site, with sufficient space between the dwelling and the boundary of the site to maintain an open appearance; and</p> <p style="padding-left: 40px;">iii. Integrated into the wider landscape through the use of soft boundary treatments, such as hedges or tree lines, soft landscaping and the retention of trees.</p> <p>2. Where development proposals are permitted within the Plotland Infill Areas, the Council will seek to remove the permitted development rights of the new development in order to ensure that extensions, alterations and ancillary buildings do not result in the development causing harm to the character of the plotland settlement or the openness of the Green Belt over time.</p> <p>3. Non residential development proposals will not normally be permitted within the plotland settlements.</p> <p><u>Green Belt Infill Development</u></p> <p>1. <u>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. In order to be exceptionally permitted such infill development must meet all of the following criteria:</u></p> <p style="padding-left: 40px;"><u>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;</u></p>	

Change No.	Change Location	Change	Reason for Change
		<p><i>b. <u>The plot size must have a frontage which is of a similar average width as surrounding residential development;</u></i></p> <p><i>c. <u>The dwelling(s) must be low-rise in height, such as bungalows and chalets, which harmonise with the building heights predominant in the area;</u></i></p> <p><i>d. <u>The dwelling(s) must be set within the site, and must have circulation space around it comparable to adjoining properties;</u></i></p> <p><i>e. <u>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;</u></i></p> <p><i>f. <u>The dwelling(s) must reflect the materials, design features and architectural style predominant in the area;</u></i></p> <p><i>g. <u>The development of the site must not involve the removal of significant existing tree coverage;</u></i></p> <p><i>h. <u>The development must incorporate appropriate boundary treatments and soft landscaping; and</u></i></p> <p><i>i. <u>Subdivision of plots may occur where the resulting plots would meet criteria a-h of this policy.</u></i></p> <p>2. <i><u>Where development proposals are permitted as infill development within the Green Belt, the Council will seek to remove the permitted development rights to, or within the curtilage of the new development in order to ensure that extensions, alterations and ancillary buildings would not result in the development causing harm to the character or the openness of the Green Belt over time.</u></i></p>	
LP14.40	Policy GB5 onwards	Renumbered paragraphs in relation to updates in policies GB1-4.	For consistency.
LP14.41	Paragraph 14.40	Amended part of first sentence to the following: <i>Whilst paragraph 89 of the NPPF requires local planning authorities to regard the construction of new buildings as inappropriate in <u>the</u> Green Belt...</i>	For clarity.
LP14.42	Paragraph 14.40– first bullet point	Amended first bullet point to the following: <i>...Annex 2 of the NPPF as the building as <u>it</u> existed on 1 July 1948 or, if constructed after that date, as it was built originally;</i>	For clarity.
LP14.43	Paragraph 14.41	Amended last sentence to the following: <i>...If the land has returned to a natural state and now contributes to the character and openness of</i>	To reflect the findings of the Green Belt Infill Topic Paper (2017).

Change No.	Change Location	Change	Reason for Change
		<i>the Green Belt and cannot meet the criteria within GB4, it may not be appropriate to replace the building with another.</i>	
LP14.44	Paragraph 14.45	Amended first sentence to the following: <i>Since 1982 the Council has used maximum thresholds to limited the scale and size of extensions and replacements of dwellings within the Green Belt.</i>	Corrected typo.
LP14.45	Paragraph 14.46	Amended paragraph to the following: <i>In line with the NPPF, tThe Council will consider proposals for therefore continue to apply a maximum threshold as part of a criteria based policy when considering extensions and replacements to buildings within the Green Belt where they do not result in disproportionate additions over and above the size of the original building, taking into account floorspace, mass and volume increase. The threshold will continue to relate to a floorspace increase, but it will be based on a percentage increase so that it can be applied to all buildings within the Green Belt This will give applicants greater certainty as to the amount of development that may be acceptable by setting out the limit beyond which the Council will consider an extension to be disproportionate to the original building, or a replacement building to be materially larger than that it replaces. The original building will be determined based on its size as existing on 1 July 1948, or as first built if later than this date. The size of proposed extensions will be considered in combination with other extensions, alterations or outbuildings permitted after the original building was built and not viewed in isolation.</i>	Representations DLP/426, DLP/462, DLP/1361.
LP14.46	Paragraph 14.49	Amended third sentence to the following: <i>Proposals for redevelopment should make improvements to the openness of the Green Belt where possible, which could include focusing development in a less conspicuous or open part of the site, <u>or</u> by removing a sprawl of buildings in favour of a single, cohesive development that leaves the remainder of the site open.</i>	For clarity.
LP14.47	Paragraph 14.50	Amended last sentence to the following: <i>However, where previous development has blended into the landscape, or been taken over by vegetation and wildlife, proposals for development will not be classed as replacement buildings or redevelopment on previously developed land, but will instead be considered as a new building in accordance with policy <u>GB3</u> or <u>GB4</u>.</i>	For clarity.

Change No.	Change Location	Change	Reason for Change
LP14.48	Policy GB5, Part 1	Included footnote to clarify 'Extension and alterations' stating the following: 1. <i>Extensions and alterations</i> ¹⁸ ... ¹⁸ <i>Extensions to a building include porches, conservatories, attached garages and rooms in the roof. Rooms in a roof includes an alteration or extension to the roof and is defined as a room that has been purposely converted to and is used as living accommodation, which is accessed by stairs and is, or is capable of having, approval under the Building Regulations. Extensions and alterations does not include basements where the basement would not exceed the footprint of the original dwelling, it is located entirely underground, not visible externally and is not artificially raised above natural ground level.</i>	For clarity and representations DLP/3376 and DLP/3377.
LP14.49	Policy GB5, Part 1	Amended sentence to the following: <i>Extensions and alterations</i> ¹⁸ <i>to a building will not be permitted provided where they do not result in disproportionate additions over and above the size of the original building, either individually or cumulatively, in line with paragraph 89 of the NPPF, unless it can be demonstrated that very special circumstances exist that require additional provision.</i>	For clarity and representation DLP/2651.
LP14.50	Policy GB5, Part 1. b.	Amended policy criteria 1.b c. to the following (including number change to footnote): <i>1.b The total floorspace of the proposal</i> ⁽¹⁹⁾ <i>, together with any previous extensions, alterations and outbuildings would not result in an increase of more than 35% disproportionate additions over and above the size floorspace of the original building, taking into account floorspace, mass and volume and excluding any alterations or extensions made under permitted development that do not alter size or shape of the building.</i>	Representation DLP/70.
LP14.51	Policy GB5, Part 2	Deleted part 2, edited for clarity and placed information in footnote no. 8 as detailed above.	For clarity.
LP14.52	Policy GB5, Part 2 (previously part 3)	Amended sentence to the following: <i>2. The Council will seek to remove relevant permitted development rights when determining a proposal where it is considered that the implementation of permitted development rights could cause material harm to the Green Belt. where it is likely that further development would cause harm to the openness of the Green Belt over time.</i>	For consistency and for representations DLP/426, DLP/462, DLP/1361.
LP14.53	Policy GB6, Part 1. c.	Amended policy criteria 1. c. to the following:	Representation DLP/70 and DLP/2651.

Change No.	Change Location	Change	Reason for Change
		<i>1.c The total floorspace²⁰ of the replacement building would not result in a an disproportionate increase of more than one third 35% above the floorspace of the original building, excluding any alterations or extensions made under permitted development that do not alter size or shape of the building, unless it can be demonstrated that very special circumstances exist that require additional provision;</i>	
LP14.54	Policy GB6, Part 1. d.	Amended sentence to the following: <i>d. The design, siting and materials is sympathetic to the existing building and the character of its surroundings, unless its resiting and design would be less less obtrusive to the Green Belt;</i>	Corrected typo.
LP14.55	Policy GB6, Part 2	Amended sentence to the following: <i>3. The Council will <u>seek to</u> remove relevant permitted development rights when determining a proposal where it is considered that the implementation of permitted development rights could cause material harm to the Green Belt. where it is likely that further development would cause harm to the openness of the Green Belt over time.</i>	For consistency and for representations DLP/427, DLP/463, DLP/1362.
LP14.56	Paragraph 14.54	Amended last sentence of paragraph to the following: Therefore <i>The conversion of buildings that require substantial rebuilding, in order to make them suitable for re-use, will not be permitted.</i>	For clarity.
LP14.57	Policy GB7, Part 2	Amended sentence to the following: <i>2. The Council will <u>seek to</u> remove relevant permitted development rights when determining a proposal where it is considered that the implementation of permitted development rights could cause material harm to the Green Belt. where it is likely that further development or changes to <u>land use would cause harm to the character or the openness of the Green Belt over time.</u></i>	For consistency and for representations DLP/429, DLP/464, DLP/1364.
LP14.58	Paragraph 14.58	Amended second sentence to the following: <i>...Ancillary buildings can include changing facilities for outdoorsports, stables for equestrian activities, and buildings to store equipment or goods for <u>existing</u> commercial businesses and agricultural practices.</i>	For clarity.
LP14.59	Paragraph 14.61	Deleted second and third sentence as follows: <i>A maximum threshold will be applicable to all proposals that seek to increases the footprint of development on a site where existing buildings are present. To be consistent with other Green Belt</i>	For clarity.

Change No.	Change Location	Change	Reason for Change
		policies it will be the same limit applied to alterations and extensions to buildings and enlargements for replacement buildings.	
LP14.60	Paragraph 14.62	Amended last sentence to the following: <i>...It is important that local policy is in place to ensure that this does not <u>continue</u> to happen in the future.</i>	For clarity.
LP14.61	Policy GB8, Part 1	Amended sentence to the following: <i>1. The Council will only support the provision of new ancillary buildings in the Green Belt where <u>the proposals are consistent with the advice in paragraphs 89 and 90 of the NPPF and can demonstrate that the following criteria will be met:...</u></i>	For clarity.
LP14.62	Policy GB8, Part 1.e) ii.	Amended sentence to the following: <i>ii. The total floorspace of the ancillary building, together with any previous extensions, alterations to the original building and any outbuildings would not result in a disproportionate increase of more than one third 35% above the floorspace of the original building, excluding any alterations or extensions made under permitted development that do not alter size or shape of the building <u>unless it can be demonstrated that very special circumstances exist that require additional provision.</u></i>	For representation DLP/72.
LP14.63	Policy GB8, Part 2	Amended sentence to the following: <i>2. The Council will <u>seek to</u> remove relevant permitted development rights when determining a proposal where it is considered that the implementation of permitted development rights could cause material harm to the Green Belt <u>where it is likely that further development would cause harm to the openness of the Green Belt.</u></i>	For consistency.
LP14.64	Policy GB8, Part 3	Amended sentence to the following: <i>3. Proposals which do not meet criteria 1(a) will be classed as new development and determined against policy <u>GB3 or GB4.</u></i>	For consistency.
LP14.65	Former paragraph 14.52/ now Policy GB8, Part 4	Amended former paragraph 14.52 to Part 4 of Policy GB8.	Correct numbering error.
LP14.66	Policy GB9 title	Changed title of policy to the following: <i><u>Extensions to Residential and other Curtilages, and Boundary Treatments in the Green Belt</u></i>	For clarity.

Change No.	Change Location	Change	Reason for Change
LP14.67	Policy GB9, Part 3 added	Additional criteria added to the following: <i><u>3. The Council will seek to remove relevant permitted development rights where it is likely that further development would cause harm to the character or the openness of the Green Belt.</u></i>	For consistency.
LP14.68	Paragraph 14.72	Amended first sentence to the following: <i><u>The availability of alternative accommodation in the vicinity or nearby settlements will also be a factor in determining applications, this includes the consideration of permitting residential infilling within the Green Belt in line with policy GB4.</u></i>	For consistency.
LP14.69	Paragraph 14.75	Amended the last sentence to the following: <i><u>...Where the openness of the Green Belt is threatened by a cluster of agricultural buildings within an area the Council will look to remove the permitted development rights in respect of agricultural buildings within that area.</u></i>	For clarity.
LP14.70	Policy GB10, Part 1	Amended first sentence to the following: <i><u>1. Planning permission will not normally be granted for new dwellings in the Green Belt <u>unless it meets any of the exceptions set out in the NPPF.</u></u></i>	For clarity.
LP14.71	Policy GB10, Part 2.c	Amended part 2.c to the following: <i><u>c. <u>There</u></u></i>	Corrected typo.
LP14.72	Paragraph 14.77	Amended sentence to the following: <i><u>The Landscape Character and Green Belt Landscape Capacity Study Volume Two (2014) which supports the Green Belt Study Review (2017) assessed the landscape sensitivity of the Borough's Green Belt and identified special qualities to be safeguarded through policy.</u></i>	For accuracy.
LP14.73	Policy GB11	Amended first sentence to the following: <i><u>A proposal that seeks to positively enhance the beneficial use of the Green Belt will be supported by the Council where <u>it is compliant with all other relevant policies of this plan and where it fulfils the following criteria:...</u></u></i>	For consistency.
CHAPTER 15: MEETING THE CHALLENGE OF CLIMATE CHANGE AND FLOODING			
LP15.1	Paragraph 15.5	Amended final sentence to the following:	Corrected typo.

Change No.	Change Location	Change	Reason for Change
		<i>Road transport accounted for the smallest proportion of emissions at 289kT, which equalled equaled 7% of the Essex total.</i>	
LP15.2	Paragraph 15.7	Amended paragraph to the following: <i>There is therefore evidence that other incentives to improve the energy efficiency of domestic properties such as free insulation schemes have been successful, contributing to reduced energy consumption. Coupled with improved energy efficiency standards for new homes as set out in the Building Regulations this should result in further reductions in the per property domestic consumption going forward. The approach to climate change within the Borough therefore seeks to extend similar incentives to commercial and industrial properties, and identifies the need to apply energy efficiency standards to new commercial and industrial properties. <u>Research by the Building Research Establishment (BRE) concluded that the most cost effective way of reducing the energy consumption of new buildings (by approximately 10%) lies in improving building fabric and services i.e. in improving the energy efficiency of new buildings.</u></i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.3	Paragraph 15.8	Amended paragraph to the following: <i><u>The same research by BRE also showed that the greatest lifetime reduction in CO₂ emissions is achieved through the implementation of renewable energy sources i.e. in addition to reduced energy consumption, there has also been an increase in <u>by increasing</u> the amount of energy being produced from renewable sources within the Borough. <u>This approach saves 4.2 times more CO₂ emissions than energy efficiency alone.</u> The SAScope reports that between June 2010 and March 2013, the number of domestic solar photovoltaic installations in the Borough increased by 23,000% from 3 to 692. The development of new properties presents an opportunity to integrate on-site micro generation of energy within a buildings fabric. The widely applied <i>Merton Rule</i> seeks all new developments with a floorspace of 500sq.m or one or more residential units to incorporate on-site renewable energy equipment to achieve a percentage reduction in CO₂ emissions from the site. This was initially set at 10%, although more recently, the London Plan has increased the requirement to 20% in order to align with the current target for European Countries to reduce carbon emissions by 20% by 2020. <u>BRE recommends that a fabric first approach should be taken with energy efficiency savings of 10% achieved in the first instance through improvements to the building fabric and services, accompanied by a further 10% reduction in energy use through the implementation of renewable energy technologies.</u></u></i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.4	Paragraph 15.9	Amended paragraph to the following and inserted footnote:	Amended to reflect the findings of the Renewable

Change No.	Change Location	Change	Reason for Change
		<p><i>Further opportunities to increase renewable energy generation within the Borough have also been considered in the Renewable and Low Carbon Energy Constraints and Opportunities Assessment (2015). The assessment found that there is capacity within the Borough to generate renewable and low-carbon energy through a variety of methods which include, and are not limited to, larger scale onshore wind turbines, Combined Heat and Power (CHP) plants, solar photovoltaics and micro-generation. In relation to CHP, and other forms of energy generated from waste, consideration has been given as to how this could be secured in a sustainable and deliverable way within Basildon Borough. The Renewable Energy Options Topic Paper (2017) concludes that the Borough's strength as an employment location makes it suitable for the application of Eco-Industrial Park (EcoIP) principles²¹ within its existing A127 Enterprise Corridor, where many waste facilities and manufacturers are already clustered. This approach closes the economic cycle, reduces the cost and impacts of transporting waste and enables delivery in stages aligned with investment. Policy CC7 sets out the criteria that will be considered when locating renewable energy generating infrastructure. The assessment details suitable locations and criteria in more detail and the findings support policy CC7.</i></p> <p>²¹ <i>United Nations Industrial Development Organisation https://www.unido.org</i></p>	Energy Options Topic Paper 2017.
LP15.5	Paragraph 15.13	<p>Amended last sentence of paragraph to the following:</p> <p><i>This pluvial pluvial flooding often coincides with fluvial (river) flooding associated with the River Crouch and its tributaries.</i></p>	Corrected typo.
LP15.6	Paragraph 15.14	<p>Amended last sentence of paragraph to the following:</p> <p><i>Modelling of CDAs within Basildon the Borough...</i></p>	For clarity purposes.
LP15.7	Paragraph 15.15	<p>Amended third sentence of paragraph to the following:</p> <p><i>However, there is still a risk of tidal flooding in this area arising from the potential offer the mechanical barriers failing...</i></p> <p>Amended second from last sentence to the following:</p> <p><i>In places, the TE2100 Plan proposes to <u>adopt</u> managed retreat by making greater space for water...</i></p>	For clarity purposes.
LP15.8	Paragraph 15.17	<p>Amended last sentence to the following:</p>	For clarity purposes.

Change No.	Change Location	Change	Reason for Change
		<i>Given the need to <u>also</u> reduce energy consumption...</i>	
LP15.9	Policy CC1, Part 1.e. and 1.f.	<p>Amended Part 1e to the following:</p> <p><i>Seeking the reduction of CO2 emissions from buildings through the fabric first approach and through provision of commercial and domestic scale renewable energy and decentralised energy as part of development proposals in appropriate locations. The Council will require all developments, either new build or conversions, with a combined floorspace of 500sq.m or more, or one or more residential units, to incorporate <u>the fabric first approach and on-site renewable energy equipment to reduce predicted CO2 emissions by at least 20%. If the percentage target is technically unfeasible, or can be proven to make the development financially unviable, off-site generation will be considered should be employed as an alternative approach; and</u></i></p> <p>Insert Part 1f to read as follows:</p> <p><i><u>Supporting and promoting the implementation of Eco-Industrial Park (EcoIP) principles within the A127 Enterprise Corridor.</u></i></p>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.10	Paragraph 15.18	<p>Amended second sentence to the following:</p> <p><i>It expects that Local Plans are supported by SFR<u>Strategic Flood Risk Assessment</u> and set out policies...</i></p>	For readability.
LP15.11	Paragraph 15.21	<p>Amended third sentence to the following:</p> <p><i>However, it does include Wat Tyler Country Park and areas of freshwater marshland <u>nationally and locally</u> valued for their nature conservation...</i></p> <p>Amended fourth sentence to the following:</p> <p><i>There is also a waste landfill site and civic amenity site in this area that is allocated in the Essex Waste<u>Local Plan</u> and also essential utilities...</i></p>	For clarity.
LP15.12	Paragraph 15.22	<p>Amended sixth sentence to the following:</p> <p><i>... Fobbing Horse barriers may not be maintained <u>in the future</u>...</i></p> <p>Amended final sentence to the following:</p>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>...and West Canvey Marsh in <u>Castle Point</u>...</i>	
LP15.13	Paragraph 15.23	Added the following to the end of this paragraph: <i><u>Proposals which provide for, or integrate flood defence schemes to manage risk arising from fluvial flood risk, should take into account the Environment Agency's Flood Risk Management Plan (FRMP) for the area concerned to ensure that flood risk is not increased elsewhere on the river. A partnership approach to flood defence projects will normally be advocated by DEFRA. However, where a scheme is required predominantly to protect a new development from flood risk, it is expected that the developer will provide the funding.</u></i>	Representation DLP/2871.
LP15.14	Policy CC2, Part 1.a. and 1.b.	Amended Part 1a of Policy CC2 to the following: <i>Develop a riverside strategy covering the marshlands to the south of Basildon <u>the Borough</u>...</i> Amended Part 1b of policy CC2 to the following: <i>Safeguard <u>all areas identified as flood risk zone 3b, including the existing network of washlands as flood risk zone 3b</u>, in order to provide ongoing flood and storm water attenuation, and support the delivery of further surface water management measures as set out in the South Essex Surface Water Management Plan, and any subsequent updates.</i>	For clarity. Representation DLP/2877.
LP15.15	Policy CC2, Part b	Amended text as follows: <i>b. Ensure that new development does not increase the risk of flooding elsewhere, and that pluvial flood risk is managed effectively on site. In appropriate circumstances, the use of attenuation based Sustainable Drainage Systems (SuDS) will be required to achieve this. It will be expected that these systems are designed in accordance with National <u>Standards for SuDS Design Guidance</u>, and also the principles and local standards arising from the Essex SuDS Design Guidance as set out in Appendix 6;</i>	
LP15.16	Policy CC2, Part c	Inserted an additional requirement within policy CC2 as point 2c) to read as follows: <i><u>Expect developers to fund in full flood defence and/or mitigations schemes predominantly required to make a new development acceptable in planning terms; and</u></i>	Representation DLP/2871.
LP15.17	Paragraph 15.31	Amended second sentence to the following: <i>... a site-specific Flood Risk Aassessment (<u>FRA</u>) must...</i>	For clarity.

Change No.	Change Location	Change	Reason for Change
		Amended final sentence to the following: <i>... Sequential and Exceptions Tests...</i>	
LP15.18	Paragraph 15.32	Amended second sentence to the following: <i>... a site specific <u>FRA Flood Risk Assessment</u>...</i>	For clarity.
LP15.19	Paragraph 15.34	Amended final sentence to the following: <i>It is therefore these documents..</i>	To correct a typo.
LP15.20	Paragraph 15.37	Amended paragraph to read as follows: <i>Recent extreme summer rainfall events have demonstrated that there is a need for the continued use of SuDS to manage surface water and fluvial flood risk generally within the Borough, and to ensure that additional space for water is provided within new developments to cope with more extreme events. Policy CC2 sets out the need for SuDS to be provided with new developments, and for these to be designed in accordance with National <u>Standards for SuDS (2011) Design Guidance</u>, and the principles and local standards set out in the Essex SuDS Design Guidance (2014)...</i>	For consistency.
LP15.21	Paragraph 15.38	Amended fourth sentence by inserting comma: <i>...0.6m in depth, very</i> Amended fifth sentence to the following: <i>Where it is exceptionally permitted, the SFRA recommends that water should be permitted to enter the property, and that the design and fabric of the building, should be such, that it will remain structurally sound and capable of easy restoration.</i>	For readability.
LP15.22	Policy CC4	Added a new point to the beginning of policy CC4 which reads as follows: <i><u>All relevant development proposals must be accompanied by a technically robust flood risk assessment, prepared in accordance with the requirements of the Environment Agency and the Lead Local Flood Authority.</u></i>	DM Policies Review recommendation.
LP15.23	Policy CC4, former Part 4/now Part 5	Amended part 4 (now part 5) of policy CC4 to the following: <i><u>All development proposals, including the redevelopment of existing buildings, must incorporate Sustainable Drainage Systems (SuDS) which attenuate surface water on-site, and slow run off rates</u></i>	Representation DLP/2759 and for consistency.

Change No.	Change Location	Change	Reason for Change
		<i>to natural levels. Proposals should seek to reduce the risk of flooding and ensure that it is not increased. SuDS must be designed in accordance with the National Standards for SuDS, and the principles and local standards for SuDS design set out at Appendix 6, and incorporated into the development to offer multi-functional benefits. Where surface water cannot be attenuated fully on-site, a proportional contribution towards an off-site surface water management project may be acceptable if it would deliver the reductions in surface water necessary to off-set the residual development impacts. Development would however need to align with the delivery of the off-site project.</i>	
LP15.24	Policy CC4, former Part 5/now Part 6	Amended former part 6 (now part 7) of policy CC4 to the following: <i>Where the depth of flooding from any source during a 1 in 1,000 year event plus climate change is predicted to be 0.6m or less, <u>or the building is intended for residential or some other form of more vulnerable use</u>, any buildings must be designed to be flood resistant. Flood waters should not be able to enter the property, a 300mm freeboard should be provided on the finished floor levels, and the building should be hydrostatically and hydrodynamically resistant to prevent damage to the structure.</i>	Representation DLP/2696.
LP15.25	Policy CC4, former Part 6/now Part 7	Amended former part 7 (now part 8) of policy CC4 to the following: <i>Where the depth of flooding from any source during a 1 in 1,000 year event plus climate change is predicted to be greater than 0.6m, <u>and the proposed use is less vulnerable to flood risk</u>, any buildings must be designed and constructed to be flood resistant to 0.6m consistent with criterion 6-Z of this policy, and flood resilient thereafter, allowing for water to enter the property without causing harm to the structure, and allowing for easy restoration. Such an approach puts people at risk, and therefore such buildings must provide safe refuge above predicted flood levels, and an appropriate emergency response plan must be put in place to reduce risk to life as far as is possible.</i>	Representation DLP/2696.
LP15.26	Paragraph 15.48	Amended second sentence to the following: <i>...the <u>former</u> Code for Sustainable Homes...</i> Amended third sentence to the following: <i>Part G of the Building Regulations <u>however</u> sets out...</i>	For clarity.

Change No.	Change Location	Change	Reason for Change
LP15.27	Paragraphs 15.54 – 15.56	Details relating to 'Off-site Sustainability Measures (Allowable Solutions) removed as the government have advised that they do not intend to proceed with the zero carbon Allowable Solutions carbon offsetting scheme.	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.28	Policy CC5	Amended introductory sentence to the following: <i>All new development proposals will be required to satisfy the following criteria, unless the developer can robustly justify <u>demonstrate</u> why this is not technically or financially viable.</i> Amended part a of Policy CC5 to the following: <i>The design of all new development should incorporate measures for achieving high levels of energy efficiency and the use of decentralised energy sources, consistent with the requirement of policy CC1. Development is expected to demonstrate how its design, siting and layout has maximised the opportunities for solar gain, daylight penetration, <u>measures encompassed as part of the fabric first approach</u> and the use of decentralised energy sources. As a minimum:...</i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.29	Policy CC5, Part h	Removed part h which references 'allowable solutions' which the government are not intending to proceed with.	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.30	Policy CC5	Inserted additional text as follows: <i><u>Where new national standards exceed those set out above, the national standards will take precedence.</u></i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.31	Policy CC6	Amended introductory sentence to the following: <i>All new development proposals will be required to satisfy the following criteria, unless the developer can robustly justify <u>demonstrate</u> why this is not technically or financially viable.</i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.32	Policy CC6, former Part g	Deleted part g.	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.33	Policy CC6, Part e	Deleted criterion 1e. and include it as Part 2 of the policy. Inserted additional text as follows:	DM Policy Review recommendation – not strictly implementable by DM,

Change No.	Change Location	Change	Reason for Change
		<i>Applicants are encouraged to consider whether opportunities exist to make improvements to the energy and water efficiency of the existing building, <u>use of the fabric first approach and use of decentralised energy sources</u> alongside the construction works required to deliver the proposed extension or alteration.</i>	however retained as a separate element to draw attention to the opportunities that exist to improve efficiency of existing buildings. Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.34	Policy CC6	Inserted additional text as follows: <i><u>Where new national standards exceed those set out above, the national standards will take precedence.</u></i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.
LP15.35	Paragraphs 15.57 and 15.58	Deleted paragraphs and renumbered text following as required.	Repetition.
LP15.36	Former paragraph 15.64/now paragraph 15.60	Amended paragraph to the following: <i>The Renewable and Low-Carbon Energy Constraints and Opportunities Assessment (2015) for the Borough details the suitability for a number of renewable and low-carbon energy generation methods some of which are as detailed below.</i>	For clarity.
LP15.37	Former paragraph 15.66/now paragraph 15.62	Amended paragraph to the following: <i>Proposals for wind turbines may however still will be supported where they would not result in harm to the landscape or significant features within the landscape, ecology or historic assets, <u>the openness of the Green Belt, and where the proposal would not result in pollution or otherwise cause harm to local communities or the openness or purpose of including land within the Green Belt.</u> can cause noise pollution, depending on their exact location and scale. Proposals will therefore need to be considered against all relevant policies.</i>	Re-written to reflect the evidence rather than to give a policy position, which is the role of the policy.
LP15.38	Former paragraph 15.68/now paragraph 15.64	Amended paragraph to the following: <i>There are currently three potential anchor loads identified by the Department of Energy and Climate Change (DECC) located within the Borough at Ford Dunton, Basildon and Thurrock University Hospital's Nethermayne site and in the A127 <u>Enterprise Corridor</u> along Cranes Farm Road. These</i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.

Change No.	Change Location	Change	Reason for Change
		<i>locations have been identified as producing considerable heat to be successfully served by CHP plants. <u>Eco-Industrial Park (EcoIP) principles would enable the successful provision of variable scale CHP provision within the Borough's existing employment areas along the A127 Enterprise Corridor, close to sources of heat which would have wider sustainability and economic benefits.</u></i>	
LP15.39	Former paragraph 15.69/now paragraph 15.65	Amended paragraph to the following: <i>Proposals for CHP plants may give rise to <u>will be supported where they would not result in harm to the landscape or significant features within the landscape, ecology or historic assets, <u>the openness and purpose of including land within the Green Belt, and where the proposal would not</u> may result in pollution or otherwise cause harm to local communities <u>and infrastructure capacity, depending on their location and scale. Proposals will therefore need to be considered against all relevant policies.</u> Or the openness or purpose of including land within the Green Belt.</u></i>	Re-written to reflect the evidence rather than to give a policy position, which is the role of the policy.
LP15.40	Former paragraph 15.71/now paragraph 15.67	Amended paragraph to the following: <i>Proposals for CHP Plants <u>solar farms may however</u> will be supported where they would not result in harm to the landscape or significant features within the landscape, ecology or historic assets, and where the proposal would not result in pollution or otherwise cause harm to local communities or the openness or purpose of including land within the Green Belt, depending on their location and scale. Proposals will therefore need to be considered against all relevant policies.</i>	Corrected typo and to reflect the evidence rather than to give a policy position, which is the role of the policy.
LP15.41	Former paragraph 15.72/now paragraph 15.68	Amended paragraph to the following: <i>Microgeneration (including small scale wind energy, solar and ground source heat pumps) is often permitted development and does not require planning permission. Where planning permission is required, the Council will support proposals where it can be demonstrated that no harm is caused to the landscape or significant features within the landscape, ecology or historic assets, and where the proposal would not result in pollution or otherwise cause harm to local communities or the openness or purpose of including land within the Green Belt, †The impacts of proposals will need to be considered to ensure they comply with all relevant policies, as there is the potential for harm to the built and/or historic environment, the landscape and residential amenity, depending on the type and location of the proposal.</i>	Re-written to reflect the evidence rather than to give a policy position, which is the role of the policy.
LP15.42	Policy CC7	Amended to read as follows: <ol style="list-style-type: none">1. <i>Proposals for renewable and low carbon energy schemes, <u>including schemes which apply Eco-Industrial Park (EcoIP) principles, will be positively considered provided they are in a</u></i>	Amended to reflect the findings of the Renewable Energy Options Topic Paper 2017.

Change No.	Change Location	Change	Reason for Change
		<p><i>sustainable and accessible location and do not result in demonstrable harm to local wildlife and their habitats, and residential amenity through pollution, including noise generation, dust or vibration. They must not be unacceptably visually prominent within their setting or the surrounding landscape, and must not cause harm to heritage assets, harm to community, or harm to the openness or purpose of including land within the Green Belt. comply with all other relevant policies within this plan.</i></p> <p>2. <i>Additionally, proposals for the installation of Combined Heat and Power (CHP) and associated community heating networks should make use of an existing anchor load as shown on the Policies Map. Where a CHP plant would not be located within or adjacent the A127 Enterprise Corridor, evidence must be provided indicating that the intended anchor load is committed to the scheme and will make effective use of the heat resource near an anchor load sufficient evidence would need to be provided to ensure it would be viable.</i></p>	<p>Amended to cross refer to other policies where detailed requirements are various considerations are set out – ensures consistent decision making and reduces repetition.</p> <p>Amended to ensure that CHP Plants do have an anchor load and do not just become incinerators by another name.</p>
CHAPTER 16: CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT			
LP16.1	Paragraph 16.1	<p>Amended second sentence to the following:</p> <p><i>The protection of, and improvement to the Borough’s natural environment is important to those living in, working in and visiting the Borough and its long term sustainability. The Borough has a wealth of natural, semi-natural and planned green and blue spaces, open spaces and habitats and corridors.</i></p>	For completeness and readability.
LP16.2	Paragraph 16.2	<p>Amended last sentence to the following:</p> <p><i>Given its strategic importance, high quality green infrastructure will continue to be integral to managing new development and change in the Borough. There is already has an extensive green infrastructure network covering an area of over 1,300ha, comprising a series of multi-functional spaces of different size and purpose, linked by blue and green corridors and/or public rights of way, in the urban areas, urban fringe, villages, plotland settlements and wider countryside.</i></p>	For readability.
LP16.3	Paragraph 16.3	<p>Amended paragraph to the following:</p> <p><i>Development must have regard to statutory designations such as Sites of Special Scientific Interest (SSSI), Ancient Woodland or Local Nature Reserves (LNR), as well as non-statutory areas such as <u>Ancient Woodland</u>. In addition, special regard will be given to sites of a <u>more</u> local importance, such as Local Wildlife Sites (<u>LoWS</u>) and country parks, integrating them as much as possible into</i></p>	For accuracy and readability.

Change No.	Change Location	Change	Reason for Change
		<i>the wider Green Infrastructure network and encouraging landowners to bring them into a state of positive management.</i>	
LP16.4	Paragraph 16.5	Amended paragraph to the following: <i>The NPPF defines green infrastructure as a network of multi-functional green space, urban and rural, which are capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure is the collective term used to describe assets of the natural outdoor environment and includes the Borough's country parks, woodlands, wetlands, nature reserves, river corridors, <u>waterbodies</u>, and allotments, etc. It also extends to include elements of the wider countryside such as the public rights of way network, hedgerows, <u>water courses</u>, highway verges and the strategic landscape. In most parts of the Borough, green infrastructure extends into the <u>urban areas and is part of our town centres and neighbourhoods in the form of local amenity and public civic spaces, such as public and market squares or groups of street trees.</u></i>	For readability.
LP16.5	Paragraph 16.8	Added the following to the end of the paragraph: <i><u>It expects particular regard to be had to those sites which sit higher on the nature conservation hierarchy. Of the greatest importance are Ramsar and Natura 2000 sites (Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Whilst the closest of these (Benfleet and Southend Marshes SPA, and the Crouch and Roach Estuary SPA), sit outside the Borough, the Habitat Regulations Assessment which was prepared to accompany this plan identifies the potential for population growth in the Borough to have residual impacts on these coastal sites, as a consequence of recreation arising from population growth. The majority of Essex authorities are therefore working together to prepare a Recreation Avoidance and Mitigation Strategy (RAMS) to identify how the cumulative residual impacts of Local Plans across Essex can be addressed for all of the Essex coast Natura 2000 sites.</u></i>	Reflect Duty to Cooperate discussions with Natural England regarding the residual recreation impacts on Natura 2000 sites arising from the cumulative impact of Local Plans across Essex.
LP16.6	Paragraph 16.11	Amended paragraph to the following: <i><u>The Borough is split between the Thames and the Anglian River Basin Districts. The Thames River Basin Management Plan (2009/2015), and the Anglian River Basin Management Plan (2015) which has have been prepared by the Environment Agency to deliver the requirements of the EU Water Framework Directive, and also other relevant water related directives including the Shellfish Waters Directive, the Bathing Waters Direct, the Urban Waste Water Treatment Directive and the Habitats Directive in relation to the water dependent Natura 2000 sites for the rivers and other water bodies within Basildon Borough and surrounding areas River Thames. With regard to.</u></i>	Representation DLP/2883 and readability.

Change No.	Change Location	Change	Reason for Change
LP16.7	New paragraph 16.12	<p>Split old paragraph 16.11 to form new paragraph 16.12 and amended to the following:</p> <p><i>Currently, key water bodies in, or near to the Borough including the Lower Thames Estuary, the Upper Crouch, the Crouch, the River Wid and the Crouch Estuary are all at less than 'good ecological status', thus are deemed to be failing their environmental targets. In order to meet the requirements of the Water Framework Directive, these water bodies need to the plans objective is to achieve 'Good Ecological Potential' by 2027 and 'Good Chemical' Status by 2027. The River Basin Management Plans it contains action plans for achieving th these objectives which requires local planning authorities to ensure that new development does not cause further deterioration in water quality, and contributes towards improving water quality by seeking delivering improvements to green infrastructure and biodiversity throughout the plan making and decision taking processes. Such an approach to improving water quality is equally relevant to improving water quality within other water bodies with a catchment in the Borough.</i></p>	Representation DLP/2883 and readability.
LP16.8	Former paragraph 16.12/now paragraph 16.13	<p>Amended first paragraph to the following:</p> <p><i>The Greater Thames Marshes Nature Improvement Area, which covers 50,000ha of land in South Essex, North Kent and Greater London, includes <u>the</u> southern part of the Borough around Fobbing and Bowers Marshes.</i></p>	For readability.
LP16.9	Former paragraph 16.13/now paragraph 16.14	<p>Amended the first and second sentences to the following:</p> <p><i>The initial targets of the Nature Improvement Area's Partnership are to deliver 158ha of restored grazing marsh; 16km of enhanced ditches with associated flora and fauna; the creation of Thames Terrace Invertebrate habitat; and an improved green infrastructure network. Beyond 2015, the partnership aims to create a minimum 500ha of new priority habitat for focal species.</i></p>	For readability.
LP16.10	Former paragraph 16.14/now paragraph 16.15	<p>Amended the paragraph as follows:</p> <p><i>In terms of planning for green infrastructure, this has been occurring at a South Essex level for several years. The Thames Gateway <u>South Essex</u> Green Grid Strategy (2005) established a long-term vision to develop a network of open spaces and green links throughout South Essex. Its objectives complement those of both the Nature Improvement Partnership and also the Borough by seeking to enhance the image and confidence in South Essex as a high quality place to live, work and invest through embracing different habitats and land uses across rural and urban boundaries, connecting new communities with existing neighbourhoods and providing improved 'access for all'. <u>Actions have been taken to deliver elements of the South Essex Green Grid Strategy throughout South Essex since its conception such as the expansion of recreation and nature</u></i></p>	Representation DLP/2761.

Change No.	Change Location	Change	Reason for Change
		<i>education facilities at Wat Tyler Country Park in Pitsea and the creation of the RSPB's Bowers Marsh Nature Reserve. Subsequently, there is a need for this strategy to be reviewed to reflect both these positive changes, and any changes arising from development patterns or changes to pressures on green infrastructure in the meantime. This will be achieved through ongoing joint working across South Essex, and will seek to incorporate a wider area for the first time, including those parts of Basildon Borough and Rochford Districts, to the north, which fell outside the original strategy area.</i>	
LP16.11	New paragraph 16.16	Added the following new paragraph: <i>Meanwhile, at a more local level, Essex Wildlife Trust and local wildlife organisations and groups have pursued local programmes of Green Infrastructure improvements. The most significant of these is Essex Wildlife Trust's Living Landscape programme which seeks to take a landscape-led approach to planning for Green Infrastructure, land use and management. There are several Living Landscape areas within the Borough, and those which extend beyond its boundaries.</i>	Representation DLP/481.
LP16.12	Former paragraph 16.15/now paragraph 16.17	Amended paragraph to the following: <i>The South Essex Green Grid Strategy has its own evidence base which describes and analyses the network of green infrastructure in what was defined as the Thames Gateway South Essex area at that time. This included just the southern part of the Borough south of the A127. This southern part of the Borough has significant green infrastructure assets including estuarine riverside; marshland at Fobbing and Bowers Marshes; and strategic landscape features offering key views at Langdon Hills.</i>	For readability.
LP16.13	Former paragraph 16.16/now paragraph 16.18	Amended first sentence to the following: <i>Other studies such as the Historic Environment Characterisation Project (2011), and the Landscape Character and Green Belt Landscape Capacity Study cover the whole of the Borough and identify areas of significant historic and landscape character respectively. These studies combined, identify areas of significant historic and landscape character value within the Basildon Borough...</i>	For accuracy.
LP16.14	Former paragraph 16.16/now paragraph 16.18	Amended second sentence to the following: <i>These studies combined, identify areas of significant historic and landscape character value within Basildon Borough around the <u>Thames</u> marshlands, <u>the escarpments and ridges of</u> at Langdon Hills, and also around east Billericay and Doeshill, <u>Wickford Farmland</u>.</i>	For readability.

Change No.	Change Location	Change	Reason for Change
LP16.15	Former paragraph 16.17/now paragraph 16.19	<p>Amended first sentence to the following:</p> <p><i>The Open Space Assessments (2010 & 2015) also cover the whole Borough, and identify existing networks of green spaces and green corridors that are used for informal recreation, habitats and transport, as well as acting as habitat corridors. There are also clear opportunities to enhance these networks through improving the accessibility of these spaces, providing new spaces and also the creation of additional green corridors throughout the Borough.</i></p> <p>Added the following sentences to the end of the paragraph:</p> <p><u><i>It is essential that this occurs alongside new development proposals in order to ensure that recreational impacts arising from population growth are directed towards green spaces that have low levels of ecological sensitivity. This will ensure that ecologically sensitive sites within the Borough, and Natura 2000 sites nearby in Castle Point and Rochford areas are protected from recreational pressures arising from an increased population.</i></u></p>	Representation DLP/2761 and readability.
LP16.16	Former paragraph 16.20/now paragraph 16.22	<p>Amended paragraph to the following:</p> <p><i>As well as the amenity and biodiversity benefits green infrastructure provides, green infrastructure can also help reduce <u>the impact from potential</u> sources of pollution. Trees can capture and absorb large amounts of water and thus helping to reduce surface water run-off, (a major cause of water based pollution in the Borough). They also act to reduce levels of Carbon Dioxide (CO₂) and other pollutants in the air; <u>Whilst</u> there are currently no declared Air Quality Management Areas (AQMAS) within the Borough; however increased levels of traffic congestion around main <u>highway</u> interchanges may give rise to increased <u>Nitric Oxide (NOx)</u> levels which can be harmful to health, but which can also be ameliorated through tree planting and the retention of trees.</i></p>	For accuracy and readability.
LP16.17	New Paragraph 16.23	<p>Added the following new paragraph:</p> <p><i>Historically, blue spaces such as washlands have played an important role in managing flood risk in the existing urban areas of Basildon <u>the Borough</u>. It is important that blue spaces are also incorporated into new developments to minimize flood risk and support appropriate sustainable drainage going forward. Flooding arising from surface water runoff and the insufficient capacity of the local drainage network is a significant source of flooding in Basildon <u>the Borough</u>. The Basildon Borough Strategic Flood Risk Assessment (2011) advises how there is a particular need to ensure that future development incorporates sustainable drainage systems (SuDS) to adequately</i></p>	For clarity.

Change No.	Change Location	Change	Reason for Change
		<i>manage surface water runoff and does not reduce the ability of the existing drainage network and washlands system to perform its function.</i>	
LP16.18	Policy NE1	<p>Replaced Policy NE1 with the following:</p> <p><u>1. The Council will work with partners to prepare and deliver a Recreation Avoidance and Mitigation Strategy (RAMS) for the Essex Coast Natura 2000 sites, ensuring that recreational activities resulting from the population growth arising in this plan, and the plans of other nearby authorities, is managed and mitigated in such a way as to avoid harm to these important nature conservation designations.</u></p> <p><u>2. The Council will work with partners to prepare and deliver a review of the South Essex Green Grid Strategy in order to ensure that it continues to deliver projects which protect ecologically sensitive sites from harm and deliver improved recreational opportunities for residents, building on existing networks of open spaces and green linkages. As part of this review the Council will seek the expansion of the strategy into the northern part of the Borough, and will also integrate, where possible, projects arising from the Nature Improvement Area, the Essex Wildlife Trust's Living Landscapes programme, and other locally-led schemes.</u></p> <p><u>3. In delivering green infrastructure projects, and when considering applications for development, the Council will work with partners and developers to:</u></p> <ul style="list-style-type: none"> <u>a. Protect areas of ecological sensitivity from development and recreational pressures, by locating development away from such locations having regard to the hierarchy of designations, securing the on-site provision of green infrastructure for recreational activity, and seeking contributions towards the delivery of the Essex Coast RAMS. All new housing and employment allocations should also secure strategic landscaping that incorporates space for biodiversity, including new habitat creation.</u> <u>b. Recognise the importance of country parks, Local Wildlife Sites, and Public Rights of Way as key features of the Borough's green infrastructure, and ensuring they are protected and enhanced where possible;</u> <u>c. Secure a net increase in biodiversity across the Borough's area with a focus on priority habitats and priority species;</u> <u>d. Encourage the preservation and enhancement of landscape and landscape features;</u> <u>e. Provide green infrastructure which ensures buffering and enhancement of</u> 	<p>For readability and to address representations DLP/481; DLP/2244; DLP/2602; DLP/2480; DLP/2761; DLP/2883 and reflect Duty to Cooperate discussions with Natural England and other Essex authorities regarding the residual recreation impacts on Natura 2000 sites arising from the cumulative impact of plans across Essex.</p>

Change No.	Change Location	Change	Reason for Change
		<p><u>watercourses in order to bring their ecological and chemical status in line with the objectives of the Water Framework Directive;</u></p> <p>f. <u>Secure the provision of green infrastructure alongside development across all sites to achieve a reduction in pollution to air, water and soil;</u></p> <p>g. <u>Develop and improve the urban environment through provision of local scale green infrastructure including footpaths, cycleways, green links, parks, gardens, allotments, trees and green roofs; and</u></p> <p>h. <u>Seek the provision of blue and green infrastructure which is multi-functional and incorporates measures that will help to reduce the extent of climate change and/or enable the Borough's communities to adapt better to a changing climate.</u></p>	
LP16.19	Policy NE2 and all supporting text	Deleted policy and supporting text.	Advice of the Landscape Partnership's review of NE2 (NOTE: Policy NE6 (now NE5) has instead been strengthened.
LP16.20	All paragraph and policy numbers from original paragraph number 16.34	Renumbered all paragraph and policy numbers as a result of deletion of policy NE2.	For consistency.
LP16.21	Former paragraph 16.37/now paragraph 16.27	Amended sentence to the following: <i>The Landscape Character and Green Belt Landscape Capacity Study Volume One (2014) sets out how the country parks within the Borough should be preserved and enhanced.</i>	For accuracy.
LP16.22	Former paragraph 16.38/now paragraph 16.28	Amended paragraph to the following: <i>The Open Space Assessment Part I (2010) identifies a public desire for a focus on providing natural/semi-natural green spaces within the Borough. These spaces are considered to be particularly important, and are well used. Therefore their quality should be maintained and enhanced. However, it is important that the development and use of the country parks as a recreational resource does not come into conflict with their other role as a place for nature conservation and as such specific planning and land management practices are needed.</i>	Representation DLP/2763 and readability.

Change No.	Change Location	Change	Reason for Change
LP16.23	Former Policy NE3/now Policy NE2	<p>Amended former policy NE3 (now Policy NE2) to the following:</p> <p><i>1. Existing country parks, as identified on the Policies Map, will be retained and opportunities to enhance them as a recreational resource (both formal and/informal active recreation) and connect them effectively to the Public Right of Way network will be supported, where they will not cause harm by way of:</i></p> <p><i>a. Direct or indirect disturbance of areas of biodiversity significance within or adjacent to the country park; and/or</i></p> <p><i>b. Severance of biodiversity or landscape corridors within the Country Park, or linking the country park to the wider network of habitats and landscape; and/or</i></p> <p><i>c. Urbanisation of the country park.</i></p> <p><i>2. Development proposals which would result in harm to do not enhance a country park as a recreational or educational resource will not normally be supported.</i></p>	Representations DLP/233; DLP/1449; DLP/2481; DLP/2763.
LP16.24	Former paragraph 16.41/now paragraph 16.31	<p>Amended paragraph to the following:</p> <p><i>Local Wildlife Sites in the Borough are being can be negatively affected by actions such as development, poor agricultural practices, inappropriate management, road-widening, and recreational activities. If this continues it could occurs it can affect their wildlife value and the contribution they make to biodiversity, landscape and the natural environment.</i></p>	Representation DLP/2252.
LP16.25	Former Policy NE4/now Policy NE3, Part 3	<p>Amended Part 3 of former Policy NE4 (now NE3) to the following:</p> <p><i>1. Development proposals, including proposals for recreational uses, which would result in harm to a Local Wildlife Site will be considered against the requirements of policy NE64.</i></p>	Representations DLP/2703; DLP/2764.
LP16.26	Former paragraph 16.37/now paragraph 16.47	<p>Added the following sentences to the end of the paragraph:</p> <p><i>The Habitat Regulation Assessment prepared to accompany this plan identified a potential for population growth arising from Basildon Borough, in combination with that arising elsewhere in Essex, to have a cumulative impact on Natura 2000 sites through increased recreational pressure. Whilst on-site green infrastructure provision can offset some of this pressure, the coast will nonetheless be a draw to visitors as it provides an environment which cannot be replicated elsewhere. There is therefore a need for development in Basildon Borough to contribute towards the Essex Coast Recreation Avoidance and Mitigation Strategy (RAMS) to ensure these recreation pressures are appropriately avoided or mitigated.</i></p>	Reflect Duty to Cooperate discussions with Natural England and other Essex authorities regarding the residual recreation impacts on Natura 2000 sites arising from the cumulative impact of plans across Essex.

Change No.	Change Location	Change	Reason for Change
LP16.27	Former paragraph 16.48/now paragraph 16.38	Added the following sentence to the end of the paragraph: <i>Regard should be had to Natural England's standing advice when proposing development within proximity of a recognised biodiversity asset in order to ensure that appropriate measures, commensurate to the importance of the asset are taken to avoid, mitigate, manage or otherwise compensate for harm are taken within the development proposal.</i>	Representations DLP/1481; DLP/1661.
LP16.28	Former Policy NE5/now NE4, part 2	Amended part 2 of former Policy NE5 (now Policy NE4) to the following: <i>Proposals resulting in any direct adverse impacts to biodiversity within Ramsar sites, Special Protection Areas, potential Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest and Ancient Woodland will not normally be permitted be refused unless it can be shown that there is an overriding public interest which necessitates that development occurring in that location.</i>	Representations DLP/2508; DLP/2886 and reflect Duty to Cooperate discussions with Natural England and other Essex authorities regarding the residual recreation impacts on Natura 2000 sites arising from the cumulative impact of plans across Essex.
LP16.29	Former Policy NE5/now NE4, part 3	Added the following new sentence to part 3 to former Policy NE5 (now Policy NE4): <i>2. Proposals resulting in indirect adverse impacts on sites with these designations, such as recreational disturbance, must be fully mitigated through a combination of on-site measures such as the provision of suitable alternative natural green space within the development site, and a financial contribution towards the measures set out in the Essex Coast Recreation Avoidance and Mitigation Strategy (RAMS). A management scheme must be put in place to ensure the on-going maintenance of any on-site mitigation measures.</i>	Representations DLP/2508; DLP/2886 and reflect Duty to Cooperate discussions with Natural England and other Essex authorities regarding the residual recreation impacts on Natura 2000 sites arising from the cumulative impact of plans across Essex.
LP16.30	Former Policy NE5/now NE4, part 4a	Amended part 3a (now 4a) of former Policy NE5 (now NE4) to the following: <i>a. Firstly, it It must be demonstrated that there is a need for the development proposed and harm to biodiversity cannot be avoided through locating the development on an alternative site with less harmful impacts;</i>	Representation DLP/2262.
LP16.31	Former Policy NE5/now NE4, part 3d	Amended part 3d (now 4d) of former Policy NE5 (now NE4) to the following: <i>d. Where it is likely that harm to protected species, or BAP priority species is not fully addressed through a), b) and c)...</i>	Representation DLP/2704.

Change No.	Change Location	Change	Reason for Change
LP16.32	Former paragraph 16.53/now paragraph 16.43	Deleted this paragraph.	Policy NE2 has been replaced and is no longer in reference to areas of higher landscape value.
LP16.33	Former paragraph 16.54/now paragraph 16.44	Amended first sentence to the following: <i>The Historic Environment Characterisation Project (2011) considers the evolution of the Borough, and its landscape over time.</i>	For accuracy.
LP16.34	Insert a new paragraph after former paragraph 16.55 (now paragraph 16.45)	Added the following new paragraph: <i><u>In order to ensure that landscape character is a consideration in the location, design and layout of development proposals within the Borough, a Landscape Character Assessment, which forms part of the Landscape Character and Green Belt Landscape Capacity Study was undertaken in 2014. This provides a clear steer as to the nature and extent of development that may be appropriate outside the main urban areas of the Borough, and should be used as a starting point when preparing detailed development proposals in these locations.</u></i>	Advice of Landscape Consultants.
LP16.35	Replace former Policy NE6 (now NE5)	Replaced former Policy NE6 (now Policy NE5) with the following: <i><u>The landscape character and local distinctiveness of the Borough shall be protected, conserved and, where possible, enhanced. Proposals for development shall take into account the local distinctiveness and the sensitivity to change of the distinctive landscape character area as set out in the Borough's Landscape Character and Greenbelt Landscape Capacity Study (2014), or any subsequent review. Development will be permitted provided that it protects, conserves and, where possible, enhances:</u></i> <i><u>a. The landscape character and local distinctiveness of the area including its historical, biodiversity and cultural character, its landscape features, its scenic quality, its condition and its tranquillity;</u></i> <i><u>b. The distinctive setting of, and relationship between, settlement and buildings and the landscape including important views, landmarks and the degree of openness;</u></i> <i><u>c. The nature conservation value of the area including the composition, pattern and extent of woodland, forests, trees, field boundaries, vegetation and other features;</u></i> <i><u>d. The recreational value of the landscape;</u></i> <i><u>e. The special qualities of rivers, waterways, wetlands and their surroundings; and</u></i> <i><u>f. The topography of the area including sensitive skylines, hillsides and geological features.</u></i>	Advice of Landscape Consultants.

Change No.	Change Location	Change	Reason for Change
LP16.36	Former paragraph 16.62/n now paragraph 16.52	Added the following sentences to the end of this paragraph: <i><u>Meanwhile, the Environment Agency advises that it may be appropriate to restrict new sensitive development (e.g. residential or offices) within 250m of certain permitted activities, such as combustion operations, incinerators, composting operations, anaerobic plants, existing landfill operations and intensive pig and poultry installations to avoid exposure to excess levels of noise, odour, dust and pests.</u></i>	Representation DLP/2887.
LP16.37	Former paragraph 16.63/n now paragraph 16.53	Added to and amended the paragraph to the following: <i><u>The Environment Act 1995 gives local authorities the responsibility to periodically review and assess local air quality and where air quality objectives are unlikely to be achieved, to designate Air Quality Management Areas (AQMs). Subsequently the local authority develops action plans aimed at reducing air pollution. As a result of the review and assessment process, three pollutants have been identified as potential threats to air quality in the Borough. They are Nitrogen Dioxide, Particulate Matter (PM10), Dust and Sulphur Dioxide (SO2). There are no Air Quality Management Areas AQMs designated in the Borough, and -Air quality in the Borough is generally considered to be good - industrial and residential land uses are largely separated thereby minimising potential instances of air quality conflicts. The main source of air pollution in the Borough is therefore from traffic emissions, particularly along major routes and at key junctions. The UK Air Quality Plan identifies a stretch of the A127 where modelling indicates that EU Limit Values for Nitrogen Dioxide emissions are at risk of being exceeded up until 2023. Ongoing primary data collection is therefore underway to assess the extent of this harm. As the type and location of new development will influence traffic generation and the pattern and volume of vehicular movement, impacting on the potential for EU Limit Values to be exceeded, the Council will look to locate new development, particularly those expected to generate a large number of vehicle journeys, to the most accessible locations encouraging alternative travel by active and sustainable travel modes. It will also seek to mitigate the highway impacts of development by improving highway and junction capacity. This will help to prevent congestion which can lead to cars remaining idle or queueing in peak periods. Developers will be expected to contribute towards accessibility and junction capacity improvements as detailed in chapter 9.</u></i>	Reflecting legislation and new evidence on air quality arising from the UK Air Quality Plan 2017.
LP16.38	Former paragraph 16.64/n now paragraph 16.54	Amended the paragraph to the following: <i><u>Increasing rRisks to air quality should also be addressed through tree planting to ameliorate impacts from emissions, and by ensuring the design of new development adopts appropriate</u></i>	For clarification.

Change No.	Change Location	Change	Reason for Change
		<i>energy efficient building techniques, contributing to a reduction of local greenhouse gas emissions and pollution levels.</i>	
LP16.39	Former paragraph 16.66/now paragraph 16.56	Amended the paragraph to the following: <i>There are no EU monitored Noise Agglomerations in the Borough. As the Borough has largely separated land uses, industrial/residential noise quality conflicts are not regarded a major problem, but this will need to remain a consideration <u>as permitted development occurs incrementally over time as granted by the Town and Country Planning (General Permitted Development Order 1995 (as amended), as the Borough grows, and as proposals, such as those for Gardiners Lane South (site allocation H7 and E5), are progressed bringing employment and residential uses into closer proximity through careful planning and design.</u></i>	For clarification.
LP16.40	Former paragraph 16.67/now paragraph 16.57	Amended the paragraph to the following: <i>The South Essex Water Cycle Study indicates that new development in the South Essex area is likely to impact on water quality owing to Essex being the driest county in England. This will require mitigation within new development. The study found that it would be preferable to ensure that water efficiency is achieved in new developments, and that <u>Sustainable Drainage Systems (SUDS) are secured as part of new development proposals in order to minimise impacts on water quality.</u></i>	For readability and clarity.
LP16.41	Former Policy NE7/now Policy NE6, part 1	Amended part 1 to former Policy NE7 (now Policy NE6) to the following: <i>All development proposals must be located and designed in such a manner as to not have cause a significant adverse effect upon the environment, the health of residents or residential amenity by reason of pollution to land, air or water, or as a result of any form of disturbance including, but not limited to noise, light, odour, heat, dust, vibrations and littering.</i>	For readability.
LP16.42	Former Policy NE7/now Policy NE6, part 2	Amended part 2 to former Policy NE7 (now Policy NE6) to the following: <i>New residential <u>and office</u> development, <u>and other forms of development which may be sensitive to excessive exposure to noise, light, odour, heat, dust or vibrations,</u> located near to existing pollutant, noise, odour or light generating uses will be expected to demonstrate that the proposal is compatible, and will not result in unacceptable living standards. <u>Such sensitive uses will not normally be permitted within 250m of uses such as, but not limited to, combustion operations, incinerators, composting operations, anaerobic plants, existing landfill operations, and intensive pig and poultry installations.</u></i>	Representation DLP/2887.

Change No.	Change Location	Change	Reason for Change
LP16.43	Former Policy NE7/now Policy NE6, part 4	Amended part 4 to former Policy NE7 (now Policy NE6) to the following: <i>Planning conditions may be used to manage and mitigate the effects of pollution and/or disturbance arising from development. Where required, conditions limiting hours of construction, opening hours and the movement of construction traffic, and placing requirements on applicants to submit further proposal details will be implemented in order to ensure impacts on the environment and residential amenity are kept within acceptable limits and where possible reduced, both during construction and during ongoing use and occupation.</i>	Representations DLP/7350; DLP/7230; DLP/8029; DLP/7381; DLPQQ/477; DLPQQ/828; DLPQQ/443; DLPQQ/947.
LP16.44	Former paragraph 16.70/now paragraph 16.60	Amended third sentence to the following: <i>...With regard to <u>contaminated land and the pollution of controlled waters</u> the Environment Agency <u>recommends that consideration is given to their guidance on has prepared Groundwater Protection: Principles and Practice (2013GP3), the Model Procedures for the Management of Land Contamination (CLR11) and Guiding Principles for Land Contamination</u> which should be referred to where contamination if such waters is at risk.</i>	Representation DLP/2888.
LP16.45	Former paragraph 16.75/now paragraph 16.65	Amended paragraph as follows: <i>Paragraph 172 of the NPPF states that planning policies should be based on up to date information on the location of major hazards and on the mitigation of the consequences of major accidents. Paragraph 121 states that planning policies and decisions should also <u>ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities of the land and pollution arising from previous uses.</u></i>	For clarity.
LP16.46	New Policy NE9	Added a new Policy NE9 after former Policy NE9 (now NE8) on Development of Agricultural Land: The supporting text reads as the following: <u>Policy Context</u> <i><u>Paragraph 112 of the NPPF requires local planning authorities to consider the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be used in preference to that of higher quality.</u></i>	Policy on Agricultural land sought by Natural England. Content informed by Agricultural Land Classification Topic Paper and representations DLPQQ/796, DLP/5786, DLPQQ/168, DLP/849, DLP/1131, DLP/2510, DLP/9587, DLPQQ/248, DLPQQ/955, DLP/498, DLP/506, DLP/949, DLP/1255, DLP/1295,

Change No.	Change Location	Change	Reason for Change
		<p><u>Evidence Base</u></p> <p><u>Agricultural land is an important natural resource which is vital to sustainable development. The Agricultural Land Classification System was introduced in 1966 and it provides a framework for classifying land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use. Agricultural land is classified into grades 1 to 5 with grade 3 being sub-divided into two further subgrades, 3a and 3b. Agricultural land that is classified as grades 1, 2 or 3a is considered to be the best and most versatile, with grades 3b, 4 and 5 of moderate to poor quality.</u></p> <p><u>Natural England's Agricultural Land Classification Map for the Eastern region shows that there is a small area of land to the south within the Borough that is grade 4, whereas the rest of the land is grade 3. However, it does not provide information relating to the subgrades 3a and 3b.</u></p> <p><u>Natural England expect regard should be had the DEFRA's standing advice entitled Construction Code of Practice for the Sustainable Use of Soils on Construction Sites when considering development proposals on agricultural land within the Borough.</u></p> <p>The Policy reads as the following:</p> <p><u>Development of Agricultural Land</u></p> <p><u>Development of the best and most versatile agricultural land shall be avoided, unless it can be demonstrated to be the most sustainable choice from reasonable alternatives. Where it cannot be avoided, standing advice from Natural England shall be applied.</u></p>	<p>DLP/2298, DLP/2624, DLP/15980, DLP/7155, DLP/20336, DLP/7230, DLPQQ/1011, DLP/11427, DLPQQ/454, DLP/84, DLP/204, DLP/205, DLP/259, DLP/457, DLP/533, DLP/535, DLP/538, DLP/638, DLP/770, DLP/785, DLP/803, DLP/810, DLP/1007, DLP/1058, DLP/1273, DLP/1278, DLP/1302, DLP/1367, DLP/1477, DLP/1509, DLP/1644, DLP/2266, DLP/2290, DLP/2456, DLP/3096, DLP/3541, DLP/9586, DLP/12920, DLP/13856, DLP/13863, DLP/14520, DLP/14575, DLP/15045, DLP/15351, DLP/15597, DLP/16211, DLP/17891, DLP/20335, DLP/20469, DLP/19993, DLP/19993, DLPQQ/72, DLPQQ/73, DLPQQ/77, DLPQQ/159, DLPQQ/402, DLPQQ/403, DLPQQ/215, DLPQQ/371, DLPQQ/351, DLPQQ/554, DLPQQ/440, DLPQQ/458, DLPQQ/467, DLPQQ/550, DLPQQ/559, DLPQQ/576, DLPQQ/1009, DLPQQ/767, DLP/205, DLPQQ/159, DLPQQ/917, DLPQQ/968, DLPQQ/867, DLPQQ/954,</p>

Change No.	Change Location	Change	Reason for Change
			DLPQQ/654, DLP/9839, DLP/2713.
CHAPTER 17: CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT			
LP17.1	Paragraph 17.1	Inserted full stop at end of paragraph.	Corrected typo.
LP17.2	Paragraph 17.3	Amended second sentence to the following: <i>A heritage asset includes designated heritage assets, such as Listed Buildings, Conservation Areas and Scheduled Monuments, and <u>non-designated</u> assets identified by the local planning authority, including those on a local list.</i>	For clarity.
LP17.3	Paragraph 17.9	Amended first sentence to the following: <i>In accordance with national policy, significant weight should be given to the conservation of all designated heritage assets with nationally designated assets being awarded the highest level of protection followed by locally <u>non-designated local</u> assets.</i>	For clarity.
LP17.4	Paragraph 17.12	Amended second and final sentences to the following: <i>The character and appearance of these areas should be preserved and enhanced and development will be expected to have regard to the <u>relevant</u> Conservation Area Appraisals and Management Plans that have been prepared for each Conservation Area. There are a large number of sites of archaeological interests within the Borough which are identified in the Essex Historic Environment Record. They are considered to be a finite resource and the <u>Basildon Borough</u> Historic Environment Characterisation Project suggests that there are likely to be more which remain undiscovered in below-ground deposits.</i>	For clarity.
LP17.5	Paragraph 17.13	Hyphenated " <u>non-designated</u> " in second sentence. Amended third sentence to the following: <i>The Borough can be divided into areas of distinctive historic landscapes which are of faced with varying sensitivities...</i> Amended final sentence to the following: <i>These landscapes are identified in the <u>Basildon Borough</u> Historic Environment Characterisation Project and the <u>Basildon Borough</u> Landscape Character and Green Belt Landscape Capacity Study.</i>	For clarity.
LP17.6	Paragraph 17.14	Inserted comma after " <u>protecting</u> ", another after " <u>seeking</u> " and delete colon after " <u>limited to</u> ;"	For readability.

Change No.	Change Location	Change	Reason for Change
LP17.7	Paragraph 17.16	Amended paragraph to the following: <i>...on the <u>latest local Heritage At Risk Register (HARR) (2013)</u>.</i>	To ensure the plan remains up to date if the HARR is changed.
LP17.8	Policy HE1, Part 2	Amended second sentence of part 2 of Policy HE1 to the following: <i>All new development proposals which would have an impact on the historic environment...</i>	This criterion should apply to all development.
LP17.9	Paragraph 17.20	Amended second sentence of the paragraph to the following: <i>If there is <u>any further needs</u>, the local planning authority has the power to designate it outside the Local Plan process.</i>	For clarity.
LP17.10	Paragraph 17.25	Deleted reference to date of Design Guide (2015) .	To ensure the plan remains up to date if the SPD is changed.
LP17.11	Paragraph 17.30	Amended first and second sentence of paragraph (including footnote) to the following: <i>1257 Listed Buildings²⁷ are scattered around the Borough, but the highest concentration is found within the historic town of Billericay to the north. The Church of St Mary Magdalene in Great Burstead and the Church of St Nicholas in Laindon are <u>the Borough's only Grade I Listed Buildings</u>...</i> <i>²⁷ As of 31 March 2017</i>	For accuracy and emphasis.
LP17.12	Policy HE3, Part 2(a)	Amended part 2a of Policy HE3 to the following: <i><u>Be supported by a Historic Building Survey carried out in accordance with Historic England guidelines, which demonstrates an understanding of the significance of the Listed Building and its setting by describing it in sufficient detail to determine its historic or architectural interest to a level proportionate with its importance;</u></i>	Representation DLP/2706.
LP17.13	Paragraph 17.42	Amended second and third sentence of paragraph to the following: <i>Two are moated sites at Botelers in the Fryerns neighbourhood of Basildon and at <u>the site of the former Basildon Hall, in West Thorpe, Basildon</u>. The third is <u>the multi-period surviving bronze earth works</u> Norsey Wood, Billericay.</i>	For accuracy.
LP17.14	Paragraph 17.43	Amended second sentence of paragraph to the following: <i>The moated site at <u>the former Basildon Hall</u>...</i>	For accuracy.
LP17.15	Paragraph 17.44	Amended third sentence of paragraph to the following:	Representation DLP/2707.

Change No.	Change Location	Change	Reason for Change
		<i>The records cover sites and finds from the Palaeolithic, Mesolithic and Neolithic eras, the Bronze and Iron Ages, as well as from Saxon, Roman, Medieval and Post-medieval periods...</i>	
LP17.16	Paragraph 17.45	Amended first sentence of paragraph to the following: <i>In addition to the HER, information gained from the <u>Basildon Borough</u> Historic Characterisation Project...</i>	For clarity.
LP17.17	Policy HE4, Part 4	Amended part 4 of Policy HE4 to the following: <i>If archaeological remains are to be moved off site impacted upon by development, a programme of excavation...</i>	Representation DLP/2707.
LP17.18	Paragraph 17.55	Amended fourth sentence of paragraph to the following: <i>In seeking to prepared the Local List...</i>	Correct typo.
CHAPTER 18: IMPLEMENTATION			
LP18.1	Paragraph 18.1	Amended paragraph as follows: <i>Paragraph 152 of the NPPF expects local planning authorities to seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development, and net gains across all three. A particular requirement of <u>Local Plans</u> in this regard is set out in paragraph 157 which states that <u>Local Plans</u> should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the NPPF. Paragraph 177 states that it is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is expected that local planning authorities assess district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, <u>included in the Local Plan at the same time.</u></i>	For clarity.
LP18.2	Paragraph 18.4	Amended paragraph to read as follows: <i>An Infrastructure Baseline Report <u>Delivery Plan (IDP)</u> (2018) ⁵ has been prepared to accompany this plan <u>the Local Plan</u>. This identifies the level of current provision of infrastructure within the Borough, and the need for additional infrastructure to support the level and distribution of growth set out in the <u>Local Plan</u>. The Infrastructure Baseline Report has been used to prepare an Infrastructure Delivery Plan (IDP). This <u>It</u> identifies the requirements for infrastructure within the Borough as a whole, and the infrastructure required to support growth in particular settlements</i>	Updated text to reflect progress with IDP since Draft Local Plan was prepared.

Change No.	Change Location	Change	Reason for Change
		<p><i>and on particular development sites. This IDP is likely to evolve over time, as the drivers of need change, and different infrastructure projects receive priority consideration for funding from partner organisations and the Government. It will therefore be maintained as a living document, updated to reflect these changes, and the progress made in delivering the <u>Local Pplan</u> and securing key pieces of infrastructure.</i></p>	
LP18.3	Paragraphs 18.5-18.6	<p>Amended paragraphs to read as follows:</p> <p><i>This Local Plan has been developed alongside the Community Infrastructure Levy (CIL) Charging Schedule. The Whole Plan Viability Assessment (2015) of this plan has also been used to set CIL charges for different types of development, having regard to the need to ensure that development remains generally viable within the Borough. <u>The CIL is expected to raise a proportion of the infrastructure costs</u> It is estimated that the infrastructure requirements identified within the IDP will cost between £166.33m and £267.39m and the CIL is expected to raise a proportion of these infrastructure costs. There is however an infrastructure funding deficit which will need to be addressed if the scale of growth in <u>the Local Plan</u> this plan is to go ahead. This will require the Council to work with service providers such as Essex County Council (highways, drainage, education, adult social care, libraries etc), NHS England, Essex Police and the Environment Agency to secure additional funding. It is likely that a significant element of this additional funding, particularly in relation to highways infrastructure, will need to be secured through joint bids with Essex County Council and neighbouring boroughs to the <u>SELEP</u> South East Local Enterprise Partnership, or directly to Government.</i></p> <p><i>In order to ensure that this infrastructure investment deficit is addressed, development will be phased to align with delivery of <u>infrastructure</u> projects, having regard to the capacity of existing infrastructure within a local area. If a developer seeks to accelerate this phasing it will be necessary for that developer to either fund the infrastructure required directly, or to work with the Council to enhance the bid being made for SELEP/Government funding. It will also be necessary for the developer to work with the Council to ensure that the proposals for a development site meet the requirements of <u>the this Local Plan</u>, or otherwise mitigate harm to the environment, the need for a specific mix of development or the need for on-site infrastructure provision. Where sites are in single ownership, and have a developer/housebuilder on board this is relatively more achievable than on sites with multiple landowners or <u>with</u> more complex requirements.</i></p>	<p>Removed reference to specific cost amounts from the text as the Infrastructure Delivery Plan is a living document, where specific infrastructure requirements may change over the course of the plan period, potentially resulting in a change to the overall costs.</p>
LP18.4	Paragraph 18.7	<p>Added the following to the end of the paragraph:</p>	<p>Resolution R of the 7 December IDG Committee – ways of improving delivery.</p>

Change No.	Change Location	Change	Reason for Change
		<i>Furthermore, it may involve itself in direct delivery of development where it is in the Council's commercial interest to do so. The Council has its own housebuilding company called Sempra Homes in this regard.</i>	
LP18.5	Paragraph 18.8	<p>Inserted new paragraph after paragraph 18.7, which reads as follows:</p> <p><i><u>Some of the sites in the HELAA, and indeed some of the allocations in the Local Plan, are less complex. The preparation of development briefs or masterplans in relation to these sites would be excessive in terms of bringing them forward. However, the financial risks associated with development may still hinder these sites in coming forward. There is therefore the potential for the Council to use its authority to grant Permission in Principle to de-risk brownfield sites on the Brownfield Register, and less complex allocations in the Local Plan, enabling them to be delivered sooner.</u></i></p>	Resolution R of the 7 December IDG Committee – ways of improving delivery.
LP18.6	Policy IMP 1, Part 3	<p>Amended Part 3 of Policy IMP 1 to read as follows:</p> <p><i>Where an identified development site is not likely to come forward within the expected timeframe, the Council will work with partners, and where possible landowners, to prepare a development brief or masterplan for that development site. Any development brief or masterplan prepared will be the subject of legal scrutiny and independent viability appraisal to ensure that it is realistic. Where this fails to result in the site being brought forward within a reasonable timescale, the Council will consider using its Compulsory Purchase Powers to deliver the required development. Additionally, where appropriate, the Council may engage in direct delivery.</i></p>	Resolution R of the 7 December IDG Committee – ways of improving delivery.
LP18.7	Policy IMP 1, Part 4	<p>Inserted a new requirement after Part 3 of Policy IMP 1 to read as follows:</p> <p><i><u>For less complex sites, both allocated and within the urban area, the Council will investigate the potential of permitting 'Permission in Principle' where it has the potential to de-risk sites, and bring forward development.</u></i></p>	Resolution R of the 7 December IDG Committee – ways of improving delivery.
LP18.8	Former paragraph 18.8/now paragraph 18.9	<p>Amended paragraph as follows:</p> <p><i>Paragraphs 203 to 206 of the NPPF set out the Government's policy on planning obligations. These paragraphs reiterate the tests for planning obligations set out in the Community Infrastructure Levy Regulations 2010 (as amended) <u>as well as</u>; restate the principle that planning conditions are preferable to planning obligations. <u>They also</u>; require local authorities to take into account changes in market conditions over time in policies and planning obligations, and make sure they are sufficiently flexible to prevent planned development from being stalled.</i></p>	For clarity.

Change No.	Change Location	Change	Reason for Change
LP18.9	Former paragraph 18.9/now paragraph 18.10	Amended paragraph to read as follows: <i>The planning obligations section of the NPPG sets out guidance on the use of planning obligations. It repeats earlier advice that planning obligations mitigate the impact of unacceptable development to make it acceptable in planning terms. Obligations should meet the tests that they are necessary to make the development acceptable in planning terms, <u>that they are directly related to the development, and that they are fairly and reasonably related in scale and kind</u>. These tests are set out as statutory tests in the Community Infrastructure Levy Regulations 2010 (as amended) and as policy tests in the NPPF.</i>	For clarity.
LP18.10	Former paragraph 18.10/now paragraph 18.11	Amended second sentence of paragraph as follows: <i>...This may be by way of the CIL and/or planning obligations in the form of Section 106 agreements and Section 278 Highway Agreements...</i>	For clarity.
LP18.11	Former paragraph 18.11/now paragraph 18.12	Amended paragraph to read as follows: <i>In terms of identifying the requirements for obligations the Council will use the information and evidence that has already been collected for the preparation of the Core Strategy Preferred Options Report 2012, the Core Strategy Revised Preferred Options Report 2013 (informed by an Infrastructure Capacity Baseline Study 2013), the Draft Local Plan 2016 (informed by an Infrastructure Delivery Plan 2015), and the preparation of this plan which included a review of <u>the in the Infrastructure Capacity Baseline Study Delivery Plan for 20158 and any subsequent updated version of the plan. This will be backed up by consultation and discussions with service providers at the time applications are made.</u> Information was provided by the major infrastructure providers such as Essex County Council for education <u>(including early years childcare)</u> and highways, the local Clinical Commissioning Group/<u>Community Health Partnerships/NHS England</u> for health, Anglian Water, the Environment Agency and the Lead Local Flood Authority for flood protection and water management.</i>	<ol style="list-style-type: none"> 1. Refer to updated evidence base in IDP; 2. Some infrastructure providers have changed their strategies for delivering services and therefore some information gathered for previous Local Plan consultations is no longer fit for purpose; Reference to future versions of the IDP has been included as the infrastructure requirements to support growth may change over the course of the plan period.
LP18.12	Former paragraph 18.12/now paragraph 18.13	Deleted former paragraph 18.12 and replaced with new paragraph (now paragraph 18.13) as follows:	Refers to updated evidence base.

Change No.	Change Location	Change	Reason for Change
		<i>The Whole Plan Viability Assessment has determined that the majority of development within the Borough is viable, taking into account policy requirements including affordable housing, and also the requirement for Section 106 Agreements to be provided on most sites. However, it is recognised that planning obligation requirements, if excessive can affect the viability of development, and therefore some flexibility will need to be shown by the Council where it is demonstrated that the cumulative effects of a number of planning obligations affect the viability of development proposals.</i>	
LP18.13	Former paragraph 18.13/now paragraph 18.14	Amended last sentence of paragraph as follows: <i>... Additionally, it will also consider whether a deferred contributions arrangement can be put in place in relation to affordable housing provision, consistent with the requirements of policy H34H28.</i>	To reflect updated policy numbering.
LP18.14	New paragraph 18.15	Added a new paragraph 18.15 which reads as follows: <i>Policy IMP2 focuses solely on the use of planning obligations in the form of Section 106 agreements and Sections 38 and 278 Highways Agreements. Planning obligations will not be secured to be used to deliver specific infrastructure projects that are identified on the Community Infrastructure Levy Regulation 123 List as they will be paid for by the developer through the Community Infrastructure Levy.</i>	Clarifies S106 and CIL will not be secured for the same pieces of infrastructure and representation DLP/2507.
LP18.15	Policy IMP 2, Part 1	Amended Part 1 of policy IMP 2 to read as follows: <i>New development will be expected to fully mitigate its impact on infrastructure, services and the environment. Such mitigation may be secured through a planning obligation <u>where it is not possible to secure it through the Community Infrastructure Levy or a planning condition</u>, subject to an obligations meeting the requirements of the relevant legislation and national policy.</i>	Clarifies S106 and CIL will not be secured for the same pieces of infrastructure and representation DLP/2507.
LP18.16	Policy IMP 2, Part 2	Amended Part 2 of policy IMP 2 to read as follows: <i>The types of infrastructure that developments may be required to provide such obligations for include, but are not limited to, <u>the following</u>:</i>	Clarification and consistency.
LP18.17	Policy IMP 2, Part 4	Amended last sentence of Part 4 of policy IMP 2 to read as follows: <i>...The Council will also give to consideration to the proportion of affordable housing required, having regard to policy H3428, where a deferred contribution requirement will be applied to any reduced level of provision.</i>	Corrected typo and updated policy numbering.

Change No.	Change Location	Change	Reason for Change
LP18.18	NOTE after Policy IMP 2	Deleted note.	Now dealt with in paragraph 18.15.
LP18.19	Former paragraph 18.17/n now paragraph 18.19	Amended first sentence of paragraph to read as follows: <i>Most proposals for housing development will be required to provide a proportion of affordable housing alongside market housing in accordance with policy H30 H28.</i>	To reflect policy numbering changes.
LP18.20	Policy IMP3, Part 3	Amended part 3 of Policy IMP3 as follows: <i>3. Affordable housing provision should normally reflect the requirement of policy H30 H28 within each phase of development. Variations to this phasing requirement will be accepted only where it can be justified as a consequence of the need for infrastructure and/or the layout of development.</i>	To reflect policy numbering changes.
LP18.21	Former paragraph 18.18/n now paragraph 18.20	Amended paragraph to read as follows: <i>Paragraph 47 of the NPPF expects local planning authorities to boost significantly the supply of land for housing. In fulfilling this responsibility it would be inappropriate for local planning authorities to permit development which blocks development on land which would otherwise be suitable for development, and/or makes inefficient use of land. Paragraph 111 is clear that the efficient use of land is expected. In an area such as Basildon <u>Borough</u> where a significant quantum of land is designated as Green Belt, the efficient use of land enables more land to be retained within the Green Belt whilst ensuring that the needs for sustainable development are met.</i>	Clarity that the policy covers the whole borough.
LP18.22	Former paragraph 18.19/n now paragraph 18.21	Amended last sentence as follows: <i>It is therefore necessary that where an allocated site is brought forward in a piecemeal manner, # <u>each development</u> makes a proportional contribution towards the infrastructure requirements of that allocation, with consideration given to both the need for funding and the need for land within the site to meet infrastructure requirements.</i>	For clarity.
CHAPTER 19: GLOSSARY			
LP19.1	Glossary	Deleted 'Areas of Higher Landscape Value'.	Evidence demonstrates that local landscape areas cannot be justified and are being removed from the Local Plan so do not need to be in Glossary.
LP19.2	Glossary	Inserted new definition for Brownfield Land Register:	To explain role of new statutory requirement.

Change No.	Change Location	Change	Reason for Change
		<i>(BLR) Brownfield Land Registers - Brownfield Land Registers are a statutory requirement and are designed to provide up-to-date and consistent information on sites that local authorities consider to be appropriate for residential development having regard to the criteria set out in <u>Regulation 4 of the Town and Country Planning (Brownfield Land Register) Regulations 2017.</u></i>	
LP19.3	Glossary	Amended definition of Custom Build Homes to: <i><u>Custom build housing is where a builder is contracted by a home owner to create a ‘custom built’ home or where a private individual builds their home as a DIY ‘self-build’ project. The building or completion by persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. This does not include the building of a house on a plot acquired from a person who also builds the house wholly or mainly to plans or specifications decided by the builder/seller, not the future occupier.</u></i>	Matches definition in Housing and Planning Act 2016.
LP19.4	Glossary	Inserted new definition for Eco Industrial Park: <i><u>(EcoIP) An Eco-Industrial Park (also known as a Resource Recovery Park) is an industrial park in which businesses cooperate with each other and with the local community in an attempt to reduce waste and pollution, efficiently share resources (such as information, materials, water, energy, infrastructure, and natural resources), and help achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.</u></i>	To explain the term Eco-Industrial Park as set out in Policy CC7.
LP19.5	Glossary	Inserted new definition for Fabric First Approach: <i><u>Fabric First Approach - The Fabric First approach to energy efficiency means getting the building to do the work by incorporating energy efficiency into the build envelope first rather than using renewable energy technology (e.g. ventilation strategy, heating system).</u></i>	To explain the term Fabric First Approach as advocated by Policy CC6
LP19.6	Glossary	Amended definition of HMO Houses of Multiple Occupation to: <i><u>Occupied by persons who form more than one household and where those persons share (or lack) one or more basic amenity, such as a WC, personal washing and cooking facilities. A property let to 3 or more tenants who form 2 or more households who share a kitchen, bathroom or toilet. This includes a house converted to flats or bedsits which are not wholly self-contained.</u></i>	Amended for consistency with the Housing Act 2004.
LP19.7	Glossary	Inserted new definition for Strategic Open Space as below: <i><u>Strategic Open Space - This is a new, strategic focus for open space provision and investment in areas of identified deficiencies. This strategic approach to open space will help maximise the potential of open spaces to contribute to a more inclusive and sustainable future.</u></i>	Representation DLP/20327.

Change No.	Change Location	Change	Reason for Change
LP19.8	Glossary	<p>Amended definition of self-build homes to:</p> <p><i><u>The building or completion by persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. This does not include the building of a house on a plot acquired from a person who also builds the house wholly or mainly to plans or specifications decided by the builder/seller, not the future occupier. Where the self-builder selects the design they want and then does much of the actual construction work themselves.</u></i></p>	Amended for consistency with the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016).
LP19.9	Glossary	<p>Amended definition of Affordable Housing to:</p> <p><i>Social rented, affordable rented and intermediate housing <u>and Starter Homes</u>, provided to eligible households whose needs are not met by the market.</i></p> <p><i>Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</i></p> <p><i>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</i></p> <p><i>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.</i></p> <p><i>Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</i></p> <p><i>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</i></p> <p><i><u>Starter homes are new dwellings available to first time buyers between the ages of 23 and 40 years of age. Starter homes are to be sold at a discount of at least 20% of the market value and always for less than £250,000 outside of Greater London (and £450,000 in Greater London).</u></i></p>	For clarity.

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		<i>The National Planning Policy Framework states that homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</i>																																																	
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		<u>Basildon Borough Hotel Futures Study</u>	<u>Hotel Solutions</u> <u>2016</u>
		<u>Basildon Borough Housing and Economic Land Availability Assessment (HELAA) Review 2016-2017</u>	<u>Basildon Borough Council</u> <u>2017</u>
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		<u>Basildon Borough Housing Supply Windfall Report</u>	<u>Basildon Borough Council</u> <u>2017</u>
		<u>Basildon Borough Linking Planning, Health and Wellbeing</u>	<u>Basildon Borough Council</u> <u>2017</u>
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		<u>Basildon Borough Local Plan - Final Junction Modelling Results (Working Draft)</u>	<u>Essex Highways</u> <u>2018</u>
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		<u>Basildon Borough Local Plan - Sustainable Accessibility Appraisal (Working Draft)</u>	<u>Essex Highways and Ringway Jacobs</u> <u>2017</u>
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		<u>Basildon Borough Open Space Assessment Gap Analysis</u>	<u>Basildon Borough Council</u> <u>2015</u>
		<u>Basildon Borough Outline Landscape Appraisals of Potential Strategic Development Sites</u>	<u>The Landscape Partnership</u> <u>2017</u>
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LP20.3	Appendix 1: Plans, Strategies and Guidance Documents	<p>Inserted new Plans, Strategies and Guidance Documents on the list as follows:</p> <table border="1"> <thead> <tr> <th>Title</th> <th>Author</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td><i><u>Basildon Borough Corporate Plan 2017-2021</u></i></td> <td><i><u>Basildon Borough Council</u></i></td> <td><i><u>2017</u></i></td> </tr> <tr> <td><i><u>Basildon Borough Draft Housing Strategy 2017-2022</u></i></td> <td><i><u>Basildon Borough Council</u></i></td> <td><i><u>2017</u></i></td> </tr> <tr> <td><i><u>Basildon Borough Draft Local Plan</u></i></td> <td><i><u>Basildon Borough Council</u></i></td> <td><i><u>2016</u></i></td> </tr> <tr> <td><i><u>Digital Communications Infrastructure Strategy</u></i></td> <td><i><u>Department for Culture, Media and Sport</u></i></td> <td><i><u>2015</u></i></td> </tr> <tr> <td><i><u>Economic Plan for Essex</u></i></td> <td><i><u>Essex County Council</u></i></td> <td><i><u>2014</u></i></td> </tr> <tr> <td><i><u>Independent Living for Adults with Disabilities Position Statements</u></i></td> <td><i><u>Essex County Council</u></i></td> <td><i><u>2016</u></i></td> </tr> <tr> <td><i><u>South East Local Enterprise Partnership (SELEP) Strategic Economic Plan</u></i></td> <td><i><u>South East Local Enterprise Partnership (SELEP)</u></i></td> <td><i><u>2014</u></i></td> </tr> </tbody> </table>	Title	Author	Date	<i><u>Basildon Borough Corporate Plan 2017-2021</u></i>	<i><u>Basildon Borough Council</u></i>	<i><u>2017</u></i>	<i><u>Basildon Borough Draft Housing Strategy 2017-2022</u></i>	<i><u>Basildon Borough Council</u></i>	<i><u>2017</u></i>	<i><u>Basildon Borough Draft Local Plan</u></i>	<i><u>Basildon Borough Council</u></i>	<i><u>2016</u></i>	<i><u>Digital Communications Infrastructure Strategy</u></i>	<i><u>Department for Culture, Media and Sport</u></i>	<i><u>2015</u></i>	<i><u>Economic Plan for Essex</u></i>	<i><u>Essex County Council</u></i>	<i><u>2014</u></i>	<i><u>Independent Living for Adults with Disabilities Position Statements</u></i>	<i><u>Essex County Council</u></i>	<i><u>2016</u></i>	<i><u>South East Local Enterprise Partnership (SELEP) Strategic Economic Plan</u></i>	<i><u>South East Local Enterprise Partnership (SELEP)</u></i>	<i><u>2014</u></i>	Amended to reflect more up-to-date and additional Plans, Strategies and Guidance Documents
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LP20.4	Appendix 1: Plans, Strategies and Guidance Documents	<p>Amended the Plans, Strategies and Guidance Documents list to read as follows:</p> <table border="1"> <thead> <tr> <th>Title</th> <th>Author</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td><i><u>Basildon Borough Economic Development Policy</u></i></td> <td><i><u>Basildon Borough Council</u></i></td> <td><i><u>2014</u></i> <i><u>2017</u></i></td> </tr> <tr> <td><i><u>Basildon Borough Infrastructure Delivery Plan (IDP)</u></i></td> <td><i><u>Basildon Borough Council</u></i></td> <td><i><u>2015</u></i> <i><u>2018</u></i></td> </tr> </tbody> </table>	Title	Author	Date	<i><u>Basildon Borough Economic Development Policy</u></i>	<i><u>Basildon Borough Council</u></i>	<i><u>2014</u></i> <i><u>2017</u></i>	<i><u>Basildon Borough Infrastructure Delivery Plan (IDP)</u></i>	<i><u>Basildon Borough Council</u></i>	<i><u>2015</u></i> <i><u>2018</u></i>	Amended to reflect up-to-date Plans, Strategies and Guidance Documents															
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LP20.5	Appendix 2	<p data-bbox="613 234 1104 258">Inserted List of Strategic Housing Allocations:</p> <table border="1" data-bbox="613 293 1675 1166"> <thead> <tr> <th data-bbox="613 309 831 341"><u>Policy Number</u></th> <th data-bbox="837 309 1420 341"><u>Name of Allocation</u></th> <th data-bbox="1426 309 1675 341"><u>Housing Number</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="613 368 831 400"><u>H5</u></td> <td data-bbox="837 368 1420 400"><u>Land West of Gardiners Lane South, Basildon</u></td> <td data-bbox="1426 368 1675 400"><u>790</u></td> </tr> <tr> <td data-bbox="613 416 831 448"><u>H6</u></td> <td data-bbox="837 416 1420 448"><u>Land North of Dry Street, Basildon</u></td> <td data-bbox="1426 416 1675 448"><u>725</u></td> </tr> <tr> <td data-bbox="613 464 831 496"><u>H7</u></td> <td data-bbox="837 464 1420 496"><u>Land North and South of London Road, Vange</u></td> <td data-bbox="1426 464 1675 496"><u>650</u></td> </tr> <tr> <td data-bbox="613 512 831 544"><u>H8</u></td> <td data-bbox="837 512 1420 544"><u>West of Basildon</u></td> <td data-bbox="1426 512 1675 544"><u>300</u></td> </tr> <tr> <td data-bbox="613 560 831 592"><u>H9</u></td> <td data-bbox="837 560 1420 592"><u>Land West of Steeple View, Laindon</u></td> <td data-bbox="1426 560 1675 592"><u>245</u></td> </tr> <tr> <td data-bbox="613 608 831 639"><u>H10</u></td> <td data-bbox="837 608 1420 639"><u>Land East of Noak Bridge, Basildon</u></td> <td data-bbox="1426 608 1675 639"><u>400</u></td> </tr> <tr> <td data-bbox="613 655 831 687"><u>H11</u></td> <td data-bbox="837 655 1420 687"><u>Land North of Noak Bridge, Basildon</u></td> <td data-bbox="1426 655 1675 687"><u>350</u></td> </tr> <tr> <td data-bbox="613 703 831 735"><u>H12</u></td> <td data-bbox="837 703 1420 735"><u>East of Basildon</u></td> <td data-bbox="1426 703 1675 735"><u>2,000</u></td> </tr> <tr> <td data-bbox="613 751 831 783"><u>H13</u></td> <td data-bbox="837 751 1420 783"><u>Land South of Wickford</u></td> <td data-bbox="1426 751 1675 783"><u>1,100</u></td> </tr> <tr> <td data-bbox="613 799 831 831"><u>H14</u></td> <td data-bbox="837 799 1420 831"><u>Land North of Southend Road, Shotgate</u></td> <td data-bbox="1426 799 1675 831"><u>280</u></td> </tr> <tr> <td data-bbox="613 847 831 879"><u>H15</u></td> <td data-bbox="837 847 1420 879"><u>Land South of Barn Hall, Wickford</u></td> <td data-bbox="1426 847 1675 879"><u>540</u></td> </tr> <tr> <td data-bbox="613 895 831 927"><u>H16</u></td> <td data-bbox="837 895 1420 927"><u>Land North of London Road, Wickford</u></td> <td data-bbox="1426 895 1675 927"><u>300</u></td> </tr> <tr> <td data-bbox="613 943 831 975"><u>H17</u></td> <td data-bbox="837 943 1420 975"><u>Land North East of Potash Road, Billericay</u></td> <td data-bbox="1426 943 1675 975"><u>255</u></td> </tr> <tr> <td data-bbox="613 991 831 1023"><u>H18</u></td> <td data-bbox="837 991 1420 1023"><u>South West Billericay</u></td> <td data-bbox="1426 991 1675 1023"><u>2,000</u></td> </tr> <tr> <td data-bbox="613 1038 831 1070"><u>H19</u></td> <td data-bbox="837 1038 1420 1070"><u>Land South of Windmill Heights, Billericay</u></td> <td data-bbox="1426 1038 1675 1070"><u>200</u></td> </tr> <tr> <td data-bbox="613 1086 831 1118"><u>H20</u></td> <td data-bbox="837 1086 1420 1118"><u>Land East of Greens Farm Lane, Billericay</u></td> <td data-bbox="1426 1086 1675 1118"><u>400</u></td> </tr> <tr> <td data-bbox="613 1134 831 1166"><u>H21</u></td> <td data-bbox="837 1134 1420 1166"><u>Land East of Southend Road, Billericay</u></td> <td data-bbox="1426 1134 1675 1166"><u>190</u></td> </tr> </tbody> </table>	<u>Policy Number</u>	<u>Name of Allocation</u>	<u>Housing Number</u>	<u>H5</u>	<u>Land West of Gardiners Lane South, Basildon</u>	<u>790</u>	<u>H6</u>	<u>Land North of Dry Street, Basildon</u>	<u>725</u>	<u>H7</u>	<u>Land North and South of London Road, Vange</u>	<u>650</u>	<u>H8</u>	<u>West of Basildon</u>	<u>300</u>	<u>H9</u>	<u>Land West of Steeple View, Laindon</u>	<u>245</u>	<u>H10</u>	<u>Land East of Noak Bridge, Basildon</u>	<u>400</u>	<u>H11</u>	<u>Land North of Noak Bridge, Basildon</u>	<u>350</u>	<u>H12</u>	<u>East of Basildon</u>	<u>2,000</u>	<u>H13</u>	<u>Land South of Wickford</u>	<u>1,100</u>	<u>H14</u>	<u>Land North of Southend Road, Shotgate</u>	<u>280</u>	<u>H15</u>	<u>Land South of Barn Hall, Wickford</u>	<u>540</u>	<u>H16</u>	<u>Land North of London Road, Wickford</u>	<u>300</u>	<u>H17</u>	<u>Land North East of Potash Road, Billericay</u>	<u>255</u>	<u>H18</u>	<u>South West Billericay</u>	<u>2,000</u>	<u>H19</u>	<u>Land South of Windmill Heights, Billericay</u>	<u>200</u>	<u>H20</u>	<u>Land East of Greens Farm Lane, Billericay</u>	<u>400</u>	<u>H21</u>	<u>Land East of Southend Road, Billericay</u>	<u>190</u>	For ease of reference.
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LP20.6	(Former) Appendix 3: Established Gypsy and Traveller Site Provision in Basildon Borough	Deleted former Appendix 3: Established Gypsy, Traveller and Travelling Showpeople Site/Yard Provision list.	Amended to reflect the decision of the Infrastructure, Growth and Development Committee on 13 February 2018.																																																						

Change No.	Change Location	Change	Reason for Change															
LP20.7	Appendix 3 (formerly Appendix 2)	Changed former Appendix 2 to Appendix 3: Schedule of Local Centres.	For clarity.															
LP20.8	Appendix 5 (now Appendix 4): List of Open Spaces	Amended the table to read as follows: <table border="1" data-bbox="616 395 1637 724"> <thead> <tr> <th>Location Name</th> <th>Location Address</th> <th>Settlement Area</th> <th>Location Ownership</th> <th>Primary Purpose of Land</th> </tr> </thead> <tbody> <tr> <td>Land at front of Mayflower School</td> <td>Stock Road</td> <td>Billericay & Burstead</td> <td>Public Essex Space CC <u>Private</u></td> <td>Amenity Green</td> </tr> <tr> <td>Land behind Mayflower School playing fields</td> <td>Behind Mayflower School, Stock Road</td> <td>Billericay & Burstead</td> <td>Public Essex Space CC <u>Private</u></td> <td>Amenity Green</td> </tr> </tbody> </table>	Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land	Land at front of Mayflower School	Stock Road	Billericay & Burstead	Public Essex Space CC <u>Private</u>	Amenity Green	Land behind Mayflower School playing fields	Behind Mayflower School, Stock Road	Billericay & Burstead	Public Essex Space CC <u>Private</u>	Amenity Green	Representation DLP/924.
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LP20.9	Appendix 5 (now Appendix 4): List of Playing Fields Associated with Education Facilities	Inserted new playing field on the list as follows: <table border="1" data-bbox="616 794 1637 863"> <thead> <tr> <th>School</th> <th>Type of Facility</th> </tr> </thead> <tbody> <tr> <td><u>St John's School</u></td> <td><u>Grass Field</u></td> </tr> </tbody> </table>	School	Type of Facility	<u>St John's School</u>	<u>Grass Field</u>	Amended to rectify previous omission.											
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LP20.10	Appendix 5 (now Appendix 4): List of Open Spaces	Amend the table to read as follows: <table border="1" data-bbox="616 959 1637 1158"> <thead> <tr> <th>Location Name</th> <th>Location Address</th> <th>Settlement Area</th> <th>Location Ownership</th> <th>Primary Purpose of Land</th> </tr> </thead> <tbody> <tr> <td>Land at Daines Road</td> <td>Daines Road/Jacksons Lane</td> <td>Billericay & Burstead</td> <td>Unknown <u>Private</u></td> <td>Amenity Green Space</td> </tr> </tbody> </table>	Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land	Land at Daines Road	Daines Road/Jacksons Lane	Billericay & Burstead	Unknown <u>Private</u>	Amenity Green Space	Representation DLP/1406					
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LP20.11	Appendix 5 (now Appendix 4): List of Open Spaces	Delete the following from the table: <table border="1" data-bbox="616 1225 1637 1321"> <thead> <tr> <th>Location Name</th> <th>Location Address</th> <th>Settlement Area</th> <th>Location Ownership</th> <th>Primary Purpose of Land</th> </tr> </thead> <tbody> </tbody> </table>	Location Name	Location Address	Settlement Area	Location Ownership	Primary Purpose of Land	Representation DLP/1388										
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LP20.12	Appendix 5	Inserted schedule of Local Green Spaces as Appendix 5 to read as follows: Appendix 5 Local Green Spaces <table border="1" data-bbox="613 459 1646 1383"> <thead> <tr> <th><u>Site Reference</u></th> <th><u>Site Name</u></th> <th><u>Size (Ha)</u></th> <th><u>Ward</u></th> </tr> </thead> <tbody> <tr> <td><u>LGS03</u></td> <td><u>Outwood Common Open Space</u></td> <td><u>0.9</u></td> <td><u>Billericay East</u></td> </tr> <tr> <td><u>LGS04</u></td> <td><u>Lake Meadows</u></td> <td><u>16.2</u></td> <td><u>Billericay West</u></td> </tr> <tr> <td><u>LGS05</u></td> <td><u>Sun Corner</u></td> <td><u>4.3</u></td> <td><u>Burstead</u></td> </tr> <tr> <td><u>LGS09</u></td> <td><u>Noak Bridge Coppice</u></td> <td><u>1.7</u></td> <td><u>Crouch</u></td> </tr> <tr> <td><u>LGS11</u></td> <td><u>Steeple View Community Centre</u></td> <td><u>1.6</u></td> <td><u>Crouch</u></td> </tr> <tr> <td><u>LGS12</u></td> <td><u>Steeple View Open Space</u></td> <td><u>2.3</u></td> <td><u>Crouch</u></td> </tr> <tr> <td><u>LGS13</u></td> <td><u>Barrington Gardens Playground</u></td> <td><u>0.2</u></td> <td><u>Fryerns</u></td> </tr> <tr> <td><u>LGS14</u></td> <td><u>Land at Pendle Drive</u></td> <td><u>1</u></td> <td><u>Fryerns</u></td> </tr> <tr> <td><u>LGS15</u></td> <td><u>Fryerns East Recreation</u></td> <td><u>6.8</u></td> <td><u>Fryerns</u></td> </tr> <tr> <td><u>LGS16</u></td> <td><u>Holden Gardens Allotments</u></td> <td><u>1.6</u></td> <td><u>Fryerns</u></td> </tr> <tr> <td><u>LGS19</u></td> <td><u>Pendle Drive Allotments</u></td> <td><u>0.4</u></td> <td><u>Fryerns</u></td> </tr> <tr> <td><u>LGS21</u></td> <td><u>The Hatherley Play area</u></td> <td><u>0.7</u></td> <td><u>Fryerns</u></td> </tr> <tr> <td><u>LGS23</u></td> <td><u>Land at Cooper sales</u></td> <td><u>1.3</u></td> <td><u>Laindon Park</u></td> </tr> <tr> <td><u>LGS24</u></td> <td><u>Manor House Recreation Ground</u></td> <td><u>1</u></td> <td><u>Laindon Park</u></td> </tr> <tr> <td><u>LGS26</u></td> <td><u>Victoria Park</u></td> <td><u>15.6</u></td> <td><u>Laindon Park</u></td> </tr> <tr> <td><u>LGS27</u></td> <td><u>Great Berry Open Space</u></td> <td><u>4.9</u></td> <td><u>Laindon Hills</u></td> </tr> </tbody> </table>					<u>Site Reference</u>	<u>Site Name</u>	<u>Size (Ha)</u>	<u>Ward</u>	<u>LGS03</u>	<u>Outwood Common Open Space</u>	<u>0.9</u>	<u>Billericay East</u>	<u>LGS04</u>	<u>Lake Meadows</u>	<u>16.2</u>	<u>Billericay West</u>	<u>LGS05</u>	<u>Sun Corner</u>	<u>4.3</u>	<u>Burstead</u>	<u>LGS09</u>	<u>Noak Bridge Coppice</u>	<u>1.7</u>	<u>Crouch</u>	<u>LGS11</u>	<u>Steeple View Community Centre</u>	<u>1.6</u>	<u>Crouch</u>	<u>LGS12</u>	<u>Steeple View Open Space</u>	<u>2.3</u>	<u>Crouch</u>	<u>LGS13</u>	<u>Barrington Gardens Playground</u>	<u>0.2</u>	<u>Fryerns</u>	<u>LGS14</u>	<u>Land at Pendle Drive</u>	<u>1</u>	<u>Fryerns</u>	<u>LGS15</u>	<u>Fryerns East Recreation</u>	<u>6.8</u>	<u>Fryerns</u>	<u>LGS16</u>	<u>Holden Gardens Allotments</u>	<u>1.6</u>	<u>Fryerns</u>	<u>LGS19</u>	<u>Pendle Drive Allotments</u>	<u>0.4</u>	<u>Fryerns</u>	<u>LGS21</u>	<u>The Hatherley Play area</u>	<u>0.7</u>	<u>Fryerns</u>	<u>LGS23</u>	<u>Land at Cooper sales</u>	<u>1.3</u>	<u>Laindon Park</u>	<u>LGS24</u>	<u>Manor House Recreation Ground</u>	<u>1</u>	<u>Laindon Park</u>	<u>LGS26</u>	<u>Victoria Park</u>	<u>15.6</u>	<u>Laindon Park</u>	<u>LGS27</u>	<u>Great Berry Open Space</u>	<u>4.9</u>	<u>Laindon Hills</u>	Amended to reflect the findings of the Local Green Space Report 2017
<u>Site Reference</u>	<u>Site Name</u>	<u>Size (Ha)</u>	<u>Ward</u>																																																																								
<u>LGS03</u>	<u>Outwood Common Open Space</u>	<u>0.9</u>	<u>Billericay East</u>																																																																								
<u>LGS04</u>	<u>Lake Meadows</u>	<u>16.2</u>	<u>Billericay West</u>																																																																								
<u>LGS05</u>	<u>Sun Corner</u>	<u>4.3</u>	<u>Burstead</u>																																																																								
<u>LGS09</u>	<u>Noak Bridge Coppice</u>	<u>1.7</u>	<u>Crouch</u>																																																																								
<u>LGS11</u>	<u>Steeple View Community Centre</u>	<u>1.6</u>	<u>Crouch</u>																																																																								
<u>LGS12</u>	<u>Steeple View Open Space</u>	<u>2.3</u>	<u>Crouch</u>																																																																								
<u>LGS13</u>	<u>Barrington Gardens Playground</u>	<u>0.2</u>	<u>Fryerns</u>																																																																								
<u>LGS14</u>	<u>Land at Pendle Drive</u>	<u>1</u>	<u>Fryerns</u>																																																																								
<u>LGS15</u>	<u>Fryerns East Recreation</u>	<u>6.8</u>	<u>Fryerns</u>																																																																								
<u>LGS16</u>	<u>Holden Gardens Allotments</u>	<u>1.6</u>	<u>Fryerns</u>																																																																								
<u>LGS19</u>	<u>Pendle Drive Allotments</u>	<u>0.4</u>	<u>Fryerns</u>																																																																								
<u>LGS21</u>	<u>The Hatherley Play area</u>	<u>0.7</u>	<u>Fryerns</u>																																																																								
<u>LGS23</u>	<u>Land at Cooper sales</u>	<u>1.3</u>	<u>Laindon Park</u>																																																																								
<u>LGS24</u>	<u>Manor House Recreation Ground</u>	<u>1</u>	<u>Laindon Park</u>																																																																								
<u>LGS26</u>	<u>Victoria Park</u>	<u>15.6</u>	<u>Laindon Park</u>																																																																								
<u>LGS27</u>	<u>Great Berry Open Space</u>	<u>4.9</u>	<u>Laindon Hills</u>																																																																								

Change No.	Change Location	Change				Reason for Change
		<u>LGS29</u>	<u>Raphaels/ Rise Park</u>	<u>1.7</u>	<u>Lee Chapel North</u>	
		<u>LGS30</u>	<u>The Frame Play Area</u>	<u>0.2</u>	<u>Lee Chapel North</u>	
		<u>LGS33</u>	<u>Yardeley Playground, off Falstones</u>	<u>0.4</u>	<u>Lee Chapel North</u>	
		<u>LGS34</u>	<u>Great Gregorie Open Space</u>	<u>1.3</u>	<u>Nethermayne</u>	
		<u>LGS35</u>	<u>Renarces, Little Dodden Play Area</u>	<u>1</u>	<u>Nethermayne</u>	
		<u>LGS40</u>	<u>Mill Green Open Space</u>	<u>3.1</u>	<u>Pitsea North West</u>	
		<u>LGS41</u>	<u>Howard Park</u>	<u>2.7</u>	<u>Pitsea South East</u>	
		<u>LGS45</u>	<u>Barstable Open Space</u>	<u>1.8</u>	<u>St Martins</u>	
		<u>LGS46</u>	<u>Mopsies Park</u>	<u>2.7</u>	<u>St Martins</u>	
		<u>LGS49</u>	<u>West Thorpe</u>	<u>2.1</u>	<u>St Martins</u>	
		<u>LGS53</u>	<u>Luncies Road Open Space</u>	<u>1.1</u>	<u>Vange</u>	
		<u>LGS54</u>	<u>Nevendon Recreation Ground</u>	<u>2.4</u>	<u>Wickford</u>	
		<u>LGS55</u>	<u>Land at Hodqson Way, Fanton Chase</u>	<u>1.2</u>	<u>Castledon</u> <u>Wickford North</u>	
		<u>LGS67</u>	<u>Home Meadows (Rickits Memorial)</u>	<u>0.4</u>	<u>Burstead</u>	
		<u>LGS72</u>	<u>The Copse/ Perry Street</u>	<u>0.2</u>	<u>Billericay West</u>	
		<u>LGS83</u>	<u>Walsingham Way at Cranmer Close</u>	<u>0.1</u>	<u>Billericay West</u>	
		<u>LGS17</u>	<u>Holy Cross Recreation Ground</u>	<u>14</u>	<u>Fryerns</u>	
		<u>LGS20</u>	<u>Whitmore Park</u>	<u>4.6</u>	<u>Fryerns</u>	
		<u>LGS25</u>	<u>Presidents Court Open Space</u>	<u>3.6</u>	<u>Laindon Park</u>	
		<u>LGS32</u>	<u>Markhams Chase Recreation Ground</u>	<u>9.5</u>	<u>Lee Chapel North</u>	
		<u>LGS37</u>	<u>Swan Mead</u>	<u>3.2</u>	<u>Nethermayne</u>	

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LP20.13	Deleted Appendices 8-10	Deleted Appendices 8-10 Area Allocation Maps as now site detail is shown in the Regulation 19 Policy Map and Policy Map Changes Booklet 2018.	To improve readability and Representations DLP/7, DLP/79, DLP/1183, DLP/12999, DLP/8, DLP/20, DLP/587 and DLP/586.																								
LP20.14	New Appendix 8	<p>Inserted new Appendix 8: Superseded Policies - supporting text and table:</p> <p><i><u>This sets out the local planning policies originally adopted by Basildon District Council in 1998 (with selected Alterations in 1999), which were saved by a Secretary of State Direction in September 2007 and will be replaced by policies in the Local Plan 2014-2034 with their corresponding references.</u></i></p> <table border="1"> <thead> <tr> <th><u>Policy Ref.</u></th> <th><u>Local Plan Saved Policy 2007</u></th> <th><u>Local Plan 2014-2034 Policy Ref.</u></th> <th><u>Local Plan 2014-2034 Replacement Policy</u></th> </tr> </thead> <tbody> <tr> <td><u>GB1</u></td> <td><u>Definition of Green Belt</u></td> <td><u>GB2</u></td> <td><u>Green Belt Extent</u></td> </tr> <tr> <td><u>GB3</u></td> <td><u>Replacement of Dwellings in Green Belt</u></td> <td><u>GB6</u></td> <td><u>Replacement Dwellings in the Green Belt</u></td> </tr> <tr> <td><u>GB4</u></td> <td><u>Extensions of Dwellings in Green Belt</u></td> <td><u>GB5</u></td> <td><u>Extensions and Alterations to Dwellings in the Green Belt</u></td> </tr> <tr> <td><u>GB5</u></td> <td><u>Definition of a Dwelling</u></td> <td>-</td> <td>-</td> </tr> <tr> <td><u>GB6</u></td> <td><u>Agricultural Workers Dwellings in Green Belt</u></td> <td><u>GB10</u></td> <td><u>Agricultural Workers Dwellings in Green Belt</u></td> </tr> </tbody> </table>	<u>Policy Ref.</u>	<u>Local Plan Saved Policy 2007</u>	<u>Local Plan 2014-2034 Policy Ref.</u>	<u>Local Plan 2014-2034 Replacement Policy</u>	<u>GB1</u>	<u>Definition of Green Belt</u>	<u>GB2</u>	<u>Green Belt Extent</u>	<u>GB3</u>	<u>Replacement of Dwellings in Green Belt</u>	<u>GB6</u>	<u>Replacement Dwellings in the Green Belt</u>	<u>GB4</u>	<u>Extensions of Dwellings in Green Belt</u>	<u>GB5</u>	<u>Extensions and Alterations to Dwellings in the Green Belt</u>	<u>GB5</u>	<u>Definition of a Dwelling</u>	-	-	<u>GB6</u>	<u>Agricultural Workers Dwellings in Green Belt</u>	<u>GB10</u>	<u>Agricultural Workers Dwellings in Green Belt</u>	For ease of reference.
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		<u>GB7</u>	<u>Re-Use of Buildings in the Green Belt</u>	<u>GB7</u>	<u>Change of Use of Buildings in the Green Belt</u>	
		<u>S2</u>	<u>Housing Sites</u>	<u>H1</u> <u>H5</u> <u>H6</u> <u>H7</u> <u>H8</u> <u>H9</u> <u>H10</u> <u>H11</u> <u>H12</u> <u>H13</u> <u>H14</u> <u>H15</u> <u>H16</u> <u>H17</u> <u>H18</u> <u>H19</u> <u>H20</u> <u>H21</u> <u>H22</u> <u>H23</u> <u>H24</u>	<u>Housing Strategy</u> <u>Land West of Gardiners Lane South, Basildon</u> <u>Land North of Dry Street, Basildon</u> <u>Land North and South of London Road, Vange</u> <u>West of Basildon</u> <u>Land West of Steeple View, Basildon</u> <u>Land East of Noak Bridge, Basildon</u> <u>Land North of Noak Bridge, Basildon</u> <u>East of Basildon</u> <u>Land South of Wickford</u> <u>Land North of Southend Road, Shotgate</u> <u>Land South of Barn Hall, Wickford</u> <u>Land North of London Road, Wickford</u> <u>Land North East of Potash Road, Billericay</u> <u>South West Billericay</u> <u>Land South of Windmill Heights, Billericay</u> <u>Land East of Greens Farm Lane, Billericay</u>	
		<u>S3</u>	<u>Areas of Special Reserve</u>	<u>H6</u> <u>H15</u>	<u>Land North of Dry Street, Basildon</u> <u>Land South of Barn Hall, Wickford</u>	

Change No.	Change Location	Change				Reason for Change
		<u>S5</u>	<u>Affordable Housing (1999 Alternations)</u>	<u>H28</u>	<u>Affordable Housing Provision</u>	
		<u>C1</u>	<u>Protected Areas</u>	<u>NE1</u> <u>NE3</u>	<u>Green Infrastructure Strategy</u> <u>Local Wildlife Sites</u>	
		<u>C2</u>	<u>Country Parks</u>	<u>NE2</u>	<u>Country Parks</u>	
		<u>C5</u>	<u>Trees and Woodlands</u>	<u>NE4</u> <u>NE5</u>	<u>Development Impacts on Ecology and Biodiversity</u> <u>Development Impacts on Landscape and Landscape Features</u>	
		<u>C7</u>	<u>The Marshes Area</u>	<u>NE1</u> <u>NE5</u>	<u>Green Infrastructure Strategy</u> <u>Development Impacts on Landscape and Landscape Features</u>	
		<u>C13</u>	<u>Water Wildlife</u>	<u>NE4</u>	<u>Development Impacts on Ecology and Biodiversity</u>	
		<u>C15</u>	<u>Hazardous Substances – Population’s Health and Safety</u>	<u>NE6</u> <u>NE8</u>	<u>Pollution Control and Residential Amenity</u> <u>Ensuring Health and Safety in Development</u>	
		<u>C16</u>	<u>Hazardous Substances – Hazardous Installations</u>	<u>NE8</u>	<u>Ensuring Health and Safety in Development</u>	
		<u>E1</u>	<u>Comprehensive Development Areas – Gardiners Lane South</u>	<u>E5</u>	<u>Land West of Gardiners Lane South</u>	
		<u>E2</u>	<u>Proposed Employment Areas – Terminus Drive, Pitsea</u>	<u>E2</u>	<u>Existing Employment Areas for B2</u>	

Change No.	Change Location	Change				Reason for Change
		<u>E3</u>	<u>Proposed Employment Areas – North of Courtauld Road, Basildon</u>	<u>E2</u>	<u>Existing Employment Areas for B2</u>	
		<u>E4</u>	<u>Existing Employment Areas</u>	<u>E2</u> <u>E4</u> <u>E7</u>	<u>Existing Employment Areas for B2</u> <u>Protection of Existing Employment Areas for B2 Manufacturing and Industrial</u> <u>Rural Enterprise Sites</u>	
		<u>E5</u>	<u>Ford Research and Development Centre</u>	<u>E3</u>	<u>Existing Employment Areas for Research and Development</u>	
		<u>E6</u>	<u>Untidy Industry</u>	<u>E6</u>	<u>Untidy Industrial Zone, Burnt Mills</u>	
		<u>E7</u>	<u>Alternative Uses of Industrial Premises</u>	<u>E10</u>	<u>Non B-Class Employment Development</u>	
		<u>E10</u>	<u>General Employment Policy</u>	<u>E9</u>	<u>Location for Employment Development</u>	
		<u>SH1</u>	<u>New Retail Development – Sequential Test</u>	<u>R1</u> <u>R11</u> <u>R12</u> <u>R14</u>	<u>Retail and Commercial Leisure Strategy</u> <u>Out of Centre Retail Uses</u> <u>Festival Leisure Park and Surroundings</u> <u>Location of Town Centre Uses</u>	
		<u>SH3</u>	<u>Town Centre Development Sites – Land Allocation</u>	<u>R2</u> <u>R3</u> <u>R4</u> <u>R5</u> <u>R6</u>	<u>Basildon Town Centre Regeneration</u> <u>Laindon Town Centre Regeneration</u> <u>Pitsea Town Centre Regeneration</u> <u>Wickford Town Centre Regeneration</u> <u>Billericay Town Centre Enhancement</u>	

Change No.	Change Location	Change			Reason for Change
		<u>SH4</u>	<u>Town Centre Shopping Frontages – Primary Shopping Frontage</u>	<u>R8</u>	<u>Primary Shopping Frontages</u>
		<u>SH5</u>	<u>Town Centre Shopping Frontages – outside Primary Shopping Frontage</u>	<u>R9</u>	<u>Secondary Shopping Frontages</u>
		<u>SH6</u>	<u>Retailing on Industrial Sites</u>	<u>R1</u> <u>R11</u> <u>R14</u>	<u>Retail and Commercial Leisure Strategy</u> <u>Out of Centre Retail Areas</u> <u>Location of Town Centre Uses</u>
		<u>SH7</u>	<u>Local Shopping Centres – New Development and extension to existing</u>	<u>R10</u> <u>R16</u>	<u>Local Centres</u> <u>Local Shops</u>
		<u>SH8</u>	<u>Local Shopping Centres – Protection</u>	<u>R10</u> <u>R16</u>	<u>Local Centres</u> <u>Local Shops</u>
		<u>SH9</u>	<u>Temporary Retail Uses – boot sales, Sunday markets, etc.</u>	<u>R1</u>	<u>Retail and Commercial Leisure Strategy</u>
		<u>TC1</u>	<u>District Wide Town Centre Policy</u>	<u>R1</u> <u>R7</u> <u>R14</u>	<u>Retail and Commercial Leisure Strategy</u> <u>Town Centre Boundaries</u> <u>Location of Town Centre Uses</u>
		<u>TC3</u>	<u>Wickford Town Centre</u>	<u>R5</u>	<u>Wickford Town Centre Regeneration</u>
		<u>TC4</u>	<u>Pitsea Town Centre – Site Allocations</u>	<u>R4</u>	<u>Pitsea Town Centre Regeneration</u>
		<u>TC5</u>	<u>Markets</u>	<u>R1</u>	<u>Retail and Commercial Leisure Strategy</u>

Change No.	Change Location	Change				Reason for Change
		<u>TC6</u>	<u>Residential Development in Town Centres</u>	<u>R1</u>	<u>Retail and Commercial Leisure Strategy</u>	
		<u>R1</u>	<u>Open Space – Protection</u>	<u>NE1</u> <u>HC5</u> <u>HC6</u> <u>HC7</u> <u>HC9</u>	<u>Green Infrastructure Strategy</u> <u>Public Open Spaces</u> <u>Local Green Spaces</u> <u>Allotment Gardens</u> <u>Private Open Spaces – Conditional Access</u>	
		<u>R4</u>	<u>Proposed Open Space – Hannikins Farm, Billericay</u>	=	=	
		<u>R13</u>	<u>Sports Facilities Allocation – Church Road/ Basildon Road, Laindon</u>	<u>NE3</u>	<u>Local Wildlife Sites</u>	
		<u>R15</u>	<u>Golf Courses – Driving Ranges and Siting Conditions</u>	=	=	
		<u>R16</u>	<u>Noisy and Disturbing Sports – Protecting Local Amenity</u>	<u>NE5</u> <u>NE6</u>	<u>Development Impacts on Landscape and Landscape Features</u> <u>Pollution Control and Residential Amenity</u>	
		<u>T5</u>	<u>Public Transport – Improved Facilities at Public Transport Interchanges</u>	<u>T1</u> <u>T4</u>	<u>Transport Strategy</u> <u>Improvements to Public Transport and Services</u>	

Change No.	Change Location	Change				Reason for Change
		<u>BE12</u>	<u>Development Control</u>	<u>DES1</u> <u>DES3</u> <u>DES4</u> <u>DES5</u>	<u>Achieving Good Design</u> <u>Urban Character Areas</u> <u>High Quality Buildings</u> <u>High Quality Landscaping and Public Realm Design</u>	
		<u>BE13</u>	<u>Areas of Special Development Control Policy – Ramsden Bellhouse</u>	<u>DES2</u>	<u>Area of Special Development Control Policy</u>	
		<u>BE14</u>	<u>Areas of Special Development Control Policy – Sugden Avenue, Wickford</u>	<u>DES2</u>	<u>Area of Special Development Control Policy</u>	
		<u>BE15</u>	<u>Areas of Special Development Control Policy – Bowers Gifford</u>	<u>DES2</u>	<u>Area of Special Development Control Policy</u>	
		<u>BE17</u>	<u>Shop Fronts</u>	<u>DES4</u> <u>HE2</u> <u>HE3</u>	<u>High Quality Buildings</u> <u>Conservation Areas</u> <u>Listed Buildings</u>	
		<u>BE18</u>	<u>Advertisements – General</u>	<u>DES7</u>	<u>Managing Advertisements</u>	
		<u>BE19</u>	<u>Advertisements – Green Belt</u>	<u>DES7</u>	<u>Managing Advertisements</u>	
		<u>BE20</u>	<u>Telecommunications</u>	<u>COM2</u>	<u>Determining Applications for Digital Telecommunications Equipment</u>	

Change No.	Change Location	Change				Reason for Change
		<u>BE21</u>	<u>Healthcare Developments (New Primary and Community Health Facilities)</u>	<u>HC1</u> <u>HC10</u>	<u>Healthy Communities Strategy New and Enhanced Community Facilities</u>	
		<u>BE22</u>	<u>Healthcare Developments (Extension to Hospital Facilities)</u>	<u>HC1</u> <u>HC10</u>	<u>Healthy Communities Strategy New and Enhanced Community Facilities</u>	
		<u>BE24</u>	<u>Crime Prevention</u>	<u>DES4</u>	<u>High Quality Buildings</u>	

Basildon Borough Council

Action List

Draft Local Plan to Publication Local Plan

March 2018

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1. Local Plan Consultation Responses - Actions

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
CHAPTER 1: INTRODUCTION			
INT1.7	Review the evidence base.	The Green Belt Review has been reviewed having regard to independent advice provided by the Planning Advisory Service. A Green Belt Topic Paper has also been prepared which considers the requirement for exceptional circumstances to be demonstrated. This includes an assessment of harm at the site level. This has been used, alongside other evidence, to identify the suite of sites included in the publication Local Plan, as recommended.	DLP/306
INT1.11	Keep Green Belt extent under review in the development of the Local Plan.	<p>The Borough's future housing need is based on the findings of the Strategic Housing Market Assessment which was commissioned by the Council in partnership with neighbouring authorities. Policy restrictions, such as Green Belt, are not a factor in calculating the housing need. However they can be a factor in determining the housing target for an area and this has been considered by the Council where it would be unable to accommodate all of its Objectively Assessed Need (OAN) within the urban area.</p> <p>Unmet housing need has not been the only consideration when determining whether revisions to the Green Belt boundary constitutes 'exceptional circumstances'. A sustainability appraisal report has been prepared, which assesses the relative merits of different levels of growth. That appraisal, prepared independently of the Council, concludes that the level of growth set out in the Draft Local Plan is the most sustainable, generating benefits across a range of social, environmental and economic indicators. Lower levels of growth would not result in such sustainable outcomes. Poor outcomes in terms of the economy or social welfare provide justification for not pursuing lower levels of growth, and consequently for accommodating some development in the Green Belt.</p>	DLP/345
PREP1.2	The Council will continue to work with infrastructure partners and will update the Infrastructure	An Infrastructure Delivery Plan (IDP) has been prepared to accompany the Local Plan. This has been prepared in consultation with infrastructure and service providers to ensure that the full	DLP/164, DLP/3145, DLP/3322, DLP/14589, DLP6522

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	extent of infrastructure needs has been identified and where possible planned for. The extent to which infrastructure is planned for in the publication Local Plan, as recommended, depends on the plans of the infrastructure/service providing organisations and the degree of specificity/flexibility they require. Nonetheless, where flexibility is required mechanisms have been provided for dealing with infrastructure needs as and when they arise.	
PREP1.14	Keep Green Belt extent under review in the development of the Local Plan.	<p>The Borough's future housing need is based on the findings of the Strategic Housing Market Assessment (SHMA) which was commissioned by the Council in partnership with neighbouring authorities. Policy restrictions, such as Green Belt, are not a factor in calculating the housing need. However they can be a factor in determining the housing target for an area and this has been considered by the Council where it would be unable to accommodate all of its OAN within the urban area.</p> <p>Unmet housing need has not been the only consideration when determining whether revisions to the Green Belt boundary constitutes 'exceptional circumstances'. A sustainability appraisal report has been prepared, which assesses the relative merits of different levels of growth. That appraisal, prepared independently of the Council, concludes that the level of growth set out in the Draft Local Plan is the most sustainable, generating benefits across a range of social, environmental and economic indicators. Lower levels of growth would not result in such sustainable outcomes. Poor outcomes in terms of the economy or social welfare provide justification for not pursuing lower levels of growth, and consequently for accommodating some development in the Green Belt.</p>	DLP/1476, DLP/1641
PREP1.22	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Paragraph 47 of the National Planning Policy Framework (NPPF) requires Local Planning Authorities to identify key sites which are critical to the delivery of the housing strategy over the plan period while Paragraph 17 states that significant development should be focused in sustainable locations. The Site Allocations within the Draft Local Plan have been identified as the most appropriate	DLP/1082

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		locations for development based on the findings of a range of studies taking into account infrastructure provision, the supply of suitable and deliverable sites, and environmental and historic constraints. Policy SD2 specifically distributes a proportionate amount of growth to each of the main settlements, having regard to the capacity of the environment to accommodate such growth, and the ability to maintain the overall purpose of the Green Belt which is its openness and permanence.	
PREP1.32	Continue to work with partners and stakeholders.	The Council has continued to work with partners and stakeholders to inform the preparation of the Pre-Submission Plan.	DLP/2455
PREP1.36	Consider whether further detail could be given regarding urban land and green belt capacity within each settlement area.	The number of homes that have been built since 2014 and those that have been granted planning permission have been considered in the first instance to limit the loss of Green Belt land. The Borough's finite urban land availability, however, means that the Borough's Green Belt has been considered as the source of the remaining housing units to meet the Borough's objectively assessed housing need.	DLP/3086
PREP1.44	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The consultation for the Lower Thames Crossing route options was run by Highways England and not Basildon Borough Council, therefore objections relating to the Lower Thames Crossing route options cannot be addressed as part of the Basildon Borough Local Plan.	DLP/368DLPQQ/468, DLPQQ/479
PREP1.46	The Council will keep this situation under review in preparing the next version of the Local Plan.	Comment regarding the quality of maps used for the Draft Local Plan consultation have been noted and the quality of the maps for the pre-submission plan have been improved. It will also be possible to access an online version of the map with the function to view greater detail in relation to specific areas within the Borough as well as review selected site detail within the Policies Map Changes Booklet 2018.	DLP/10128, DLPQQ/901, DLPQQ/268, DLPQQ/869, DLPQQ/697, DLPQQ/995, DLPQQ/741, DLPQQ/729, DLPQQ/586, DLPQQ/587
PREP1.53	Consider recommendations.	The evidence base has been expanded further and the Local Plan updated in light of new evidence which addresses comments made including in relation to transport, Green Belt and housing.	DLPQQ/128, DLPQQ/182, DLPQQ/607
PREP1.68	Consider wording changes.	Where possible the Local Plan wording has been changed from 'seeks to' to 'will' in the wording of policies, this cannot be utilised for every policy as some situations will not apply on a case-by-case	DLPQQ/892

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		basis and the policy acts by way of a prompt to ensure the matter is considered.	
CHAPTER 2: POLICY CONTEXT			
PC1.3	Amend paragraphs 2.13 and 2.14 with the appropriate references.	The 'County Policy Context' section has been updated in line with comments received. See change no. LP2.10.	DLP/2511
PC1.8	Amend paragraphs 2.13 and 2.14 with the appropriate references.	Incorrect action corresponded with PC1.8. Comment relates to communications infrastructure. Policy COM1 has therefore been amended to promote the delivery of superfast broadband, and also to be sufficiently flexible to accommodate future advancements in communication technologies. See change no. LP2.10.	DLP/3303
PC1.11	Consider wording changes.	Paragraph 2.16 has been amended to reflect the suggestions made. See change no. LP2.12.	DLP/2487
PC1.15	Consider wording changes.	Paragraph 2.24 has been updated accordingly. See change no. LP2.18.	DLP/3307
PC1.16	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The consultation for the Lower Thames Crossing route options was run by Highways England and not Basildon Borough Council, therefore objections relating to the Lower Thames Crossing route options cannot be addressed as part of the Basildon Borough Local Plan.	DLP/821, DLP/822, DLP/823, DLP/832, DLPQQ/468, DLPQQ/908, DLPQQ/95
CHAPTER 3: SPATIAL CONTEXT			
SP1.1	Amend paragraph 3.10 with the appropriate references.	Paragraph 3.10 has been amended to reflect the suggestion made. See change no. LP3.3.	DLP/2512
SP1.2	Amend paragraph 3.10 with the appropriate references.	Paragraph 3.10 has been amended to reflect the suggestion made. See change no. LP3.3.	DLP/2512
SP1.3	Amend Figure 3.2 with suggested changes.	Amended figure 3.2 accordingly.	DLP/2512
SP1.5	Consider wording changes.	Reference is made and consideration is given in the Local Plan to important aspects of the natural environment as required by the NPPF.	DLP/2680
SP1.7	Consider references to additional plans and strategies.	Consideration has been given to Biodiversity Action Plans, Rights of Way Improvement Plans and Green Infrastructure Strategies within the Local Plan.	DLP/2680
SP1.8	Undertake additional air quality monitoring work, and use this to inform the allocations and any	Additional air quality work has now been undertaken which has informed the site selection process, further details relating to this are detailed within the evidence base.	DLP/2680

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	policy requirements in the submission Local Plan.		
SP1.9	Consider updating evidence base.	Consideration has been given to how environmental gains can be achieved as part of the Natural Environment Chapter.	DLP/2680
SP1.14	Consider wording changes.	Paragraph 3.11 has been amended to reflect the suggestion made. See change no. LP3.4.	DLP/1676, DLP/3336
CHAPTER 4: DRIVERS OF CHANGE			
DC1.1	Change references to 'Southend Airport' to 'London Southend Airport'.	Paragraph 4.19 amended to reflect suggestion made. See change no. LP4.12.	DLP/2513, DLP/3022
DC1.3	Consider wording changes.	Details relating to the Natural Environment and examples of the Borough's vision for a range of potential factors is included within Chapter 5 Vision and Objectives.	DLP/2699
DC1.6	Consider wording changes.	Paragraph 4.10 amended to reflect suggestion made. See change no. LP4.8.	DLP/2858
DC1.7	Apply wording changes.	Paragraph 4.19 amended to reflect suggestion made. See change no. LP4.12.	DLP/3022
DC1.8	Consider wording changes.	Paragraph 4.2 amended to reflect suggestions made. See change no. LP4.2.	DLP/80, DLP/741
DC1.12	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	Additional evidence base work has been carried out, including Green Belt Review (2017), to assess the development potential within the Green Belt, the results of which have been combined with other evidence base work to inform the proposed site allocations in the next version of the Local Plan as detailed in the Housing Options Topic Paper.	DLP/840
DC1.19	Continue to work with partners and stakeholders to inform the preparation of the Pre-Submission Plan.	The background growth scenarios within the transport modelling take into account all the expected growth of neighbouring authorities and consideration to Southend airport has been given in this respect.	DLP/743
DC1.20	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The background growth scenarios within the transport modelling take into account all the expected growth of neighbouring authorities and consideration to the Lower Thames Crossing has been given in this respect.	DLP/744DLPQQ/182, DLPQQ/941, DLPQQ/930, DLPQQ/722

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DC1.21	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The background growth scenarios within the transport modelling take into account all the expected growth of neighbouring authorities and consideration to the Lower Thames Crossing has been given in this respect.	DLPQQ/746, DLPQQ/926
CHAPTER 5: VISION AND OBJECTIVES			
VO1.4	Consider wording changes.	The 'Housing' section in chapter 5 has been amended to reflect the suggestion made. See change no. LP5.7.	DLP/1776
VO1.5	Consider wording changes.	SO6: Delivering New Homes includes the provision of sufficient housing to meet all needs arising in the Borough, specific reference is not required to each need.	DLP/1776
VO1.7	Consider wording changes.	The 'Local Plan vision' text box has been amended to reflect the suggestion made. See change no. LP5.2.	DLP/2233
VO1.8	Consider wording changes.	The 'Infrastructure' section in chapter 5 has been amended to reflect the suggestion made. See change no. LP5.8.	DLP/2233
VO1.11	Consider wording changes.	The 'Infrastructure' section in chapter 5 has been amended to strengthen the vision relating to the environment. See change no. LP5.8.	DLP/2514
VO1.12	Consider wording changes.	The 'Education and Skills' section in chapter 5 has been amended to reflect the suggestion made. See change no. LP5.5.	DLP/2514
VO1.13	Consider wording changes.	The 'Employment and Business section in chapter 5 has been amended to reflect the suggestion made. See change no. LP5.6.	DLP/2514
VO1.14	Consider wording changes.	The 'Infrastructure' section in chapter 5 has been amended to reflect the suggestion made. See change no. LP5.8.	DLP/662, DLP/2514
VO1.15	Consider wording changes.	The 'Health' section in chapter 5 has been amended to reflect the suggestion made. See change no. LP5.9.	DLP/2514
VO1.17	Consider wording changes.	The 'Infrastructure' section in chapter 5 has been amended to reflect the suggestion made. See change no. LP5.8.	DLP/2680
VO1.19	Consider wording changes.	The 'Local Plan vision' text box has been amended to reflect the suggestion made. See change no. LP5.2.	DLP/2859
VO1.20	Consider wording changes.	Strategic Objective SO1 has been amended to reflect the suggestion made. See change no. LP5.12.	DLP/2859
VO1.23	Consider wording changes.	Strategic Objective SO2 has been amended to reflect the suggestion made. See change no. LP5.13.	DLP/2074

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VO1.28	Consider wording changes.	The 'Infrastructure' section in chapter 5 has been amended as necessary to reflect the suggestion made. See change no. LP5.8.	DLP/309
VO1.32	Consider wording changes.	The 'Housing' section in chapter 5, paragraph 5.2, is consistent with paragraph 47 of the NPPF.	DLP/1378
VO1.34	Consider wording changes.	Strategic Objective SO1 has been amended to reflect the suggestions made. See change no. LP5.11 and LP5.12.	DLP/716, DLP/2234
VO1.35	Consider wording changes.	Communication improvements are covered under the text for 'supporting infrastructure to accommodate business needs' within Strategic Objective SO5.	DLP/658
VO1.36	Consider wording changes.	Digital connectivity is covered under reference to infrastructure within Chapter 5 as it comes under communications infrastructure and it is not possible to detail all types of infrastructure within this section when one term can include them all.	DLP/658
VO1.37	Consider wording changes.	Issues detailed within the representation relating to accessibility are detailed within the visions identified as part of paragraph 5.2 and Strategic Objective SO5: Strengthening the Competitiveness of the Local Economy and SO9: Enhancing the Quality of Life for All.	DLP/658
VO1.38	Consider wording changes.	Previously developed land/brownfield land and the protection of biodiversity is detailed within Strategic Objective SO1: Protecting and Enhancing the Quality of the Local Environment and Strategic Objective SO3: Minimise our Impact on the Environment.	DLP/2234
VO1.39	Consider wording changes.	Strategic Objective SO8 has been amended to reflect the suggestion made. See change no. LP5.17.	DLP/2234
VO1.40	Consider wording changes.	Infrastructure covers open space in Strategic Objective SO9: Enhancing the Quality of Life for All.	DLP/2234
CHAPTER 6: ACHIEVING SUSTAINABLE DEVELOPMENT			
SD1.3	Keep Green Belt extent under review in the development of the Local Plan.	The Green Belt Review has been reviewed having regard to independent advice provided by the Planning Advisory Service. A Green Belt Topic Paper has also been prepared which considers the requirement for exceptional circumstances to be demonstrated. This includes an assessment of harm at the site level. This has been used, alongside other evidence, to identify the suite of sites included in the publication Local Plan, as recommended.	DLP/87, DLP/193, DLP/254, DLP/310, DLP/740, DLP/1085, DLP/1224, DLP/1477, DLP/1644, DLP/1804, DLP/2095, DLP/2897, DLP/3007, DLP/3082, DLP/3228, DLP/3559, DLP/5698, DLP/6135, DLP/6413, DLP/7415, DLP/9254, DLP/9651, DLP/9847, DLP/10725, DLP/10769, DLP/14243,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14611, DLP/20370, DLP/14015, DLP/7161, DLP/17970, DLP/18008, DLP/20469, DLP/7349, DLP/20256, DLPQQ/47, DLPQQ/63, DLPQQ/376, DLPQQ/413, DLPQQ/454, DLPQQ/469
SD1.8	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Ongoing engagement with Rochford District Council has taken place through the development of the Local Plan through the South Essex grouping. Opportunities for cross-boundary working have been explored as part of this. At a South Essex level, a memorandum of understanding has been signed, and work is ongoing in relation to strategic planning. In recent months this has involved the development of South Essex 2050 by leaders and chief executives. This has established a long term strategic vision for South Essex which will provide the starting point for strategic planning. To date, joint evidence base has been prepared, or is being prepared, in relation to development needs, and also some environmental matters including flood risk, playing pitches and green infrastructure.	DLP/1942
SD1.10	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	An IDP has been prepared to accompany the Local Plan. This has been prepared in consultation with infrastructure and service providers to ensure that the full extent of infrastructure needs has been identified and where possible planned for. The extent to which infrastructure is planned for in the publication Local Plan, as recommended, depends on the plans of the infrastructure/service providing organisations and the degree of specificity/flexibility they require. Nonetheless, where flexibility is required mechanisms have been provided for dealing with infrastructure needs as and when they arise.	DLP/1, DLP/77, DLP/83, DLP/84, DLP/86, DLP/90, DLP/100, DLP/101, DLP/103, DLP/109, DLP/185, DLP/191, DLP/203, DLP/237, DLP/257, DLP/263, DLP/273, DLP/308, DLP/311, DLP/312, DLP/367, DLP/425, DLP/457, DLP/533, DLP/565, DLP/585, DLP/610, DLP/625, DLP/643, DLP/656, DLP/786, DLP/814, DLP/815, DLP/1082, DLP/1224, DLP/1273, DLP/1278, DLP/1284, DLP/1332, DLP/1458, DLP/1518, DLP/1535, DLP/1653, DLP/1804, DLP/1884, DLP/1906, DLP/1924, DLP/2006, DLP/2121, DLP/2266,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/2413, DLP/2417, DLP/2837, DLP/2842, DLP/2882, DLP/2932, DLP/2947, DLP/2971, DLP/3091, DLP/3092, DLP/3096, DLP/3098, DLP/3135, DLP/3157, DLP/3172, DLP/3189, DLP/3239, DLP/3260, DLP/3319, DLP/3337, DLP/3340, DLP/3344, DLP/3500, DLP/3559, DLP/4287, DLP/4440, DLP/4594, DLP/4786, DLP/5121, DLP/8033, DLP/8213, DLP/8755, DLP/8944, DLP/9068, DLP/9333, DLP/9344, DLP/9354, DLP/9364, DLP/9374, DLP/9397, DLP/9496, DLP/9847, DLP/14283, DLP/14455, DLP/14970, DLP/16219, DLP/16222 DLP/16235, DLP/16283, DLP/16524, DLP/18052, DLP/20187, DLP/20538, DLP/20553, DLP/20559, DLP/20590, DLP/13526, DLP/9931, DLP/16283, DLP/20224, DLP/20477, DLP/20227, DLP/20256, DLP/20191, DLP/20195, DLP/3046, DLP/20195, DLP/20191, DLP/20617, DLPQQ/4, DLPQQ/206, DLPQQ/10, DLPQQ/12, DLPQQ/19, DLP/20228, DLPQQ/22, DLPQQ/25, DLPQQ/31, DLPQQ/32, DLPQQ/33, DLPQQ/43, DLPQQ/46, DLPQQ/49, DLPQQ/50, DLPQQ/63, DLPQQ/72, DLPQQ/73, DLPQQ/74, DLPQQ/76, DLPQQ/77, DLPQQ/164, DLPQQ/79, DLPQQ/81, DLPQQ/83, DLPQQ/85, DLPQQ/95, DLPQQ/96, DLPQQ/243, DLPQQ/100, DLPQQ/101, DLPQQ/102,

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			DLPQQ/105, DLPQQ/106, DLPQQ/107, DLPQQ/108, DLPQQ/117, DLPQQ/118, DLPQQ/119, DLPQQ/129, DLPQQ/139, DLPQQ/141, DLPQQ/144, DLPQQ/146, DLPQQ/147, DLPQQ/149, DLPQQ/151, DLPQQ/155, DLPQQ/157, DLPQQ/160, DLPQQ/170, DLPQQ/172, DLPQQ/187, DLPQQ/189, DLPQQ/206, DLPQQ/190, DLPQQ/192, DLPQQ/193, DLPQQ/195, DLPQQ/197, DLPQQ/200, DLPQQ/260, DLPQQ/299, DLPQQ/310, DLPQQ/362, DLPQQ/424, DLPQQ/433, DLPQQ/488 DLPQQ/527, DLPQQ/544, DLPQQ/307247, DLPQQ/294, DLPQQ/238, DLPQQ/500, DLPQQ/473, DLPQQ/285, DLPQQ/350, DLPQQ/301, DLPQQ/507, DLPQQ/278, DLPQQ/962, DLPQQ/363, DLPQQ/343, DLPQQ/311, DLPQQ/421, DLPQQ/319, DLPQQ/318, DLPQQ/320, DLPQQ/324, DLPQQ/361, DLPQQ/326, DLPQQ/337, DLPQQ/344, DLPQQ/346, DLPQQ/953, DLPQQ/929, DLPQQ/214, DLPQQ/225, DLPQQ/227, DLPQQ/230, DLPQQ/235, DLPQQ/244,

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			DLPQQ/252, DLPQQ/277, DLPQQ/259, DLPQQ/274, DLPQQ/273, DLPQQ/347, DLPQQ/355, DLPQQ/360, DLPQQ/396, DLPQQ/378, DLPQQ/401, DLPQQ/408, DLPQQ/422, DLPQQ/799, DLPQQ/786, DLPQQ/780, DLPQQ/425, DLPQQ/438, DLPQQ/431, DLPQQ/443, DLPQQ/454, DLPQQ/439, DLPQQ/444, DLPQQ/445, DLPQQ/457, DLPQQ/458, DLPQQ/452, DLPQQ/453, DLPQQ/462, DLPQQ/472, DLPQQ/467, DLPQQ/480, DLPQQ/483, DLPQQ/495, DLPQQ/496, DLPQQ/498, DLPQQ/505, DLPQQ/506, DLPQQ/508, DLPQQ/509, DLPQQ/510, DLPQQ/513, DLPQQ/514, DLPQQ/528, DLPQQ/547, DLPQQ/548, DLPQQ/573, DLPQQ/607, DLPQQ/655, DLPQQ/988, DLPQQ/890, DLPQQ/556
SD1.11	The Council will continue to seek proactive cooperation with neighbouring, Greater Essex and Greater London authorities at a Member and Officer level before the plan is finalised.	At a South Essex level, a memorandum of understanding has been signed, and work is ongoing in relation to strategic planning. In recent months this has involved the development of South Essex 2050 by leaders and chief executives. This has established a long term strategic vision for South Essex which will provide the starting point for strategic planning. To date, joint evidence base has been prepared, or is being prepared, in relation to development needs, and also some environmental matters including flood risk, playing pitches and green infrastructure.	DLP/1640, DLP/1789, DLP/1809, DLP/2048, DLP/2274, DLP/2416, DLP/3070, DLP/4593, DLP/13299, DLP/17743, DLPQQ/911

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		<p>At an Essex level, joint work has been undertaken on the Growth and Infrastructure Framework, and associated Economic Growth Model. Essex authorities are also working together to consider Essex wide matters such as a Recreation Avoidance and Mitigation Strategy for the Essex Coast Natura 2000 sites, and considering the need for Transit sites for Gypsies and Travellers. Shared practice is also being developed in relation to the quality of housing delivery in Essex through the recent refresh of the Essex Design Guide, the development of a Developers Protocol and the development of a Viability Protocol.</p> <p>In relation to London, ongoing discussions have taken place with Havering, and they have led on a Statement of Common Ground for the A127 for which all the relevant district and highway authorities are a signatory. Discussions have also taken place with the GLA regarding displaced employment needs, and the Council has engaged with the GLAs consultation on the emerging London Plan Review.</p>	
SD1.15	Amend table to ensure it is correct.	This representation seeks specific amendments to table 8.14 of the Housing Need Topic Paper 2016. However, the information referred to in the representation has now been replaced by information emerging from the SHMA Addendum 2017. No amendment is therefore required in the Local Plan in respect of this representation.	DLP/1809
SD1.17	Continue to work with partners and stakeholders to inform the preparation of the Pre-Submission Plan.	<p>Ongoing engagement with Rochford District Council has taken place throughout the development of the Local Plan through the South Essex grouping. Opportunities for cross-boundary working have been explored as part of this.</p> <p>Ongoing engagement with Essex County Council has taken place throughout the development of the Local Plan through the South Essex grouping, and also on a one to one basis via attendance the Essex Infrastructure Delivery Group and via the Basildon Transport Coordination Group.</p>	DLP/2515, DLP/3024, DLP/2455, DLP/3039

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		At a South Essex level, a memorandum of understanding has been signed, and work is ongoing in relation to strategic planning. In recent months this has involved the development of South Essex 2050 by leaders and chief executives. This has established a long term strategic vision for South Essex which will provide the starting point for strategic planning. To date, joint evidence base has been prepared, or is being prepared, in relation to development needs, and also some environmental matters including flood risk, playing pitches and green infrastructure.	
SD1.18	Continue to work with partners and stakeholders to inform the preparation of the Pre-Submission Plan.	Ongoing engagement with Essex County Council has taken place throughout the development of the Local Plan through the South Essex grouping, and also on a one to one basis via attendance the Essex Infrastructure Delivery Group and via the Basildon Transport Coordination Group.	DLP/2515
SD1.19	Consider wording changes.	The IDP has been updated to reflect additional information provided by a range of service providers.	DLP/2515, DLPQQ/1005
SD1.21	Consider whether further detail could be given within chapter 11 and/or chapter 18 relating to delivery and funding of mitigation measures for biodiversity.	The need for on-site measures is identified within allocation policies in chapter 13, and where there is a Green Infrastructure element this is picked up in the infrastructure delivery plan.	DLP/2712
SD1.22	Consider whether further detail could be given within chapter 16 and/or chapter 11 regarding the implementation of designated site management measures.	A Recreation Avoidance and Mitigation Strategy for the Essex Coast Natura 2000 sites is being developed in conjunction with 10 other Essex LPAs, supported by Natural England. This will ensure that the residual recreation impacts arising from the cumulative development of these areas on the Natura 2000 sites can be appropriately addressed to prevent harm, as required by the Habitat Regulations. Requirements in relation to the role of the RAMS are addressed in chapter 16.	DLP/2712
SD1.23	Consider whether further detail could be given to breakdown the OAN for housing.	In terms of Basildon the need for housing is of the order of 19,440 to 19,720 over a 20 year period. This is based on an uplift of around 28% compared to the demographic baseline, taking into account a market uplift and economic forecasts. This represents around a quarter of the overall housing requirement for the five South Essex	DLP/3024, DLP/4593

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		<p>authorities. A specific uplift in relation to London was not required in this version of the SHMA, as the internal migration levels used were more closely aligned to the internal migration set out in the GLA modelling. Additionally, the recent London Plan Review indicated that London will not be generating an unmet need for housing.</p> <p>Basildon Borough Council has been through a careful review of sites for inclusion in its Local Plan. This has involved the consideration of whether exceptional circumstances exist for releasing land from the Green Belt for development purposes. The tests set out in Calverton Parish Council V Greater Nottingham Councils 2015 have been applied, and an appropriate suite of sites has consequently been identified. This suite of sites goes some way towards securing the homes needed to meet Basildon's OAN for the period to 2034, in accordance with the wider suite of policies in the NPPF, but does not provide a surplus to address the unmet need of others, particularly when delivery issues are taken into account. Basildon Borough Council is not therefore able to accommodate this request at this time.</p> <p>However, it should be noted that in February 2017, the South Essex authorities signed a MoU committing to the preparation of a Strategic Plan for the sub-region. Since that time Leaders and Chief Executives have embarked on visioning work for the area that will provide a strategic vision for the future, and provide a basis for a Joint Strategic Plan. This will be underpinned by work on a pilot Statement of Common Ground addressing matters related to the distribution of development and other cross-boundary matters. The outcomes of this work will form the basis for a future review of the Basildon Local Plan.</p>	
SD1.24	The Council will keep this situation under review in the development of the Local Plan in	These representations seek clarification that the Council is meeting its development needs, especially its housing needs, with preference shown for the upper end of the OAN, as it stood at that time.	DLP/2050, DLP/2210, DLP/2216, DLP/2336, DLP/3024, DLP/3070, DLP/4954

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	the event any evidence or priorities change.	<p>At this time, it is considered that a combination of delivery rates, infrastructure capacity and Green Belt constraint, in particular in relation to the risk of coalescence at the eastern and western ends of the Basildon Urban Area, will prevent the Council meeting its full, objectively assessed need for housing, and consequently the Council will not be able to confirm it is meeting its development needs for housing specifically. This section of the supporting text to policy SD1 has therefore been amended to reflect this position, and the actions the Council will take in partnership with others to resolve unmet need. See change no. LP6.11.</p>	
SD1.25	The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.	<p>Castle Point Borough Council has made a formal request for Basildon to consider meeting an element of their unmet housing need. However, since this request was raised the Castle Point Local Plan has been found unsound, and the SHMA has been updated identifying a different level of need in Castle Point Borough. It is not therefore clear at this time as to the extent of unmet need in Castle Point Borough.</p> <p>Southend has also indicated that Basildon may need to give consideration to higher levels of growth to accommodate unmet need arising from other parts of South Essex, including Southend. At the time the Publication Local Plan was being prepared, Southend had not articulated the scale of any unmet need arising from the Borough, and therefore it was not clear as to the extent of unmet need arising from Southend that Basildon should be considering.</p> <p>In terms of Basildon the need for housing is of the order of 19,440 to 19,720 over a 20 year period. This is based on an uplift of around 28% compared to the demographic baseline, taking into account a market uplift and economic forecasts. This represents around a quarter of the overall housing requirement for the five South Essex authorities. A specific uplift in relation to London was not required in this version of the SHMA, as the internal migration levels used were more closely aligned to the internal migration set out in the</p>	DLP/1390, DLP/2016, DLP/2024, DLP/2029, DLP/2194, DLP/2302, DLP/2416, DLP/2945 DLP/3024, DLP/3070

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		<p>GLA modelling. Additionally, the recent London Plan Review indicated that London will not be generating an unmet need for housing.</p> <p>Basildon Borough Council has been through a careful review of sites for inclusion in its Local Plan. This has involved the consideration of whether exceptional circumstances exist for releasing land from the Green Belt for development purposes. The tests set out in Calverton Parish Council V Greater Nottingham Councils 2015 have been applied, and an appropriate suite of sites has consequently been identified. This suite of sites goes some way towards securing the homes needed to meet Basildon's OAN for the period to 2034, in accordance with the wider suite of policies in the NPPF, but does not provide a surplus to address the unmet need of others, particularly when delivery issues are taken into account. Basildon Borough Council is not therefore able to accommodate this request at this time.</p> <p>However, it should be noted that in February 2017, the South Essex authorities signed a MoU committing to the preparation of a Strategic Plan for the sub-region. Since that time Leaders and Chief Executives have embarked on visioning work for the area that will provide a strategic vision for the future, and provide a basis for a Joint Strategic Plan. This will be underpinned by work on a pilot Statement of Common Ground addressing matters related to the distribution of development and other cross-boundary matters. The outcomes of this work will form the basis for a future review of the Basildon Local Plan.</p>	
SD1.36	Consider wording changes.	The wording change sought is not appropriate, as a Local Plan establishes housing targets based on a planned approach to development. The Neighbourhood Planning Act 2017, when it comes into effect, will require the review of Local Plans on a regular basis.	DLP/117
SD1.45	The Council will keep under review the latest population	An addendum to the SHMA has been prepared which has been used to update the need for housing in the Borough. This has been	DLP/654, DLP/1402, DLP/4593

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	projections and determine how these impact the development requirements of the Borough.	reflected in amendments to the supporting text to policy SD1. See change no. LP6.11.	
SD1.48	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	A Housing Options Topic Paper has been prepared considering all the housing options presented in the Draft Local Plan, and all the alternative options. This Topic Paper was considered in the selection of the final suite of sites for inclusion in the Publication Local Plan.	DLP/654, DLP/2210, DLP/3070, DLP/8028, DLPQQ/149
SD1.50	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>There were submissions made which argued that the OAN should be lower. The OAN has been calculated in accordance with national planning practice requirements set out in the PPG. Recently, these were updated in accordance with the PPG using the most recent CLG sub-national household projections. The OAN for housing increased as a consequence of this, it did not reduce. Furthermore, the consultation draft Standard Methodology for calculating housing need indicated that the SHMA Addendum 2017 was broadly of the correct order.</p> <p>There were submissions which suggested that the scale of need being met within the Green Belt was not appropriate. The Infrastructure, Growth and Development Committee considered this point at their meeting of the 7 December 2017. They concluded that the exceptional circumstances may exist for releasing land from the Green Belt for housing development purposes. They then went on to identify sites where such release would be appropriate. These sites do not provide for the full objectively assessed need, but go some way to meeting it whilst protecting parts of the Green Belt that in their planning judgement are important for preventing the coalescence of the Basildon Urban Area with neighbouring towns.</p> <p>Finally there was a submission that indicated that contributions from windfall should be captured to minimise Green Belt impact. A Windfall Assessment has now been completed and the growth arising from this has been incorporated into the figures presented</p>	DLP/1302, DLP/1224, DLP/1284, DLP/3082, DLP/7493, DLP/20332

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		in policies SD1 and SD2. See change no. LP6.11, LP6.17, LP6.19 and LP6.26.	
SD1.52	Consider wording changes.	<p>These representations seek clarification that the Council is meeting its development needs, especially its housing needs, with preference shown for the upper end of the OAN, as it stood at that time.</p> <p>At this time, it is considered that a combination of delivery rates, infrastructure capacity and Green Belt constraint, in particular in relation to the risk of coalescence at the eastern and western ends of the Basildon Urban Area, will prevent the Council meeting its full, objectively assessed need for housing, and consequently the Council will not be able to confirm it is meeting its development needs for housing specifically. This section of the supporting text to policy SD1 has therefore been amended to reflect this position, and the actions the Council will take in partnership with others to resolve unmet need. See change no. LP6.11.</p>	DLP/1379, DLP/1942, DLP/2017, DLP/2025, DLP/2050, DLP/2075, DLP/2304, DLP/2800, DLP/2846, DLP/3070, DLP/3401, DLP/4343
SD1.53	Keep Green Belt extent under review in the development of the Local Plan.	The Green Belt Review has been reviewed having regard to independent advice provided by the Planning Advisory Service. A Green Belt Topic Paper has also been prepared which considers the requirement for exceptional circumstances to be demonstrated. This includes an assessment of harm at the site level. This has been used, alongside other evidence, to identify the suite of sites included in the publication Local Plan, as recommended.	DLP/26, DLP/83, DLP/93, DLP/1224, DLP/1284, DLP/1367, DLP/1509, DLP/1518, DLP/1535, DLP/1587, DLP/1804, DLP/1844, DLP/1884, DLP/2154, DLP/2205, DLP/2243, DLP/2290, DLP/2413, DLP/2528, DLP/2882, DLP/3092, DLP/3096, DLP/4577, DLP/4594, DLP/5106, DLP/5698, DLP/5871, DLP/7254, DLP/12263, DLP/12487, DLP/12589, DLP/12596, DLP/12805, DLP/12920, DLP/13046, DLP/13145, DLP/13295, DLP/13361, DLP/13443, DLP/13450, DLP/13464, DLP/13741, DLP/13856, DLP/13863, DLP/14014, DLP/14234, DLP/14243, DLP/14264, DLP/14336, DLP/14455, DLP/14477, DLP/14520, DLP/14557, DLP/14575, DLP/14631

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			DLP/14663 DLP/14706, DLP/14710 DLP/14725,DLP/12209, DLP/14745, DLP/14786 DLP/14859 DLP/14885 DLP/14901 DLP/14920 DLP/14971 DLP/14997 DLP/15015 DLP/15045 DLP/15090 DLP/15569 DLP/15742 DLP/15784 DLP/15845 DLP/15881 DLP/15888 DLP/15983 DLP/16051 DLP/16169 DLP/16172 DLP/16213 DLP/16220 DLP/16222 DLP/16251 DLP/20230, DLP/7909, DLP/19273, DLP/19291, DLP/19301, DLP/19320 DLPQQ/164, DLPQQ/206, DLPQQ/362, DLPQQ/94, DLPQQ/118, DLPQQ/120, DLPQQ/125, DLPQQ/160, DLPQQ/202, DLPQQ/203, DLPQQ/265, DLPQQ/332, DLPQQ/446, DLPQQ/477, DLPQQ/527, DLPQQ/551, DLPQQ/285, DLPQQ/350, DLPQQ/301, DLPQQ/221, DLPQQ/276, DLPQQ/363, DLPQQ/343, DLPQQ/314, DLPQQ/315, DLPQQ/334, DLPQQ/237, DLPQQ/368, DLPQQ/407, DLPQQ/405, DLPQQ/396, DLPQQ/389, DLPQQ/824, DLPQQ/469, DLPQQ/480, DLPQQ/541, DLPQQ/663, DLPQQ/914, DLPQQ/731
SD1.67	The Council will keep this situation under review in the development of the Local Plan.	The Council has reviewed the ability of brownfield sites, and more generally the urban area to meet the housing needs of the Borough. It remains the case that there is insufficient brownfield land, and	DLP/19, DLP/1654, DLP/2266, DLP/2528, DLP/3091, DLP/3172, DLP/3611, DLP/4214, DLP/13497,

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		land in the urban areas to meet the full, objectively assessed need for housing. Therefore a mix of sites is required, including some sites which sit in the current extent of the Green Belt. To deliver housing supply over the plan period, it is necessary for greenfield sites to be delivered alongside brownfield sites rather than sequenced until after brownfield sites are delivered. No changes are therefore required to the Local Plan in respect of these representations.	DLP/18385, DLP/13953, DLPQQ/129, DLPQQ/265, DLPQQ/910, DLPQQ/844, DLPQQ/721, DLPQQ/691, DLPQQ/913
SD1.69	The Council will keep under review the latest population projections and determine how these impact the development requirements of the Borough.	The Local Plan has been amended to reflect the evidence set out in the SHMA Addendum 2017. See change no. LP6.11.	DLP/2075, DLP/12487
SD1.73	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	<p>The Infrastructure, Growth and Development Committee considered the evidence in relation to it in terms of the sites available to contribute towards the supply of housing over the plan period at its meeting of the 7 December 2017. At that time it applied planning judgement to determine those sites which should be removed from the Green Belt in order to improve the Housing Land Supply position. It is those sites which make up the housing land supply in the Local Plan.</p> <p>At this time, it is considered that a combination of delivery rates, infrastructure capacity and Green Belt constraint, in particular in relation to the risk of coalescence at the eastern and western ends of the Basildon Urban Area, will prevent the Council meeting its full, objectively assessed need for housing, and consequently the Council will not be allocating sites above and beyond what is needed to meet the full, objectively assessed need. This section of the supporting text to policy SD1 has therefore been amended to reflect this position, and the actions the Council will take in partnership with others to resolve unmet need. See change no. LP6.11.</p>	DLP/1735, DLP/2332

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SD1.74	The Council will keep this situation under review in the development of the Local Plan.	The Council has prepared and published a brownfield land register in accordance with the Brownfield Land Register Regulations.	DLP/1735
SD1.80	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The Council does not seek to hold back any sites which may contribute towards housing supply unless there is a need for the development of that site to be aligned to a particular infrastructure project. The Gardiners Lane South site requires the relocation of the playing pitches which currently occupy the site, and also the provision of a primary school. Realistically, it is therefore unlikely to contribute significantly to the five year housing land supply, as these matters need to be overcome, and no progress has been made by the landowner in the physical delivery of these measures since this representation was made.	DLP/4214
SD1.81	Consider wording changes.	This representation sought for the housing target to be expressed as a minimum. As the housing target now sits below OAN, it is considered that this amendment is appropriate, and policy SD1 has been amended accordingly. See change no. LP6.14.	DLP/2929
SD1.93	Consider updating evidence base.	The SHMA Addendum 2017 contains an appropriate vacancy rate, which has been factored into the calculation of housing need.	DLP/3043
SD1.94	Consider reviewing evidence base.	The Green Belt Review has been reviewed having regard to independent advice provided by the Planning Advisory Service. A Green Belt Topic Paper has also been prepared which considers the requirement for exceptional circumstances to be demonstrated. This includes an assessment of harm at the site level. This has been used, alongside other evidence, to identify the suite of sites included in the publication Local Plan, as recommended.	DLP/3082
SD1.97	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The Green Belt Review has been reviewed having regard to independent advice provided by the Planning Advisory Service. A Green Belt Topic Paper has also been prepared which considers the requirement for exceptional circumstances to be demonstrated. This includes an assessment of harm at the site level. This has been used, alongside other evidence, to identify the suite of sites included in the publication Local Plan, as recommended. As part of the matters considered, the robustness of the resultant Green Belt boundary has been addressed in the harm assessment. Some	DLP/3082

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		amendments to the proposed site extents have been made to ensure the robustness of Green Belt boundaries into the future. For example, site H24 has been extended to allow the road network to form the Green Belt boundary. Site H25 meanwhile has been removed, as it was an incursion into the Green Belt with no clear constraint on further incursion.	
SD1.98	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	A Housing Options Topic Paper has been prepared considering all the housing options presented in the Draft Local Plan, and all the alternative options. This Topic Paper was considered in the selection of the final suite of sites for inclusion in the Publication Local Plan.	DLP/3082, DLP/12483
SD1.99	Consider updating evidence base.	Errors noted. Site specific Outline Landscape Appraisals have been prepared in relation to each potential development site. These have reviewed the evidence and appraised the suitability of development on each site in landscape terms.	DLP/3082, DLP/3086
SD1.100	The Council will keep this situation under review in the development of the Local Plan.	The concern related to the Green Belt evidence is noted. An independent review by PAS was undertaken to ensure that it is sufficiently robust, and this has resulted in some changes to the presentation of result, and the parcelling of land. However, the overall approach and methodology was found to be sound and consistent with those undertaken elsewhere. Additionally, a Green Belt Topic Paper has also been prepared which considers the requirement for exceptional circumstances to be demonstrated. This includes an assessment of harm at the site level. This has been used, alongside other evidence, to identify the suite of sites included in the publication Local Plan.	DLP/3082, DLP/14455, DLP/18128
SD1.101	Consider whether a separate policy is required for self-build homes.	The self-build register has been operating for just over a year. This shows a relatively small demand only for self-build plots in Basildon Borough. Three sites have been identified for the specific provision of self build plots, with capacity far exceeding that identified through the register. This is addressed in the housing chapter of the Local Plan. See change no. LP6.26.	DLP/3082, DLP/9891
SD1.105	The Council will keep this situation under review in the	The Local Plan generates an unmet need for housing, and consequently there has been a need to engage with neighbouring	DLP/3082

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	development of the Local Plan in the event any evidence or priorities change.	<p>authorities. However, they find themselves in a similar situation with Green Belt and Infrastructure capacity being constraining features. In order to address these issues in the longer-term, work is ongoing at a South Essex level to create new opportunities for growth.</p> <p>At a South Essex level, a memorandum of understanding has been signed, and work is ongoing in relation to strategic planning. In recent months this has involved the development of South Essex 2050 by leaders and chief executives. This has established a long term strategic vision for South Essex which will provide the starting point for strategic planning. To date, joint evidence base has been prepared, or is being prepared, in relation to development needs, and also some environmental matters including flood risk, playing pitches and green infrastructure.</p>	
SD1.108	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	A Housing Options Topic Paper has been prepared considering all the housing options presented in the Draft Local Plan, and all the alternative options. This Topic Paper was considered in the selection of the final suite of sites for inclusion in the Publication Local Plan.	DLP/2960, DLP/2956
SD1.116	The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.	There is no legal requirement to consult each time the evidence base changes. This would prevent a plan ever being put in place. However, the Council does engage with its neighbours regularly as part of the plan-making process, in particular in relation to housing, especially as the SHMA has been prepared across the Housing Market Area.	DLP/2800
SD1.117	Consider whether a separate policy is required, explaining the exceptional circumstances for Green Belt revisions.	Policies need to be justified, they do not need to include their justification. There is no need to amend policy SD1 in relation to this representation.	DLP/2800
SD1.120	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	It is not the intention of the Council to phase development. However, it is the intention of the Council to ensure that development is aligned with the delivery of infrastructure that supports growth and does not exacerbate current deficiencies. This will consequently lead to some phasing of development, as	DLP/3044

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		<p>development will in some locations be held back by the lack of infrastructure, or the project timetable associated with infrastructure provision. Given the strongly expressed concerns of residents through consultation, and the evidence of infrastructure capacity as shown by the Transport Modelling, the A127 Route Management Strategy and the IDP, the Council considers it is more than justified in this approach.</p> <p>Furthermore, the Council is required to demonstrate that its plan is effective. Whilst developers may indicate that their site can be delivered straight away, the reality is that this is seldom the case, as it is necessary to traverse the planning application process, and in some cases wait for infrastructure to be provided, or environmental management work such as species relocation to occur before delivery can commence. The Council therefore uses a standard method to estimate when development of a site may commence, and the rate at which it may be delivered at. This is normal practice for planning authorities, and is intended to provide a realistic trajectory, and not hold developments back if they can advance quicker. There is nothing in the Local Plan to suggest that it would hold sites back in such instances.</p> <p>No amendments to the Local Plan are required in relation to this representation.</p>	
SD1.126	Continue to work with partners and stakeholders.	The Council has continued to stay in contact with, and meet with the GLA as the plan has been progressed.	DLP/3246
SD1.127	Consider wording changes.	Ongoing work with neighbouring authorities is essential as part of the Duty to Cooperate process. The Duty does not end when the plan is submitted, and ongoing work may well result in the need for the Local Plan to be reviewed at some stage. However, this is not fatal given that the Neighbourhood Planning Act requires regular reviews of Local Plans going forward in any event. It is not therefore considered appropriate, and may actually result in the Local Plan being found unsound, for reference to the Duty to Cooperate to be	DLP/3401

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		removed from policy SD1. The amendment sought has not therefore been made.	
SD1.130	Consider updating evidence base.	<p>The Housing Needs Topic Paper was published for the entire period of consultation on the Draft Local Plan. The SHMA 2016 was published shortly thereafter, but contained the same needs figures for Basildon Borough.</p> <p>Since that time the SHMA has been updated to capture the most recent CLG Household Projections. The SHMA Addendum 2017 was published in June 2017, and has informed the Publication Local Plan.</p>	DLP/4593
SD1.131	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	At a South Essex level, a memorandum of understanding has been signed, and work is ongoing in relation to strategic planning. In recent months this has involved the development of South Essex 2050 by leaders and chief executives. This has established a long term strategic vision for South Essex which will provide the starting point for strategic planning. To date, joint evidence base has been prepared, or is being prepared, in relation to development needs, and also some environmental matters including flood risk, playing pitches and green infrastructure.	DLP/4593
SD1.133	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>This site was included within the New and Alternative sites consultation. It was also subject to Sustainability Appraisal, landscape, ecology, archaeology assessments etc.</p> <p>At the meeting of the 7 December, officers recommended that the site be excluded from inclusion in the plan due to sustainability, access and Green Belt concerns. However, Members sought for the site to be subject to further review. Independent review of this site took place in January 2018. The outcomes of this review highlights potential for the wider area around this site to contribute towards housing provision in the Borough, although elements of the neighbourhood area should be excluded from development for flood risk and landscape purposes. However, development in this location and of this scale would significantly erode the Green Belt gap between Wickford and Basildon leading to settlement</p>	DLP/5038, DLP/7389 DLP/7404, DLP/8030, DLP/8035, DLP/8210, DLP/20243

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		coalescence. For this reason this site is not included within the Publication Local Plan.	
SD1.135	Continue to work with partners and stakeholders.	There has been a degree of ongoing engagement with Parish Councils during the preparation of the Local Plan, with regular reporting to the Association of Local Council's at their meetings. There has also been one-to-one meetings with some of the Parish Councils, including Ramsden Bellhouse Parish Council and Bowers Gifford and North Benfleet Parish Council (Neighbourhood area). However, it is clear that the aspirations of some Parish Council's do not align with that of the Council, and that objections will remain in relation to the proposals in the Publication Local Plan.	DLP/5698, DLP/4512
SD1.136	Continue to work with partners and stakeholders to inform the preparation of the Pre-Submission Plan.	<p>At a South Essex level, a memorandum of understanding has been signed, and work is ongoing in relation to strategic planning. In recent months this has involved the development of South Essex 2050 by leaders and chief executives. This has established a long term strategic vision for South Essex which will provide the starting point for strategic planning. To date, joint evidence base has been prepared, or is being prepared, in relation to development needs, and also some environmental matters including flood risk, playing pitches and green infrastructure.</p> <p>Separately, a Statement of Common Ground has been signed by all Highway and Local Planning Authorities along the A127, seeking joint working and joint funding bids for improvements along that route.</p> <p>At a county wide level meanwhile, a joint strategic approach is being taken to the impacts of growth on the Essex Coast Natura 2000 sites through the preparation of a joint RAMS. The Council has signed a memorandum of understanding committing to this work.</p>	DLP/5871, DLP/3145, DLP/3322DLPQQ/22, DLPQQ/118, DLPQQ/120, DLPQQ/182, DLPQQ/368, DLPQQ/474, DLPQQ/435, DLPQQ/996
SD1.142	Consider wording changes.	Ongoing work with neighbouring authorities is essential as part of the Duty to Cooperate (DtC) process. The Duty does not end when the plan is submitted, and ongoing work may well result in the need for the Local Plan to be reviewed at some stage. However, this is not fatal given that the Neighbourhood Planning Act requires	DLP/163

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		regular reviews of Local Plans going forward in any event. It is not therefore considered appropriate, and may actually result in the Local Plan being found unsound, for reference to the Duty to Cooperate to be removed from policy SD1. The amendment sought has not therefore been made.	
SD2.4	Consider wording changes	All cross-referencing errors have been resolved.	DLP/437, DLP/3310
SD2.33	Review should changes to evidence base arise	The distribution of growth across the Borough has been reviewed having regard to a) the newly assessed need for housing in the SHMA Addendum 2017, and b) the suitability of sites for development. Broadly, the distribution of development focuses the majority of growth around the main urban area of Basildon, with Billericay and Wickford making substantial, but proportionally smaller contributions. It is considered that the evidence base supports this distribution of growth across the Borough.	DLP/1467, DLP/2851, DLP/4605, DLP/14648, DLP/14665, DLP/14692, DLP/14701, DLP/14712, DLP/14715, DLP/14729, DLP/14749, DLP/14755
SD2.37	Undertake additional air quality monitoring work, and use this to inform the allocations and any policy requirements in the submission Local Plan.	Additional air quality monitoring has been undertaken in the proximity of development sites. The outcomes of this are set out in the Air Quality Topic Paper. This was used to inform the site selection process for the Local Plan.	DLP/1160, DLP/2055 DLPQQ/792
SD2.40	Consider reviewing evidence base.	The need for gypsy and traveller accommodation, and the potential for accommodating that need has been reviewed in light of the revised PPTS, and the consultation responses to the Draft Local Plan. This updated evidence has been used to inform the policies related to Gypsies and Travellers in the Publication Local Plan.	DLP/1317, DLP/1606, DLP/1921, DLP/2813, DLP/2834, DLP/2953, DLP/3495 DLP/4720
SD2.48	Await the findings of updated evidence.	<p>The NPPF sets out the matters to be considered when calculating OAN. It would therefore be inconsistent with national policy to exclude migration figures from the calculation. To do so would result in the plan being found unsound.</p> <p>The NPPF and the PPTS expects the Council to plan for the need of travellers. It would be inconsistent with national policy to not seek to plan for these needs. It would potentially also amount to discrimination, contrary to the requirements of the Public Sector Equality Duty. The plan could therefore also be potentially challenged as being unlawful.</p>	DLP/1231

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SD2.49	Await the findings of updated evidence.	The need for gypsy and traveller accommodation in the Borough has been reviewed in light of the revised definition of what constitutes a gypsy and traveller. The outcomes of this assessment, combined with the effects of the enforcement action at Dale Farm have seen the population of gypsies and travellers in the Borough fall, and the future need for pitches has consequently also fallen. Nonetheless, there is still a need to be planned for of the order of 52 pitches.	DLP/1743, DLP/1412
SD2.50	Keep Green Belt extent under review in the development of the Local Plan	The Green Belt Review has been reviewed having regard to independent advice provided by the Planning Advisory Service. A Green Belt Topic Paper has also been prepared which considers the requirement for exceptional circumstances to be demonstrated. This includes an assessment of harm at the site level. This has been used, alongside other evidence, to identify the suite of sites included in the publication Local Plan, as recommended.	DLP/1231, DLP/4579, DLP/4595
SD2.55	Consider recommendation.	The evidence base has been reviewed, and whilst some additional land has been identified for development purposes around Billericay, the overall distribution of development has not changed due to the increased need for housing arising from the SHMA, and the availability of land and infrastructure to the South of the Borough, and the Green Belt, landscape and infrastructure constraints that exist to the north of the Borough.	DLP/3310
SD2.57	Review the evidence base.	The Infrastructure, Growth and Development Committee considered the evidence in relation to it in terms of the sites available to contribute towards the supply of housing over the plan period at its meeting of the 7 December 2017. At that time it applied planning judgement to determine those sites which should be removed from the Green Belt in order to improve the Housing Land Supply position. It is those sites which make up the housing land supply in the Local Plan. It is noted that the Committee did not support the allocation of the site promoted in this representation.	DLP/1404
SD2.61	Review if changes to the evidence base arise.	As part of the work to progress the Local Plan from Draft to Publication, the capacity of sites in Billericay to accommodate growth has been reviewed. Generally, the densities applied to sites has been reviewed to ensure land use efficiency, whilst also	DLP/1753, DLP/2851, DLP/2398

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		reflecting the character of the area. Furthermore, all new and alternative site options have been appraised, and considered in terms of their potential to contribute towards the Borough's housing land supply. Finally, a High Level Development Framework has been prepared to address how growth at South West Billericay can secure a relief route for Billericay town centre. Combined, this work has identified the potential for additional development in Billericay. However, due to the overall increased need arising from the SHMA, the proportion of growth arising from Billericay is largely unchanged. Revised figures for Billericay are included in policy SD2.	
SD2.64	Review the evidence base.	Site level ecology surveys have been prepared for each potential strategic development site in the period 2015 – 2017. It is this evidence which has been used to inform the sites selected for inclusion in the Local Plan.	DLP/2236DLPQQ/674
SD2.70	Review if changes to the evidence base arise.	The Infrastructure, Growth and Development Committee considered the evidence in relation to it in terms of the sites available to contribute towards the supply of housing over the plan period at its meeting of the 7 December 2017. At that time it applied planning judgement to determine those sites which should be removed from the Green Belt in order to improve the Housing Land Supply position. It is those sites which make up the housing land supply in the Local Plan. As a matter of planning judgement, not all available sites were considered suitable for allocation, with the reasons varying depending on the location and conditions of individual sites.	DLP/2072, DLP/2968
SD2.80	Consider wording changes.	This representation seeks flexibility in the number of homes identified for delivery in each settlement within policy SD2. It is appropriate that this flexibility is introduced, as it may be possible for some sites to deliver a few more homes, or for delivery expected later or beyond the plan period to occur sooner than expected if conditions are right and infrastructure is delivered. In order to address this, the total capacity for each area is identified in policy SD2. This means that the capacity which is expected to occur beyond the plan period is identified for that settlement in the event it comes forward sooner than expected. Additionally, an	DLP/2504

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		unattributed windfall allowance has been introduced, which may occur in any of the settlements. See change no. LP6.26.	
SD2.81	Consider wording changes.	This consultee considered that criterion 5 of policy SD2 be too prescriptive. However, as it currently stands the land is located within the Green Belt, and therefore the policy needs to be exceptionally justified. It cannot be the case therefore that the policy is un-prescriptive in the amount of land released or the use of the land required, because otherwise it cannot be exceptionally justified. The change sought in this representation is not therefore appropriate.	DLP/2930
SD2.91	Review if changes to the evidence base arise.	As part of the work to progress the Local Plan from Draft to Publication, the capacity of all sites in the Borough to accommodate growth has been reviewed. Generally, the densities applied to sites has been reviewed to ensure land use efficiency, whilst also reflecting the character of the area. Furthermore, all new and alternative site options have been appraised, and considered in terms of their potential to contribute towards the Borough's housing land supply. Finally, High Level Development Frameworks have been prepared to address how complex sites at SW Billericay, East Basildon and Gardiners Lane can be delivered. Combined, this work has identified the potential for additional development in various locations across the Borough. However, due to the overall increased need arising from the SHMA, the proportion of growth distributed to each settlement is largely unchanged. Revised figures for each settlement are included in policy SD2.	DLP/3404
SD2.92	Review if changes to the evidence base arise.	As part of the work to progress the Local Plan from Draft to Publication, the capacity of all sites in the Borough to accommodate growth has been reviewed. Generally, the densities applied to sites has been reviewed to ensure land use efficiency, whilst also reflecting the character of the area. Furthermore, all new and alternative site options have been appraised, and considered in terms of their potential to contribute towards the Borough's housing land supply. Finally, High Level Development Frameworks have been prepared to address how complex sites at SW Billericay, East Basildon and Gardiners Lane can be delivered. Combined, this	DLP/4605DLPQQ/434

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		work has identified the potential for additional development in various locations across the Borough. However, due to the overall increased need arising from the SHMA, the proportion of growth distributed to each settlement is largely unchanged. Revised figures for each settlement are included in policy SD2.	
SD2.93	Consider reviewing the evidence base and the development potential of the entire Hovefields area.	A Housing Options Topic Paper has been prepared considering all the housing options presented in the Draft Local Plan, and all the alternative options. This Topic Paper was considered in the selection of the final suite of sites for inclusion in the Publication Local Plan.	DLP/5037
SD2.95	Consider wording changes.	References to the Dunton area of the Borough have been reviewed for consistency throughout.	DLP/5873
SD2.105	Review if changes to the evidence base arise.	<p>The Infrastructure, Growth and Development Committee considered the evidence in relation to it in terms of the sites available to contribute towards the supply of housing over the plan period at its meeting of the 7 December 2017. At that time it applied planning judgement to determine those sites which should be removed from the Green Belt in order to improve the Housing Land Supply position. It is those sites which make up the housing land supply in the Local Plan. As a matter of planning judgement, not all available sites were considered suitable for allocation, with the reasons varying depending on the location and conditions of individual sites.</p> <p>As part of those considerations it was judgement of the committee that the risk of coalescence between the Basildon Urban Area and West Horndon was significant given the proposals for the Dunton Hills Garden Village being pursued by Brentwood. The site at Dunton was therefore excluded from inclusion in the Publication Local Plan on Green Belt grounds.</p>	DLPQQ/991, DLPQQ/376
SD2.109	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in	An infrastructure delivery plan has been prepared to accompany the Local Plan. This has been prepared in consultation with infrastructure and service providers to ensure that the full extent of infrastructure needs has been identified and where possible planned for. The extent to which infrastructure is planned for in the	DLPQQ/3, DLPQQ/24, DLPQQ/31, DLPQQ/37, DLPQQ/39, DLPQQ/64, DLPQQ/77, DLPQQ/362, DLPQQ/86, DLPQQ/94, DLPQQ/98, DLPQQ/125, DLPQQ/146, DLPQQ/155,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	delivering the plan and securing key pieces of infrastructure.	publication Local Plan, as recommended, depends on the plans of the infrastructure/service providing organisations and the degree of specificity/flexibility they require. Nonetheless, where flexibility is required mechanisms have been provided for dealing with infrastructure needs as and when they arise.	DLPQQ/170, DLPQQ/177, DLPQQ/181, DLPQQ/183, DLPQQ/188, DLPQQ/202, DLPQQ/203, DLPQQ/323, DLPQQ/456, DLPQQ/551, DLPQQ/51, DLPQQ/84, DLPQQ/92, DLPQQ/142, DLPQQ/161, DLPQQ/163, DLPQQ/191, DLPQQ/199, DLPQQ/304, DLPQQ/340, DLPQQ/433, DLPQQ/782, DLPQQ/309, DLPQQ/285, DLPQQ/448, DLPQQ/289, DLPQQ/329, DLPQQ/218, DLPQQ/287, DLPQQ/205, DLPQQ/207, DLPQQ/221, DLPQQ/204, DLPQQ/210, DLPQQ/283, DLPQQ/291, DLPQQ/465, DLPQQ/313, DLPQQ/312, DLPQQ/314, DLPQQ/315, DLPQQ/317, DLPQQ/327, DLPQQ/328, DLPQQ/345, DLPQQ/334, DLPQQ/342, DLPQQ/351, DLPQQ/212, DLPQQ/275, DLPQQ/224, DLPQQ/308, DLPQQ/231, DLPQQ/229, DLPQQ/290, DLPQQ/368, DLPQQ/253, DLPQQ/254, DLPQQ/256, DLPQQ/261, DLPQQ/263, DLPQQ/280, DLPQQ/348, DLPQQ/269, DLPQQ/388, DLPQQ/407, DLPQQ/376, DLPQQ/357, DLPQQ/367, DLPQQ/369, DLPQQ/396,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/389, DLPQQ/373, DLPQQ/474, DLPQQ/475, DLPQQ/381, DLPQQ/386, DLPQQ/394, DLPQQ/397, DLPQQ/417, DLPQQ/413, DLPQQ/412, DLPQQ/416, DLPQQ/415, DLPQQ/419, DLPQQ/426, DLPQQ/846, DLPQQ/804, DLPQQ/428, DLPQQ/427, DLPQQ/455, DLPQQ/437, DLPQQ/454, DLPQQ/441, DLPQQ/470, DLPQQ/481, DLPQQ/460, DLPQQ/469, DLPQQ/467, DLPQQ/483, DLPQQ/471, DLPQQ/482, DLPQQ/486, DLPQQ/489, DLPQQ/501, DLPQQ/503, DLPQQ/515, DLPQQ/516, DLPQQ/517, DLPQQ/518, DLPQQ/520, DLPQQ/523, DLPQQ/524, DLPQQ/525, DLPQQ/532, DLPQQ/534, DLPQQ/538, DLPQQ/539, DLPQQ/540, DLPQQ/541, DLPQQ/549, DLPQQ/557, DLPQQ/559, DLPQQ/561, DLPQQ/562, DLPQQ/560, DLPQQ/914
SD2.111	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	An infrastructure delivery plan has been prepared to accompany the Local Plan. This has been prepared in consultation with infrastructure and service providers to ensure that the full extent of infrastructure needs has been identified and where possible planned for. The extent to which infrastructure is planned for in the publication Local Plan, as recommended, depends on the plans of the infrastructure/service providing organisations and the degree of	DLPQQ/343, DLPQQ/335, DLPQQ/272, DLPQQ/352, DLPQQ/423, DLPQQ/432, DLPQQ/436, DLPQQ/461, DLPQQ/972, DLPQQ/931

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		specificity/flexibility they require. Nonetheless, where flexibility is required mechanisms have been provided for dealing with infrastructure needs as and when they arise.	
CHAPTER 7: BUILDING A STRONG, COMPETITIVE ECONOMY			
CHP7.2	Review supporting text of Chapter 7.	The chapter has been reviewed to take into consideration the results of the South Essex Economic Development Needs Assessment and other new evidence to ensure the overall need for employment land is implicitly clear.	DLP/4657
E1.2	Amend supporting text to include reference to A127 A Growth Corridor: an Economic Plan, and any subsequent updates to that strategy.	The text included in this part of the chapter has been reviewed to make it specific to the Economic Development Policies contained within it. However, the A127 A Growth Corridor: an Economic Plan has been captured in the Policy Context section for the entire Local Plan.	DLP/2526
E1.3	Amend text to include county context.	The text included in this part of the chapter has been reviewed to make it specific to the Economic Development Policies contained within it. However, the County Context has been captured in the Policy Context and Sustainable Development sections for the entire Local Plan.	DLP/2526
E1.20	Use the outcomes of the Car Parking Study to update policy TS8 accordingly to ensure car parking provision in employment areas and town centres is sufficient to support economic growth.	The Council commissioned a car parking capacity and intervention study which identified existing and future capacities of car parks within town centres, at railway stations and employment areas. A new policy has been included within the Local Plan to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP8.22.	DLP/670, DLPQQ/363
E1.23	Amend the Local Plan to reflect the findings of the EDNA.	The chapter has been reviewed to take into consideration the results of the South Essex Economic Development Needs Assessment (EDNA) and other new evidence including the Essex Grow-on Space Feasibility Study and the London Industrial Growth Strategy to ensure the policies are based on the most up to date evidence available and to ensure the overall need for employment land in the Borough is implicitly clear.	DLP/3247
E1.24	Ensure that the alignment of homes and jobs within the Local	The ratio of new homes to new jobs has been explored in greater detail as part of the revised Economic Development chapter. The 8,600 jobs referred to in the Draft Local Plan were in fact B-class	DLP/3342, DLP/3095, DLP/3404

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Plan is correct, having regard to EDNA and SHMA update.	jobs only and not the total amount of jobs expected to be created throughout the plan period. This relationship is now explained in the chapter which states that a total need of 42ha of employment land will be provided, which on its own will provide 10,100 B-class employment jobs. However, when combined with employment forecasts for sectors outside B-class uses (such as retail, leisure, health and public services etc.), this will contribute to an overall provision of around 20,000 new jobs in the Borough over the plan period. The increase in jobs has largely come from a change in the forecast demand for employment uses in the future meaning that more Office and light Industrial uses are expected to be required, which provide more jobs per square metre. However, a consideration of the needs of existing businesses to grow into larger premises, and the opportunity to meet some displaced or unmet employment needs coming out of London have also been considered, which has also increased the total job numbers expected.	
E1.25	Consider providing increased flexibility in policy E8 to enable safeguarded land to be brought forward for employment use sooner if evidenced by the EDNA.	The safeguarded area on land to the east of Basildon to extend the Burnt Mills industrial estate is no longer proposed. However, Chapter 7 has been amended to provide greater detail and clarity over how the total employment land supply is expected to be delivered, and how this will equate into overall job numbers. A total land supply of 77.6ha is expected to deliver the overall need for 42ha over the plan period in order to account for windfall losses and churn. Given that the demand for employment land over the plan period is less than 60% of the total supply, this should provide more than enough flexibility to ensure employment needs are met during the plan period. Also, the need has been broken down into component B-class uses to ensure there is sufficient suitable land allocated to meet needs for offices, manufacturing and industrial, and storage and distribution.	DLP/3412
E1.26	Consider providing increased flexibility in policy E8 to enable safeguarded land to be brought	The evidence base for economic development including the Employment Land and Premises Study 2013, the South Essex Economic Development Needs Assessment 2017, and the Council's Draft Economic Development Policy sets out considerations in	DLP/3412

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	forward for employment use sooner if evidenced by the EDNA.	<p>relation to the determination of the Borough's strategic economic position, the key business and employment drivers, as well as the necessary scale and opportunities for providing employment land to meet needs over the plan period.</p> <p>The Economic Development Needs Assessment (EDNA) 2017 provides a fully guidance compliant, robust evidence base to support the development and refresh of planning policy and economic development strategy of the south Essex authorities, including Basildon Borough, and it provides additional, more recent economic evidence supporting the refinement of the new Local Plan. The EDNA complements the Basildon Borough Employment Land & Premises Study (ELPS) 2013 with regards to the total land supply that is required in order to meet the Borough's employment needs.</p>	
E1.34	Amend the text to better reflect the positive impact larger employers have within the local economy.	The consultation response raised concerns regarding reference within paragraph 7.11 to reduce the dependency on larger multi-nationals and support SMEs and new business opportunities. The <i>Essex County Council Grow-On Space Feasibility Study 2016</i> reveals that there is a mismatch between the supply of, and demand for, grow-on space across Essex, for both office and industrial space as this particular component of local need is invisible to generic employment forecasts. As a result, a further 9ha of need has been forecasted for Basildon Borough, and Policy E1 has been updated accordingly to reflect the results of the study. See change no. LP7.8.	DLP/4658
E1.35	Update policies in chapter 7 to reflect the findings of the EDNA once available.	The evidence base for economic development including the Employment Land and Premises Study 2013, the South Essex Economic Development Needs Assessment 2017, and the Council's Draft Economic Development Policy sets out considerations in relation to the determination of the Borough's strategic economic position, the key business and employment drivers, as well as the necessary scale and opportunities for providing employment land to meet needs over the plan period.	DLP/4658

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>The Economic Development Needs Assessment (EDNA) 2017 provides a fully guidance compliant, robust evidence base to support the development and refresh of planning policy and economic development strategy of the south Essex authorities, including Basildon Borough, and it provides additional, more recent economic evidence supporting the refinement of the new Local Plan. The EDNA complements the Basildon Borough Employment Land & Premises Study (ELPS) 2013 with regards to the total land supply that is required in order to meet the Borough's employment needs.</p>	
E1.36	Update policies in chapter 7 to reflect the findings of the EDNA once available.	<p>The evidence base for economic development including the Employment Land and Premises Study 2013, the South Essex Economic Development Needs Assessment 2017, and the Council's Draft Economic Development Policy sets out considerations in relation to the determination of the Borough's strategic economic position, the key business and employment drivers, as well as the necessary scale and opportunities for providing employment land to meet needs over the plan period.</p> <p>The Economic Development Needs Assessment (EDNA) 2017 provides a fully guidance compliant, robust evidence base to support the development and refresh of planning policy and economic development strategy of the south Essex authorities, including Basildon Borough, and it provides additional, more recent economic evidence supporting the refinement of the new Local Plan. The EDNA complements the Basildon Borough Employment Land & Premises Study (ELPS) 2013 with regards to the total land supply that is required in order to meet the Borough's employment needs.</p>	DLP/4658
E1.41	Where appropriate, introduce phasing to the economic development sites set out in chapter 7 to address concerns about congestion on the A127.	It is considered that the requirements of Policy IMP 3: Phasing of Development, are sufficient to ensure that infrastructure delivery is better aligned with development, and is therefore brought forward in a timely manner. No further action is therefore required.	DLP/20280

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
E1.46	Consider wording changes.	<p>This representation recommended opportunities for accommodating demand from support services to London Gateway be taken into account to ensure suitable sites are available.</p> <p>It has been recognised within policy that the land potential in the Basildon Borough also means that an opportunity exists to meet either displaced or unmet employment growth needs coming out of Greater London. An additional 5ha of need from Greater London is therefore going to be planned for. See change no. LP6.8.</p>	DLP/2228
E1.52	Amend the Local Plan to reflect the findings of the EDNA.	<p>The evidence base for economic development including the Employment Land and Premises Study 2013, the South Essex Economic Development Needs Assessment 2017, and the Council's Draft Economic Development Policy sets out considerations in relation to the determination of the Borough's strategic economic position, the key business and employment drivers, as well as the necessary scale and opportunities for providing employment land to meet needs over the plan period.</p> <p>The Economic Development Needs Assessment (EDNA) 2017 provides a fully guidance compliant, robust evidence base to support the development and refresh of planning policy and economic development strategy of the south Essex authorities, including Basildon Borough, and it provides additional, more recent economic evidence supporting the refinement of the new Local Plan. The EDNA complements the Basildon Borough Employment Land & Premises Study (ELPS) 2013 with regards to the total land supply that is required in order to meet the Borough's employment needs.</p>	DLPQQ/774
E1.56	Amend the Local Plan to reflect the findings of the EDNA.	<p>The evidence base for economic development including the Employment Land and Premises Study 2013, the South Essex Economic Development Needs Assessment 2017, and the Council's Draft Economic Development Policy sets out considerations in relation to the determination of the Borough's strategic economic position, the key business and employment drivers, as well as the</p>	DLP/3246

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>necessary scale and opportunities for providing employment land to meet needs over the plan period.</p> <p>The Economic Development Needs Assessment (EDNA) 2017 provides a fully guidance compliant, robust evidence base to support the development and refresh of planning policy and economic development strategy of the south Essex authorities, including Basildon Borough, and it provides additional, more recent economic evidence supporting the refinement of the new Local Plan. The EDNA complements the Basildon Borough Employment Land & Premises Study (ELPS) 2013 with regards to the total land supply that is required in order to meet the Borough's employment needs.</p>	
E2.3	Use the outcomes of the Carking Parking Study to update policy TS8 accordingly to ensure car parking provision in employment areas and town centres is sufficient.	The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations have been used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.	DLP/7360
E2.5	Delete points l, m and n of policy E2.	Points l, m and n of policy E2 have been deleted. See change no. LP7.16.	DLP/2777
E2.7	Ensure policies in chapter 8 can flexibly accommodate complementary uses.	This representation sought for flexibility in relation to future uses of an existing employment area due to an existing resolution to grant planning permission for leisure Uses. The new Local Plan is intended to guide future development. Accordingly, the ELPS concluded that existing employment areas in the borough are still operating effectively and viably as employment locations on the whole, and in, the future employment land supply-demand balance shows that there is sound justification for the continued protection of existing employment areas in accordance with the NPPF. No further action is therefore required in this regard.	DLP/5469

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
E5.2	Amend policy E5 to make clear that any existing open space on site lost to employment development should be re-provided.	This representation raised a concern that policy E5 does not specifically require the relocation of the open spaces currently on site. The relocation of the open spaces would be secured through the cross reference to policy H7 (now H5), which does set out the requirement in this regard. See change no. LP7.25.	DLP/50
E5.5	Amend policy E5 to specify office uses as an acceptable form of employment development.	This representation sought for employment uses to be restricted to B1 uses on the site, to prevent harm to residential amenity. It is however considered that criterion 'd' (now 'c') of Policy E5 adequately deals with preventing harm to residential amenity. No further action is therefore required in this regard.	DLP/4226
E6.2	Amend part d of policy E6 as requested by Historic England	This representation sought an amendment to Policy E6: Terminus Drive. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/717
E6.3	Amend policy E6 to include a cross reference to policy NE5.	This representation sought an amendment to Policy E6: Terminus Drive. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/2716
E6.6	Amend policy E6 to exclude the element of the site with permission for a waste management facility.	This representation sought an amendment to Policy E6: Terminus Drive. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/748
E7.3	Revise wording of policy E7 to make masterplanning requirements clear.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/714
E7.4	Use archaeological advice to inform SA process.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/714
E.7.8	Introduce phasing into the submission Local Plan, having regard to discussions with ECC on infrastructure requirements.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/2152, DLP/9876

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
E7.9	Use updated VISUM model and associated modelling and mitigation report to amend the highways requirements associated with site H10/E7 accordingly.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/2152
E7.12	Amend policy E7 to make clear that the masterplanned approach advocated in policy H10 is also required for employment development in this location.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/2543
E7.16	Reconsult the HSE in relation to the pipeline in allocation H10/E7 to ensure that the rules have been correctly interpreted.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/9839
E7.19	Consider the consequences of the proposals on the settlement of Dunton and residential amenity of residents in this location. Consider 1) opportunities for mitigation; and 2) Evidence based approach to considering impacts. An approach which is inconsistently applied would fail at examination.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/9839, DLP/20280
E7.20	Undertake further engagement with Brentwood Borough to determine a shared approach to the Green Belt which best preserves the strategic gap between Basildon and West Horndon.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/9839
E7.22	Contact wedding business operators in this location to understand their views on the	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the	DLP/9839, DLP/9835,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	implications of development at E7/H10	updated evidence base. No further action is therefore required in this regard.	
E7.24	Amend policy E7 to make clear that the masterplanned approach advocated in policy H10 is also required for employment development in this location.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/9876
E7.25	Review historic evidence, and if appropriate seek advice on whether mitigation is required.	This representation sought an amendment to Policy E7: Dunton Extension. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/9876
E8.6	Reconsider the wording of the safeguarding element of policy E8 to provide flexibility over the time of release to align with emerging development or infrastructure needs.	This representation raised objections to safeguarding of the majority of this employment site beyond the plan period. There is however no longer a requirement to safeguard this employment site beyond the plan period and Policy E8 (now E6) has been amended accordingly. See change no. LP7.26.	DLP/3394
E8.7	Amend policy E8 to reflect the outcomes of joint working with the County Council on highways evidence.	The Highway Authority encouraged Basildon Council to align growth in this location with the provision of highway infrastructure. Basildon Borough Council has signed up to a Statement of Common Ground between all authorities along the A127, and work is advancing on the review of the A127 Route Management Strategy.	DLP/2533
E9.1	Consider wording changes to policy E9.	Rochford District Council raised concerns regarding the extension, expansion or intensification of uses at Annwood Lodge Rural Enterprise Site E9 (now E7) on neighbouring uses at Michelins Farm in Rochford. Criterion 3 of Policy E9 (now E7) sets out the types of uses that will be supported within the borough's Rural Enterprise Sites. It is considered that the impact of development can be fully managed by the policies set out in the plan without amendment.	DLP/3025
E9.2	Consider wording changes to Policy E9.	Rochford District Council raised concerns regarding the extension, expansion or intensification of uses at Annwood Lodge Rural Enterprise Site E9 (now E7) on neighbouring uses at Michelins Farm in Rochford. Criterion 3 of Policy E9 (now E7) sets out the types of uses that will be supported within the borough's Rural Enterprise	DLP/3025

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Sites. It is considered that the impact of development can be fully managed by the policies set out in the plan without amendment.	
E9.4	Consider whether a westward extension of the Bluehouse Farm site would be appropriate.	<p>The evidence base for economic development including the Employment Land and Premises Study 2013, the South Essex Economic Development Needs Assessment 2017, and the Council's Draft Economic Development Policy sets out considerations in relation to the determination of the Borough's strategic economic position, the key business and employment drivers, as well as the necessary scale and opportunities for providing employment land to meet needs over the plan period.</p> <p>The Economic Development Needs Assessment (EDNA) 2017 provides a fully guidance compliant, robust evidence base to support the development and refresh of planning policy and economic development strategy of the south Essex authorities, including Basildon Borough, and it provides additional, more recent economic evidence supporting the refinement of the new Local Plan. The EDNA complements the Basildon Borough Employment Land & Premises Study (ELPS) 2013 with regards to the total land supply that is required in order to meet the Borough's employment needs.</p>	DLP/2423
E14.1	Amend policy E14 to state that the PD rights of new office developments will be removed.	This representation sought an amendment to Policy E14: Offices. The policy has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/2536
E14.2	Amend policies E12 and E14 to ensure that there are no inconsistencies.	This representation raise concerns about an inconsistency between Policy E12: Non B-Class Uses in Employment Areas and Policy E14: Offices. Policy E14 has however been deleted to reflect the updated evidence base. No further action is therefore required in this regard.	DLP/2780
CHAPTER 8: ENSURING THE VITALITY OF TOWN CENTRES			
CHP8.2	Review and respond to Consultee's other comments.	The amendment sought by this representation are detailed and addressed specifically through representations DLP2030 - DLP2046. No further action is therefore required.	DLP/2047

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
R1.2	To produce evidence base and maintain Infrastructure Delivery Plan.	Additional evidence has already been commissioned as part of the strategy for delivering the 52 Key Actions in the Basildon Borough Draft Local Plan Statement of Consultation 2016, which will inform the publication Local Plan. Policy IMP1 also states that the Council will maintain, as a living document, an Infrastructure Delivery Plan, therefore, no changes to this section of the Local Plan are required in respect of these concerns.	DLP/111, DLP/783, DLP/819, DLPQQ/843
R1.4	To consider word changes to Policy R1 and amendments to the evidence base.	Paragraph 8.11 has been amended to reflect the suggestion made. See change no. LP8.6. Part 1 of Policy R1 has been amended to reflect the suggestion made. See change no. LP8.15. The South Essex Retail Study 2017 maintains the same headline quantitative needs outputs for Basildon, as those in the Retail and Commercial Leisure Capacity Study 2015. No further changes are required to the evidence in this regard, and no amendment has been made to policy R1 in relation to this.	DLP/571, DLP/2188
R1.5	To consider word changes to Policy R1.	Part 7 (now Part 8) of Policy R1 has been amended to reflect compliance with the NPPF. See change no. LP8.20.	DLP/697, DLP/4432
R1.10	To consider word changes to Policy R1.	Part 7 (now Part 8) of Policy R1 has been amended to reflect compliance with the NPPF. See change no. LP8.20.	DLP/2315
R1.12	Consider wording changes.	The representation makes reference to former paragraph 8.30 (now 8.32), and makes the assumption that the Basildon Town Centre Masterplan is seeking to eliminate the bus station. Upon review however, paragraph 8.30 (now 8.32) doesn't say that the bus station will be eliminated altogether, but that it will be 'overhauled' (refurbished) to encourage greater use and better inter-connections. The Masterplan is also scheduled for review at least every seven years. Therefore, no changes to this section of the Local Plan are required in respect of these concerns.	DLP/2544
R1.13	Consider wording changes.	The amendment sought by representation DLP/2781 is not consistent with national policy set out in the NPPF and is not therefore suggested as a change. Paragraph 161 of the NPPF states	DLP/2781

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		that local planning authorities should use evidence base to assess the needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development.	
R1.17	To consider word changes to Policy R1.	Policy R4 sets out the direction for the regeneration of Pitsea town centre. No further action is therefore required.	DLP/441
R1.19	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change. To produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>It is clear from the evidence base that the borough requires a series of parking policy measures that reflect the varied nature of parking constraints across the five town centres. It is therefore recommended that an additional criteria is added to Policy R1, which reflects parking policy development. See change no. LP8.22.</p>	
R2.1	To consider word changes to supporting text of Policy R2.	Former paragraph 8.29 (now 8.33) has been updated to reflect the latest position on the approved cinema at the Eastgate Centre. See change no. LP8.32.	DLP/2038
R2.3	To consider word changes to supporting text of Policy R2.	A new paragraph has been inserted to reflect the additional context in relation to the history of Basildon town centre, as sought by Historic England in representation DLP/719. . See change no. LP8.29.	DLP/719
R3.3	Consider proposals when preparing masterplan/ development brief	Further consideration has been given to representation DLP/1386. It reiterates the point made in Policy R3: Part 1, and does not seek a change to be made in respect of preparing a masterplan/ development brief.	DLP/1386

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
R3.4	Consider Policies Map/ Basildon Allocations Diagram changes.	<p>The amendment sought by representation DLP/1386 is for modifications to be made to the Appendix 8, Basildon Allocations Diagram to reflect further land within their ownership. The locations shown for town centre regeneration in Appendix 8 are indicative only to avoid creating arbitrary boundaries, and subject to further detailed planning, although it is noted that this was not explicitly explained on the diagram.</p> <p>Town centre boundaries are not precisely the same as town centre regeneration areas. Separately, a review of the extent of the Borough's town centres and their primary shopping areas has been undertaken and reported in the Shopping Frontage Review and Changes to Town Centre Boundaries (2015). The review is considered to provide up-to-date evidence that reflects the scale and type of retail, leisure, commercial, and residential development needed in town centres. The recommendations of this study will be reflected on the Policies Map. No further change is therefore required to the town centre boundary.</p> <p>The Allocations diagram (Appendices 8-10) have been removed from the Local Plan document and a Policies Map Changes Booklet 2018 produced which provides greater detail in relation to the Local Plan policies. A Regulation 19 Local Plan Policy Map has also been produced.</p>	DLP/1386
R3.5	Consider levels of engagement when preparing masterplan/ development brief	The Basildon Borough Statement of Community Involvement, July 2016, outlines the Council's standards for community involvement in the planning process. Consequently, no amendment to policy is being made in respect of this representation.	DLP/2327
R3.8	Consider Policies Map/ Basildon Allocations Diagram changes.	A review of the extent of the Borough's town centres and their primary shopping areas has been undertaken and reported in the Shopping Frontage Review and Changes to Town Centre Boundaries (2015). The review is considered to provide up-to-date evidence that reflects the scale and type of retail, leisure, commercial, and residential development needed in town centres. The recommendations of this study will be reflected on the Policies	DLP/2684, DLP/3349, DLP/2701

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Map. No further action is therefore required in respect of these concerns.	
R3.9	Consider word changes to Policy R3.	As stated in former paragraph 8.40 (now 8.43), Policy R3 sets out the broad principles of what is expected through the regeneration of the town centre, and avoids placing arbitrary figures on the scale and mix of uses, as this will be determined through a masterplan or development brief. It is considered that the Council's aspiration to facilitate the replacement of the Laindon Health Centre can be fully managed by the policies set out in the plan without amendment.	DLP/3349
R3.10	Consider wording changes.	The amendment sought by representations DLP/2684 and DLP/2701 is for modifications to be made to the extent of the Laindon town centre boundary. A review of the extent of the Borough's town centres and their primary shopping areas has been undertaken and reported in the Shopping Frontage Review and Changes to Town Centre Boundaries (2015). The review is considered to provide up-to-date evidence that reflects the scale and type of retail, leisure, commercial, and residential development needed in town centres. The recommendations of this study will be reflected on the Policies Map. No further action is therefore required in respect of these concerns.	DLP/2684, DLP/2701
R5.3	To produce evidence base.	The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards. No amendment has been made to policy R5 in relation to this.	DLP/2402
R5.6	Consider word changes to Policy R5 to include reference to the type of uses above ground floor in primary shopping areas.	This representation sought an amendment to Policy R5. It is however considered that such an amendment will be better articulated through policy R7. Consequently, policy R7 has now	DLP/2782

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		been amended to reflect the suggestion made. See change no. LP8.60.	
R6.4	Consider word changes to paragraph 8.58 and changes to Policies Map to include LNR.	<p>Historic England recommends that additional reference to Norsey Wood is made in former paragraph 8.58 (now 8.62). However, Policy R6 to which this supporting text relates, is specific to Billericay town centre, and it is considered that the suggested change goes beyond the strategic requirements of policy R6 as Norsey Wood is outside the town centre boundary. This is a matter being addressed separately in relation to the natural and historic environment chapters, and does not relate to the policy wording of policy R6. No change is therefore required.</p> <p>The representation also makes reference to Norsey Wood been a local nature reserve. However, as there is no direct policy associated with Local Nature Reserves (LNR) it is not possible to add it to the Regulation 19 Policy Map.</p>	DLP/718
R6.5	To produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/240, DLP/788, DLP/2979, DLP/2274, DLPQQ/151, DLPQQ/155, DLPQQ/551, DLPQQ/980
R6.7	Consider wording changes.	The point made in representation DLP/192 is noted. It is considered that the concerns raised in regard to road planning and parking strategies are adequately covered by Chapter 9: Promoting Sustainable Transport. Therefore, no amendment has been made to policy R6 in relation to this.	DLP/192

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
R6.10	To produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/245
R6.11	To produce evidence base.	<p>The South Essex Retail Study 2017 maintains the same headline quantitative needs outputs for Basildon, as those in the Retail and Commercial Leisure Capacity Study 2015. No further changes are required to the evidence in this regard, and no amendment has been made to policy R6 in relation to this.</p> <p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/1096
R6.13	To consider word changes to Policy R6.	This representation sought for the removal of the Council's aspiration to introduce a street market from Policy R6. The wording of Policy R6 recognises that the Council will only able to support the	DLP/384

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		introduction of a street market where it contributes to the vitality of the town centre and will not impact on amenity, and is a positive and realistic policy position. The NPPF expects local planning authorities to pursue policies that are positive, and promote competitive town centre environments. In particular, paragraph 23 states that local planning authorities should retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive. No amendment to policy R6 has therefore been made in respect of this representation.	
R6.15	To produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/676, DLPQQ/371, DLPQQ/368, DLPQQ/388, DLPQQ/407, DLPQQ/405, DLPQQ/389, DLPQQ/489, DLPQQ/501, DLPQQ/515, DLPQQ/914
R6.16	To consider word changes to Policy R6.	This representation sought for the removal of the Council's aspiration to introduce a street market from Policy R6. The wording of Policy R6 recognises that the Council will only able to support the introduction of a street market where it contributes to the vitality of the town centre and will not impact on amenity, and is a positive and realistic policy position. The NPPF expects local planning authorities to pursue policies that are positive, and promote competitive town centre environments. In particular, paragraph 23 states that local planning authorities should retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive.	DLP/728

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		No amendment to policy R6 has therefore been made in respect of this representation.	
R6.17	To produce evidence base and consider undertaking additional study.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p> <p>Additional air quality monitoring work has been undertaken. The results show that there are no locations close to the town centre where NOx emissions currently exceed European limits. No amendments to the allocations or policy requirements are therefore required in relation to this action.</p>	DLP/616, DLP/624, DLP/611, DLP/617, DLP/864, DLP/2384
R6.18	Consider wording changes and produce evidence base.	The point made in representation DLP/315 is noted. It is considered that the concerns raised in regard to the capacity of the road network and associated impacts are adequately covered by Chapter 9: Promoting Sustainable Transport. Therefore, no amendment has been made to policy R6 in relation to this.	DLP/315
R6.19	Consider wording changes.	The point made in representation DLP/244 is noted. It is considered that the concerns raised in regard to the capacity of the road network and associated impacts are adequately covered by Chapter 9: Promoting Sustainable Transport. Therefore, no amendment has been made to policy R6 in relation to this.	DLP/244
R6.21	Review evidence base.	Further consideration has been given to representation DLP/663. It supports Policy R6, and does not seek a change to be made to the policy. The representation rather promoted an alternative housing	DLP/663

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		site for allocation, and this is been reviewed separately through the Housing Options Topic Paper. No amendment is therefore required.	
R6.23	Consider recommendations and to produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/950
R6.24	To produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/1021, DLP/19921, DLP/20231, DLP/14389, DLP/3758, DLP/14389, DLPQQ/330, DLPQQ/991, DLPQQ/301, DLPQQ/979, DLPQQ/343, DLPQQ/421, DLPQQ/344, DLPQQ/351, DLPQQ/927, DLPQQ/915, DLPQQ/929, DLPQQ/235, DLPQQ/277, DLPQQ/262, DLPQQ/280, DLPQQ/407, DLPQQ/376, DLPQQ/405, DLPQQ/367, DLPQQ/396, DLPQQ/474, DLPQQ/381, DLPQQ/411, DLPQQ/413, DLPQQ/848, DLPQQ/846, DLPQQ/844, DLPQQ/842, DLPQQ/838, DLPQQ/826, DLPQQ/826, DLPQQ/798, DLPQQ/780, DLPQQ/431, DLPQQ/484, DLPQQ/454,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/449, DLPQQ/470, DLPQQ/458, DLPQQ/481, DLPQQ/476, DLPQQ/462, DLPQQ/469, DLPQQ/482, DLPQQ/778, DLPQQ/755, DLPQQ/951, DLPQQ/503, DLPQQ/516, DLPQQ/557, DLPQQ/559, DLPQQ/573, DLPQQ/1006, DLPQQ/707, DLPQQ/720, DLPQQ/666, DLPQQ/980
R6.26	Consider reviewing evidence base.	The representation sought for an amendment to be made to the maps on pages 33 and 35 of the Basildon Shopping Frontage Review 2015, claiming the maps excluded Nos 138-150 of the High Street. Upon review however, Nos 138-150 High Street, Billericay are indeed shown on the maps referenced. No further changes are required to the evidence in this regard, and no amendment has been made to policy R6 in relation to this.	DLP/1408
R6.28	To produce evidence base.	<p>The point made in representation DLP/2091 is noted. It is considered that the concerns raised in regard to road planning and parking strategies are adequately covered by Chapter 9: Promoting Sustainable Transport.</p> <p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p>	DLP/2091

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		An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.	
R6.29	To produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/3169, DLP/3193, DLP/1046, DLPQQ/990
R6.30	Consider recommendations and to produce evidence base.	<p>The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLP/3193
R6.32	Update evidence base.	The Basildon Vehicle Parking Capacity and Intervention Study was commissioned for the borough's five town centres, railway stations and employment areas to inform the preparation of the Local Plan. The findings of the study address the 'Promoting Sustainable Transport' requirements of the NPPF, to ensure existing and future parking facilities are adequately considered for the planning processes and when developing and delivering the Borough's	DLPQQ/979, DLPQQ/421, DLPQQ/351, DLPQQ/929, DLPQQ/262, DLPQQ/388, DLPQQ/407, DLPQQ/405, DLPQQ/367, DLPQQ/474, DLPQQ/413, DLPQQ/428, DLPQQ/431, DLPQQ/482,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>regeneration projects. The recommendations will be used to inform the publication Local Plan, and embedded in a holistic transport strategy, including Parking Standards.</p> <p>An additional criteria has been added to Policy R6 to address car parking concerns in Billericay town centre. See change no. LP8.54.</p>	DLPQQ/549, DLPQQ/707, DLPQQ/690
R7.1	Consider wording changes.	Part 1 of Policy R7 has been amended to reflect the suggestion made, consistent with the NPPF. See change no. LP8.59.	DLP/2039, DLP/3266
R8.2	Consider amending the Policies Map.	Primary and Secondary Shopping Frontage designations have been included within the Policies Map Changes Booklet 2018.	DLP/2040
R8.3	Consider wording changes	The representation sought a reduction/ greater flexibility in the proportion of A1 retail uses that will be permitted within Basildon's Primary Shopping Frontage (PSF). Upon review however, it is considered that the threshold proposed by Policy R8 is capable of delivering the required improvements that will encourage diversification of land uses and activities in the PSF, consistent with the evidence base. Former paragraph 8.67 (now 8.71) further recognises the expected increase to leisure provision within Basildon town centre, and allows greater flexibility within the secondary shopping frontages. No amendment has therefore been made to Policy R8 in relation to this concern.	DLP/2040
R8.6	Consider wording changes.	The representation sought a reduction/ greater flexibility in the proportion of A1 retail uses that will be permitted within Basildon's Primary Shopping Frontage (PSF). Upon review however, it is considered that the threshold proposed by Policy R8 is capable of delivering the required improvements that will encourage diversification of land uses and activities in the PSF, consistent with the evidence base. Former paragraph 8.67 (now 8.71) further recognises the expected increase to leisure provision within Basildon town centre, and allows greater flexibility within the secondary shopping frontages. No amendment has therefore been made to Policy R8 in relation to this concern.	DLP/3267
R8.7	Consider adding an explanation within the supporting text.	Paragraph 8.67 (now 8.73) has now been amended to address the concern raised regarding Laindon town centre's inclusion within Primary Shopping Frontages. See change no. LP8.58.	DLP/3350

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R9.1	Consider amending the Policies Map.	Primary and Secondary Shopping Frontage designations have been included within the Policies Map Changes Booklet 2018.	DLP/2041, DLP/3272
R9.2	Consider wording changes	The representation sought an increase/ greater flexibility in the proportion of non-retail uses that will be permitted within Secondary Shopping Frontages (SSF). Upon review however, it is considered that the threshold proposed by Policy R9 provides flexibility and is capable of delivering the required improvements that will encourage diversification of land uses and activities in the SSF, consistent with the evidence base. No amendment has therefore been made to Policy R9 in relation to this concern.	DLP/2041
R9.4	Consider wording changes	This representation recommends that residential uses are likely to be more appropriate in tertiary frontages, and requests further flexibility and clarity in the plan. This amendment has already been articulated through Policy R1.	DLP/3272
R9.5	Consider adding an explanation within the supporting text of Policy R9.	Paragraph 8.67 (now 8.73 and 8.74) has now been amended to address the concern raised regarding Laindon town centre's inclusion within Secondary Shopping Frontages. See change no. LP8.58. The representation also sought to include Laindon town centre within Policy R10. However, paragraph 8.10 clearly identifies Laindon as having 'town centre' status in the hierarchy of centres, and not a local centre. No amendment has therefore been made to Policy R10 in relation to this.	DLP/3351, DLP/3352
R10.1	Consider amending the Policies Map.	The Local Centres Review 2015 Update identified two parades of shops located on Grange Road, South Green rather than one parade, the policy map does not therefore require updating.	DLP/1188
R11.2	Consider wording changes	This representation objects to Policy R11, and questions the need for such a policy. Upon review, it is considered that Policy R11 has been positively prepared. Former paragraph 8.78 (now 8.85) recognises the important contribution of out of centre retail areas to the retail provision in the Borough, and Policy R11 does not seek to prevent development in these locations. Rather, the policy seeks to ensure that the viability and vitality of the Borough's town centres remain priority for main town centre uses.	DLP/701

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		Nonetheless, Policy R11 has now been reworded for clarity and consistency with the NPPF and other policies within the plan. Criteria 2a, 2b and 2c have been deleted as it is considered that these are material considerations already referred to elsewhere within the plan, and would be given due consideration in decision-taking, irrespective of whether the text is incorporated in policy or not. See change no. LP8.71.	
R11.4	Consider wording changes	This representation objects to Part 2 of Policy R11, and questions the need for such a policy. Upon review, Policy R11 has now been reworded for clarity and consistency with the NPPF and other policies within the plan. Criteria 2a, 2b and 2c have been deleted as it is considered that these are material considerations already referred to elsewhere within the plan, and would be given due consideration in decision-taking, irrespective of whether the text is incorporated in policy or not. See change no. LP8.71.	DLP/2317
R11.6	Consider wording changes	This representation sought an amendment to Part 2a of Policy R11. Upon review, Policy R11 has now been reworded for clarity and consistency with the NPPF and other policies within the plan. Criteria 2a, 2b and 2c have been deleted as it is considered that these are material considerations already referred to elsewhere within the plan, and would be given due consideration in decision-taking, irrespective of whether the text is incorporated in policy or not. See change no. LP8.71.	DLP/4436
R13.1	Await the findings of the evidence base.	A review of the Hotel Needs & Demand in Basildon has been undertaken which provides further detailed guidance on the Council's future planning policy approach to direct and guide changes in the use of land and properties for hotel accommodation in Basildon. See change no. LP8.79.	DLP/1306
R13.2	Await the findings of the evidence base.	A review of the Hotel Needs & Demand in Basildon has been undertaken which provides further detailed guidance on the Council's future planning policy approach to direct and guide changes in the use of land and properties for hotel accommodation in Basildon. See change no. LP8.79.	DLP/1581, DLP/4005

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R13.3	Consider wording changes.	<p>Natural England requests that Policy R13 be amended to require measures to mitigate adverse effects on ecology and biodiversity. Development proposals which would impact on ecology, biodiversity, landscape and landscape features will be considered against the requirements of Policies NE5 and NE6 which seek to protect key biodiversity and natural features of the natural environment from inappropriate development. Reference has therefore been made within the policy to compliance with policies in Chapter 16 of the plan. See change no. LP8.79.</p> <p>Natural England also recommends that policy R13 include the requirement for an Agricultural Land Classification to be undertaken. A new Policy NE9 Agricultural Land Classification has been included in the Local Plan within the Natural Environment chapter to deal with this point. See change no. LP16.46.</p>	DLP/2720
R13.4	Consider wording changes.	<p>This representation recommends flexibility into Policy R13 for the opportunity for other land uses to co-exist with the proposed hotel. A review of the Hotel Needs & Demand in Basildon has been undertaken which provides further detailed guidance on the Council's future planning policy approach to direct and guide changes in the use of land and properties for hotel accommodation in Basildon. See change no. LP8.79.</p> <p>It was also recommended that policy R13 be amended to reflect the potential to deliver a hotel with greater capacity than the 50 rooms suggested by the draft policy. However, this is contrary to the findings of the Hotel Futures study which concludes that it is much more difficult to see how a standalone country house hotel of 50 bedrooms could be achieved on the site. Therefore, the policy has not been amended to reflect the suggestion made, but rather to reflect the findings of the Basildon Borough Hotel Needs & Demand Review 2016. Basildon. See change no. LP8.79.</p>	DLP/5470
R14.1	Consider wording changes.	This representation sought for wording changes to Part 4 of Policy R14, to also include preference for sites that are adjacent to existing out of centre shopping areas of leisure parks. However,	DLP/704

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		<p>there is no justification within national policy for such changes to be made. The policy as currently worded is intended to manage further relocation of town centre uses to these out of centre locations. No amendment has therefore been made to Policy R14 in relation to this concern.</p> <p>The representation also raised concerns about the second statement in Part 4 of Policy R14, stating that it is not positively worded. Part 4 of Policy R14 has now been amended to reflect the suggestion made. See change no. LP8.83.</p> <p>Further concerns were raised in relation to the impact assessment thresholds put forward in Policy R14. The policy is however based on recommendations of the Basildon Retail and Commercial Leisure Capacity Study 2015, and is considered to be justified. The provision within criteria 5b is to avoid cumulative developments that exceed the impact threshold.</p> <p>Table 8.2 has been amended to address the comments made. See change no. LP8.84.</p> <p>The NNPF does not require a distinction to be between new developments and extensions. Impact assessments are required when assessing any application for retail, leisure and office development outside of town centres. No amendment has therefore been made to Policy R14 in relation to this concern.</p> <p>Following the concern raised regarding the calculation of floorspace for the impact thresholds, additional work has been undertaken by PBA on behalf of Basildon Council, which has been used to inform the policies within Chapter 8: Ensuring the Vitality of Town Centres of the Local Plan.</p> <p>To establish whether the requirements for new floorspace (by type) are being met, the Council will monitor performance, as part of its</p>	

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		monitoring framework. No further action is therefore required in this regard.	
R14.2	Consider wording changes.	<p>Part 2 of Policy R14 has been amended to reflect the suggestion made. See change no. LP8.82.</p> <p>Further concerns were raised in relation to the impact assessment thresholds put forward in Policy R14. The policy is however based on recommendations of the Basildon Retail and Commercial Leisure Capacity Study 2015, and is considered to be justified.</p>	DLP/2318
R14.3	Consider wording changes.	<p>This representation sought that out of centre locations should not be included in the Retail Hierarchy, and that policy R14 should only focus on the defined retail hierarchy. However, paragraph 8.10 which identifies the hierarchy of centres in the borough, does not include out of centre retail areas within the defined retailing hierarchy. Furthermore, Policy R14 is intended for locations for town centre uses, rather than defining the retail hierarchy. Because not all retail provision in the borough is concentrated in the network of town centres, it remains appropriate to recognise out of centre retail areas as meeting some of the borough's town centre needs including retail provision. As stated in former paragraph 8.78 (now 8.85), they are not considered to be centres and do not form part of the hierarchy of centres. No amendment has therefore been made to Policy R14 in relation to these concerns.</p>	DLP/2044
R14.4	Consider wording changes.	<p>This representation sought that out of centre locations should not be included in the Retail Hierarchy, and that policy R14 should only focus on the defined retail hierarchy. However, paragraph 8.10 which identifies the hierarchy of centres in the borough, does not include out of centre retail areas within the defined retailing hierarchy. Furthermore, Policy R14 is intended for locations for town centre uses, rather than defining the retail hierarchy. Because not all retail provision in the borough is concentrated in the network of town centres, it remains appropriate to recognise out of centre retail areas as meeting some of the borough's town centre needs including retail provision. As stated in former paragraph 8.78</p>	DLP/3279

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>(now 8.85), they are not considered to be centres and do not form part of the hierarchy of centres.</p> <p>Further concerns were raised in relation to the impact assessment thresholds put forward in Policy R14. The policy is however based on recommendations of the Basildon Retail and Commercial Leisure Capacity Study 2015, and is considered to be justified. No amendment has therefore been made to Policy R14 in relation to these concerns.</p>	
R14.5	Consider wording changes.	<p>Concerns were raised in relation to the impact assessment thresholds put forward in Policy R14. The policy is however based on recommendations of the Basildon Retail and Commercial Leisure Capacity Study 2015, and is considered to be justified. No amendment has therefore been made to Policy R14 in relation to these concerns.</p> <p>Further concerns were raised in relation to Part 6b of Policy R14 which stipulates conditions beyond the NPPF and PPG requirements. In terms of retail evidence, paragraph 161 of the NPPF states that local planning authorities should use evidence base to assess the needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development. Therefore, it is considered that the policy recommendations within the Basildon Retail and Commercial Leisure Capacity Study 2015 are justified and based on adequate, up-to-date and relevant evidence about the economic prospects of Basildon borough.</p>	DLP/4438
R16.1	Consider amendments to the evidence base.	This representation sought for amendments to be made to correct discrepancies on the town centre map. However, in the absence of further information as to what exactly the discrepancies are, further action cannot be taken in relation to this representation. This Hot Food Takeaway Assessment 2015 was prepared based on the latest information available as at the time the study was conducted.	DLP/385

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
R16.2	Consider wording changes.	This representation objects to the percentage of hot food takeaways allowed within local centres as specified within Part 1b of policy R16. However, the thresholds have been set in accordance with the hierarchy of the centres, and considered appropriate to respond to local conditions as supported within the Hot Food Takeaway Assessment 2015. Class A1 uses within local centres are still expected to constitute at least 50% of the total number of units in accordance with Policy R10. No amendment has therefore been made to Policy R16 in relation to this concern.	DLP/1870
R16.3	Review Policy.	<p>This representation objects to Policy R16 in its entirety and challenges the need for such a policy. Looking at the survey data of the Borough's existing takeaway shops as presented in the Hot Food Takeaway Assessment 2015, there is a positive correlation between higher levels of obesity and the number of hot food takeaways in a ward. The operation of fast food outlets near schools, youth centres, leisure centres, equipped parks and open spaces within the Borough has also been examined more closely to justify part of the Council's efforts in providing a holistic approach to tackling concerns over community health and childhood obesity. Consequently, appropriate criteria for managing the concentration and clustering of take away uses will make an important contribution to promoting healthy eating in the Borough. Similar approaches have been identified in other neighbouring local authorities which have developed policies and guidance to control hot food takeaways. No amendment has therefore been made to Policy R16 in relation to this concern.</p> <p>However, a point was made regarding a lack of evidence to demonstrate whether fast food is located by schools, or whether schools are located by town centres. Therefore, Part 2 of Policy R16 has been amended to reflect the suggestion made. See change no. LP8.91.</p>	DLP/1890
R16.4	Consider wording changes.	This representation sought a reduction in the 400m buffer zone around schools and open spaces (Part 2), as it would preclude existing fast food outlets from operating within the borough.	DLP/3356

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>However, policy R16 only applies to applications for new hot food takeaways as stated within the policy. It is recognised within the supporting evidence base that the ability of the planning system to address the health impact of hot food takeaways is limited in that it can only control new hot food takeaways and cannot deal with the problems of existing takeaways and other fast food outlets. No amendment has therefore been made to Policy R16 in relation to this concern.</p>	
CHAPTER 9: PROMOTING SUSTAINABLE TRANSPORT			
TS1.1	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road, enabling two way traffic on Laindon Road and smart signalisation at Sun Corner. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.</p>	<p>DLP/553, DLP/14356 DLP/14942 DLP/17740 DLP/19655 DLP/20321, DLP/1852, DLP/2175, DLP/1557, DLP/5077, DLP/1038, DLP/14356, DLP/14942, DLP/19655, DLP/12376, DLP/12396, DLP/13313, DLP/14325, DLP/14219, DLP/14328, DLP/17740, DLP/20217, DLP/20321</p>
TS1.2	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.</p>	<p>DLP/510, DLP/581, DLP/7217, DLP/524, DLP/7354DLPQQ/654, DLPQQ/765</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS1.3	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	The Council is able to implement measures through the Local Plan that would encourage people to use more sustainable modes of transport however it cannot enforce a change. The Local Plan requires development proposals to support the establishment of new public transport services and provide pedestrian and cycle access. The Council will also work with Essex County Council and public transport providers and operators to secure investment in public transport to improve the service with better access and frequency, where possible.	DLP/510, DLP/581, DLP/505, DLP/502, DLP/524, DLP/3071
TS1.4	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/156, DLP/156, DLP/9173, DLP/9139, DLP/9050, DLP/9036, DLP/8566, DLP/8494, DLP/7354, DLP/11396, DLP/10360 DLPQQ/682
TS1.5	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development	Rail franchise operators have identified what future upgrades and improvements they intend to make to their services having taken into account future growth across the area. For the Greater Anglia line in particular these improvements include station investment with all stations being refreshed or refurbished, more parking spaces, extra carriages and increase frequency of trains. Further information is set out in the Infrastructure Delivery Plan.	DLP/3008, DLP/502, DLP/1002, DLP/566, DLP/12450, DLP/1852, DLP/2175, DLP/1022, DLP/1568, DLP/12450, DLP/15439DLPQQ/798, DLPQQ/842, DLPQQ/954, DLPQQ/849, DLPQQ/888, DLPQQ/989, DLPQQ/707, DLPQQ/793, DLPQQ/765

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	sites. Await findings of the parking capacity study.		
TS1.6	Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/734, DLP/3163, DLP/4796, DLP/14008, DLP/12869, DLP/12842, DLP/8946, DLP/20273, DLP/7180, DLP/20273, DLP/20275, DLP/20473, DLP/8946, DLP/12852, DLP/12877, DLP/14326, DLP/17675, DLP/8684, DLP/8706, DLP/9594, DLP/20319DLP/798, DLPQQ/692, DLPQQ/666
TS1.7	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/545, DLP/7246, DLP/7260, DLP/7414, DLP/7423
TS1.8	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These are set	DLP/1453, DLP/1522, DLP/1739, DLP/20284, DLP/8018, DLP/8022, DLP/8026, DLP/9200, DLP/11799, DLP/20288

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	
TS1.9	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that necessary upgrades are made to highway network in order to alleviate the impact of Local Plan growth.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1018, DLP/599, DLP/605, DLP/1003, DLP/5117, DLP/18016, DLP/12585, DLP/10118, DLP/9600, DLP/9251, DLP/20149, DLP/20591, DLP/7163, DLP/7397, DLP/7429, DLP/7407, DLP/20180, DLP/20473, DLP/20492, DLP/7228, DLP/7423, DLP/11395, DLP/12450, DLP/13374, DLP/18017, DLP/20132, DLP/20145, DLP/20038, DLP/20084, DLP/2059, DLP/2982, DLP/14367, DLP/14377, DLP/14390, DLP/14397, DLP/14409, DLP/14419, DLP/14429, DLP/14439, DLP/14447, DLP/14458, DLP/14470, DLP/9600, DLP/9251, DLP/20473, DLP/20038, DLP/20084, DLP/20149, DLP/20591, DLP/7163, DLP/9304, DLP/10123, DLP/12450, DLP/13374, DLP/16808, DLP/18017, DLP/18153, DLP/20132, DLP/20145, DLP/20180, DLP/7288, DLP/7407, DLP/7429, DLP/10118, DLP/12452, DLP/15439, DLP/7248, DLP/18309, DLP/13391, DLP/15066, DLP/17873, DLP/18006, DLP/18307, DLP/7362, DLP/10120, DLP/20403, DLP/18016, DLP/988, DLPQQ/838, DLPQQ/769, DLPQQ/577, DLPQQ/666,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/657, DLPQQ/792, DLPQQ/793
TS1.10	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H27 to reflect the findings.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. For the east of Billericay this includes various junction improvement schemes which are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/2307, DLP/20184, DLP/3191, DLP/5307, DLP/2157, DLP/2248, DLP/1075, DLP/909, DLP/898, DLP/873, DLP/136, DLP/817, DLP/2949, DLP/14272
TS1.11	Consider the implications of additional work around site access and local junctions, and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. Add to policy requirements accordingly.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/2158, DLP/7235, DLP/2446, DLP/7400DLPQQ/995, DLPQQ/615, DLPQQ/902
TS1.12	Consider the implications of additional work around site access and local junctions, and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. Add to policy requirements accordingly.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Wickford this includes a new grade separated junction on the A127 at Pound Lane and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/3019, DLP/4846, DLP/4934, DLP/20172, DLP/9608, DLP/9615, DLP/9540, DLP/9468, DLP/9377, DLP/8973, DLP/8896, DLP/8836, DLP/7094, DLP/7124, DLP/7316, DLP/20461, DLP/7218, DLP/2446, DLP/1761, DLP/7094, DLP/7124, DLP/7217, DLP/7226, DLP/7235, DLP/7246, DLP/7260, DLP/20461, DLP/20520, DLP/20530, DLP/20543, DLP/20557, DLP/20563, DLP/20569, DLP/20596, DLP/20603, DLP/20610, DLP/20626, DLP/20634, DLP/20638,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/20658, DLP/5942, DLP/7134, DLP/7199, DLP/7218, DLP/8011, DLP/8594, DLP/8836, DLP/8896, DLP/8973, DLP/9377, DLP/9468, DLP/11375, DLP/11392, DLP/11565, DLP/11601, DLP/11628, DLP/9015, DLP/9547, DLP/14229DLPQQ/663, DLPQQ/890, DLPQQ/999, DLPQQ/948, DLPQQ/642, DLPQQ/945
TS1.13	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will continue to work in partnership with ECC as the Highway Authority and the SELEP in order to secure funding for Local Plan transport schemes. The Council also intends to adopt a CIL in order to obtain contributions to transport infrastructure from developers. The Council will continue to review the parking standards adopted by the Council to ensure they are fit for purpose for the Basildon Borough. The Council	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/1117, DLP/1153, DLP/1165, DLP/1252, DLP/1312, DLP/1341, DLP/1417, DLP/1602, DLP/1632, DLP/1643, DLP/1674, DLP/1697, DLP/1705, DLP/1714, DLP/1728, DLP/1781, DLP/1828, DLP/1902, DLP/1928, DLP/1943, DLP/1955, DLP/1966, DLP/1982, DLP/1999, DLP/2065, DLP/2099, DLP/2110, DLP/2117, DLP/2409, DLP/2432, DLP/2465, DLP/2484, DLP/2494, DLP/2598, DLP/2623, DLP/2646, DLP/2656, DLP/2667, DLP/2692, DLP/2828, DLP/2872, DLP/2893, DLP/2903, DLP/2908, DLP/2923, DLP/2995, DLP/3116, DLP/3133, DLP/3137, DLP/3151, DLP/3159, DLP/3194, DLP/3212, DLP/3223, DLP/3234, DLP/3245, DLP/3270, DLP/3286, DLP/3298, DLP/3330, DLP/3385, DLP/3395, DLP/3407, DLP/3415, DLP/3431, DLP/3442, DLP/3456, DLP/3472, DLP/3475, DLP/3492, DLP/3505, DLP/3514, DLP/3525, DLP/3535, DLP/3545,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	<p>will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>		<p>DLP/3550, DLP/3572, DLP/3592, DLP/3594, DLP/3605, DLP/3617, DLP/3625, DLP/3643, DLP/3654, DLP/3678, DLP/3679, DLP/3693, DLP/3704, DLP/3712, DLP/3722, DLP/3731, DLP/3742, DLP/3752, DLP/3765, DLP/3776, DLP/3785, DLP/3795, DLP/3818, DLP/3828, DLP/3842, DLP/3849, DLP/3858, DLP/3871, DLP/3882, DLP/3902, DLP/3914, DLP/3921, DLP/3931, DLP/3942, DLP/3948, DLP/3961, DLP/3971, DLP/3978, DLP/3988, DLP/4010, DLP/4017, DLP/4031, DLP/4033, DLP/4047, DLP/4053, DLP/4063, DLP/4086, DLP/4102, DLP/4103, DLP/4117, DLP/4129, DLP/4132, DLP/4148, DLP/4154, DLP/4163, DLP/4172, DLP/4181, DLP/4190, DLP/4200, DLP/4209, DLP/4236, DLP/4250, DLP/4251, DLP/4265, DLP/4273, DLP/4285, DLP/4298, DLP/4313, DLP/4328, DLP/4331, DLP/4352, DLP/4369, DLP/4375, DLP/4386, DLP/4393, DLP/4423, DLP/4444, DLP/4469, DLP/4481, DLP/4490, DLP/4504, DLP/4518, DLP/4529, DLP/4539, DLP/4572, DLP/4589, DLP/4608, DLP/4619, DLP/4627, DLP/4634, DLP/4643, DLP/4653, DLP/4666, DLP/4675, DLP/4687, DLP/4696, DLP/4705, DLP/4730, DLP/4744, DLP/4745, DLP/4752, DLP/4753, DLP/4775, DLP/4779, DLP/4793,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4803, DLP/4827, DLP/4836, DLP/4843, DLP/4860, DLP/4868, DLP/4880, DLP/4890, DLP/4906, DLP/4916, DLP/4922, DLP/4935, DLP/4983, DLP/4992, DLP/5001, DLP/5010, DLP/5019, DLP/5028, DLP/5044, DLP/5053, DLP/5062, DLP/5075, DLP/5095, DLP/5098, DLP/5116, DLP/5128, DLP/5137, DLP/5146, DLP/5164, DLP/5174, DLP/5183, DLP/5192, DLP/5201, DLP/5210, DLP/5219, DLP/5228, DLP/5237, DLP/5246, DLP/5255, DLP/5264, DLP/5273, DLP/5282, DLP/5300, DLP/5325, DLP/5334, DLP/5343, DLP/5352, DLP/5361, DLP/5370, DLP/5379, DLP/5388, DLP/5397, DLP/5406, DLP/5415, DLP/5424, DLP/5433, DLP/5476, DLP/5485, DLP/5494, DLP/5503, DLP/5513, DLP/5521, DLP/5532, DLP/5542, DLP/5551, DLP/5560, DLP/5568, DLP/5576, DLP/5585, DLP/5594, DLP/5603, DLP/5612, DLP/5621, DLP/5630, DLP/5639, DLP/5648, DLP/5657, DLP/5666, DLP/5675, DLP/5684, DLP/5694, DLP/5709, DLP/5719, DLP/5728, DLP/5737, DLP/5750, DLP/5761, DLP/5773, DLP/5782, DLP/5793, DLP/5802, DLP/5813, DLP/5822, DLP/5831, DLP/5840, DLP/5849, DLP/5859, DLP/5868, DLP/5884, DLP/5893, DLP/5902, DLP/5911, DLP/5920, DLP/5929, DLP/5938,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5948, DLP/5957, DLP/5966, DLP/5975, DLP/5984, DLP/5993, DLP/6002, DLP/6011, DLP/6020, DLP/6029, DLP/6038, DLP/6047, DLP/6056, DLP/6065, DLP/6075, DLP/6084, DLP/6093, DLP/6102, DLP/6111, DLP/6120, DLP/6130, DLP/6139, DLP/6148, DLP/6157, DLP/6167, DLP/6176, DLP/6185, DLP/6194, DLP/6203, DLP/6212, DLP/6221, DLP/6226, DLP/6235, DLP/6254, DLP/6265, DLP/6282, DLP/6291, DLP/6300, DLP/6309, DLP/6318, DLP/6327, DLP/6336, DLP/6345, DLP/6363, DLP/6372, DLP/6381, DLP/6390, DLP/6399, DLP/6408, DLP/6417, DLP/6426, DLP/6435, DLP/6439, DLP/6448, DLP/6458, DLP/6467, DLP/6476, DLP/6485, DLP/6494, DLP/6503, DLP/6515, DLP/6524, DLP/6533, DLP/6542, DLP/6551, DLP/6560, DLP/6570, DLP/6580, DLP/6589, DLP/6599, DLP/6607, DLP/6616, DLP/6625, DLP/6634, DLP/6644, DLP/6653, DLP/6662, DLP/6670, DLP/6680, DLP/6690, DLP/6699, DLP/6708, DLP/6717, DLP/6726, DLP/6735, DLP/6745, DLP/6754, DLP/6763, DLP/6772, DLP/6780, DLP/6790, DLP/6799, DLP/6810, DLP/6817, DLP/6826, DLP/6835, DLP/6844, DLP/6853, DLP/6862, DLP/6872, DLP/6881, DLP/6890, DLP/6898, DLP/6908, DLP/6917,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/6926, DLP/6935, DLP/6944, DLP/6953, DLP/6962, DLP/6971, DLP/6980, DLP/6989, DLP/6998, DLP/7008, DLP/7017, DLP/7027, DLP/7036, DLP/7158, DLP/7180, DLP/7188, DLP/7340, DLP/7402, DLP/7627, DLP/7633, DLP/7639, DLP/7645, DLP/7651, DLP/7663, DLP/7669, DLP/7675, DLP/7687, DLP/7693, DLP/7699, DLP/7705, DLP/7711, DLP/7717, DLP/7723, DLP/7729, DLP/7735, DLP/7741, DLP/7744, DLP/7751, DLP/7757, DLP/7763, DLP/7769, DLP/7775, DLP/7781, DLP/7787, DLP/7793, DLP/7799, DLP/7805, DLP/7811, DLP/7817, DLP/7823, DLP/7829, DLP/7835, DLP/7841, DLP/7847, DLP/7853, DLP/7859, DLP/7865, DLP/7871, DLP/7877, DLP/7883, DLP/7889, DLP/7895, DLP/7901, DLP/7907, DLP/7913, DLP/7919, DLP/7925, DLP/7931, DLP/7939, DLP/7946, DLP/7954, DLP/7960, DLP/7966, DLP/7972, DLP/7984, DLP/7990, DLP/7996, DLP/8003, DLP/8052, DLP/8058, DLP/8064, DLP/8070, DLP/8076, DLP/8082, DLP/8088, DLP/8094, DLP/8100, DLP/8106, DLP/8107, DLP/8112, DLP/8118, DLP/8124, DLP/8130, DLP/8136, DLP/8142, DLP/8148, DLP/8154, DLP/8160, DLP/8166, DLP/8172, DLP/8178, DLP/8179, DLP/8184, DLP/8190, DLP/8196,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/8202, DLP/8208, DLP/8219, DLP/8226, DLP/8232, DLP/8238, DLP/8244, DLP/8250, DLP/8256, DLP/8262, DLP/8268, DLP/8274, DLP/8280, DLP/8286, DLP/8292, DLP/8298, DLP/8305, DLP/8311, DLP/8317, DLP/8323, DLP/8329, DLP/8335, DLP/8347, DLP/8353, DLP/8359, DLP/8365, DLP/8371, DLP/8377, DLP/8383, DLP/8389, DLP/8395, DLP/8401, DLP/8407, DLP/8413, DLP/8420, DLP/8426, DLP/8432, DLP/8438, DLP/8444, DLP/8450, DLP/8456, DLP/8464, DLP/8474, DLP/8481, DLP/9625, DLP/9631, DLP/9637, DLP/9643, DLP/9649, DLP/9660, DLP/9666, DLP/9672, DLP/9678, DLP/9684, DLP/9690, DLP/9696, DLP/9702, DLP/9708, DLP/9715, DLP/9721, DLP/9723, DLP/9728, DLP/9735, DLP/9744, DLP/9751, DLP/9757, DLP/9763, DLP/9769, DLP/9775, DLP/9781, DLP/9787, DLP/9794, DLP/9800, DLP/9807, DLP/9813, DLP/9819, DLP/9825, DLP/9832, DLP/9841, DLP/9849, DLP/9857, DLP/9864, DLP/9871, DLP/9875, DLP/9883, DLP/9887, DLP/9896, DLP/9903, DLP/9904, DLP/9909, DLP/9919, DLP/9927, DLP/9936, DLP/9944, DLP/9948, DLP/9958, DLP/9965, DLP/9972, DLP/9984, DLP/9987 DLP/9994, DLP/10003, DLP/10015, DLP/10017, DLP/10027,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10034, DLP/10042, DLP/10044, DLP/10054, DLP/10060, DLP/10068, DLP/10080, DLP/10083, DLP/10090, DLP/10100, DLP/10109, DLP/10119, DLP/10135, DLP/10151, DLP/10155, DLP/10164, DLP/10165, DLP/10178, DLP/10179, DLP/10203, DLP/10212, DLP/10217, DLP/10222, DLP/10230, DLP/10242, DLP/10251, DLP/10252, DLP/10261, DLP/10270, DLP/10280, DLP/10285, DLP/10294, DLP/10300, DLP/10310, DLP/10319, DLP/10329, DLP/10337, DLP/10338, DLP/10349, DLP/10356, DLP/10360, DLP/10375, DLP/10379, DLP/10392, DLP/10405, DLP/10435, DLP/10441, DLP/10447, DLP/10470, DLP/10473, DLP/10475, DLP/10484, DLP/10495, DLP/10497, DLP/10508, DLP/10514, DLP/10515, DLP/10529, DLP/10536, DLP/10547, DLP/10554, DLP/10558, DLP/10561, DLP/10573, DLP/10579, DLP/10585, DLP/10600, DLP/10610, DLP/10618, DLP/10627, DLP/10636, DLP/10638, DLP/10648, DLP/10660, DLP/10661, DLP/10674, DLP/10681, DLP/10691, DLP/10694, DLP/10708, DLP/10720, DLP/10723, DLP/10732, DLP/10742, DLP/10745, DLP/10758, DLP/10765, DLP/10771, DLP/10775, DLP/10784, DLP/10788, DLP/10800, DLP/10804, DLP/10813, DLP/10818, DLP/10828, DLP/10835, DLP/10842, DLP/10851, DLP/10854, DLP/10870, DLP/10886, DLP/10889, DLP/10891, DLP/10893,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10922, DLP/10928, DLP/10933, DLP/10939, DLP/10945, DLP/10960, DLP/10964, DLP/10978, DLP/10980, DLP/10992, DLP/10999, DLP/11008, DLP/11011, DLP/11019, DLP/11025, DLP/11031, DLP/11042, DLP/11043, DLP/11060, DLP/11067, DLP/11080, DLP/11083, DLP/11088, DLP/11091, DLP/11104, DLP/11118, DLP/11120, DLP/11124, DLP/11135, DLP/11140, DLP/11144, DLP/11152, DLP/11160, DLP/11169, DLP/11181, DLP/11182, DLP/11194, DLP/11203, DLP/11210, DLP/11217, DLP/11223, DLP/11235, DLP/11237, DLP/11245, DLP/11251, DLP/11263, DLP/11264, DLP/11277, DLP/11280, DLP/11288, DLP/11299, DLP/11302, DLP/11311, DLP/11322, DLP/11330, DLP/11336, DLP/11340, DLP/11346, DLP/11361, DLP/11368, DLP/11375, DLP/11385, DLP/11392, DLP/11408, DLP/11410, DLP/11415, DLP/11429, DLP/11440, DLP/11449, DLP/11458, DLP/11466, DLP/11477, DLP/11489, DLP/11498, DLP/11503, DLP/11510, DLP/11524, DLP/11535, DLP/11543, DLP/11545, DLP/11559, DLP/11565, DLP/11573, DLP/11576, DLP/11586, DLP/11593, DLP/11601, DLP/11613, DLP/11620, DLP/11624, DLP/11628, DLP/11640, DLP/11647,
TS1.14	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include	DLP/4495, DLP/12602, DLP/12602, DLP/7410, DLP/9580, DLPQQ/968

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	
TS1.15	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards. Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in order to identify any potential cross boundary issues or impact on the highway network in the Basildon Borough caused by development elsewhere.	The background growth scenarios within the transport modelling take into account all the expected growth in neighbouring authorities and consideration to the Lower Thames Crossing and new container port has been given in this respect.	DLP/1371
TS1.16	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where	DLP/1717DLPQQ/825, DLPQQ/706

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	
TS1.17	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/83, DLP/1717, DLP/2092, DLP/8001, DLP/20613, DLP/20045, DLP/20190, DLP/2322, DLP/20044, DLP/20239, DLP/1373, DLP/2284, DLP/5704, DLP/2949, DLP/2173, DLP/4583, DLP/4597, DLP/4582, DLP/4598, DLP/20239DLPQQ/749, DLPQQ/697, DLPQQ/1008, DLPQQ/639, DLPQQ/664,
TS1.18	Await the results of this work which will then inform the next version of the Local Plan due for consultation in early 2017.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion. The Air Quality Topic Paper (2017) which forms part of the Local Plan evidence base, monitored air quality at a number of locations close to potential sites and the road network to identify whether national objectives have been, or will be achieved. It also looked at other data sources and concluded with a series of recommendations which have, where possible, been incorporated into the Local Plan.	DLP/2207, DLP/2322, DLP/5108, DLP/20449, DLP/516, DLP/2993, DLP/2793, DLP/3112, DLP/1771, DLP/2284, DLP/5704, DLP/517 DLPQQ/748, DLPQQ/811, DLPQQ/999, DLPQQ/1012
TS1.19	Basildon Borough Council will continue to work with the	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by	DLP/2981, DLP/20174, DLP/246, DLP/20151, DLP/20174, DLP/7354

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	
TS1.20	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/2981, DLP/4796, DLP/17671, DLP/9409, DLP/9251, DLP/9224, DLP/18059, DLP/7331, DLP/20275, DLP/20316, DLP/14357, DLP/1584, DLP/2295, DLP/1771, DLP/2004, DLP/1970, DLP/1971, DLP/3046, DLP/2982, DLP/932, DLP/1236, DLP/1089, DLP/3321, DLP/3140, DLP/1351, DLP/14338, DLP/18090, DLP/9981, DLP/14229, DLP/14357, DLP/20316, DLP/20449, DLP/7331, DLP/9224, DLP/9251, DLP/9409, DLP/17671, DLP/15652
TS1.21	Undertake additional work looking at local access issues for sites, and where appropriate amend relevant policies to incorporate any additional mitigation requirements.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. As set out in Policy T2 of the Local Plan developers will be required where necessary to make contributions to deliver localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1500, DLP/1075, DLP/1816, DLP/1771, DLP/2446, DLP/3062, DLP/1170, DLP/386, DLP/2919, DLP/16432, DLP/20277DLPQQ/766, DLPQQ/754, DLPQQ/655, DLPQQ/737, DLPQQ/711, DLPQQ/1003, DLPQQ/982, DLPQQ/941, DLPQQ/933
TS1.22	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These are set	DLP/1500

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	
TS1.23	Continue to review the parking standards adopted by the Council to ensure they are fit for purpose for the Basildon Borough. Work with Essex County Council as the lead Local Flooding Authority to ensure new development effectively mitigates the impact of development so that it does not increase the risk of flooding to any existing or new development. Further work will be commissioned in partnership with the Highway Authority to provide recommendations for safe and sustainable access to proposed housing allocations in the Local Plan.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. As set out in Policy T2 of the Local Plan developers will be required where necessary to make contributions to deliver localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1681
TS1.24	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council	<p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.</p> <p>Rail franchise operators have identified what future upgrades and improvements they intend to make to their services having taken</p>	DLP/1681, DLP/1009, DLP/9441, DLP/3664, DLP/15976DLPQQ/802, DLPQQ/842, DLPQQ/850, DLPQQ/687, DLPQQ/605, DLPQQ/639, DLPQQ/643, DLPQQ/645, DLPQQ/660

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	into account future growth across the area. For the Greater Anglia line these improvements include station investment with all stations being refreshed or refurbished, more parking spaces, extra carriages and increase frequency of trains. For C2C these improvements include station investment with all three stations within the Borough being upgraded and increased number of trains. Further information is set out in the Infrastructure Delivery Plan.	
TS1.25	Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in relation to the Lower Thames Crossing and potential improvements along the A127 corridor	Noted.	DLP/2053
TS1.26	Consider wording changes.	Policy T1 sets out the strategy for delivering transport improvements while policy T2 sets out the specific projects that will achieve. It is therefore not necessary to list them in Policy T1 also.	DLP/3425
TS1.27	The Council will continue to work with the Highway Authority and neighbouring authorities through the Duty to Cooperate to address an cross-boundary issues relating to the transport modelling for the Basildon Borough. The phasing strategy for when supporting infrastructure will be delivered to support levels of growth proposed in the Borough will be reviewed to ensure that development is delivered in a	The background growth scenarios within the transport modelling take into account all the expected growth in neighbouring authorities.	DLP/1391

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	sustainable, effective, and timely manner.		
TS1.28	The Council will review its transport strategy policies to see if it is appropriate to include references encouraging charging points for electric vehicles.	The Council has created a new policy for the delivery of electric vehicle charging infrastructure. See change no. LP9.29.	DLP/1798
TS1.30	Additional air diffusion tubes have been distributed around the Basildon Borough in the locations where new housing and employment allocations are proposed in the Draft Local Plan, and where new road infrastructure has been proposed to determine if there are any air quality issues arising from additional traffic so that it can be factored into the Sustainability Appraisal and the recommendation for strategic site selection, and/or mitigation requirements for each development proposal. The results of this work will be published alongside the next version of the Local Plan due for consultation in early 2017.	Additional air quality monitoring work has been undertaken. This shows that there are no locations close to proposed allocations where NOx emissions currently exceed European limits. No amendments to the allocations or policy requirements are therefore required in relation to this action.	DLP/2841, DLP/319, DLP/5072, DLP/11375, DLP/11392, DLP/11565, DLP/11601, DLP/11628DLPQQ/798, DLPQQ/771, DLPQQ/753, DLPQQ/741, DLPQQ/690, DLPQQ/969
TS1.31	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In	DLP/5114DLPQQ/779

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Wickford this includes a new grade separated junction on the A127 at Pound Lane and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	
TS1.33	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/1874, DLP/1764, DLP/2189DLPQQ/777, DLPQQ/659, DLPQQ/1003, DLPQQ/965, DLPQQ/923
TS1.34	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1084, DLP/3191, DLP/5307, DLP/2157, DLP/2248, DLP/873, DLP/2295, DLP/792, DLP/2949, DLP/348, DLP/673, DLP/2988, DLP/2546, DLP/14178, DLP/14815, DLP/15682, DLP/13877, DLP/12135, DLP/12280, DLP/12289, DLP/12299, DLP/12308, DLP/12316, DLP/12323, DLP/12330, DLP/12337, DLP/12346, DLP/12353, DLP/12365, DLP/12367, DLP/12380, DLP/12388, DLP/12403, DLP/12418, DLP/12420, DLP/12440, DLP/12457, DLP/12471, DLP/12474, DLP/12489, DLP/12504, DLP/12514, DLP/12536, DLP/12555, DLP/12570, DLP/12580, DLP/12581, DLP/12591, DLP/12613, DLP/12620, DLP/12649, DLP/12666, DLP/12678, DLP/12707, DLP/12727, DLP/12740, DLP/12783,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14648, DLP/14665, DLP/14692, DLP/14701, DLP/14712, DLP/14715, DLP/14729, DLP/14749, DLP/14755, DLPQQ/680
TS1.35	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/2157, DLP/2248, DLP/3191, DLP/12135, DLP/12138, DLP/12161, DLP/12202, DLP/12203, DLP/12216, DLP/12227, DLP/12242, DLP/12249, DLP/12271, DLP/12280, DLP/12281, DLP/12289, DLP/12290, DLP/12294, DLP/12299, DLP/12300, DLP/12308, DLP/12309, DLP/12316, DLP/12317, DLP/12323, DLP/12324, DLP/12330, DLP/12331, DLP/12337, DLP/12339, DLP/12346, DLP/12347, DLP/12353, DLP/12355, DLP/12365, DLP/12366, DLP/12367, DLP/12370, DLP/12380, DLP/12381, DLP/12388, DLP/12390, DLP/12403, DLP/12405, DLP/12418, DLP/12420, DLP/12421, DLP/12422, DLP/12440, DLP/12442, DLP/12457, DLP/12460, DLP/12471, DLP/12473, DLP/12474, DLP/12477, DLP/12489, DLP/12494, DLP/12504, DLP/12505, DLP/12514, DLP/12518, DLP/12536, DLP/12541, DLP/12555, DLP/12562, DLP/12570, DLP/12571, DLP/12572, DLP/12580, DLP/12581, DLP/12582, DLP/12585, DLP/12591, DLP/12592, DLP/12598, DLP/12599, DLP/12606, DLP/12607, DLP/12613, DLP/12614, DLP/12620, DLP/12621, DLP/12627, DLP/12628, DLP/12635, DLP/12636, DLP/12643, DLP/12649, DLP/12650, DLP/12659, DLP/12660, DLP/12666,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/12667, DLP/12668, DLP/12669, DLP/12678, DLP/12680, DLP/12681, DLP/12684, DLP/12699, DLP/12700, DLP/12707, DLP/12708, DLP/12714, DLP/12715, DLP/12727, DLP/12729, DLP/12740, DLP/12743, DLP/12755, DLP/12757, DLP/12760, DLP/12763, DLP/12770, DLP/12771, DLP/12783, DLP/12784, DLP/12788, DLP/12793, DLP/12795, DLP/12796, DLP/12810, DLP/12814, DLP/12819, DLP/12842, DLP/12845, DLP/12860, DLP/12861, DLP/12869, DLP/12870, DLP/12872, DLP/12874, DLP/12890, DLP/12893, DLP/12909, DLP/12910, DLP/12925, DLP/12927, DLP/12936, DLP/12938, DLP/12946, DLP/12947, DLP/12970, DLP/12972, DLP/12981, DLP/12983, DLP/12990, DLP/12992, DLP/13013, DLP/13017, DLP/13019, DLP/13023, DLP/13039, DLP/13041, DLP/13048, DLP/13059, DLP/13094, DLP/13098, DLP/13103, DLP/13105, DLP/13125, DLP/13128, DLP/13147, DLP/13209, DLP/13210, DLP/13216, DLP/13217, DLP/13225, DLP/13226, DLP/13240, DLP/13254, DLP/13256, DLP/13267, DLP/13268, DLP/13275, DLP/13277, DLP/13283, DLP/13284, DLP/13290, DLP/13291, DLP/13297, DLP/13304, DLP/13305, DLP/13329, DLP/13348, DLP/13349, DLP/13352, DLP/13356, DLP/13369, DLP/13370, DLP/13382, DLP/13383, DLP/13390, DLP/13392, DLP/13402, DLP/13404, DLP/13418,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/13419, DLP/13423, DLP/13430, DLP/13438, DLP/13439, DLP/13445, DLP/13446, DLP/13452, DLP/13453, DLP/13459, DLP/13460, DLP/13469, DLP/13470, DLP/13471, DLP/13474, DLP/13484, DLP/13486, DLP/13487, DLP/13495, DLP/13496, DLP/13502, DLP/13503, DLP/13509, DLP/13510, DLP/13519, DLP/13520, DLP/13523, DLP/13527, DLP/13528, DLP/13530, DLP/13537, DLP/13538, DLP/13545, DLP/13546, DLP/13555, DLP/13556, DLP/13557, DLP/13559, DLP/13568, DLP/13570, DLP/13575, DLP/13581, DLP/13583, DLP/13584, DLP/13590, DLP/13591, DLP/13597, DLP/13598, DLP/13608, DLP/13610, DLP/13621, DLP/13622, DLP/13634, DLP/13636, DLP/13643, DLP/13651, DLP/13652, DLP/13663, DLP/13664, DLP/13667, DLP/13669, DLP/13679, DLP/13682, DLP/13689, DLP/13692, DLP/13697, DLP/13699, DLP/13713, DLP/13715, DLP/13718, DLP/13721, DLP/13733, DLP/13749, DLP/13750, DLP/13751, DLP/13753, DLP/13769, DLP/13770, DLP/13780, DLP/13783, DLP/13790, DLP/13795, DLP/13796, DLP/13797, DLP/13812, DLP/13813, DLP/13822, DLP/13823, DLP/13837, DLP/13842, DLP/13843, DLP/13852, DLP/13864, DLP/13871, DLP/13875, DLP/13877, DLP/13878, DLP/13884, DLP/13885, DLP/13889, DLP/13890, DLP/13899, DLP/13901, DLP/13916, DLP/13918,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/13925, DLP/13927, DLP/13932, DLP/13933, DLP/13945, DLP/13947, DLP/13955, DLP/13962, DLP/13964, DLP/13971, DLP/13972, DLP/13978, DLP/13980, DLP/13982, DLP/13984, DLP/13989, DLP/13992, DLP/13997, DLP/13999, DLP/14008, DLP/14009, DLP/14016, DLP/14017, DLP/14026, DLP/14027, DLP/14033, DLP/14034, DLP/14035, DLP/14041, DLP/14042, DLP/14043, DLP/14055, DLP/14056, DLP/14057, DLP/14058, DLP/14064, DLP/14065, DLP/14074, DLP/14075, DLP/14084, DLP/14085, DLP/14093, DLP/14095, DLP/14102, DLP/14103, DLP/14105, DLP/14110, DLP/14111, DLP/14113, DLP/14119, DLP/14120, DLP/14131, DLP/14132, DLP/14134, DLP/14137, DLP/14142, DLP/14143, DLP/14150, DLP/14151, DLP/14162, DLP/14164, DLP/14165, DLP/14169, DLP/14175, DLP/14177, DLP/14178, DLP/14182, DLP/14186, DLP/14188, DLP/14194, DLP/14195, DLP/14205, DLP/14207, DLP/14209, DLP/14215, DLP/14218, DLP/14220, DLP/14224, DLP/14232, DLP/14235, DLP/14239, DLP/14240, DLP/14247, DLP/14249, DLP/14260, DLP/14261, DLP/14262, DLP/14267, DLP/14271, DLP/14273, DLP/14279, DLP/14280, DLP/14287, DLP/14289, DLP/14292, DLP/14304, DLP/14305, DLP/14307, DLP/14312, DLP/14318, DLP/14319, DLP/14331, DLP/14335, DLP/14337, DLP/14343,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14344, DLP/14345, DLP/14355, DLP/14358, DLP/14368, DLP/14378, DLP/14380, DLP/14382, DLP/14391, DLP/14399, DLP/14413, DLP/14414, DLP/14418, DLP/14422, DLP/14430, DLP/14440, DLP/14441, DLP/14448, DLP/14451, DLP/14459, DLP/14466, DLP/14471, DLP/14479, DLP/14482, DLP/14484, DLP/14485, DLP/14497, DLP/14499, DLP/14502, DLP/14504, DLP/14512, DLP/14514, DLP/14517, DLP/14525, DLP/14526, DLP/14539, DLP/14543, DLP/14546, DLP/14554, DLP/14558, DLP/14564, DLP/14566, DLP/14567, DLP/14568, DLP/14578, DLP/14581, DLP/14584, DLP/14586, DLP/14587, DLP/14591, DLP/14600, DLP/14608, DLP/14613, DLP/14614, DLP/14615, DLP/14622, DLP/14623, DLP/14644, DLP/14646, DLP/14648, DLP/14651, DLP/14665, DLP/14667, DLP/14675, DLP/14677, DLP/14678, DLP/14680, DLP/14692, DLP/14696, DLP/14701, DLP/14702, DLP/14712, DLP/14714, DLP/14715, DLP/14716, DLP/14729, DLP/14738, DLP/14749, DLP/14750, DLP/14752, DLP/14754, DLP/14755, DLP/14758, DLP/14759, DLP/14764, DLP/14765, DLP/14773, DLP/14774, DLP/14785, DLP/14787, DLP/14788, DLP/14789, DLP/14790, DLP/14794, DLP/14797, DLP/14807, DLP/14808, DLP/14815, DLP/14818, DLP/14827, DLP/14828, DLP/14837, DLP/14838, DLP/14845, DLP/14846,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14853, DLP/14854, DLP/14864, DLP/14865, DLP/14866, DLP/14867, DLP/14876, DLP/14877, DLP/14884, DLP/14888, DLP/14890, DLP/14893, DLP/14904, DLP/14906, DLP/14909, DLP/14918, DLP/14925, DLP/14927, DLP/14931, DLP/14934, DLP/14953, DLP/14955, DLP/14958, DLP/14972, DLP/14974, DLP/14976, DLP/14982, DLP/14994, DLP/15000, DLP/15001, DLP/15002, DLP/15019, DLP/15021, DLP/15031, DLP/15032, DLP/15033, DLP/15035, DLP/15050, DLP/15054, DLP/15058, DLP/15060, DLP/15061, DLP/15062, DLP/15074, DLP/15077, DLP/15086, DLP/15094, DLP/15095, DLP/15096, DLP/15102, DLP/15103, DLP/15113, DLP/15115, DLP/15122, DLP/15124, DLP/15141, DLP/15154, DLP/15155, DLP/15156, DLP/15157, DLP/15159, DLP/15169, DLP/15170, DLP/15178, DLP/15179, DLP/15180, DLP/15190, DLP/15191, DLP/15196, DLP/15198, DLP/15200, DLP/15207, DLP/15210, DLP/15214, DLP/15221, DLP/15223, DLP/15237, DLP/15240, DLP/15241, DLP/15242, DLP/15244, DLP/15247, DLP/15254, DLP/15256, DLP/15262, DLP/15265, DLP/15272, DLP/15274, DLP/15282, DLP/15283, DLP/15284, DLP/15285, DLP/15303, DLP/15305, DLP/15306, DLP/15307, DLP/15316, DLP/15318, DLP/15319, DLP/15320, DLP/15328, DLP/15329, DLP/15337, DLP/15340, DLP/15346,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/15347, DLP/15348, DLP/15349, DLP/15357, DLP/15358, DLP/15364, DLP/15370, DLP/15371, DLP/15372, DLP/15379, DLP/15380, DLP/15386, DLP/15392, DLP/15393, DLP/15399, DLP/15400, DLP/15407, DLP/15409, DLP/15412, DLP/15414, DLP/15419, DLP/15423, DLP/15424, DLP/15425, DLP/15437, DLP/15438, DLP/15440, DLP/15449, DLP/15451, DLP/15452, DLP/15457, DLP/15464, DLP/15466, DLP/15468, DLP/15472, DLP/15487, DLP/15491, DLP/15497, DLP/15498, DLP/15504, DLP/15505, DLP/15516, DLP/15519, DLP/15522, DLP/15525, DLP/15529, DLP/15538, DLP/15539, DLP/15549, DLP/15552, DLP/15564, DLP/15565, DLP/15572, DLP/15576, DLP/15578, DLP/15581, DLP/15594, DLP/15595, DLP/15596, DLP/15597, DLP/15612, DLP/15613, DLP/15614, DLP/15619, DLP/15624, DLP/15627, DLP/15635, DLP/15642, DLP/15643, DLP/15647, DLP/15648, DLP/15656, DLP/15664, DLP/15668, DLP/15671, DLP/15673, DLP/15682, DLP/15683, DLP/15691, DLP/15695, DLP/15697, DLP/15703, DLP/15708, DLP/15710, DLP/15713, DLP/15730, DLP/15732, DLP/15734, DLP/15736, DLP/15752, DLP/15754, DLP/15761, DLP/15769, DLP/15773, DLP/15786, DLP/15788, DLP/15791, DLP/15794, DLP/15800, DLP/15801, DLP/15809, DLP/15810, DLP/15821, DLP/15823, DLP/15825,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/15832, DLP/15834, DLP/15839, DLP/15840, DLP/15847, DLP/15855, DLP/15861, DLP/15863, DLP/15864, DLP/15865, DLP/15869, DLP/15876, DLP/15877, DLP/15885, DLP/15891, DLP/15892, DLP/15895, DLP/15896, DLP/15897, DLP/15910, DLP/15911, DLP/15917,
TS1.36	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/7353, DLP/7494, DLP/7513, DLP/8999, DLP/9000, DLP/9101, DLP/9251, DLP/9270, DLP/9272, DLP/9278, DLP/9283, DLP/9288, DLP/9294, DLP/9302, DLP/9309, DLP/9315, DLP/9316, DLP/9326, DLP/9337, DLP/9340, DLP/9351, DLP/9352, DLP/9358, DLP/9363, DLP/9375, DLP/9377, DLP/9380, DLP/9389, DLP/9390, DLP/9396, DLP/9401, DLP/9408, DLP/9409, DLP/9412, DLP/9418, DLP/9419, DLP/9426, DLP/9430, DLP/9436, DLP/9443, DLP/9449, DLP/9457, DLP/9467, DLP/9468, DLP/9471, DLP/9479, DLP/9483, DLP/9484, DLP/9492, DLP/9495, DLP/9505, DLP/9506, DLP/9553, DLP/9584, DLP/9909, DLP/9946, DLP/10118, DLP/10890, DLP/11400, DLP/12121, DLP/12452, DLP/12852, DLP/18296, DLP/19010, DLP/20581, DLP/9088, DLP/9013, DLP/8612, DLP/8011, DLP/7134, DLP/2189, DLP/9015, DLP/9547, DLP/14229, DLP/8612, DLP/9013, DLP/9088, DLPQQ/999

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS1.37	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/18486,
TS1.39	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLPQQ/941, DLPQQ/926
TS1.40	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	At the time of the production of the Draft Local Plan, the main option being considered for the Fortune of War junction on the A127 was the removal of the junction to improve traffic flows along the A127. Further options work for the improvement of this junction is currently being carried out by Essex County Council as the Highway Authority which includes options for access to the A127 at this junction to remain open whilst also improving traffic flow and air quality in this area.	DLP/483, DLP/10360, DLP/16877, DLP/9036, DLP/9050, DLP/9139, DLP/9173, DLP/8928, DLP/9037DLPQQ/941
TS1.42	Basildon Borough Council will continue to work with the	The Council commissioned the Highways Authority and Ringway Jacobs to undertake further highways modelling which identified	DLPQQ/829

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	
TS1.43	Undertake additional work looking at local access issues for sites, and where appropriate amend relevant policies to incorporate any additional mitigation requirements.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/13071, DLPQQ/937
TS1.44	Consider the implications of additional work around site access and local junctions, and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. Add to policy requirements accordingly.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/2247, DLP/2391, DLP/4582, DLP/4598, DLP/13924, DLP/16003
TS1.45	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include	DLP/5072, DLP/20581, DLP/18296, DLP/18355, DLP/18431, DLP/18446, DLP/18464, DLP/18503, DLP/18523, DLP/18557, DLP/18576, DLP/18595,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	<p>determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p>	<p>both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.</p>	<p>DLP/18609, DLP/18628, DLP/18656, DLP/18674, DLP/18689, DLP/18704, DLP/18725, DLP/18745, DLP/18764, DLP/18780, DLP/18801, DLP/18830, DLP/18844, DLP/18855, DLP/18865, DLP/18875, DLP/18894, DLP/18921, DLP/18941, DLP/18976, DLP/18993, DLP/19010, DLP/19028, DLP/19049, DLP/19072, DLP/19092, DLP/19116, DLP/19134, DLP/19154, DLP/19168, DLP/19186, DLP/19203, DLP/19218, DLP/19238, DLP/19249, DLP/20480, DLP/20573, DLP/7271, DLP/7294, DLP/7311, DLP/7484, DLP/7494, DLP/7504, DLP/7513, DLP/7523, DLP/7533, DLP/7543, DLP/7553, DLP/7563, DLP/7593, DLP/7603, DLP/7614, DLP/8041, DLP/7514</p>
TS1.48	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.</p> <p>Await the findings of additional air quality monitoring which will determine if there are any air quality issues arising from additional traffic so that it can be</p>	<p>The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.</p> <p>Additional air quality monitoring work has been undertaken. This shows that there are no locations close to proposed allocations where NOx emissions currently exceed European limits. No amendments to the allocations or policy requirements are therefore required in relation to this action.</p>	DLP/2993

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	factored into the Sustainability Appraisal and the recommendation for strategic site selection, and/or mitigation requirements for each development proposal.		
TS1.49	Basildon Borough Council will continue to work with other Greater Essex Authorities on demographic forecasting and economic forecasting to understand the local drivers of housing need in South Essex and more specifically the Basildon Borough.	The site allocations within the plan are considered to be the most sustainable locations within the Borough for development and where possible they are aligned to areas of employment growth. The Local Plan seeks to encourage a modal shift in transport by those occupying new development and T3 and T4 seek improvements in public transport, walking and cycling infrastructure to help facilitate this.	DLP/1659
TS1.50	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Wickford this includes a new grade separated junction on the A127 at Pound Lane and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1761, DLP/2400, DLP/1764, DLP/2189, DLP/991, DLP/1183, DLP/980
TS1.51	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and	DLP/1851

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	
TS1.52	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/2059, DLP/994, DLP/2386, DLP/5702, DLP/946, DLP/888, DLP/3321, DLP/3140
TS1.55	Undertake additional work looking at local access issues for sites, and where appropriate amend relevant policies to incorporate any additional mitigation requirements.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required	DLP/1265

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	
TS1.56	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/3173
TS1.57	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the SELEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The Council will also review the Highways Topic Paper following the results of the mitigation modelling and will continue to work with infrastructure partners and will update the Infrastructure Delivery	The Council commissioned Essex County Council as the Highways Authority and Ringway Jacobs to undertake further highways modelling which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/2471

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.		
TS1.58	The Council will carry out necessary fact checking and amendments to policy content and wording prior to the next publication of the Local Plan.	The supporting text for policies T2 and T5 and Policy T2 have been amended accordingly. See change no. LP9.7, LP9.8, LP9.9 and LP9.19.	DLP/2471
TS1.59	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the SELEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The Council will also review the Highways Topic Paper following the results of the mitigation modelling and will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/2471
TS1.60	The Council will carry out necessary fact checking and amendments to policy content	Alterations have been made to the supporting text of Policies T2 and T5 and to Policy T2 to include the 'A176/St Nicholas Lane'	DLP/2471

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	and wording prior to the next publication of the Local Plan.	junction within the list of improvements. See change no. LP9.7, LP9.9 and LP9.19.	
TS1.62	Basildon Borough Council will review the Evidence Base used to inform the Housing Allocation policies in accordance with the comments received as part of the public consultation in order to determine if there should be any alterations to locations for housing or other forms of development incorporated into the next version of the Local Plan.	The Council carried out additional work to assess sites put forward during the consultation on the Draft Local Plan and carried out a separate public consultation on 17 new and alternative site options for development at the end of 2016 which included land at Maitland Lodge. The Council has also prepared a Housing Options Topic Paper (2017) which draws together all the evidence to date and makes recommendations on what sites should be promoted within the Local Plan. This site has been allocated for self-build.	DLP/664
TS1.63	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway and public transport requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	The Council will work with Essex County Council and public transport providers and operators to secure investment in public transport to improve the service with better access and frequency, where possible. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/2449
TS1.65	Continue to work with partners and stakeholders.	The background growth scenarios within the transport modelling take into account all the expected growth in neighbouring authorities and consideration, including to the Lower Thames Crossing and Crossrail, has been given in this respect.	DLP/3249, DLP/1848
TS1.66	Basildon Borough Council will share all comments in relation to transport and highway infrastructure with the Highway Authority at Essex County Council, who are the responsible authority for the introduction of traffic	This comment has been forwarded on to the Highways Authority.	DLP/3627

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	calming measures. Basildon Borough Council will also continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.		
TS1.67	Basildon Borough Council will review the policies set out in the Transport Strategy chapter to see if additional weight can be given to Network Rail led schemes along the GEML and Essex Thameside routes, and to ensure the right balance is struck between road improvements, and improvements to more sustainable forms of transport such as walking, cycling and public transport.	Support for policies which require development contributions to the improvement of sustainable modes of transport including public transport, walking and cycling is noted. Sustainable transport plans and strategies has been incorporated into the transport modelling to determine how capacity can be increased through use of sustainable modes of transport. This could be further improved by an Essex wide strategy which is currently in development stages.	DLP/1848
TS1.68	Basildon Borough Council will review the policies set out in the Transport Strategy chapter to see if additional weight can be given to the protection and enhancement of the natural environment in Policies TS1, TS2 and TS5.	Policies TS1 and T2 have been amended accordingly. See change no. LP9.6 and LP9.9.	DLP/2722

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS2.1	The Council will be considering its phasing strategy and carrying out further mitigation modelling to ensure that mitigation proposals are brought forward in a sustainable, effective and timely manner.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of all the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/1594, DLP/1912, DLP/1873, DLP/4895, DLP/4319, DLP/20316, DLP/20027, DLP/14607
TS2.2	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	Enabling two way traffic on Laindon Road is one of several measures that is required to improve capacity issues on the highway network in Billericay. This is based on the Highways Impact Assessment and Mitigation Modelling (2018) which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth and alleviate existing capacity issues. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/2981, DLP/387, DLP/388, DLP/7291, DLP/1283, DLP/2793, DLP/2982, DLP/2173, DLP/1089, DLP/7291, DLPQQ/815, DLPQQ/778, DLPQQ/570, DLPQQ/915, DLPQQ/916
TS2.3	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan	Smart signalisation at the Sun Corner junction is one of several measures that is required to improve capacity issues on the highway network in Billericay. This is based on the Highways Impact Assessment and Mitigation Modelling (2018) which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth and alleviate existing capacity issues.	DLP/387, DLP/388

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS2.4	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/387, DLP/10120
TS2.5	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	Policy T1 seeks to ensure that any potential adverse impacts on the natural environment which may include the loss of green space is either prevented or mitigated against.	DLP/387, DLP/388, DLP/2546DLPQQ/659, DLPQQ/716
TS2.6	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	DLP/522

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Council will continue to work with all infrastructure providers to continually update the Infrastructure Delivery Plan throughout the Local Plan period so that the Council can effectively prioritise infrastructure projects to support future growth.		
TS2.7	Undertake additional transport modelling work.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network up to 2034 and identified what improvements would be required for the network to accommodate the proposed growth.	DLP/373
TS2.8	Undertake additional transport modelling work.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of all the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/373DLPQQ/731
TS2.9	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/732, DLP/887, DLP/3583
TS2.10	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway	The Council commissioned further highways modelling which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that	DLP/388, DLP/2981, DLP/3027, DLP/2173, DLP/1265

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The slip road at the Sun Corner junction is not included as one of these improvement schemes on the advice of the Highway Authority in relation to safety of pedestrian movements in this area.	
TS2.11	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/2981, DLP/2982
TS2.12	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required which are set out Policy T2 of the Local Plan. Many of the strategic infrastructure improvements relate to the A127.	DLP/1274, DLP/1279, DLP/2841, DLP/7226, DLP/7397DLPQQ/749, DLPQQ/727
TS2.13	Basildon Borough Council will continue to work with Essex	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by	DLP/5108, DLP/9946, DLP/9946DLPQQ/594

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations(S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	
TS2.14	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The mitigation modelling has been commissioned to determine if there are any improvements that could be made to highway network to cope with the additional traffic caused by Local Plan growth in a future year. Once established, any chosen option would be subject to further design work to establish what the final route / junction improvement would look like on the ground.	The location of the relief road and its delivery alongside the housing allocations to the southwest of Billericay are set out in Policy H18.	DLP/2010, DLP/3164, DLP/4682DLPQQ/655, DLPQQ/707, DLPQQ/917, DLPQQ/958, DLPQQ/861, DLPQQ/564, DLPQQ/1004, DLPQQ/964, DLPQQ/817, DLPQQ/612, DLPQQ/571, DLPQQ/723, DLPQQ/801, DLPQQ/679

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS2.15	Undertake additional transport modelling work.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of all the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/321DLPQQ/862
TS2.17	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1117, DLP/1153, DLP/1252, DLP/1312, DLP/1341, DLP/1417, DLP/1602, DLP/1632, DLP/1643, DLP/1674, DLP/1697, DLP/1705, DLP/1714, DLP/1728, DLP/1781, DLP/1828, DLP/1902, DLP/1928, DLP/1943, DLP/1955, DLP/1966, DLP/1982, DLP/1999, DLP/2065, DLP/2099, DLP/2110, DLP/2117, DLP/2136, DLP/2364, DLP/2378, DLP/2409, DLP/2432, DLP/2465, DLP/2484, DLP/2494, DLP/2598, DLP/2623, DLP/2646, DLP/2656, DLP/2667, DLP/2692, DLP/2828, DLP/2872, DLP/2893, DLP/2903, DLP/2908, DLP/2923, DLP/2995, DLP/3116, DLP/3133, DLP/3137, DLP/3151, DLP/3159, DLP/3194, DLP/3212, DLP/3223, DLP/3234, DLP/3245, DLP/3270, DLP/3286, DLP/3298, DLP/3330, DLP/3385, DLP/3395, DLP/3407, DLP/3415, DLP/3431, DLP/3442, DLP/3456, DLP/3472, DLP/3475, DLP/3492, DLP/3505, DLP/3514, DLP/3525,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3535, DLP/3545, DLP/3550, DLP/3572, DLP/3592, DLP/3594, DLP/3605, DLP/3617, DLP/3625, DLP/3643, DLP/3654, DLP/3678, DLP/3679, DLP/3693, DLP/3704, DLP/3712, DLP/3722, DLP/3731, DLP/3742, DLP/3752, DLP/3765, DLP/3776, DLP/3785, DLP/3795, DLP/3818, DLP/3828, DLP/3842, DLP/3849, DLP/3858, DLP/3871, DLP/3882, DLP/3902, DLP/3914, DLP/3921, DLP/3931, DLP/3942, DLP/3948, DLP/3961, DLP/3971, DLP/3978, DLP/3988, DLP/4010, DLP/4017, DLP/4031, DLP/4033, DLP/4047, DLP/4053, DLP/4063, DLP/4086, DLP/4102, DLP/4103, DLP/4117, DLP/4129, DLP/4132, DLP/4148, DLP/4154, DLP/4163, DLP/4172, DLP/4181, DLP/4190, DLP/4200, DLP/4209, DLP/4236, DLP/4250, DLP/4251, DLP/4265, DLP/4273, DLP/4285, DLP/4298, DLP/4313, DLP/4328, DLP/4331, DLP/4352, DLP/4369, DLP/4375, DLP/4386, DLP/4393, DLP/4423, DLP/4444, DLP/4469, DLP/4481, DLP/4490, DLP/4504, DLP/4518, DLP/4529, DLP/4539, DLP/4572, DLP/4589, DLP/4608, DLP/4619, DLP/4627, DLP/4634, DLP/4643, DLP/4653, DLP/4666, DLP/4675, DLP/4687, DLP/4696, DLP/4705, DLP/4730, DLP/4744, DLP/4745, DLP/4752, DLP/4753, DLP/4770,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4775, DLP/4779, DLP/4793, DLP/4803, DLP/4809, DLP/4836, DLP/4843, DLP/4860, DLP/4868, DLP/4880, DLP/4890, DLP/4906, DLP/4916, DLP/4922, DLP/4935, DLP/4983, DLP/4992, DLP/5001, DLP/5010, DLP/5019, DLP/5028, DLP/5044, DLP/5053, DLP/5062, DLP/5075, DLP/5095, DLP/5098, DLP/5116, DLP/5128, DLP/5137, DLP/5146, DLP/5164, DLP/5174, DLP/5183, DLP/5192, DLP/5201, DLP/5210, DLP/5219, DLP/5228, DLP/5237, DLP/5246, DLP/5255, DLP/5264, DLP/5273, DLP/5282, DLP/5300, DLP/5325, DLP/5334, DLP/5343, DLP/5352, DLP/5361, DLP/5370, DLP/5379, DLP/5388, DLP/5397, DLP/5406, DLP/5415, DLP/5424, DLP/5433, DLP/5476, DLP/5485, DLP/5494, DLP/5503, DLP/5513, DLP/5521, DLP/5532, DLP/5542, DLP/5551, DLP/5560, DLP/5568, DLP/5576, DLP/5585, DLP/5594, DLP/5603, DLP/5612, DLP/5621, DLP/5630, DLP/5639, DLP/5648, DLP/5657, DLP/5666, DLP/5675, DLP/5684, DLP/5694, DLP/5709, DLP/5719, DLP/5728, DLP/5737, DLP/5750, DLP/5761, DLP/5773, DLP/5782, DLP/5793, DLP/5802, DLP/5813, DLP/5822, DLP/5831, DLP/5840, DLP/5849, DLP/5859, DLP/5868, DLP/5884, DLP/5893, DLP/5902, DLP/5911,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5920, DLP/5929, DLP/5938, DLP/5948, DLP/5957, DLP/5966, DLP/5975, DLP/5984, DLP/5993, DLP/6002, DLP/6011, DLP/6020, DLP/6029, DLP/6038, DLP/6047, DLP/6056, DLP/6065, DLP/6075, DLP/6084, DLP/6093, DLP/6102, DLP/6111, DLP/6120, DLP/6130, DLP/6139, DLP/6148, DLP/6157, DLP/6167, DLP/6176, DLP/6185, DLP/6194, DLP/6203, DLP/6212, DLP/6221, DLP/6226, DLP/6235, DLP/6254, DLP/6265, DLP/6282, DLP/6291, DLP/6300, DLP/6309, DLP/6318, DLP/6327, DLP/6336, DLP/6345, DLP/6363, DLP/6372, DLP/6381, DLP/6390, DLP/6399, DLP/6408, DLP/6417, DLP/6426, DLP/6435, DLP/6439, DLP/6448, DLP/6458, DLP/6467, DLP/6476, DLP/6485, DLP/6494, DLP/6503, DLP/6515, DLP/6524, DLP/6533, DLP/6542, DLP/6551, DLP/6560, DLP/6570, DLP/6580, DLP/6589, DLP/6599, DLP/6607, DLP/6616, DLP/6625, DLP/6634, DLP/6644, DLP/6653, DLP/6662, DLP/6670, DLP/6680, DLP/6690, DLP/6699, DLP/6708, DLP/6717, DLP/6726, DLP/6735, DLP/6745, DLP/6754, DLP/6763, DLP/6772, DLP/6780, DLP/6790, DLP/6799, DLP/6810, DLP/6817, DLP/6826, DLP/6835, DLP/6844, DLP/6853, DLP/6862, DLP/6872, DLP/6881, DLP/6890,

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			DLP/6898, DLP/6908, DLP/6917, DLP/6926, DLP/6935, DLP/6944, DLP/6953, DLP/6962, DLP/6971, DLP/6980, DLP/6989, DLP/6998, DLP/7008, DLP/7017, DLP/7027, DLP/7036, DLP/7158, DLP/7188, DLP/7627, DLP/7633, DLP/7639, DLP/7645, DLP/7651, DLP/7663, DLP/7669, DLP/7675, DLP/7687, DLP/7693, DLP/7699, DLP/7705 DLP/7711, DLP/7717, DLP/7723, DLP/7729, DLP/7735, DLP/7741, DLP/7751, DLP/7757, DLP/7763, DLP/7769, DLP/7775, DLP/7781, DLP/7787, DLP/7793, DLP/7799, DLP/7805, DLP/7811, DLP/7817, DLP/7823, DLP/7829, DLP/7835, DLP/7841, DLP/7847, DLP/7853, DLP/7859, DLP/7865, DLP/7871, DLP/7877, DLP/7883, DLP/7889, DLP/7895, DLP/7901, DLP/7907, DLP/7913, DLP/7919, DLP/7925, DLP/7931, DLP/7939, DLP/7946, DLP/8426, DLP/8474, DLP/9723, DLP/9875, DLP/9887, DLP/9896, DLP/9903, DLP/9909, DLP/9919, DLP/9927, DLP/9936, DLP/9944, DLP/9987, DLP/10015, DLP/10044, DLP/10068, DLP/10083, DLP/10109, DLP/10155, DLP/10179, DLP/10212, DLP/10252, DLP/10280, DLP/10310, DLP/10337, DLP/10356, DLP/10375, DLP/10435, DLP/10470, DLP/10497, DLP/10508, DLP/10529, DLP/10554, DLP/10558, DLP/10600, DLP/10610,

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			DLP/10618, DLP/10627, DLP/10636, DLP/10648, DLP/10660, DLP/10661, DLP/10681, DLP/10694, DLP/10723, DLP/10745, DLP/10771, DLP/10804, DLP/10828, DLP/10851, DLP/10854, DLP/10886, DLP/10889, DLP/10891, DLP/10928, DLP/10939, DLP/10964, DLP/10999, DLP/11008, DLP/11025, DLP/11042, DLP/11067, DLP/11080, DLP/11091, DLP/11120, DLP/11124, DLP/11160, DLP/11169, DLP/11182, DLP/11217, DLP/11235, DLP/11245, DLP/11264, DLP/11280, DLP/11299, DLP/11302, DLP/11330, DLP/11346, DLP/11361, DLP/11375, DLP/11385, DLP/11392, DLP/11415, DLP/11429, DLP/11440, DLP/11466, DLP/11489, DLP/11503, DLP/11524, DLP/11543, DLP/11565, DLP/11573, DLP/11601, DLP/11628, DLP/11706, DLP/11716, DLP/11791, DLP/12373, DLP/12468, DLP/16827, DLP/16860, DLP/16893, DLP/16923, DLP/16980, DLP/17008, DLP/17046, DLP/17093, DLP/17118, DLP/17138, DLP/17161, DLP/17196, DLP/17241, DLP/17258, DLP/17300, DLP/17327, DLP/17352, DLP/17390, DLP/17409, DLP/17434, DLP/17447, DLP/17475, DLP/20308, DLP/20511, DLPQQ/663
TS2.18	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of all the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include both strategic and local improvement schemes and they are set out	DLP/1508

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	mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. For strategic and non-strategic housing allocations developers will be required, where necessary, to make contributions to deliver localised improvements to the highway network to ensure safety and reduce local congestion.	
TS2.20	The Council is intending to go out for consultations on a Preliminary Draft Charging Schedule and the Regulation 123 list and will take into consideration any comments received in relation to viability and supporting planning obligations policies as the Levy is developed.	The Infrastructure Delivery Plan needs to identify whether or not a gap in funding exists for the required infrastructure upgrades in order to determine whether or not the local planning authority is eligible to impose a Community Infrastructure Levy. The Community Infrastructure Levy charging schedule will have been subject to a viability assessment so that any charges are appropriate and contributions secured through S106 will be either negotiated as part of the development proposal or subject to the thresholds contained in the Council's Planning Obligations Strategy.	DLP/2829, DLP/19384, DLP/16098, DLP/16151, DLP/16200, DLP/16658
TS2.21	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling	The relief road will extend from the A129 London Road to the west of Billericay to Laindon Road in the south of Billericay which will provide a connection with Kennel Lane at the roundabout.	DLP/388, DLP/887, DLP/3583, DLP/1089
TS2.22	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	DLP/1751
TS2.23	Basildon Borough Council will continue to work with the Highway Authority to commission	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to	DLP/2223DLPQQ/706, DLPQQ/904

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	further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	alleviate this pressure, and for the network to accommodate future growth without going over capacity, a number of highways improvements would be required. These have all been tested through modelling and include a number of strategic infrastructure improvements as set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	
TS2.24	Undertake additional transport modelling work.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	DLP/1174
TS2.25	Basildon Borough Council will continue to work with Brentwood Borough Council under the Duty to Cooperate to identify any potential cross-boundary issues in relation to new development proposals in either Local Plan.	Following joint working with Brentwood Council both Councils have taken the decision not to pursue a cross boundary allocation. Basildon Council has allocated a significantly smaller site to the west of Basildon east of Lower Dunton Road than previously proposed in earlier versions of the Local Plan.	
TS2.27	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic	The Council commissioned further highways modelling which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The slip road at the Sun Corner junction is not included	DLP/446, DLP/2949, DLP/2982, DLP/5307, DLP/12202, DLP/12294, DLP/12370, DLP/12571, DLP/12598, DLP/12599, DLP/12606, DLP/12607, DLP/12627, DLP/12628, DLP/12635, DLP/12636, DLP/12659, DLP/12660, DLP/12699, DLP/12755, DLP/12757, DLP/12795, DLP/12796, DLP/12860, DLP/12861, DLP/12872, DLP/12874, DLP/12925, DLP/12927, DLP/12946,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	development sites proposed in the Draft Local Plan.	as one of these improvement schemes on the advice of the Highway Authority in relation to safety of pedestrian movements in this area.	DLP/12947, DLP/12970, DLP/12972, DLP/13013, DLP/13017, DLP/13349, DLP/13356, DLP/13369, DLP/13370, DLP/13423, DLP/13430, DLP/13445, DLP/13446, DLP/13469, DLP/13470, DLP/13471, DLP/13474, DLP/13487, DLP/13495, DLP/13496, DLP/13502, DLP/13503, DLP/13523, DLP/13527, DLP/13555, DLP/13556, DLP/13557, DLP/13559, DLP/13568, DLP/13570, DLP/13590, DLP/13591, DLP/13597, DLP/13598, DLP/13608, DLP/13610, DLP/13634, DLP/13636, DLP/13643, DLP/13667, DLP/13669, DLP/13689, DLP/13692, DLP/13713, DLP/13715, DLP/13749, DLP/13753, DLP/13790, DLP/13795, DLP/13884, DLP/13885, DLP/13927, DLP/13982, DLP/13992, DLP/14009, DLP/14035, DLP/14043, DLP/14056, DLP/14120, DLP/14137, DLP/14164, DLP/14178, DLP/14312, DLP/14368, DLP/14378, DLP/14413, DLP/14485, DLP/14546, DLP/14567, DLP/14600, DLP/14607, DLP/14623, DLP/14643, DLP/14648, DLP/14651, DLP/14665, DLP/14667, DLP/14688, DLP/14692, DLP/14696, DLP/14701, DLP/14702, DLP/14709, DLP/14712, DLP/14714, DLP/14715, DLP/14729, DLP/14733, DLP/14738, DLP/14749, DLP/14755, DLP/14759, DLP/14789, DLP/14810, DLP/14815, DLP/14818, DLP/14854, DLP/14858, DLP/14877, DLP/14916, DLP/14918, DLP/14938, DLP/14960, DLP/14981, DLP/15006,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/15030, DLP/15063, DLP/15084, DLP/15130, DLP/15140, DLP/15167, DLP/15211, DLP/15243, DLP/15284, DLP/15292, DLP/15307, DLP/15425, DLP/15457, DLP/15473, DLP/15498, DLP/15529, DLP/15536, DLP/15559, DLP/15565, DLP/15585, DLP/15597, DLP/15632, DLP/15669, DLP/15682, DLP/15683, DLP/15711, DLP/15748, DLP/15765, DLP/15783, DLP/15840, DLP/16058, DLP/16084, DLP/16130, DLP/16181, DLP/16281, DLP/16464, DLP/16498, DLP/16501, DLP/16519, DLP/16556, DLP/16571, DLP/16578, DLP/16610, DLP/16624, DLP/16652, DLP/16734, DLP/16819, DLP/16877, DLP/16936, DLP/17003, DLP/17158, DLP/17199, DLP/17276, DLP/17318, DLP/17332, DLP/17423, DLP/17438, DLP/17484, DLP/17509, DLP/17526, DLP/17542, DLP/17560, DLP/17571, DLP/17574, DLP/17586, DLP/17602, DLP/17621, DLP/17632, DLP/17641, DLP/17652, DLP/17654, DLP/17656, DLP/17664, DLP/17669, DLP/17686, DLP/17697, DLP/17704, DLP/17705, DLP/17729, DLP/17734, DLP/17754, DLP/17758, DLP/17769, DLP/17787, DLP/17791, DLP/17795, DLP/17803, DLP/17823, DLP/17831, DLP/17836, DLP/17858, DLP/17859, DLP/17869, DLP/17874, DLP/17886, DLP/17897, DLP/17900, DLP/17921, DLP/17935, DLP/17943, DLP/17960, DLP/17967, DLP/17973, DLP/17977, DLP/17994,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/17999, DLP/18023, DLP/18027, DLP/18039, DLP/18047, DLP/18053, DLP/18074, DLP/18089, DLP/18104, DLP/18106, DLP/18136, DLP/18200, DLP/18205, DLP/18206, DLP/18250, DLP/18252, DLP/18302, DLP/18345, DLP/18390, DLP/18416, DLP/19179, DLP/19196, DLP/19215, DLP/19233, DLP/19258, DLP/19269, DLP/19285, DLP/19315, DLP/19331, DLP/19338, DLP/19345, DLP/19357, DLP/19364, DLP/19371, DLP/19378, DLP/19391, DLP/19397, DLP/19404, DLP/19411, DLP/19418, DLP/19425, DLP/19431, DLP/19437, DLP/19444, DLP/19451, DLP/19458, DLP/19465, DLP/19472, DLP/19479, DLP/19486, DLP/19493, DLP/19500, DLP/19507, DLP/19514, DLP/19524, DLP/19530, DLP/19537, DLP/19544, DLP/19551, DLP/19558, DLP/20069, DLP/20100, DLP/20126, DLP/20233, DLP/20246, DLP/20431, DLP/717
TS2.34	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/563

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TS2.35	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	Smart signalisation at the Sun Corner junction is one of several measures that is required to improve capacity issues on the highway network in Billericay. This is based on the Highways Impact Assessment and Mitigation Modelling (2018) which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth and alleviate existing capacity issues.	DLPQQ/741
TS2.37	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	DLP/516
TS2.38	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	DLP/266, DLP/516

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	support the level of growth proposed in the Local Plan.		
TS2.39	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/516
TS2.40	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan	The Council commissioned further highways modelling which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/516
TS2.41	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to	The Council commissioned further highways modelling which tested the impact of the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The relief road is one measure that	DLP/1494, DLP/3758, DLP/2982, DLP/2173

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	determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	would help alleviate traffic congestion through the southern half of the town centre as well as serve the new development to the south west of Billericay.	
TS2.42	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which tested the impact of the strategic allocations on the highway network up to 2034 and identified what improvements would be required for the network to accommodate the proposed growth. These improvements are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/1584, DLP/792, DLP/346, DLP/791, DLP/348, DLP/2173, DLP/1265, DLP/5072, DLP/3812, DLP/1557, DLP/5077, DLP/1038
TS2.43	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Borough Council will also continue to work with the Highway Authority, Essex County Council to assist in the production of future strategies for the main arterial routes in south Essex.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/1425, DLP/1430
TS2.44	Basildon Borough Council will continue to work with the Highway Authority to commission	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to	DLP/2993

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. They are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	
TS2.45	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of all the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth without reaching capacity and causing additional congestion. This includes a range of strategic and local infrastructure improvements including a new grade separated junction on the A127 at Pound Lane to serve the new development to the east of Basildon as well as Wickford.	DLP/2079, DLP/5702, DLP/1063, DLP/2967
TS2.46	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/3164
TS2.47	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required.	DLP/3164, DLP/1283, DLP/909, DLP/2275, DLP/5704, DLP/2446, DLP/5878, DLP/4682, DLP/2083, DLP/4583, DLP/447, DLP/3321,

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	and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	DLP/3140, DLP/980, DLP/3812, DLP/1557, DLP/5077, DLP/1038
TS2.48	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The strategic sites that have been allocated are all those that are considered suitable for development within the Borough. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of all the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth. The relief road is one of many measures that would help alleviate traffic congestion in Billericay as well as serve development in H18. Several junction improvement schemes across Billericay are also listed in Policy T2 to accommodate growth from the other allocations in the town and developers will be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1583, DLP/4007
TS2.49	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road which will help alleviate traffic congestion through the southern half of the town centre. Other measures include enabling two way traffic on Laindon Road and smart signalisation at Sun Corner. Where necessary developers will also be required to make contributions to deliver other localised	DLP/1583, DLP/2126, DLP/1373, DLP/4007, DLP/2391

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		improvements to the highway network to ensure safety and reduce local congestion.	
TS2.50	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/2126, DLP/2793, DLP/2295, DLP/3583, DLP/3995, DLP/1571
TS2.51	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The cricket club and tennis club will be relocated to land west of the relief road and development area as part of policy H18. They will be replaced with equivalent or better facility provision.	DLP/1283, DLP/2793, DLP/1494, DLP/1658, DLP/3112
TS2.52	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic	The route of the relief road has changed and no longer passes through Frithwood Lane. Instead the relief road will cross Tye Common Road and pass south of the existing residential area of Tye Common.	DLP/2793

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	development sites proposed in the Draft Local Plan.		
TS2.53	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which tested the impact of the strategic allocations on the highway network up to 2034 and identified what improvements would be required for the network to accommodate the proposed growth without reaching capacity and causing additional congestion. The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.	DLP/1494, DLP/2173, DLP/4583, DLP/319
TS2.54	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The route of the relief road has changed and no longer passes through Frithwood Lane. Instead the relief road will cross Tye Common Road and pass south of the existing residential area of Tye Common.	DLP/1847, DLP/3112, DLP/3256, DLP/3758
TS2.55	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/3583

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS2.56	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/792, DLP/376, DLP/375
TS2.57	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/792, DLP/348, DLP/319
TS2.58	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling	Policy H18 states that the relief road will join the junction of the B1007/Laindon Road with A176/Noak Hill Road.	DLP/1658
TS2.59	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	A new paragraph has been added to the evidence base section of Policy TS2 and policy has been changed to require detailed assessments to be submitted to the Council as part of development proposals where appropriate. See change no. LP9.9.	DLP/2725
TS2.60	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	A new paragraph has been added to the evidence base section of Policy TS2 and policy has been changed to require detailed assessments to be submitted to the Council as part of development proposals where appropriate. See change no. LP9.9.	DLP/2724

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS2.61	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/246, DLP/2173, DLP/1265, DLP/4583, DLP/2391
TS2.62	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. In Billericay this includes the relief road between Laindon Road and the A129 London Road and various junction improvement schemes. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/935, DLP/4597
TS2.63	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary.	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of all the strategic allocations on the highway network and identified what improvements would be required for the network to accommodate the proposed growth without reaching capacity and causing additional congestion. This includes a range of strategic and local infrastructure improvements including improvements to B1464 London Road/High Road/Clay Hill Road junction.	DLP/5704
TS2.64	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that	Reference to Pitsea has been removed.	DLP/5704

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	they are still fit for purpose for the Basildon Borough and seek to amend them if necessary.		
TS2.65	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	<p>The policies set out chapters 12: Requiring Good Design and 17: Conserving and Enhancing the Historic Environment, provide appropriate guidance to ensure that new development contribute towards the creation of sustainable communities, through location and design, in order to preserve the character of an area and achieve the wider objectives of the plan.</p> <p><i>The Basildon Local Plan – Final Junction Modelling Results 2018</i>, carried out in conjunction with Essex Highways provides an initial summary and discussion of junction modelling results for the Final Growth scenario of the Basildon Local Plan. The study includes recent refinements to both the modelling methodology and the overarching package of highway measures required to mitigate the traffic impact associated with the expected Local Plan growth. The recommendations from the transport modelling will subsequently inform the publication Local Plan.</p>	DLP/2446, DLP/199
TS2.66	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth,	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/1566, DLP/1567

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites		
TS2.67	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in order to identify any potential cross boundary issues or impact on the highway network in the Basildon Borough caused by development elsewhere.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. The background growth scenarios within the transport modelling take into account all the expected growth in neighbouring authorities.	DLP/4659
TS2.68	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in	At the time of the production of the Draft Local Plan, the main option being considered for the Fortune of War junction on the A127 was the removal of the junction to improve traffic flows along the A127. Further options work for the improvement of this junction is currently being carried out by Essex County Council as the Highway Authority which includes options for access to the A127 at this junction to remain open whilst also improving traffic flow and air quality in this area.	DLP/829, DLP/419, DLP/270, DLP/1282, DLP/256, DLP/258, DLP/537

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	the Draft Local Plan. Basildon Borough Council will also work with the Essex County Council as they develop any future strategies for county routes through the Basildon Borough (A127, A13) to ensure that any widening of these routes, or junction improvements compliment the local road network schemes contained in the Local Plan.		
TS2.69	Consider wording changes.	'Removal' of the Fortune of War junction has been amended so that it now refers to 'improvements' to the Fortune of War junction. At the time of the production of the Draft Local Plan, the main option being considered was the removal of the junction to improve traffic flows along the A127. Further options work for the improvement of this junction is currently being carried out by Essex County Council as the Highway Authority which includes options for access to the A127 at this junction to remain open whilst also improving traffic flow and air quality in this area.	DLP/3357
TS2.70	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion.	DLP/1872
TS2.71	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future	DLP/4719, DLP/4682

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	
TS2.72	The Council will carry out necessary fact checking and amendments to policy content and wording prior to the next publication of the Local Plan.	Wording changes have been incorporated into paragraph 9.33 (now 9.34) to reflect the fact that sites H20-H23 have now been amalgamated into one site H19. The justification for the new relief road is provided in the new highway modelling, which has looked at new levels of housing in this area in accordance with the High Level Development Framework produced for the area.	DLP/4682
TS2.73	Basildon Borough Council will consider wording changes to the Transport Strategy Policies to ensure clarity in terms of the delivery of schemes. Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Council will also consider any wording changes to Transport Policies following the results of the additional modelling work. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/2083

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	<p>the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.</p>		
TS2.75	<p>Basildon Borough Council will consider wording changes to the Transport Strategy Policies to ensure clarity in terms of the delivery of schemes.</p>	<p>Alterations have been made to reflect the appropriate Economic Development and Housing Allocation policies. A Financial Statement accompanies the Local Plan to provide additional assurances as to how the required funding for certain infrastructure upgrades is expected to be secured.</p>	DLP/3430
TS2.78	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will also review the Highways Topic Paper following the results of the mitigation modelling and will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the</p>	<p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.</p>	DLP/3071

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	plan and securing key pieces of infrastructure.		
TS2.79	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/2472
TS2.80	Basildon Borough Council will consider wording changes to the Transport Strategy Policies to ensure clarity in terms of the delivery of schemes.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/2472
TS2.81	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway	TS2.81

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	
TS2.82	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/2173
TS2.83	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to review the location of proposed relief routes throughout the Borough, to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/573, DLP/1175
TS2.84	Consider wording changes to Policy TS2 criterion 3. Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access	The suggested wording change does not add anything to the policy. The Community Infrastructure Levy charging schedule will have been subject to a viability assessment so that any charges are appropriate and contributions secured through S106 will be either negotiated as part of the development proposal or subject to the thresholds contained in the Council's Planning Obligations Strategy. There is therefore no need to change the criterion to state that contributions will be commensurate with development. Similarly, the wording of the policy does not restrict applying an appropriate	DLP/121, DLP/1199

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	<p>measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.</p>	<p>phasing strategy to ensure contributions are secured through development and that development is appropriately phased to ensure new and improved infrastructure is aligned with development.</p> <p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.</p>	
TS2.85	<p>Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be</p>	<p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan. The background growth scenarios within the transport modelling take into account all the expected growth in neighbouring authorities.</p>	DLP/386, DLP/1089

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	<p>continually updated this will be used to identify infrastructure priorities and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects. Basildon Borough Council will continue to work with neighbouring authorities through the Duty to Cooperate to determine any cross boundary impacts of development proposals and to identify any opportunities for joint working on new infrastructure proposals.</p>		
TS2.86	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth within the Borough. As this document will be continually updated this will be used to identify infrastructure priorities</p>	<p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.</p>	DLP/1556

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	and focus funding sources such as the Community Infrastructure Levy to specific infrastructure projects.		
TS2.87	Basildon Borough Council will continue to work with Highways England, Essex County Council, and neighbouring authorities in relation to the Lower Thames Crossing and potential improvements along the A127 and A13 corridors.	The background growth scenarios within the transport modelling take into account all the expected growth in neighbouring authorities and consideration, including to the Lower Thames Crossing, has been given in this respect.	DLP/1556
TS2.90	Basildon Borough Council will continue to work with Essex County Council as the Highway Authority to develop the transport improvement schemes and to secure funding either through the LEP / Local Growth Fund or through planning obligations (S106, S278, S38) to ensure that they are brought forward in a timely fashion to support the level of growth proposed in the Local Plan.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Policy T2 also states that the Council will work with the relevant private and public bodies to secure funding to bring forward these improvements.	DLP/1871
TS2.91	Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway	DLP/1229, DLP/3675

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	development sites proposed in the Draft Local Plan.	network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	
TS2.92	Basildon Borough Council will review the policies set out in the Transport Strategy chapter to see if additional weight can be given to the protection and enhancement of the natural environment in Policies TS1, TS2 and TS5.	Alterations to policies T1 and T2, and reference to TS5 in order to ensure new transport schemes associated with new development takes into consideration the potential impact on the natural environment and detailed assessments to mitigate any potential adverse impact will be required. See change no. LP9.6 and LP9.9.	DLP/2722
TS2.93	Basildon Borough Council will make factual corrections to the A127 / A130 Fairglen Interchange as requested. Wording changes will be considered to Para 9.20 and 9.21. Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. Basildon Borough Council will also continue to work with the Highway Authority, Essex County Council to assist in the production of future strategies for the main arterial routes in south Essex.	<p>Wording changes have been made to paragraphs 9.20 and 9.21 as requested. See change no. LP9.4.</p> <p>The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.</p> <p>The modelling tested a range of options in addition to those tested in the original Highway Mitigation Modelling (2014/2015) and identified the minimum that would be required. These include both strategic and local improvement schemes and they are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan.</p>	DLP/2537
TS2.94	Basildon Borough Council will continue to work with the Highway Authority to commission	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to	DLP/199, DLP/1682

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.	alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	
TS3.1	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	The Council has amended policy T3 to also make reference to bridleways. See change no. LP9.14.	DLP/1431
TS3.2	Basildon Borough Council is not the lead body for the production of the Basildon Cycling Action Plan but will be consulted by ECC during its production. Therefore, BBC will pass your request for involvement to the Highway Authority at Essex County Council	The Council has passed on the consultees details to Essex County Council. The County Council will have consulted any relevant consultees when formulating their strategy adopted in November 2017.	DLP/1432
TS3.3	Additional air diffusion tubes have been distributed around the Basildon Borough in the locations where new housing and employment allocations are proposed in the Draft Local Plan, and where new road infrastructure has been proposed to determine if there are any air quality issues arising from additional traffic so that it can be factored into the Sustainability Appraisal and the recommendation for strategic site selection, and/or mitigation	The Air Quality Topic Paper (2017) which forms part of the Local Plan evidence base, monitored air quality at a number of locations close to potential sites and the road network to identify whether national objectives have been, or will be achieved. It also looked at other data sources and concluded with a series of recommendations which have, where possible, been incorporated into the Local Plan. The recommendations included the need for sustainable access assessments for all sites which have been done, early phasing of sustainable travel choices, landscape buffers for certain sites, as well as a new policy on Electric Vehicle Charging Infrastructure which is T10. See change no. LP9.29.	DLP/789, DLP/241

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	requirements for each development proposal. The results of this work will be published alongside the next version of the Local Plan due for consultation in early 2017.		
TS3.4	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	<p>Policy T3 has been amended to refer to improving the safety of cyclists and pedestrians. See change no. LP9.14.</p> <p>The recommendations from the Basildon Cycling Action Plan have been incorporated into the Local Plan where necessary.</p>	DLP/320, DLP/790, DLPQQ/564
TS3.5	Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC as the Highway Authority to ensure the Action Plan is completed in a timely fashion and that the schemes included within can be supported by the Local Plan. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	<p>Policy T3 has been amended to refer to improving the safety of cyclists and pedestrians. See change no. LP9.14.</p> <p>The recommendations from the Basildon Cycling Action Plan have been incorporated into the Local Plan where necessary.</p>	DLP/5080, DLP/554, DLP/11767, DLPQQ/721

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TS3.7	Review information submitted in relation to this alternative site to determine whether it could be included within the Local Plan, having regard to the evidence base.	The Council carried out additional work to assess sites put forward during the consultation on the Draft Local Plan and carried out a separate public consultation on 17 new and alternative site options for development at the end of 2016 which included land at Maitland Lodge. The Council has also prepared a Housing Options Topic Paper (2017) which draws together all the evidence to date and makes recommendations on what sites should be promoted within the Local Plan. This site has been allocated for self-build. See change no LP11.57.	DLP/666
TS3.8	Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.	The Council has and will continue to work with partners to deliver cycle infrastructure across the Borough.	DLP/1091, DLP/3206, DLP/1088
TS3.9	Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.	The Council has and will continue to work with partners to deliver cycle infrastructure across the Borough.	DLP/3358
TS3.10	Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.	The Council has and will continue to work with partners to deliver cycle infrastructure across the Borough.	DLP/1065, DLP/1855, DLP/1855, DLP/7354, DLP/7353, DLP/9316, DLP/9317
TS3.12	Review information submitted in relation to this alternative site to determine whether it could be included within the Local Plan, having regard to the evidence base.	The Council has prepared a Housing Options Topic Paper (2017) which draws together all the evidence to date relating to potential sites and makes recommendations on what sites should be promoted within the Local Plan.	DLP/4462
TS3.13	Whilst the Basildon Cycling Action Plan has not yet been completed,	The Council has and will continue to work with partners to deliver cycle infrastructure across the Borough and will seek to deliver the	DLP/5080, DLP/7113, DLP/14012, DLP/5072, DLPQQ/786, DLPQQ891,

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	Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	projects/schemes set out in the Basildon Cycle Action Plan. Policy T3 requires improvements to the existing network and new development to provide cycle and pedestrian access to the development connecting it to the surrounding services and facilities.	DLPQQ/754, DLPQQ/890, DLPQQ/1014, DLPQQ/919
TS3.14	The Council will review the wording of the policy as part of the production of the next stage of the Local Plan.	The Council has amended the supporting text of policy T3 to ensure that any upgrades and improvements to the PROW are in keeping with their setting. See change no. LP9.14.	DLP/2547
TS3.15	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	The Council has amended policy TS3 to also make reference to bridleways. See change no. LP9.14.	DLP/216
TS3.16	Basildon Borough Council is not the lead body for the production of the Basildon Cycling Action Plan but will be consulted by ECC during its production. Therefore, BBC will pass your request for involvement to the Highway Authority at Essex County Council	The Council has passed on the consultees details to Essex County Council.	DLP/216
TS3.17	Basildon Borough Council will continue to work with Essex County Council as the highway authority and Network Rail to ensure necessary improvements	These representations sought improvements to Mountnessing Road railway bridge. Policy T3: Improvements to Footpaths, Cycling and Bridleway Infrastructure, sets out the Council's strategy for facilitating the use of sustainable modes of transport, and to give priority to pedestrian and cycle movements. It is therefore	DLP/911, DLPQQ/979, DLPQQ/976

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	to infrastructure are delivered to support growth throughout the Local Plan period up to 2034.	considered that the concern raised above can be fully managed by the policies set out in the plan without amendment.	
TS3.18	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	The Council has and will continue to work with partners to deliver cycle infrastructure across the Borough and will seek to deliver the projects/schemes set out in the Basildon Cycle Action Plan. Policy T3 requires improvements to the existing network and new development to provide cycle and pedestrian access to the development connecting it to the surrounding services and facilities. Existing Public Rights of Way within a development are expected to be retained.	DLP/9584, DLP/9102, DLPQQ/739, DLPQQ/962
TS3.19	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	The Local Plan requires strategic sites to contribute to improvements towards cycling and public transport provision as well as improvements to the local and strategic highway network. Policy T3 will be applicable for all housing allocations.	DLP/935

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TS3.20	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	The Local Plan requires strategic sites to contribute to improvements towards cycling and public transport provision as well as improvements to the local and strategic highway network. Policy T3 will be applicable for all housing allocations.	DLP/994, DLP/1237, DLP/1236, DLP/5754
TS3.21	Whilst the Basildon Cycling Action Plan has not yet been completed, Basildon Council will work with partners and Essex County Council to ensure the strategy is adopted in time to be used as supporting evidence to the Basildon Borough Local Plan, and to ensure the schemes included within the Action Plan can be delivered during the plan period 2014-2034. The Council will also review the Footpaths & Cycle Infrastructure policy to determine if more emphasis should be placed on safety.	The Local Plan seeks to deliver improvements to the footpaths, footways and cycling infrastructure through policy T3 and strategic sites will need to contribute towards improvements to cycling and public transport within the vicinity of the site.	DLP/2011
TS3.23	The Council will continue to work with public transport providers to deliver improvements to services	Policy T3 part 2b makes provision for additional footpaths, cycleways and bridleways between sites and the existing network	DLP/2562

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	<p>and increases in capacity to support the level of growth identified in the Draft Local Plan. Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC to ensure the Action Plan is completed in a timely fashion and that the schemes included within it can be supported by the Local Plan. Consideration of car sharing schemes / car clubs will be made in the next draft of the Local Plan.</p>	<p>to provide access to nearby residential, commercial, retail, education and leisure opportunities.</p> <p>ECC recommended specific measures that contribute to sustainable travel, including the introduction of a car sharing scheme as part of a Travel Plan. Policy T1 sets out the Council's strategy for improved accessibility to jobs, services and facilities via an enhanced and better integrated transport network. Criterion 'a' of the policy specifically states that new development should be well-located and designed to minimise the need for travel, and encourage the use of sustainable modes of travel as an alternative to the private car. Criterion 'b' goes on to state that the Council will work with businesses and community service providers to improve accessibility to key services and facilities through the use of travel plans. No further amendments to policy is therefore proposed in this regard.</p>	
TS4.1	<p>The Council will continue to update the Infrastructure Delivery Plan as a living document used to identify infrastructure requirements to support growth throughout the Local Plan period from 2014-2034.</p>	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which sets out the infrastructure improvements proposed by the rail franchises that operate within the Borough. Their plans include more seats and carriages and where viable additional services.</p> <p>The Council will continue to work with Network Rail, the Railway Executive and rail franchise operators during the plan period to secure investment in these services to accommodate growth in rail travel.</p>	DLP/105, DLP/1811
TS4.2	<p>The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements</p>	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which sets out the infrastructure improvements proposed by the rail franchises that operate within the Borough. Their plans include more seats and carriages and where viable additional services.</p> <p>The Council will continue to work with Network Rail, the Railway Executive and rail franchise operators during the plan period to secure investment in these services to accommodate growth in rail travel.</p>	<p>DLP/6468; DLP/6477, DLP/6477; DLP/6486, DLP/6486; DLP/6495, DLP/6495; DLP/6504, DLP/6504; DLP/6507, DLP/6507; DLP/6516, DLP/6516; DLP/6525, DLP/6525; DLP/6534, DLP/6534; DLP/6543, DLP/6543; DLP/6552, DLP/6552; DLP/6561, DLP/6561; DLP/6571, DLP/6571; DLP/6581, DLP/6581; DLP/6590, DLP/6590; DLP/6600,</p>

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	and on specific development sites.		DLP/6600; DLP/6608, DLP/6608; DLP/6617, DLP/6617; DLP/6626, DLP/6626; DLP/6635, DLP/6635; DLP/6645, DLP/6645; DLP/6654, DLP/6654; DLP/6663, DLP/6663; DLP/6671, DLP/6671; DLP/6681, DLP/6681; DLP/6691, DLP/6691; DLP/6700, DLP/6700; DLP/6709, DLP/6709; DLP/6718, DLP/6718; DLP/6727, DLP/6727; DLP/6736, DLP/6736; DLP/6746, DLP/6746; DLP/6755, DLP/6755; DLP/6764, DLP/6764; DLP/6773, DLP/6773; DLP/6781, DLP/6781; DLP/6791, DLP/6791; DLP/6800, DLP/6800; DLP/6811, DLP/6811; DLP/6818, DLP/6818; DLP/6827, DLP/6827; DLP/6836, DLP/6836; DLP/6845, DLP/6845; DLP/6854, DLP/6854; DLP/6863, DLP/6863; DLP/6873, DLP/6873; DLP/6882, DLP/6882; DLP/6899, DLP/6899; DLP/6909, DLP/6909; DLP/6918, DLP/6918; DLP/6927, DLP/6927; DLP/6936, DLP/6936; DLP/6945, DLP/6945; DLP/6954, DLP/6954; DLP/6963, DLP/6963; DLP/6972, DLP/6972; DLP/6981, DLP/6981; DLP/6990, DLP/6990; DLP/6999, DLP/6999; DLP/7009, DLP/7009; DLP/7018, DLP/7018; DLP/7028, DLP/7028; DLP/7037, DLP/7037; DLP/7055; DLP/7133; DLP/7158; DLP/7164; DLP/7178, DLP/7178; DLP/7188; DLP/7189, DLP/7189; DLP/7201;

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			DLP/7219; DLP/7248, DLP/7272; DLP/7295; DLP/7312; DLP/7324; DLP/7440; DLP/7450; DLP/7460; DLP/7470; DLP/7485; DLP/7495; DLP/7505; DLP/7524; DLP/7534; DLP/7544; DLP/7554; DLP/7564; DLP/7574; DLP/7583; DLP/7584; DLP/7604; DLP/7615; DLP/7627; DLP/7628, DLP/7628; DLP/7633; DLP/7634, DLP/7634; DLP/7639; DLP/7640, DLP/7640; DLP/7645; DLP/7646, DLP/7646; DLP/7651; DLP/7652, DLP/7652; DLP/7658, DLP/7658; DLP/7663; DLP/7664, DLP/7664; DLP/7669; DLP/7670, DLP/7670; DLP/7675; DLP/7676, DLP/7676; DLP/7682, DLP/7682; DLP/7687; DLP/7688, DLP/7688; DLP/7693; DLP/7694, DLP/7694; DLP/7699; DLP/7700, DLP/7700; DLP/7705, DLP/7706, DLP/7706; DLP/7711; DLP/7712, DLP/7712; DLP/7717; DLP/7718, DLP/7718; DLP/7723; DLP/7724, DLP/7724; DLP/7729; DLP/7730, DLP/7730; DLP/7735; DLP/7736, DLP/7736; DLP/7741; DLP/7742, DLP/7742; DLP/7745, DLP/7745; DLP/7751; DLP/7752, DLP/7752; DLP/7757; DLP/7758, DLP/7758; DLP/7763; DLP/7764, DLP/7764; DLP/7769; DLP/7770, DLP/7770; DLP/7775; DLP/7776, DLP/7776; DLP/7781; DLP/7782, DLP/7782; DLP/7787; DLP/7788, DLP/7788; DLP/7793;

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/7794, DLP/7794; DLP/7799; DLP/7800, DLP/7800; DLP/7805; DLP/7806, DLP/7806; DLP/7811; DLP/7812, DLP/7812; DLP/7817; DLP/7818, DLP/7818; DLP/7823; DLP/7824, DLP/7824; DLP/7829; DLP/7830, DLP/7830; DLP/7835; DLP/7836, DLP/7836; DLP/7841; DLP/7842, DLP/7842; DLP/7847; DLP/7848, DLP/7848; DLP/7853; DLP/7854, DLP/7854; DLP/7859; DLP/7860, DLP/7860; DLP/7865; DLP/7866, DLP/7866; DLP/7871; DLP/7872, DLP/7872; DLP/7877; DLP/7878, DLP/7878; DLP/7883; DLP/7884, DLP/7884; DLP/7889; DLP/7895; DLP/7896, DLP/7896; DLP/7901; DLP/7902, DLP/7902; DLP/7907; DLP/7908, DLP/7908; DLP/7913; DLP/7914, DLP/7914; DLP/7919; DLP/7920, DLP/7920; DLP/7925; DLP/7926, DLP/7926; DLP/7931; DLP/7932, DLP/7932; DLP/7939; DLP/7940, DLP/7940; DLP/7946; DLP/7947, DLP/7947; DLP/7955, DLP/7955; DLP/7961, DLP/7961; DLP/7967, DLP/7967; DLP/7973, DLP/7973; DLP/7979, DLP/7979; DLP/7985, DLP/7985;
TS4.4	Continue to work with partners and stakeholders on the progression of the IDP.	The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners and stakeholders involved in infrastructure provision. The plan is a 'living document' which will continue to be updated as providers and partners update their plans.	DLP/1257, DLP/1313, DLP/1342, DLP/1603, DLP/1633, DLP/1645, DLP/1675, DLP/1698, DLP/1706, DLP/1715, DLP/1729, DLP/1783, DLP/1829, DLP/1903, DLP/1944, DLP/1956, DLP/2118, DLP/2138,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>Forecourt improvements are being undertaken at Wickford Rail Station to allow easier access for buses, taxis, cyclists and pedestrians. This is part of the Basildon Integrated Transport package in partnership with Greater Anglia to increase sustainable travel by improving transport links and improving station accessibility.</p>	<p>DLP/2365, DLP/2379, DLP/2410, DLP/2433, DLP/2467, DLP/2485, DLP/2495, DLP/2599, DLP/2627, DLP/2647, DLP/2657, DLP/2668, DLP/2693, DLP/2828, DLP/2873, DLP/2894, DLP/2909, DLP/2999, DLP/3119, DLP/3131, DLP/3141, DLP/3152, DLP/3160, DLP/3195, DLP/3213, DLP/3224, DLP/3235, DLP/3250, DLP/3271, DLP/3289, DLP/3299, DLP/3331, DLP/3386, DLP/3396, DLP/3409, DLP/3417, DLP/3432, DLP/3444, DLP/3457, DLP/3474, DLP/3477, DLP/3493, DLP/3506, DLP/3515, DLP/3526, DLP/3536, DLP/3547, DLP/3552, DLP/3573, DLP/3593, DLP/3600, DLP/3606, DLP/3618, DLP/3628, DLP/3638, DLP/3656, DLP/3680, DLP/3683, DLP/5398, DLP/5407, DLP/5416, DLP/5425, DLP/5434, DLP/5477, DLP/5486, DLP/5495, DLP/5504, DLP/5514, DLP/5522, DLP/5534, DLP/5543, DLP/5552, DLP/5561, DLP/5569, DLP/5577, DLP/5586, DLP/5595, DLP/5604, DLP/5613, DLP/5622, DLP/5631, DLP/5640, DLP/5649, DLP/5658, DLP/5667, DLP/5676, DLP/5685, DLP/5695, DLP/5710, DLP/5720, DLP/5729, DLP/5738, DLP/5751, DLP/5762, DLP/5774, DLP/5783, DLP/5794, DLP/5803, DLP/5814, DLP/5823, DLP/5832, DLP/5841, DLP/5850, DLP/5853, DLP/5860,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5874, DLP/5894, DLP/5903, DLP/5912, DLP/5930, DLP/5949, DLP/5958, DLP/5967, DLP/5976, DLP/5985, DLP/5994, DLP/6003, DLP/6012, DLP/6021, DLP/6030, DLP/6039, DLP/6048, DLP/6057, DLP/6066, DLP/6076, DLP/6085, DLP/6094, DLP/6103, DLP/6112, DLP/6121, DLP/6131, DLP/6140, DLP/6149, DLP/6158, DLP/6168, DLP/6177, DLP/6186, DLP/6195, DLP/6204, DLP/6213, DLP/6222, DLP/6227, DLP/6236, DLP/6246, DLP/6255, DLP/6266, DLP/6275, DLP/6283, DLP/6292, DLP/6301, DLP/6310, DLP/6319, DLP/6328, DLP/6337, DLP/6346, DLP/6355, DLP/6364, DLP/6373, DLP/6382, DLP/6391, DLP/6400, DLP/6409, DLP/6418, DLP/6427, DLP/6436, DLP/6440, DLP/6450, DLP/6459, DLP/6468, DLP/6477, DLP/6486, DLP/6495, DLP/6504, DLP/6507, DLP/6516, DLP/6525, DLP/6534, DLP/6543, DLP/6552, DLP/6561, DLP/6571, DLP/6581, DLP/6590, DLP/6600, DLP/6608, DLP/6617, DLP/6626, DLP/6635, DLP/6645, DLP/6654, DLP/6663, DLP/6671, DLP/6681, DLP/6691, DLP/6700, DLP/6709, DLP/6718, DLP/6727, DLP/6736, DLP/6746, DLP/6755, DLP/6764, DLP/6773, DLP/6781, DLP/6791, DLP/6800, DLP/6811, DLP/6818, DLP/6827, DLP/6836,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/6845, DLP/6854, DLP/6863, DLP/6873, DLP/6882, DLP/6899, DLP/6909, DLP/6918, DLP/6927, DLP/6936, DLP/6945, DLP/6954, DLP/6963, DLP/6972, DLP/6981, DLP/6990, DLP/6999, DLP/7009, DLP/7018, DLP/7028, DLP/7037, DLP/7158, DLP/7188, DLP/7627, DLP/7633, DLP/7639, DLP/7645, DLP/7651, DLP/7663, DLP/7669, DLP/7675, DLP/7687, DLP/7693, DLP/7699, DLP/7705, DLP/7711, DLP/7717, DLP/7723, DLP/7729, DLP/7735, DLP/7741, DLP/7751, DLP/7757, DLP/7763, DLP/7769, DLP/7775, DLP/7781, DLP/7787, DLP/7793, DLP/7799, DLP/7805, DLP/7811, DLP/7817, DLP/7823, DLP/7829, DLP/7835, DLP/7841, DLP/7847, DLP/7853, DLP/7859, DLP/7865, DLP/7871, DLP/7877, DLP/7883, DLP/7889, DLP/7895, DLP/7901, DLP/7907, DLP/7913, DLP/7919, DLP/7925, DLP/7931, DLP/7939, DLP/7946, DLP/8426, DLP/8474, DLP/9738, DLP/9862, DLP/9888, DLP/9896, DLP/9903, DLP/9909, DLP/9920, DLP/9928, DLP/9938, DLP/9950, DLP/9990 DLP/9990, DLP/10016, DLP/10045, DLP/10070, DLP/10086, DLP/10111, DLP/10157, DLP/10180, DLP/10198, DLP/10255, DLP/10283, DLP/10311, DLP/10340, DLP/10357, DLP/10377, DLP/10419, DLP/10436, DLP/10463,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10498, DLP/10518, DLP/10531, DLP/10560, DLP/10563, DLP/10596, DLP/10601, DLP/10611, DLP/10619, DLP/10639, DLP/10650, DLP/10662, DLP/10663, DLP/10682, DLP/10696, DLP/10724, DLP/10746, DLP/10773, DLP/10807, DLP/10829, DLP/10855, DLP/10857, DLP/10888, DLP/10894, DLP/10909, DLP/10914, DLP/10931, DLP/10943, DLP/10981, DLP/11002, DLP/11027, DLP/11045, DLP/11054, DLP/11068, DLP/11085, DLP/11093, DLP/11121, DLP/11125, DLP/11161, DLP/11171, DLP/11183, DLP/11219, DLP/11239, DLP/11249, DLP/11266, DLP/11284, DLP/11304, DLP/11307, DLP/11334, DLP/11347, DLP/11363, DLP/11376, DLP/11387, DLP/11394, DLP/11418, DLP/11430, DLP/11441, DLP/11467, DLP/11490, DLP/11506, DLP/11525, DLP/11544, DLP/11575, DLP/11706, DLP/11716, DLP/12429, DLP/12472, DLP/16829, DLP/16861, DLP/16895, DLP/16925, DLP/16984, DLP/17012, DLP/17048, DLP/17096, DLP/17120, DLP/17141, DLP/17165, DLP/17197, DLP/17243, DLP/17260, DLP/17269, DLP/17329, DLP/17354, DLP/17391, DLP/17411, DLP/17436, DLP/17449, DLP/17476, DLP/20309, DLPQQ/779, DLPQQ/663
TS4.5	The Council will continue to work with public transport providers to deliver improvements to services and increases in capacity to	Policy T4 sets out the Council's intentions to work with providers and Essex County Council to improve the public transport network and to require development to support new services where viable.	DLP/554, DLP/20254, DLPQQ/842, DLPQQ/888, DLPQQ/718, DLPQQ/717, DLPQQ/690, DLPQQ/839, DLPQQ/917

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	support the level of growth identified in the Draft Local Plan.		
TS4.6	<p>The Council will continue to work with public transport providers to deliver improvements to services and increases in capacity to support the level of growth identified in the Draft Local Plan. Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC as the Highway Authority to ensure the Action Plan is completed in a timely fashion and that the schemes included within can be supported by the Local Plan.</p>	<p>Policies T3 and T4 set out the Council's approach to delivering cycling and public transport improvement across the plan period.</p> <p>The Basildon Cycle Action Plan has been completed and has been incorporated into the Local Plan.</p>	DLP/678, DLPQQ/1014
TS4.7	<p>Basildon Borough Council will continue to work with the Highway Authority to commission further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan. The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth</p>	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners and stakeholders involved in infrastructure provision. The plan is a 'living document' which will continue to be updated as providers and partners update their plans.</p> <p>Policy T4 sets out the Council's approach to improving public transport infrastructure working with service providers and Essex County Council. Policy T2 sets out the major highways works that will be delivered alongside development to ensure that the road network can accommodate the planned growth.</p>	DLP/1322, DLP/14424

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	within the Borough as a whole, and within particular settlements and on specific development sites.		
TS4.8	Continue to work with partners and stakeholders to deliver improvements to public transport and cycling infrastructure.	Policies T3 and T4 set out the Council's approach to delivering cycling and public transport improvement across the plan period.	DLP/1334, DLP/1335, DLP/1566, DLP/994, DLP/1088, DLP/1818, DLP/2936, DLPQQ/854, DLPQQ/876, DLPQQ/905, DLPQQ/990, DLPQQ/991, DLPQQ/692, DLPQQ/666, DLPQQ/957, DLPQQ/962, DLPQQ/929, DLPQQ/927
TS4.10	Basildon Borough Council will continue to work with the County Council and public transport providers to ensure upgrades to services are provided to meet the demands of local plan growth and to provide additional incentives for using public transport.	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners and stakeholders involved in infrastructure provision. The plan is a 'living document' which will continue to be updated as providers and partners update their plans.</p> <p>Policies T3 and T4 also set out the Council's approach to delivering cycling and public transport improvements across the plan period and what is expected to be delivered or improved alongside development.</p>	DLP/3359
TS4.11	Basildon Borough Council will continue to work with all infrastructure providers to ensure that necessary infrastructure required to support growth is delivered sustainably, effectively, and in a timely manner.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. Where necessary developers will also be required to make contributions to deliver other localised improvements to the highway network to ensure safety and reduce local congestion. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/4458

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS4.12	<p>The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which sets out the infrastructure improvements proposed by the rail franchises that operate within the Borough. Their plans include more seats and carriages and where viable additional services.</p> <p>The Council will continue to work with Network Rail, the Railway Executive and rail franchise operators during the plan period to secure investment in these services to accommodate growth in rail travel.</p>	<p>DLP/448, DLP/818, DLP/1003, DLP/1079, DLP/1489 DLP/2156, DLP/2249, DLP/2393, DLP/2401, DLP/2948, DLP/2980, DLP/3139, DLP/3320, DLP/5081, DLP/5306, DLP/5879, DLP/19355, DLP/17558, DLP/14527, DLP/14604, DLP/14642, DLP/14658, DLP/14687, DLP/14707, DLP/14732, DLP/14804, DLP/14857, DLP/14914, DLP/14933, DLP/14957, DLP/14980, DLP/14998, DLP/15025, DLP/15049, DLP/15082, DLP/15108, DLP/15129, DLP/15139, DLP/15166, DLP/15209, DLP/15239, DLP/15290, DLP/15470, DLP/15533, DLP/15558, DLP/15582, DLP/15631, DLP/15666, DLP/15707, DLP/15727, DLP/15745, DLP/15762, DLP/15777, DLP/16056, DLP/16093, DLP/16149, DLP/16197, DLP/16495, DLP/16551, DLP/16569, DLP/16651, DLP/16653, DLP/16733, DLP/16764, DLP/16816, DLP/16907, DLP/16935, DLP/17001, DLP/17052, DLP/17090, DLP/17156, DLP/17189, DLP/17251, DLP/17330, DLP/17430, DLP/17508, DLP/17525, DLP/17541, DLP/17556, DLP/17557, DLP/17572, DLP/17584, DLP/17600, DLP/17613, DLP/17631, DLP/17640, DLP/17645, DLP/17647, DLP/17655, DLP/17668, DLP/17684, DLP/17693, DLP/17696, DLP/17707, DLP/17723, DLP/17731, DLP/17753, DLP/17767, DLP/17785, DLP/17789, DLP/17792, DLP/17801, DLP/17822, DLP/17828, DLP/17835,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/17855, DLP/17857, DLP/17867, DLP/17872, DLP/17884, DLP/17895, DLP/17920, DLP/17934, DLP/17941, DLP/17957, DLP/17966, DLP/17972, DLP/17976, DLP/17998, DLP/18021, DLP/18025, DLP/18038, DLP/18049, DLP/18072, DLP/18078, DLP/18088, DLP/18100, DLP/18102, DLP/18149, DLP/18195, DLP/18202, DLP/18247, DLP/18248, DLP/18290, DLP/18389, DLP/18415, DLP/19178, DLP/19194, DLP/19213, DLP/19227, DLP/19257, DLP/19267, DLP/19284, DLP/19314, DLP/19337, DLP/19344, DLP/19356, DLP/19363, DLP/19370, DLP/19377, DLP/19383, DLP/19390, DLP/19396, DLP/19403, DLP/19410, DLP/19417, DLP/19424, DLP/19429, DLP/19436, DLP/19443, DLP/19450, DLP/19457, DLP/19464, DLP/19471, DLP/19478, DLP/19485, DLP/19492, DLP/19499, DLP/19506, DLP/19513, DLP/19523, DLP/19529, DLP/19536, DLP/19543, DLP/19550, DLP/19557, DLP/20425, DLP/20430, DLPQQ/893, DLPQQ/1001, DLPQQ/577, DLPQQ/699, DLPQQ/665
TS4.13	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole,	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which sets out the infrastructure improvements proposed by the rail franchises that operate within the Borough. Their plans include more seats and carriages and where viable additional services.</p> <p>The Council will continue to work with Network Rail, the Railway Executive and rail franchise operators during the plan period to</p>	DLP/2286, DLP/5879, DLPQQ/566

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	and within particular settlements and on specific development sites.	secure investment in these services to accommodate growth in rail travel.	
TS4.14	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which sets out the infrastructure improvements proposed by the rail franchises that operate within the Borough. Their plans include more seats and carriages and where viable additional services.</p> <p>The Council will continue to work with Network Rail, the Railway Executive and rail franchise operators during the plan period to secure investment in these services to accommodate growth in rail travel.</p>	DLP/363, DLP/825 DLP/2128, DLP/2204, DLP/3060, DLP/12499, DLP/3046, DLP/2059, DLP/1566, DLP/4583, DLP/4597, DLP/932, DLP/1277, DLP/3190, DLP/2936, DLP/2449, DLP/888, DLP/1871, DLP/4582, DLP/4598, DLP/1116, DLP/1152, DLP/1164, DLP/1593, DLP/20237, DLP/20254, DLP/20265, DLP/20471, DLP/7040, DLP/7067, DLP/7096, DLP/9305, DLP/9959, DLPQQ/896, DLPQQ/897, DLPQQ/778, DLPQQ/755, DLPQQ/748, DLPQQ/659, DLPQQ/1008, DLPQQ/1009, DLPQQ/995, DLPQQ/680, DLPQQ/1012, DLPQQ/671, DLPQQ/981, DLPQQ/909, DLPQQ/997, DLPQQ/986, DLPQQ/983, DLPQQ/963, DLPQQ/962, DLPQQ/938, DLPQQ/910, DLPQQ/932, DLPQQ/930, DLPQQ/929, DLPQQ/927
TS4.15	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole,	The Local Plan sets out the infrastructure requirements needed to support growth within the Borough and, in addition to working with service providers, the Council will also require development to contribute to upgrades and improvements to public transport.	DLP/1090

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	and within particular settlements and on specific development sites.		
TS4.16	Continue to work with partners and stakeholders to deliver improvements to public transport and cycling infrastructure.	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners and stakeholders involved in infrastructure provision. The plan is a 'living document' which will continue to be updated as providers and partners update their plans.</p> <p>Policies T3 and T4 also set out the Council's approach to delivering cycling and public transport improvements across the plan period and what is expected to be delivered or improved alongside development.</p>	DLP/1611, DLP/1612,
TS4.18	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.	<p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which sets out the infrastructure improvements proposed by the rail franchises that operate within the Borough. Their plans include more seats and carriages and where viable additional services.</p> <p>The Council will continue to work with Network Rail, the Railway Executive and rail franchise operators during the plan period to secure investment in these services to accommodate growth in rail travel.</p>	DLP/1818, DLP/5754
TS4.19	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in	New development will be expected to support the creation of new public transport services to cater for their occupants/users through Policy T4.	DLP/524

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	a sustainable, effective and timely manner.		
TS4.20	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	The Council has passed on your comments in relation to fare structure to the relevant bus service providers.	DLP/1066
TS4.21	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	New development will be expected to support the creation of new public transport services to cater for their occupants/users through Policy T4. The Council will also continue to work with service providers to secure funding for the provision of public transport services.	DLP/1173
TS4.22	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to	The Council will work with Essex County Council and bus service providers to secure funding for a number of improvements in the Borough as stated in Policy T4. Through this policy the Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users.	DLP/5072

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	deliver planned growth is done in a sustainable, effective and timely manner.		
TS4.23	Continue to work with partners and stakeholders.	<p>The Council worked with service providers and Essex County Council when developing the Local Plan to ensure that the growth being planned for could be accommodated by the existing networks or through upgrades and improvements.</p> <p>The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which sets out the infrastructure improvements proposed by the service providers that operate within the Borough.</p>	DLP/2562
TS4.24	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner. Basildon Borough Council will continue to engage with relevant authorities, appropriate bodies and key stakeholders in the production of the Local Plan, including London Gateway, wherever possible, to determine the future requirements for the Basildon Borough.	The Council has prepared the Local Plan and the Infrastructure Delivery Plan with input from Essex County Council and public transport service operators. It is committed to working with service providers to secure funding for improvements to the rail and bus networks. Through Policy T4 the Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users.	DLP/3249, DLP/2229
TS4.25	The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify	The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners and stakeholders involved in infrastructure provision. The plan is a	DLP/2545

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	<p>the requirements for infrastructure to support growth, including the railway and public transport requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites. Whilst the Basildon Cycling Action Plan is still in its preparation stages, the Council will work with ECC as the Highway Authority to ensure the Action Plan is completed in a timely fashion and that the schemes included within can be supported by the Local Plan.</p>	<p>'living document' which will continue to be updated with specific schemes and projects as providers and partners update their plans.</p>	
TS4.26	<p>The Council will maintain, as a living document, an Infrastructure Delivery Plan, which will identify the requirements for infrastructure to support growth, including the railway and public transport requirements to support growth within the Borough as a whole, and within particular settlements and on specific development sites.</p>	<p>The Council is committed to working with service providers to secure funding for improvements to the rail and bus networks to increase the number of users. Through Policy T4 the Council will also expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users.</p>	DLP/3190, DLP/1871
TS4.27	<p>The Council will review the wording of the policy as part of the production of the next stage of the Local Plan.</p>	<p>The wording of Policy TS4 has been amended to include the suggested word changes. See change no. LP9.16 and LP9.17.</p>	DLP/2473
TS4.29	<p>The Council will continue to consult with c2c to determine the future requirements of the railway network in order to</p>	<p>Noted.</p>	DLP/1895

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	expand capacity to meet the level of growth proposed in the Local Plan.		
TS4.30	The Council will continue to consult with c2c to determine the future requirements of the railway network in order to expand capacity to meet the level of growth proposed in the Local Plan.	The allocation related to Policy H10 (now H8) has changed considerably and now proposes 300 homes and a sports hub. Through Policy T4 the Council will expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users.	DLP/1895
TS4.31	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	Policies T3 and T4 set out the Council's approach to delivering cycling and public transport improvements across the plan period and what is expected to be delivered or improved alongside development.	DLP/3249
TS5.2	Consider wording changes.	Supporting text has been amended in light of this comment. The first part of paragraph already refers to the need for land to be made available for a number of projects/schemes. See change no. LP9.19.	DLP/2563
TS5.3	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	A new paragraph has been added to the evidence base section of Policy T2. See change no. LP9.8.	DLP/2725
TS5.4	The Council will take into consideration suggested wording changes in the next version of the Local Plan.	A new paragraph has been added to the evidence base section of Policy T2. See change no. LP9.8.	DLP/2724
TS7.1	Consider wording changes.	The policy refers to the safe access which would apply to all users.	DLP/217, DLP/1433

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
TS7.3	Consider wording changes.	Policy wording will be amended to refer to development and not scheme. See change no. LP9.25.	DLP/2565
TS8.1	Continue to review the parking standards adopted by the Council to ensure they are fit for purpose for the Basildon Borough. Work with Essex County Council as the lead Local Flooding Authority to ensure new development effectively mitigates the impact of development so that it does not increase the risk of flooding to any existing or new development.	<p>The Council is working with the rail franchise operators and Network Rail to develop viable options for addressing parking provision at the Borough's rail stations.</p> <p>Through Policy CC4 new development is required to incorporate sustainable drainage systems to slow run-off rates to natural levels. New or replacement driveways that are not made from permeable materials require planning permission at which time the Council can assess the proposal against current policy.</p>	DLP/1119, DLP/1154, DLP/1313, DLP/1342, DLP/1416, DLP/1603, DLP/1633, DLP/1645, DLP/1675, DLP/1698, DLP/1706, DLP/1715, DLP/1729, DLP/1783, DLP/1829, DLP/1903, DLP/1913, DLP/1944, DLP/1956, DLP/1967, DLP/1981, DLP/2000, DLP/2066, DLP/2100, DLP/2110, DLP/2118, DLP/2363, DLP/2377, DLP/2410, DLP/2433, DLP/2467, DLP/2485, DLP/2495, DLP/2599, DLP/2627, DLP/2647, DLP/2657, DLP/2668, DLP/2693, DLP/2828, DLP/2873, DLP/2894, DLP/2909, DLP/2999, DLP/3119, DLP/3131, DLP/3141, DLP/3152, DLP/3160, DLP/3195, DLP/3213, DLP/3224, DLP/3235, DLP/3250, DLP/3271, DLP/3289, DLP/3299, DLP/3331, DLP/3386, DLP/3396, DLP/3409, DLP/3417, DLP/3432, DLP/3444, DLP/3457, DLP/3474, DLP/3477, DLP/3493, DLP/3506, DLP/3515, DLP/3526, DLP/3536, DLP/3547, DLP/3552, DLP/3573, DLP/3593, DLP/3600, DLP/3606, DLP/3618, DLP/3628, DLP/3638, DLP/3656, DLP/3680, DLP/3683, DLP/3694, DLP/3705, DLP/3713, DLP/3723, DLP/3732, DLP/3744, DLP/3753, DLP/3766, DLP/3777, DLP/3786, DLP/3794, DLP/3819, DLP/3829, DLP/3843, DLP/3850,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3860, DLP/3872, DLP/3883, DLP/3895, DLP/3904, DLP/3915, DLP/3923, DLP/3932, DLP/3944, DLP/3946, DLP/3951, DLP/3962, DLP/3972, DLP/3979, DLP/3989, DLP/4011, DLP/4019, DLP/4032, DLP/4034, DLP/4049, DLP/4054, DLP/4064, DLP/4087, DLP/4104, DLP/4105, DLP/4118, DLP/4131, DLP/4134, DLP/4149, DLP/4155, DLP/4164, DLP/4173, DLP/4182, DLP/4191, DLP/4201, DLP/4210, DLP/4237, DLP/4252, DLP/4253, DLP/4266, DLP/4274, DLP/4286, DLP/4297, DLP/4299, DLP/4314, DLP/4333, DLP/4334, DLP/4353, DLP/4370, DLP/4377, DLP/4391, DLP/4395, DLP/4431, DLP/4445, DLP/4455, DLP/4470, DLP/4482, DLP/4492, DLP/4505, DLP/4519, DLP/4530, DLP/4540, DLP/4549, DLP/4556, DLP/4564, DLP/4573, DLP/4590, DLP/4609, DLP/4620, DLP/4628, DLP/4635, DLP/4644, DLP/4654, DLP/4667, DLP/4676, DLP/4688, DLP/4697, DLP/4706, DLP/4715, DLP/4731, DLP/4746, DLP/4749, DLP/4755, DLP/4776, DLP/4781, DLP/4795, DLP/4806, DLP/4838, DLP/4844, DLP/4861, DLP/4869, DLP/4882, DLP/4893, DLP/4907, DLP/4917, DLP/4923, DLP/4937, DLP/4984, DLP/4993, DLP/5002, DLP/5011, DLP/5020, DLP/5029, DLP/5045, DLP/5054,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5063, DLP/5076, DLP/5096, DLP/5100, DLP/5118, DLP/5129, DLP/5138, DLP/5147, DLP/5165, DLP/5175, DLP/5184, DLP/5193, DLP/5202, DLP/5211, DLP/5220, DLP/5229, DLP/5238, DLP/5247, DLP/5256, DLP/5265, DLP/5274, DLP/5283, DLP/5301, DLP/5326, DLP/5335, DLP/5344, DLP/5353, DLP/5371, DLP/5380, DLP/5389, DLP/5398, DLP/5407, DLP/5416, DLP/5425, DLP/5434, DLP/5477, DLP/5486, DLP/5495, DLP/5504, DLP/5514, DLP/5522, DLP/5534, DLP/5543, DLP/5552, DLP/5561, DLP/5569, DLP/5577, DLP/5586, DLP/5595, DLP/5604, DLP/5613, DLP/5622, DLP/5631, DLP/5640, DLP/5649, DLP/5658, DLP/5667, DLP/5676, DLP/5685, DLP/5695, DLP/5710, DLP/5720, DLP/5729, DLP/5738, DLP/5751, DLP/5762, DLP/5774, DLP/5783, DLP/5794, DLP/5803, DLP/5814, DLP/5823, DLP/5832, DLP/5841, DLP/5850, DLP/5853, DLP/5860, DLP/5874, DLP/5894, DLP/5903, DLP/5912, DLP/5930, DLP/5949, DLP/5958, DLP/5967, DLP/5976, DLP/5985, DLP/5994, DLP/6003, DLP/6012, DLP/6021, DLP/6030, DLP/6039, DLP/6048, DLP/6057, DLP/6066, DLP/6076, DLP/6085, DLP/6094, DLP/6103, DLP/6112, DLP/6121, DLP/6131, DLP/6140, DLP/6149,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/6158, DLP/6168, DLP/6177, DLP/6186, DLP/6195, DLP/6204, DLP/6213, DLP/6222, DLP/6227, DLP/6236, DLP/6246, DLP/6255, DLP/6266, DLP/6275, DLP/6283, DLP/6292, DLP/6301, DLP/6310, DLP/6319, DLP/6328, DLP/6337, DLP/6346, DLP/6355, DLP/6364, DLP/6373, DLP/6382, DLP/6391, DLP/6400, DLP/6409, DLP/6418, DLP/6427, DLP/6436, DLP/6440, DLP/6450, DLP/6459, DLP/6468, DLP/6477, DLP/6486, DLP/6495, DLP/6504, DLP/6507, DLP/6516, DLP/6525, DLP/6534, DLP/6543, DLP/6552, DLP/6561, DLP/6571, DLP/6581, DLP/6590, DLP/6600, DLP/6608, DLP/6617, DLP/6626, DLP/6635, DLP/6645, DLP/6654, DLP/6663, DLP/6671, DLP/6681, DLP/6691, DLP/6700, DLP/6709, DLP/6718, DLP/6727, DLP/6736, DLP/6746, DLP/6755, DLP/6764, DLP/6773, DLP/6781, DLP/6791, DLP/6800, DLP/6811, DLP/6818, DLP/6827, DLP/6836, DLP/6845, DLP/6854, DLP/6863, DLP/6873, DLP/6882, DLP/6899, DLP/6909, DLP/6918, DLP/6927, DLP/6936, DLP/6945, DLP/6954, DLP/6963, DLP/6972, DLP/6981, DLP/6990, DLP/6999, DLP/7009, DLP/7018, DLP/7028, DLP/7037, DLP/7158, DLP/7188, DLP/7627, DLP/7633, DLP/7639, DLP/7645, DLP/7651,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/7663, DLP/7669, DLP/7675, DLP/7687, DLP/7693, DLP/7699, DLP/7705, DLP/7711, DLP/7717, DLP/7723, DLP/7729, DLP/7735, DLP/7741, DLP/7751, DLP/7757, DLP/7763, DLP/7769, DLP/7775, DLP/7781, DLP/7787, DLP/7793, DLP/7799, DLP/7805, DLP/7811, DLP/7817, DLP/7823, DLP/7829, DLP/7835, DLP/7841, DLP/7847, DLP/7853, DLP/7859, DLP/7865, DLP/7871, DLP/7877, DLP/7883, DLP/7889, DLP/7895, DLP/7901, DLP/7907, DLP/7913, DLP/7919, DLP/7925, DLP/7931, DLP/7939, DLP/7946, DLP/8426, DLP/8474, DLP/9738, DLP/9862, DLP/9888, DLP/9896, DLP/9903, DLP/9909, DLP/9920, DLP/9928, DLP/9938, DLP/9950, DLP/9990 DLP/10016, DLP/10045, DLP/10070, DLP/10086, DLP/10111, DLP/10157, DLP/10180, DLP/10198, DLP/10255, DLP/10283, DLP/10311, DLP/10340, DLP/10357, DLP/10377, DLP/10419, DLP/10436, DLP/10463, DLP/10498, DLP/10518, DLP/10531, DLP/10560, DLP/10563, DLP/10596, DLP/10601, DLP/10611, DLP/10619, DLP/10639, DLP/10650, DLP/10662, DLP/10663, DLP/10682, DLP/10696, DLP/10724, DLP/10746, DLP/10773, DLP/10807, DLP/10829, DLP/10855, DLP/10857, DLP/10888, DLP/10894, DLP/10909, DLP/10914, DLP/10931, DLP/10943, DLP/10981,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/11002, DLP/11027, DLP/11045, DLP/11054, DLP/11068, DLP/11085, DLP/11093, DLP/11121, DLP/11125, DLP/11161, DLP/11171, DLP/11183, DLP/11219, DLP/11239, DLP/11249, DLP/11266, DLP/11284, DLP/11304, DLP/11307, DLP/11334, DLP/11347, DLP/11363, DLP/11376, DLP/11387, DLP/11394, DLP/11418, DLP/11430, DLP/11441, DLP/11467, DLP/11490, DLP/11506, DLP/11525, DLP/11544, DLP/11575, DLP/11706, DLP/11716, DLP/12429, DLP/12472, DLP/16829, DLP/16861, DLP/16895, DLP/16925, DLP/16984, DLP/17012, DLP/17048, DLP/17096, DLP/17120, DLP/17141, DLP/17165, DLP/17197, DLP/17243, DLP/17260, DLP/17269, DLP/17329, DLP/17354, DLP/17391, DLP/17411, DLP/17436, DLP/17449, DLP/17476 DLP/20309, DLPQQ/731, DLPQQ/827, DLPQQ/1004
TS8.2	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Also await findings of the parking capacity study.	Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27. The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve the quality and accessibility of existing car parks as well as options to increase capacity.	DLP/78, DLP/502, DLP/554, DLP/945, DLP/1018, DLP/1046, DLP/1371, DLP/1525, DLP/1536, DLP/2158, DLP/3008, DLP/16104, DLP/3995, DLP/1851, DLP/1571, DLP/2059, DLP/994, DLP/2982, DLP/2173, DLP/2247, DLP/5072, DLP/16003, DLP/16031, DLP/20061, DLP/12693, DLP/13566, DLPQQ/655, DLPQQ/690, DLPQQ/817, DLPQQ/765, DLPQQ/934, DLPQQ/801, DLPQQ/679

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.	
TS8.3	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards	<p>Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27.</p> <p>The Council is working with the rail franchise operators and Network Rail to develop viable options for addressing parking provision at the Borough's rail stations.</p> <p>The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.</p>	DLP/380, DLP/1852, DLP/2175, DLP/1022, DLP/1568
TS8.4	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Also await findings of the parking capacity study.	<p>Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council See change no. LP9.27.</p> <p>The plan also includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.</p>	DLP/1228 DLP/1717, DLP/1922, DLP/2207, DLP/2322, DLP/2642, DLP/20198, DLP/1227, DLP/935, DLP/1761, DLP/1497, DLP/20319, DLP/16134, DLP/20198, DLP/12692, DLP/13069, DLP/16773DLPQQ/774, DLPQQ/758, DLPQQ/989, DLPQQ/567, DLPQQ/890, DLPQQ/692, DLPQQ/666, DLPQQ/917, DLPQQ/736, DLPQQ/857
TS8.5	Await findings of the parking capacity study.	The Council commissioned a car parking capacity and intervention study which identified existing and future capacities of car parks within town centres, at railway stations and employment areas. A new policy (T9) has been included within the Local Plan to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.	DLP/2401, DLP/20028, DLP/9569, DLPQQ/771, DLPQQ/663, DLPQQ/999, DLPQQ/960
TS8.6	Await findings of the parking capacity study.	The Council commissioned a car parking capacity and intervention study which identified existing and future capacities of car parks	DLP/2191, DLP/11565, DLP/11601, DLP/11628

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		within town centres, at railway stations and employment areas. A new policy (T9) has been included within the Local Plan to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.	
TS8.7	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27.	DLP/1046, DLP/2128, DLP/2393, DLP/14417, DLPQQ/798
TS8.8	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	<p>Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27.</p> <p>The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve the quality and accessibility of existing car parks as well as options to increase capacity.</p> <p>The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.</p>	DLP/928
TS8.9	Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough	The Council is working with the rail franchise operators and Network Rail to develop viable options for addressing parking provision at the Borough's rail stations including Billericay	DLP/1267

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	and to inform any review of adopted parking standards.		
TS8.10	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	<p>The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve the quality and accessibility of existing car parks as well as options to increase capacity.</p> <p>The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.</p>	DLP/889, DLP/1091, DLP/2156, DLP/2247, DLP/2249, DLP/2948, DLP/3101, DLP/3579, DLP/3806, DLP/5308, DLP/7108, DLP/7228, DLP/7352, DLP/7414, DLP/9258, DLP/9450, DLP/10118, DLP/12685, DLP/12692, DLP/14513, DLP/14719, DLP/14734, DLP/14816, DLP/14903, DLP/14921, DLP/14943, DLP/14963, DLP/14985, DLP/15009, DLP/15034, DLP/15051, DLP/15085, DLP/15119, DLP/15143, DLP/15219, DLP/15296, DLP/15480, DLP/15540, DLP/15560, DLP/15588, DLP/15604, DLP/15636, DLP/15652, DLP/15677, DLP/15716, DLP/15731, DLP/15751, DLP/15787, DLP/16067, DLP/16091, DLP/16102, DLP/16176, DLP/16270, DLP/16304, DLP/16315, DLP/16445, DLP/16503, DLP/16561, DLP/16581, DLP/16664, DLP/16676, DLP/16736, DLP/16772, DLP/16822, DLP/16937, DLP/17006, DLP/17058, DLP/17094, DLP/17279, DLP/17334, DLP/17347, DLP/17455, DLP/17511, DLP/17527, DLP/17543, DLP/17561, DLP/17580, DLP/17591, DLP/17604, DLP/17624, DLP/17633, DLP/17644, DLP/17650, DLP/17659, DLP/17670, DLP/17678, DLP/17688, DLP/17698, DLP/17708, DLP/17710, DLP/17722, DLP/17736, DLP/17738, DLP/17740, DLP/17745, DLP/17757, DLP/17758, DLP/17772, DLP/17793,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/17794, DLP/17796, DLP/17805, DLP/17825, DLP/17833, DLP/17860, DLP/17862, DLP/17876, DLP/17877, DLP/17888, DLP/17898, DLP/17922, DLP/17929, DLP/17944, DLP/17959, DLP/17982, DLP/18001, DLP/18006, DLP/18009, DLP/18017, DLP/18030, DLP/18034, DLP/18040, DLP/18044, DLP/18059, DLP/18079, DLP/18092, DLP/18113, DLP/18150, DLP/18156, DLP/18203, DLP/18210, DLP/18249, DLP/18264, DLP/18307, DLP/18311, DLP/18331, DLP/18349, DLP/18387, DLP/18393, DLP/18413, DLP/19180, DLP/19198, DLP/19217, DLP/19234, DLP/19260, DLP/19270, DLP/19287, DLP/19316, DLP/19332, DLP/19339, DLP/19346, DLP/19350, DLP/19385, DLP/19398, DLP/19407, DLP/19414, DLP/19419, DLP/19426, DLP/19430, DLP/19440, DLP/19452, DLP/19459, DLP/19466, DLP/19473, DLP/19480, DLP/19487, DLP/19494, DLP/19501, DLP/19508, DLP/19515, DLP/19519, DLP/19531, DLP/19538, DLP/19545, DLP/19552, DLP/19559, DLP/19946 DLP/19947, DLP/19958, DLP/19968, DLP/19974, DLP/20071, DLP/20084, DLP/20090, DLP/20127, DLP/20149, DLP/20159, DLP/20184, DLP/20217, DLP/20246, DLP/20321, DLP/20404, DLP/20432, DLP/20466
TS8.11	Await findings of the parking capacity study.	The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve	DLP/866, DLP/959, DLP/1772 DLP/3060, DLP/5704, DLP/1566,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>the quality and accessibility of existing car parks as well as options to increase capacity. The Council is working with the rail franchise operators and Network Rail to develop viable options for addressing parking provision at the Borough's rail stations.</p> <p>The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.</p>	DLP/3190, DLP/2936, DLP/2449, DLP/18025, DLP/18100, DLPQQ/778
TS8.12	Await findings of the parking capacity study.	<p>The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve the quality and accessibility of existing car parks as well as options to increase capacity. The Council is working with the rail franchise operators and Network Rail to develop viable options for addressing parking provision at the Borough's rail stations including Billericay.</p> <p>The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision See change no. LP9.28.</p>	DLP/850, DLP/20537, DLPQQ/914
TS8.14	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27.	DLP/3210, DLP/9001, DLP/9102, DLP/9101, DLP/20474, DLP/20510, DLP/7125, DLP/7135, DLP/8668, DLP/8789, DLP/9051, DLP/9419
TS8.15	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for	Parking enforcement is beyond the remit of the Local Plan however the Council will seek to ensure that adequate parking is provided alongside new development through policy T8.	DLP/2328

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.		
TS8.16	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27.	DLP/4957
TS8.18	The Council will continue to review the Essex Parking Standards to ensure they remain fit for purpose and will await the results of the parking study to see where parking can be optimised throughout the Borough. Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to	<p>Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27.</p> <p>The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve the quality and accessibility of existing car parks as well as options to increase capacity.</p> <p>The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.</p>	DLP/2993, DLP/14645, DLP/15767, DLP/17163, DLP/17575, DLP/17837, DLP/17902, DLP/17968, DLP/19358, DLP/19365, DLP/19372, DLP/19445, DLP/20101, DLP/14666, DLP/18050,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	deliver planned growth is done in a sustainable, effective and timely manner. Basildon Borough Council will continue to work with partners to deliver appropriate improvements to cycling infrastructure throughout the Borough.		
TS8.19	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary.	Parking enforcement is beyond the remit of the Local Plan however the Council will seek to ensure that adequate parking is provided alongside new development through policy T8. Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27.	DLP/3995, DLP/1571, DLP/5072
TS8.20	The Council will consider necessary amendments to policy content and wording prior to the next publication of the Local Plan. Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for the Basildon Borough and seek to amend them if necessary. Also await findings of the parking capacity study. The Council will consider wording changes to the policy where appropriate.	Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these standards, once adopted by the Council. See change no. LP9.27. The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve the quality and accessibility of existing car parks as well as options to increase capacity. The Local Plan includes a new policy (T9) to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.28.	DLP/2045
TS8.21	Basildon Borough Council will continue to review the Essex Parking Standards to ensure that they are still fit for purpose for	Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with the latest adopted Essex Parking Standards, and any future iterations of these	DLP/1895

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	the Basildon Borough and seek to amend them if necessary. The Council will use the car parking study, currently being carried out to determine the need for parking in different areas of the Borough and to inform any review of adopted parking standards.	standards, once adopted by the Council. The Local Plan includes a new policy to protect existing provision where there is a need and to support proposals that improve quality and increase provision. See change no. LP9.27. The Council has published a car parking capacity and intervention study that audited the existing provision and assessed both current and future demand. It also provided recommendations to improve the quality and accessibility of existing car parks as well as options to increase capacity.	
TS9.1	Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation.	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	DLP/1011
TS9.2	Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway	The Council commissioned further highways modelling which identified capacity issues on the Borough's highway network by 2034 irrespective of Local Plan growth occurring. In order to alleviate this pressure, and for the network to accommodate future growth, a number of highways improvements would be required. These are set out in the Highways Impact Assessment and Mitigation Modelling (2018) and Policy T2 of the Local Plan. The Highways Impact Assessment and Mitigation Modelling (2018)	DLPQQ/745, DLPQQ/720, DLPQQ/922, DLPQQ/933

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation.	tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from.	
CHAPTER 10: SUPPORTING HIGH QUALITY COMMUNICATIONS INFRASTRUCTURE			
CHP10.1	Consider whether further detail could be given in Chapter 10 relating to a wider range of communication infrastructure issues.	Policy COM1 has been amended to not only focus on current communication technologies, and addressing deficits, including deficits in access around the A127 Enterprise Corridor, but to also consider how it might respond to newly emerging technologies, and how Basildon would like to be involved in early roll out. See change no. LP10.5, LP10.6 and LP10.23.	DLP/712
COM1.1	Consider reviewing evidence for policy COM1	<p>Policy COM3 would ensure that broadband is provided to new development at site H19. Whilst it is not the role of the developer to overcome the existing deficit of services to existing homes in this location, the requirement for site H19 which act to extend services into the general area, improving the viability for the service providers to extend services to the wider community in this location. No amendment to the Local Plan is therefore required in relation to representation DLP/805 and DLP/939.</p> <p>Representation DLP/20320 seeks for broadband connections to be superfast. This is the future of broadband, and given that the Local Plan looks to 2034, it is likely that superfast and even more advanced technologies will be rolled out during the period of the plan. Policy COM1 has therefore been amended to promote the delivery of superfast broadband, and also to be sufficiently flexible to accommodate future advancements in communication technologies. See change no. LP10.5, LP10.6 and LP10.23.</p>	DLP/805; DLP/939; DLP/20320
COM1.2	Consider updating the IDP in light of comments received.	The IDP has been updated.	DLP/805

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
COM1.4	Consider wording changes to policy COM1	A point addressing the matters raised in this representation has been included as part 2c of revised policy COM1. See change no. LP10.6.	DLP/2572
COM2.1	Consider wording changes to policy COM2	It is noted that the uncoordinated provision of communications infrastructure can place a financial burden on the highway authority in delivering future road improvements. Therefore, the requested amendment to policy COM 2 has been made. See change no. LP10.16.	DLP/2573
COM3.2	Consider wording changes to policy COM3	It is noted that the uncoordinated provision of communications infrastructure can place a financial burden on the highway authority in delivering future road improvements. Therefore, the requested amendment to policy COM 3 has been made. See change no. LP10.23.	DLP/2574
CHAPTER 11: DELIVERING A WIDE CHOICE OF HIGH QUALITY HOMES			
CHP11.2	Consider whether higher densities should be sought on proposed development sites in order to reduce the land-take for housing. Amend policies H7 and H9-H27 accordingly if necessary.	The <i>Housing Options Topic Paper</i> tested all sites for different housing numbers and/or densities, including the alternate and new sites identified through the Draft Local Plan consultation and consulted on separately. The densities of a number of sites have been increased to contribute to an increase housing target and therefore minimise the amount of additional land being removed from the Green Belt for development. These are set out in the housing policies.	DLP/2182
CHP11.4	Review policies H7 to H29 to ensure high quality homes are specifically required on all strategic housing sites.	All site allocation policies in the housing chapter will require new development to be a high quality and therefore those policies without this text will be amended accordingly. See change no. LP11.25, LP11.33, LP11.35, LP11.38, LP11.61, LP11.64 and LP11.74.	DLP/1858, DLP/1879
CHP11.11	In liaison with Natural England amend policies H7, H10, H12, H13, H15, H17, H19, H23 and H26-H28 to be more explicit about the delivery and funding of environmental mitigation requirements.	Environmental mitigation is dealt with through the NE policies. Specifically policy NE4.	DLP/2729

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
CHP11.16	Amend the supporting text to policies H19 to H27, and where appropriate policies H19 to H27, and any associated transport policies to reflect the findings of the additional refinement of mitigation modelling undertaken for Billericay.	Policies have been amended accordingly	DLP/2632, DLP/2633, DLP/2634, DLP/2635, DLP/2636, DLP/2637, DLP/2638, DLP/2639, DLP/2640
CHP11.17	1) In the IDP provide enhanced clarity over the funding stream to be used to meet primary school needs in Billericay. Clarity should be provided around all funding sources where possible. 2) Discuss with the County Council the approach to meeting primary school needs in Billericay to ensure it will deliver sufficient spaces.	The Council have produced the IDP which provides the necessary information. The Council has liaised with Essex County Council to ensure the required primary school provision is identified and sought through the relevant policies.	DLP/390, DLP/391, DLP/392, DLP/393, DLP/395, DLP/796DLPQQ/954, DLPQQ/778, DLPQQ/612
CHP11.21	Discuss the deliverability of this proposal with Essex County Council. If deliverable, consider incorporating a requirement into policies H20 to H23, and into the associated IDP.	Policy H18, to which H20 to H23 now relates, requires the creation of a network of multifunctional open space which should provide access through the allocation. The policy does not specifically propose access beyond the railway to the north as it does not form part of the allocation however if a requirement for access was identified to support the development this would be sought through contributions at the planning application stage.	DLP/222, DLP/223, DLP/224, DLP/225, DLP/1438, DLP/1439, DLP/1440, DLP/1441
H1.8	Amend policy SD1/H1 to ensure that the number of homes proposed is consistent over the same timeframes.	All housing targets will be updated in light of the updated Objectively Assessed Need and therefore any past discrepancies will consequently be removed.	DLP/1136
H1.12	Express the rates of delivery in policy H1 as minimums to prevent the target constraining annual supply, and resulting on overall supply being missed.	The delivery rate is no longer included within this policy. Instead it is set out in the Achieving Sustainable Development Chapter.	DLP/2773, DLP/2805, DLP/4463

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H1.16	Amend policy H1 to make clear that the affordable housing requirement is a component of the total need for housing and not additional to it.	Policy H1 will be amended to provide clarity that the affordable housing provision is included within the overall housing target for the borough and not in addition to it. See change no. LP11.5.	DLP/3029
H1.23	Continue to work with ECC to identify and secure the infrastructure required to support the growth set out in the Local Plan.	The Council and Essex County Council have worked collaboratively throughout the plan making process on a number of issues. The County Council have provided information on independent living which includes criteria that the Council have adopted when assessing the suitability of sites for specialist accommodation.	DLP/2462
H1.24	In liaison with ECC understand the implications of the work underway to identify transit sites in Essex for gypsies and travellers, and if appropriate amend policy H3 to cross-reference this work.	The Council has updated its Gypsy and Traveller Accommodation Assessment (2018) which recommends further work be carried out to determine the level of future need for transit sites and will continue to work closely with ECC.	DLP/2466
H1.25	Review information provided, and if appropriate update supporting text to policies H1 and H2.	The Council have applied the site characteristic criteria for specialist accommodation, as set out in Essex County Council's Independent Living Position Statement (October 2015,) to all potential sites to identify those strategic sites that are most suitable. The findings of the Council's Specialist Accommodation Site Selection Briefing Paper has informed the site selection within the Local Plan for specialist accommodation.	DLP/2642
H2.7	Consider the implications of this potential in assessing the deliverability of policy H2. If appropriate, amend policy H13 accordingly.	The Council has considered this information and alongside the findings of the Council's Specialist Accommodation Site Selection Briefing Paper has identified which specific sites will be expected to deliver specialist accommodation within the Local Plan. There is also a requirement in Policy H33 (now H27) for all site allocations delivering 600 or more homes to provide a level of specialist accommodation.	DLP/123
H2.8	Contact consultee to identify what is being proposed, before giving further consideration to this proposal. It may be necessary	More than half of the Borough is designated Green Belt land within which agricultural practices are considered to be exceptions to inappropriate development. The educational benefits of care farms are ancillary to the lands primary use as agricultural therefore such	DLP/709, DLP/711,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	to amend policy H2, or another aspect of the Local Plan, if this proposal is found to be suitable.	proposals would be considered against Green Belt policies within the Local Plan.	
H2.10	Consider the implications of this potential in assessing the deliverability of policy H2. If appropriate, amend policy H20 accordingly.	The Council has considered this information and alongside the findings of the Council's Specialist Accommodation Site Selection Briefing Paper has identified which specific sites will be expected to deliver specialist accommodation within the Local Plan. There is also a requirement in Policy H33 (now H27) for all site allocations delivering 600 or more homes to provide a level of specialist accommodation.	DLP/1787, DLP/2818
H3.6	Consider wording changes.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition and duties under Housing Act 2004 (as amended). Wording in Local Plan has been updated to reflect this. It is unnecessary to set out the sanctions of being in breach of the Act in the Plan, but the Plan would be at risk of being found unlawful at Examination in Public.	DLP/141
H3.9	Consider wording changes.	To avoid repetition of national policy Policy H3 provides an overview only of the requirements of the Local Plan from Planning Policy For Traveller Sites and the NPPF.	DLP/142
H3.10	Consider wording changes.	The desire to provide pitches that meet the residential and business needs of Travellers is set through national policy. The Local Plan must be in accordance with national policy and therefore it is unnecessary for the Local Plan to go into further detail.	DLP/144
H3.11	Consider wording changes.	It is not the role of the Local Plan to justify Government policy, rather to seek to apply it at a local level, or risk being unsound. The Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites 2015 definition and the Local Plan now seeks to adopt a different approach to meeting needs than was previously set out in the Draft Local Plan, which is considered will result in a planned solution to meeting needs, primarily alongside new strategic housing developments in the Borough.	DLP/144

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H3.13	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition.	DLP/144
H3.16	Consider reviewing evidence base.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition.	DLP/372, DLP/1413, DLP/1940, DLP/2098, DLP/2108, DLP/2690, DLP/2868, DLP/3107, DLP/3128, DLP/3149, DLP/3156, DLP/3117, DLP/3188, DLP/3207, DLP/3221, DLP/3232, DLP/3243, DLP/3265, DLP/3283, DLP/3300, DLP/3328, DLP/3383, DLP/3392, DLP/3403, DLP/3410, DLP/3426, DLP/3429, DLP/3452, DLP/3468, DLP/3471, DLP/3490, DLP/3503, DLP/3511, DLP/3522, DLP/3533, DLP/3543, DLP/3554, DLP/3567, DLP/3589, DLP/3590, DLP/3603, DLP/3615, DLP/3621, DLP/3636, DLP/3651, DLP/3673, DLP/3674, DLP/3691, DLP/3699, DLP/3710, DLP/3720, DLP/3729, DLP/3738, DLP/3750, DLP/3763, DLP/3774, DLP/3783, DLP/3792, DLP/3816, DLP/3826, DLP/3837, DLP/3840, DLP/3854, DLP/3869, DLP/3878, DLP/3893, DLP/3900, DLP/3911, DLP/3919, DLP/3928, DLP/3939, DLP/3959, DLP/3968, DLP/3975, DLP/3986, DLP/4003, DLP/4014, DLP/4025, DLP/4029, DLP/4044, DLP/4048, DLP/4061, DLP/4084, DLP/4096, DLP/4100, DLP/4115, DLP/4123, DLP/4128, DLP/4145, DLP/4150, DLP/4161, DLP/4170, DLP/4179,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4188, DLP/4198, DLP/4207, DLP/4234, DLP/4243, DLP/4247, DLP/4262, DLP/4270, DLP/4281, DLP/4283, DLP/4293, DLP/4295, DLP/4310, DLP/4327, DLP/4349, DLP/4364, DLP/4372, DLP/4383, DLP/4390, DLP/4404, DLP/4451, DLP/4467, DLP/4479, DLP/4488, DLP/4502, DLP/4516, DLP/4527, DLP/4537, DLP/4548, DLP/4555, DLP/4563, DLP/4570, DLP/4584, DLP/4606, DLP/4617, DLP/4632, DLP/4641, DLP/4651, DLP/4664, DLP/4673, DLP/4685, DLP/4694, DLP/4703, DLP/4712, DLP/4728, DLP/4739, DLP/4741, DLP/4763, DLP/4765, DLP/4791, DLP/4799, DLP/4833, DLP/4839, DLP/4858, DLP/4866, DLP/4876, DLP/4883, DLP/4903, DLP/4914, DLP/4919, DLP/4932, DLP/4981, DLP/4990, DLP/4999, DLP/5008, DLP/5017, DLP/5026, DLP/5042, DLP/5051, DLP/5060, DLP/5073, DLP/5092, DLP/5094, DLP/5112, DLP/5126, DLP/5135, DLP/5144, DLP/5162, DLP/5171, DLP/5172, DLP/5181, DLP/5190, DLP/5199, DLP/5208, DLP/5217, DLP/5226, DLP/5235, DLP/5244, DLP/5253, DLP/5262, DLP/5271, DLP/5280, DLP/5298, DLP/5323, DLP/5332, DLP/5341, DLP/5350, DLP/5359, DLP/5368, DLP/5377, DLP/5386, DLP/5395, DLP/5404, DLP/5413, DLP/5422,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5431, DLP/5474, DLP/5483, DLP/5492, DLP/5501, DLP/5511, DLP/5519, DLP/5528, DLP/5540, DLP/5549, DLP/5558, DLP/5566, DLP/5574, DLP/5583, DLP/5592, DLP/5601, DLP/5610, DLP/5619, DLP/5628, DLP/5637, DLP/5646, DLP/5655, DLP/5664, DLP/5673, DLP/5682, DLP/5692, DLP/5707, DLP/5717, DLP/5726, DLP/5735, DLP/5747, DLP/5759, DLP/5770, DLP/5780, DLP/5791, DLP/5800, DLP/5811, DLP/5820, DLP/5829, DLP/5838, DLP/5847, DLP/5857, DLP/5866, DLP/5882, DLP/10191
H3.18	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition. The Council seeks to meet the need for nomadic pitches and plots for Gypsies, Travellers, and Travelling Showpeople and a need arising from Gypsies, Travellers and Travelling Showpeople. The latter will be met as part of the over housing provision.	DLP/372DLPQQ/736
H3.21	Give consideration to an approach in meeting the accommodation needs of gypsies and travellers which overcomes the proximity issues raised by allowing for the provision of sites within the current extent of the Green Belt.	Specific sites need to be identified in non-Green Belt locations for nomadic Gypsies, Travellers and Travelling Showpeople in order to conform with Government's Planning Policy for Traveller Sites (<i>PPTS</i>). Policy E of the <i>PPTS</i> states that Traveller sites in the Green Belt are inappropriate development and that very special circumstances where the best interests of a child, personal circumstance or unmet need is unlikely to outweigh harm to the Green Belt.	DLP/145
H3.26	Consider reviewing evidence.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition.	DLP/146DLPQQ/961

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H3.27	Consider reviewing evidence.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition.	DLP/154, DLP/292, DLP/379, DLP/884
H3.29	Consider updating evidence base.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition.	DLP/147
H3.30	Consider wording changes.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites 2015. Wording changes have been made to the Local Plan.	DLP/181, DLP/180
H3.31	Consider reviewing evidence.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition.	DLP/9 DLP/33, DLP/36, DLP/461, DLP/1319, DLP/1400, DLP/1609, DLP/1918, DLP/2815, DLP/2835, DLP/2849, DLP/2954, DLP/4723, DLP/8470, DLP/8496, DLP/8506, DLP/8522, DLP/8529, DLP/8530, DLP/8546, DLP/8548, DLP/8554, DLP/8560, DLP/8563, DLP/8570, DLP/8575, DLP/8581, DLP/8586, DLP/8590, DLP/8598, DLP/8604, DLP/8609, DLP/8616, DLP/8637, DLP/8641, DLP/8646, DLP/8656, DLP/8665, DLP/8675, DLP/8677, DLP/8695, DLP/8699, DLP/8704, DLP/8713, DLP/8715, DLP/8722, DLP/8730, DLP/8733, DLP/8737, DLP/8746, DLP/8752, DLP/8757, DLP/8764, DLP/8771, DLP/8776, DLP/8784, DLP/8791, DLP/8802, DLP/8803, DLP/8807, DLP/8815, DLP/8820, DLP/8827, DLP/8831, DLP/8837, DLP/8844, DLP/8848,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/8853, DLP/8856, DLP/8867, DLP/8873, DLP/8878, DLP/8887, DLP/8890, DLP/8895, DLP/8904, DLP/8907, DLP/8912, DLP/8917, DLP/8924, DLP/8929, DLP/8934, DLP/8940, DLP/8950, DLP/8952, DLP/8959, DLP/8965, DLP/8969, DLP/8978, DLP/8983, DLP/8988, DLP/8997, DLP/9003, DLP/9009, DLP/9019, DLP/9025, DLP/9032, DLP/9041, DLP/9046, DLP/9047, DLP/9055, DLP/9060, DLP/9065, DLP/9072, DLP/9078, DLP/9085, DLP/9091, DLP/9097, DLP/9106, DLP/9108, DLP/9114, DLP/9120, DLP/9125, DLP/9133, DLP/9134, DLP/9144, DLP/9145, DLP/9153, DLP/9161, DLP/9164, DLP/9170, DLP/9178, DLP/9184, DLP/9188, DLP/9193, DLP/9204, DLP/9218, DLP/9231, DLP/9234, DLP/9242, DLP/9255, DLP/9264, DLP/9265, DLP/9276, DLP/9281, DLP/9286, DLP/9292, DLP/9297, DLP/9303, DLP/9313, DLP/9323, DLP/9331, DLP/9341, DLP/9347, DLP/9348, DLP/9356, DLP/9361, DLP/9368, DLP/9372, DLP/9378, DLP/9384, DLP/9387, DLP/9394, DLP/9399, DLP/9405, DLP/9410, DLP/9416, DLP/9424, DLP/9427, DLP/9434, DLP/9440, DLP/9447, DLP/9455, DLP/9465, DLP/9476, DLP/9480, DLP/9489, DLP/9493, DLP/9500,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/9501, DLP/9513, DLP/9519, DLP/9527, DLP/9535, DLP/9543, DLP/9551, DLP/9557, DLP/9564, DLP/9572, DLP/9591, DLP/16765, DLP/16800, DLP/16863, DLP/16915 DLP/16915, DLP/9049
H3.32	The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.	The Council has worked collaboratively with other local authorities within Essex as well as Southend and Thurrock to produce a wider Essex GTAA to understand the wider accommodation needs of Gypsies, Travellers and Travelling Showpeople. It will continue to work proactively to identify the need for transit sites with Essex County Council as well as maintain an open dialogue with other local authorities to discuss future needs and provision.	DLP/34, DLP/20276,
H3.33	The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.	The Local Plan intends to meet the full need for Gypsy, Traveller and Travelling Showpeople provision across the plan period.	DLP/35, DLP/1588, DLP/2849 DLP/20238,
H3.35	Consider updating Policy H 6.	Policy H6 (now H4) sets out the allocations for where the Gypsy and Traveller Pitches and the Travelling Showpeople Plots will be located.	DLP/36
H3.37	Consider wording changes.	The policy reference was incorrect but now relates to the correct allocation policy for Gypsies, Travellers, and Travelling Showpeople.	DLP/36
H3.38	Consider a separate allocation policy for park homes sites.	The definition of Travellers has changed in national policy and the needs of those who no longer live a nomadic lifestyle will be met as part of the overall housing provision and therefore a specific allocation policy is not required.	DLP/36
H3.40	If the Council's position regarding the provision of accommodation of gypsies and travellers remains unchanged, update paragraph 11.89 to remove cross reference to policy H3.	The approach to identifying and providing pitches/ plots for Gypsies, Travellers and Travelling Showpeople has changed in light of the Planning Policy For Traveller Sites and the Council's updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018). Policy H4 identifies the specific locations and their capacities.	DLP/36

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H3.43	The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.	The Council plans to meet its Gypsy, Traveller and Travelling Showpeople need in full during the plan period and Policy H4 allocates the sites to accommodate this need.	DLP/36
H3.44	Consider wording changes.	The wording of Policy H3 refers to H31 (now H26) which sets out local criteria for the allocation of new pitches/plots across the plan period for nomadic Gypsies, Travellers and Travelling Showpeople. H3 did not relate to Park Home Sites and therefore did not reference it. Policy H32 has since been deleted as the needs of Gypsies, Travellers and Travelling Showpeople who no longer lead a nomadic lifestyle are to be met through the overall housing provision.	DLP/36
H3.45	Consider whether further detail could be given in Policy H 3 relating to the delivery and management of Gypsy and Traveller sites.	The allocation of pitches/plots within H12 will be publically facilitated as they will be delivered on Council owned land.	DLP/36
H3.47	The Council will continue to work with Greater Essex authorities on the unmet accommodation needs of Gypsies, Travellers and Travelling Showpeople.	The Council has continued to work with Greater Essex authorities on unmet Gypsy, Traveller and Travelling Showpeople need across the wider area.	DLP/2051
H3.48	The Council will continue to work with Greater Essex authorities on the unmet accommodation needs of Gypsies, Travellers and Travelling Showpeople.	The Council has continued to work with Greater Essex authorities on unmet Gypsy, Traveller and Travelling Showpeople need across the wider area. Following the findings of the updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018) the Council is now able to meet its identified need in full during the plan period.	DLP/708
H3.49	The Council will continue to work with Greater Essex authorities on the unmet accommodation needs of Gypsies, Travellers and Travelling Showpeople.	The Council has continued to work with Greater Essex authorities on unmet Gypsy, Traveller and Travelling Showpeople need across the wider area. Following the findings of the updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018) the Council is	DLP/708

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		now able to meet its identified need in full for nomadic Gypsies, Travellers and Travelling Showpeople during the plan period.	
H3.50	The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.	The Council has worked collaboratively with other local authorities within Essex as well as Southend and Thurrock to produce a wider Essex GTAA to understand the wider accommodation needs of Gypsies, Travellers and Travelling Showpeople. Following the findings of the Borough's own updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018) the Council is now able to meet its identified need in full for nomadic Gypsies, Travellers and Travelling Showpeople during the plan period.	DLP/165, DLP/823 DLP/841, DLP/1062, DLP/1207, DLP/1315, DLP/2388, DLP/3063, DLP/4510, DLPQQ/72, DLPQQ/73, DLPQQ/468, DLPQQ/569
H3.51	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition. The revised need for Gypsy, Traveller and Travelling Showpeople provision now relates to those who lead a nomadic lifestyle and is lower than previously identified.	DLP/841, DLP/1286DLPQQ/106, DLPQQ/234
H3.52	Consider whether further detail could be given in Policy H 3 relating to the prevention of unauthorised sites.	The Council intends to provide additional provision to accommodate the needs of Gypsy, Traveller and Travelling Showpeople within the Borough to avoid the need for illegal encampments and unauthorised sites to be created. The Council also seeks to protect existing provision through the Local Plan so it is not lost to other uses when there is a need for them to remain as pitches/plots.	DLP/138, DLP/823, DLP/976, DLP/1230, DLP/1315, DLP/1413, DLP/1940, DLP/2098, DLP/2108, DLP/2268, DLP/2288, DLP/2690, DLP/2868, DLP/3089, DLP/3107, DLP/3117, DLP/3128, DLP/3149, DLP/3156, DLP/3188, DLP/3207, DLP/3221, DLP/3232, DLP/3243, DLP/3265, DLP/3283, DLP/3300, DLP/3328, DLP/3383, DLP/3392, DLP/3403, DLP/3410, DLP/3426, DLP/3429, DLP/3452, DLP/3468, DLP/3471, DLP/3490, DLP/3503, DLP/3511, DLP/3522, DLP/3533, DLP/3543, DLP/3554, DLP/3567, DLP/3589, DLP/3590, DLP/3603, DLP/3615, DLP/3621, DLP/3636, DLP/3651, DLP/3673, DLP/3674,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3691, DLP/3699, DLP/3710, DLP/3720, DLP/3729, DLP/3738, DLP/3750, DLP/3763, DLP/3774, DLP/3783, DLP/3792, DLP/3816, DLP/3826, DLP/3837, DLP/3840, DLP/3854, DLP/3869, DLP/3878, DLP/3881, DLP/3893, DLP/3900, DLP/3911, DLP/3919, DLP/3928, DLP/3939, DLP/3959, DLP/3968, DLP/3975, DLP/3986, DLP/4003, DLP/4014, DLP/4025, DLP/4029, DLP/4044, DLP/4048, DLP/4061, DLP/4084, DLP/4096, DLP/4100, DLP/4115, DLP/4123, DLP/4128, DLP/4145, DLP/4150, DLP/4161, DLP/4170, DLP/4179, DLP/4188, DLP/4198, DLP/4207, DLP/4234, DLP/4243, DLP/4247, DLP/4262, DLP/4270, DLP/4281, DLP/4283, DLP/4293, DLP/4295, DLP/4310, DLP/4327, DLP/4349, DLP/4364, DLP/4372, DLP/4383, DLP/4390, DLP/4404, DLP/4451, DLP/4467, DLP/4479, DLP/4488, DLP/4502, DLP/4516, DLP/4527, DLP/4537, DLP/4548, DLP/4555, DLP/4563, DLP/4570, DLP/4584, DLP/4606, DLP/4617, DLP/4632, DLP/4641, DLP/4651, DLP/4664, DLP/4673, DLP/4685, DLP/4694, DLP/4703, DLP/4712, DLP/4728, DLP/4739, DLP/4741, DLP/4763, DLP/4765, DLP/4791, DLP/4799, DLP/4833, DLP/4839, DLP/4858, DLP/4866, DLP/4876, DLP/4883, DLP/4903,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4914, DLP/4919, DLP/4932, DLP/4981, DLP/4990, DLP/4999, DLP/5008, DLP/5017, DLP/5026, DLP/5042, DLP/5051, DLP/5060, DLP/5073, DLP/5092, DLP/5094, DLP/5112, DLP/5126, DLP/5135, DLP/5144, DLP/5162, DLP/5171, DLP/5172, DLP/5181, DLP/5190, DLP/5199, DLP/5208, DLP/5217, DLP/5226, DLP/5235, DLP/5244, DLP/5253, DLP/5262, DLP/5271, DLP/5280, DLP/5298, DLP/5323, DLP/5332, DLP/5341, DLP/5350, DLP/5359, DLP/5368, DLP/5377, DLP/5386, DLP/5395, DLP/5404, DLP/5413, DLP/5422, DLP/5431, DLP/5474, DLP/5483, DLP/5492, DLP/5501, DLP/5511, DLP/5519, DLP/5528, DLP/5540, DLP/5549, DLP/5558, DLP/5566, DLP/5574, DLP/5583, DLP/5592, DLP/5601, DLP/5610, DLP/5619, DLP/5628, DLP/5637, DLP/5646, DLP/5655, DLP/5664, DLP/5673, DLP/5682, DLP/5692, DLP/5707, DLP/5717, DLP/5726, DLP/5735, DLP/5746, DLP/5747, DLP/5759, DLP/5770, DLP/5780, DLP/5791, DLP/5800, DLP/5811, DLP/5820, DLP/5829, DLP/5838, DLP/5847, DLP/5857, DLP/5866, DLP/5882, DLP/10191, DLPQQ/665
H3.54	Review appropriateness of development locations in light of	Basildon Borough Site Potential Study (2015) has been updated (2018) to reflect the Planning Policy for Traveller Sites definition and in light of the findings of the updated Gypsy, Traveller and	DLP/420, DLP/1145, DLP/1546, DLP/2360, DLP/2380, DLP/5033, DLP/8030, DLP/8031, DLP/8035,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	merits of counter proposals and new/updated evidence.	Travelling Showpeople Accommodation Needs Assessment (2018) the Council has identified a number of new sites to meet the needs of nomadic Gypsies, Travellers and Travelling Showpeople during the plan period. This does not include any new sites in the Hovefields area.	DLP/8210, DLP/8211, DLP/8725, DLP/9249, DLP/16820,
H3.55	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The approach to identifying and providing pitches/ plots for Gypsies, Travellers and Travelling Showpeople has changed in light of the Planning Policy For Traveller Sites and the Council's updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018). Policy H4 identifies the specific locations and their capacities for nomadic Gypsies, Travellers and Travelling Showpeople and this does not include additional sites within the Hovefields area.	DLP/1145, DLP/1242, DLP/2360, DLP/2853, DLP/5033
H3.57	Consider reviewing evidence.	The Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) has surveyed the pitches called Longview, Highview and Homeview, in Hovefields Drive.	DLP/1145, DLP/1146, DLP/1546, DLP/2360, DLP/2380, DLP/5033
H3.58	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	The approach to identifying and providing pitches/ plots for Gypsies, Travellers and Travelling Showpeople has changed in light of the Planning Policy For Traveller Sites and the Council's updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018). Policy H4 identifies the specific locations and their capacities for nomadic Gypsies, Travellers and Travelling Showpeople and this does not include additional sites in Oak Lane.	DLP/1350, DLP/1426, DLP/1427, DLP/2388, DLP/3881, DLP/420, DLP/1454, DLP/1740, DLP/1523, DLP/1794, DLP/1801, DLP/3089, DLP/347, DLP/97, DLP/99, DLP/347, DLP/349, DLP/7198, DLP/7203, DLP/7208, DLP/7209, DLP/7317, DLP/7336, DLP/7105, DLP/7101, DLP/7091, DLP/7305DLPQQ/996
H3.59	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	Basildon Borough Site Potential Study (2015) has been updated (2018). Consultation with the Highway Authority has occurred and for Haslemere Road, Wickford and independent highway appraisal has been carried out. The Local Plan includes criteria policies that will seek to ensure site access is suitable and where necessary has Highway Authority approval.	DLP/1319, DLP/1413, DLP/1546, DLP/1718, DLP/1932, DLP/2380, DLP/2690, DLP/2853, DLP/2868, DLP/3089, DLP/3107, DLP/3117, DLP/3128, DLP/3149, DLP/3156, DLP/3188, DLP/3207, DLP/3221, DLP/3232, DLP/3243, DLP/3265, DLP/3283, DLP/3300, DLP/3328, DLP/3383, DLP/3392, DLP/3403, DLP/3410, DLP/3426, DLP/3429,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3452, DLP/3468, DLP/3471, DLP/3490, DLP/3503, DLP/3511, DLP/3522, DLP/3533, DLP/3543, DLP/3554, DLP/3567, DLP/3589, DLP/3590, DLP/3603, DLP/3615, DLP/3621, DLP/3636, DLP/3651, DLP/3673, DLP/3674, DLP/3691, DLP/3699, DLP/3710, DLP/3720, DLP/3729, DLP/3738, DLP/3750, DLP/3763, DLP/3774, DLP/3783, DLP/3792, DLP/3816, DLP/3826, DLP/3837, DLP/3840, DLP/3854, DLP/3869, DLP/3878, DLP/3893, DLP/3900, DLP/3911, DLP/3919, DLP/3928, DLP/3939, DLP/3959, DLP/3968, DLP/3975, DLP/3986, DLP/4003, DLP/4014, DLP/4025, DLP/4029, DLP/4044, DLP/4048, DLP/4061, DLP/4084, DLP/4096, DLP/4100, DLP/4115, DLP/4123, DLP/4128, DLP/4145, DLP/4150, DLP/4161, DLP/4170, DLP/4179, DLP/4188, DLP/4198, DLP/4207, DLP/4234, DLP/4243, DLP/4247, DLP/4262, DLP/4270, DLP/4281, DLP/4283, DLP/4295, DLP/4310, DLP/4327, DLP/4349, DLP/4364, DLP/4372, DLP/4383, DLP/4390, DLP/4404, DLP/4451, DLP/4467, DLP/4479, DLP/4488, DLP/4502, DLP/4516, DLP/4527, DLP/4537, DLP/4548, DLP/4555, DLP/4563, DLP/4570, DLP/4584, DLP/4606, DLP/4617, DLP/4632, DLP/4641, DLP/4651, DLP/4664, DLP/4673,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4685, DLP/4694, DLP/4703, DLP/4712, DLP/4728, DLP/4739, DLP/4741, DLP/4763, DLP/4765, DLP/4791, DLP/4799, DLP/4833, DLP/4839, DLP/4858, DLP/4866, DLP/4876, DLP/4883, DLP/4903, DLP/4914, DLP/4919, DLP/4932, DLP/4939, DLP/4981, DLP/4990, DLP/4999, DLP/5008, DLP/5017, DLP/5026, DLP/5033, DLP/5042, DLP/5051, DLP/5060, DLP/5073, DLP/5092, DLP/5094, DLP/5112, DLP/5126, DLP/5135, DLP/5144, DLP/5162, DLP/5171, DLP/5172, DLP/5181, DLP/5190, DLP/5199, DLP/5208, DLP/5217, DLP/5226, DLP/5235, DLP/5244, DLP/5253, DLP/5262, DLP/5271, DLP/5280, DLP/5298, DLP/5323, DLP/5332, DLP/5341, DLP/5350, DLP/5359, DLP/5368, DLP/5377, DLP/5386, DLP/5395, DLP/5404, DLP/5413, DLP/5422, DLP/5431, DLP/5474, DLP/5483, DLP/5492, DLP/5501, DLP/5511, DLP/5519, DLP/5528, DLP/5540, DLP/5549, DLP/5558, DLP/5566, DLP/5574, DLP/5583, DLP/5592, DLP/5601, DLP/5610, DLP/5619, DLP/5628, DLP/5637, DLP/5646, DLP/5655, DLP/5664, DLP/5673, DLP/5682, DLP/5692, DLP/5707, DLP/5717, DLP/5726, DLP/5735, DLP/5747, DLP/5759, DLP/5770, DLP/5780, DLP/5791, DLP/5800, DLP/5811, DLP/5820,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5829, DLP/5838, DLP/5847, DLP/5857, DLP/5866, DLP/5882, DLP/8742, DLP/8781, DLP/8785, DLP/8931, DLP/8964, DLP/10191, DLP/20267, DLP/20269, DLP/8785
H3.60	Consider reviewing evidence base.	Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2014) and Site Potential Study (2015) have been updated (2018) to reflect the Planning Policy for Traveller Sites definition. The sites allocated within the Local Plan for nomadic Gypsies, Travellers and Travelling Showpeople are based on this evidence.	DLP/1413, DLP/1940, DLP/2098, DLP/2108, DLP/2690, DLP/2868, DLP/3107, DLP/3117, DLP/3128, DLP/3149, DLP/3156, DLP/3188, DLP/3207, DLP/3221, DLP/3232, DLP/3243, DLP/3265, DLP/3283, DLP/3300, DLP/3328, DLP/3383, DLP/3392, DLP/3403, DLP/3410, DLP/3426, DLP/3429, DLP/3452, DLP/3468, DLP/3471, DLP/3490, DLP/3503, DLP/3511, DLP/3522, DLP/3533, DLP/3543, DLP/3554, DLP/3567, DLP/3589, DLP/3590, DLP/3603, DLP/3615, DLP/3621, DLP/3636, DLP/3651, DLP/3673, DLP/3674, DLP/3691, DLP/3699, DLP/3710, DLP/3720, DLP/3729, DLP/3738, DLP/3750, DLP/3763, DLP/3774, DLP/3783, DLP/3792, DLP/3816, DLP/3826, DLP/3837, DLP/3840, DLP/3854, DLP/3869, DLP/3878, DLP/3893, DLP/3900, DLP/3911, DLP/3919, DLP/3928, DLP/3939, DLP/3959, DLP/3968, DLP/3975, DLP/3986, DLP/4003, DLP/4014, DLP/4025, DLP/4029, DLP/4044, DLP/4048, DLP/4061, DLP/4084, DLP/4096, DLP/4100, DLP/4115, DLP/4123, DLP/4128, DLP/4145, DLP/4150, DLP/4161,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4170, DLP/4179, DLP/4188, DLP/4198, DLP/4207, DLP/4234, DLP/4243, DLP/4247, DLP/4262, DLP/4270, DLP/4281, DLP/4283, DLP/4293, DLP/4295, DLP/4310, DLP/4327, DLP/4349, DLP/4364, DLP/4372, DLP/4383, DLP/4390, DLP/4404, DLP/4451, DLP/4467, DLP/4479, DLP/4488, DLP/4502, DLP/4516, DLP/4527, DLP/4537, DLP/4548, DLP/4555, DLP/4563, DLP/4570, DLP/4584, DLP/4606, DLP/4617, DLP/4632, DLP/4641, DLP/4651, DLP/4664, DLP/4673, DLP/4685, DLP/4694, DLP/4703, DLP/4712, DLP/4728, DLP/4739, DLP/4741, DLP/4763, DLP/4765, DLP/4791, DLP/4799, DLP/4833, DLP/4839, DLP/4858, DLP/4866, DLP/4876, DLP/4883, DLP/4903, DLP/4914, DLP/4919, DLP/4932, DLP/4981, DLP/4990, DLP/4999, DLP/5008, DLP/5017, DLP/5026, DLP/5042, DLP/5051, DLP/5060, DLP/5073, DLP/5092, DLP/5094, DLP/5112, DLP/5126, DLP/5135, DLP/5144, DLP/5162, DLP/5171, DLP/5172, DLP/5181, DLP/5190, DLP/5199, DLP/5208, DLP/5217, DLP/5226, DLP/5235, DLP/5244, DLP/5253, DLP/5262, DLP/5271, DLP/5280, DLP/5298, DLP/5323, DLP/5332, DLP/5341, DLP/5350, DLP/5359, DLP/5368, DLP/5377, DLP/5386, DLP/5395, DLP/5404,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5413, DLP/5422, DLP/5431, DLP/5474, DLP/5483, DLP/5492, DLP/5501, DLP/5511, DLP/5519, DLP/5528, DLP/5540, DLP/5549, DLP/5558, DLP/5566, DLP/5574, DLP/5583, DLP/5592, DLP/5601, DLP/5610, DLP/5619, DLP/5628, DLP/5637, DLP/5646, DLP/5655, DLP/5664, DLP/5673, DLP/5682, DLP/5692, DLP/5707, DLP/5717, DLP/5726, DLP/5735, DLP/5747, DLP/5759, DLP/5770, DLP/5780, DLP/5791, DLP/5800, DLP/5811, DLP/5820, DLP/5829, DLP/5838, DLP/5847, DLP/5857, DLP/5866, DLP/5882, DLP/10191,
H3.62	Consider reviewing evidence base.	The Council has reviewed its strategy and opted to use new strategic development sites to secure pitches/plots for Gypsy, Traveller and Travelling Showpeople rather than concentrate these in particular areas which already have existing pitches. This will help create greater community cohesion between the different communities in accordance with national policy.	DLP/1319, DLP/1400, DLP/1413, DLP/1609, DLP/1918, DLP/1940, DLP/2098, DLP/2108, DLP/2415, DLP/2690, DLP/2815, DLP/2835, DLP/2868, DLP/2884, DLP/2954, DLP/2954, DLP/3107, DLP/3117, DLP/3128, DLP/3149, DLP/3156, DLP/3188, DLP/3207, DLP/3221, DLP/3232, DLP/3243, DLP/3265, DLP/3283, DLP/3300, DLP/3328, DLP/3383, DLP/3392, DLP/3403, DLP/3410, DLP/3426, DLP/3429, DLP/3452, DLP/3468, DLP/3471, DLP/3490, DLP/3502, DLP/3503, DLP/3511, DLP/3522, DLP/3533, DLP/3543, DLP/3554, DLP/3567, DLP/3589, DLP/3590, DLP/3603, DLP/3615, DLP/3621, DLP/3636, DLP/3651, DLP/3673, DLP/3674,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3691, DLP/3699, DLP/3710, DLP/3720, DLP/3729, DLP/3738, DLP/3750, DLP/3763, DLP/3774, DLP/3783, DLP/3792, DLP/3816, DLP/3826, DLP/3837, DLP/3840, DLP/3854, DLP/3869, DLP/3878, DLP/3893, DLP/3900, DLP/3911, DLP/3919, DLP/3928, DLP/3939, DLP/3959, DLP/3968, DLP/3975, DLP/3986, DLP/4003, DLP/4014, DLP/4025, DLP/4029, DLP/4044, DLP/4048, DLP/4061, DLP/4084, DLP/4096, DLP/4100, DLP/4115, DLP/4123, DLP/4128, DLP/4145, DLP/4150, DLP/4161, DLP/4170, DLP/4179, DLP/4188, DLP/4198, DLP/4207, DLP/4234, DLP/4243, DLP/4247, DLP/4262, DLP/4270, DLP/4281, DLP/4283, DLP/4293, DLP/4295, DLP/4310, DLP/4327, DLP/4349, DLP/4364, DLP/4372, DLP/4383, DLP/4390, DLP/4404, DLP/4451, DLP/4467, DLP/4479, DLP/4488, DLP/4502, DLP/4516, DLP/4527, DLP/4537, DLP/4548, DLP/4555, DLP/4563, DLP/4570, DLP/4584, DLP/4606, DLP/4617, DLP/4632, DLP/4641, DLP/4651, DLP/4664, DLP/4673, DLP/4685, DLP/4694, DLP/4703, DLP/4712, DLP/4723, DLP/4728, DLP/4739, DLP/4741, DLP/4763, DLP/4765, DLP/4791, DLP/4799, DLP/4833, DLP/4839, DLP/4858, DLP/4866,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4876, DLP/4883, DLP/4903, DLP/4914, DLP/4919, DLP/4932, DLP/4981, DLP/4990, DLP/4999, DLP/5008, DLP/5017, DLP/5026, DLP/5042, DLP/5051, DLP/5060, DLP/5073, DLP/5092, DLP/5094, DLP/5112, DLP/5126, DLP/5135, DLP/5144, DLP/5162, DLP/5171, DLP/5172, DLP/5181, DLP/5190, DLP/5199, DLP/5208, DLP/5217, DLP/5226, DLP/5235, DLP/5244, DLP/5253, DLP/5262, DLP/5271, DLP/5280, DLP/5298, DLP/5323, DLP/5332, DLP/5341, DLP/5350, DLP/5359, DLP/5368, DLP/5377, DLP/5386, DLP/5395, DLP/5404, DLP/5413, DLP/5422, DLP/5431, DLP/5474, DLP/5483, DLP/5492, DLP/5501, DLP/5511, DLP/5519, DLP/5528, DLP/5540, DLP/5549, DLP/5558, DLP/5566, DLP/5574, DLP/5583, DLP/5592, DLP/5601, DLP/5610, DLP/5619, DLP/5628, DLP/5637, DLP/5646, DLP/5655, DLP/5664, DLP/5673, DLP/5682, DLP/5692, DLP/5707, DLP/5717, DLP/5726, DLP/5735, DLP/5747, DLP/5759, DLP/5770, DLP/5780, DLP/5791, DLP/5800, DLP/5811, DLP/5820, DLP/5829, DLP/5838, DLP/5847, DLP/5857, DLP/5866, DLP/5882, DLP/7024, DLP/8470, DLP/8496, DLP/8506, DLP/8522, DLP/8529, DLP/8530, DLP/8546, DLP/8548, DLP/8554, DLP/8560,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/8563, DLP/8575, DLP/8581, DLP/8586, DLP/8590, DLP/8598, DLP/8604, DLP/8609, DLP/8616, DLP/8637, DLP/8641, DLP/8646, DLP/8656, DLP/8665, DLP/8675, DLP/8677, DLP/8695, DLP/8699, DLP/8704, DLP/8713, DLP/8715, DLP/8722, DLP/8730, DLP/8733, DLP/8737, DLP/8746, DLP/8752, DLP/8757, DLP/8764, DLP/8771, DLP/8776, DLP/8784, DLP/8791, DLP/8802, DLP/8803, DLP/8807, DLP/8815, DLP/8820, DLP/8827, DLP/8831, DLP/8837, DLP/8844, DLP/8848, DLP/8853, DLP/8856, DLP/8867, DLP/8873, DLP/8878, DLP/8887, DLP/8890, DLP/8895, DLP/8904, DLP/8907, DLP/8912, DLP/8917, DLP/8924, DLP/8929, DLP/8934, DLP/8940, DLP/8950, DLP/8952, DLP/8959, DLP/8965, DLP/8969, DLP/8978, DLP/8983, DLP/8988, DLP/8997, DLP/9003, DLP/9009, DLP/9019, DLP/9025, DLP/9032, DLP/9041, DLP/9046, DLP/9047, DLP/9055, DLP/9060, DLP/9065, DLP/9072, DLP/9078, DLP/9085, DLP/9091, DLP/9097, DLP/9106, DLP/9108, DLP/9114, DLP/9120, DLP/9125, DLP/9133, DLP/9134, DLP/9144, DLP/9145, DLP/9153, DLP/9161, DLP/9164, DLP/9170, DLP/9178, DLP/9184, DLP/9188, DLP/9193, DLP/9204, DLP/9218, DLP/9231, DLP/9234,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/9242, DLP/9255, DLP/9264, DLP/9265, DLP/9276, DLP/9281, DLP/9286, DLP/9292, DLP/9297, DLP/9303, DLP/9313, DLP/9323, DLP/9331, DLP/9341, DLP/9347, DLP/9348, DLP/9356, DLP/9361, DLP/9368, DLP/9372, DLP/9378, DLP/9384, DLP/9387, DLP/9394, DLP/9399, DLP/9405, DLP/9410, DLP/9416, DLP/9424, DLP/9427, DLP/9434, DLP/9440, DLP/9447, DLP/9455, DLP/9461, DLP/9465, DLP/9476, DLP/9480, DLP/9489, DLP/9493, DLP/9500, DLP/9501, DLP/9513, DLP/9519, DLP/9527, DLP/9535, DLP/9543, DLP/9551, DLP/9557, DLP/9563, DLP/9564, DLP/9571, DLP/9572, DLP/9590, DLP/9591, DLP/10191, DLP/16762, DLP/16765, DLP/16797, DLP/16800, DLP/16859, DLP/16863, DLP/16914, DLP/1413, DLP/16915, DLP/1319, DLP/16915, DLP/9556, DLPQQ/67, DLPQQ/225, DLPQQ/227, DLPQQ/378
H3.66	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	Basildon Borough Site Potential Study (2015) has been updated (2018) to reflect the Planning Policy for Traveller Sites definition and the Council has allocated a number of new sites located across the Borough to meet the identified need for nomadic Gypsy, Traveller and Travelling Showpeople accommodation. They will be located within strategic development sites and the urban area.	DLP/1426, DLP/1427, DLP/1454, DLP/1523, DLP/1718, DLP/1740, DLP/9030, DLP/9174, DLP/9529
H3.72	Consider updating evidence base.	Following the findings of the Borough's own updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018) the Council is	DLP/2086

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		now able to meet its identified need in full for nomadic Gypsies, Travellers and Travelling Showpeople during the plan period.	
H3.73	The Council will continue to seek proactive cooperation with other Greater Essex authorities at a Member and Officer level before the plan is finalised.	As set out in the Duty to Cooperate Compliance Statement 2018, joint working and meetings at an officer and member level have taken place to establish the scale of need for Gypsy, Traveller and Travelling Showpeople Need across Greater Essex following the change the planning definition in 2015. The majority of this work concluded in January 2018, which has informed the final Basildon Borough Local Plan, which has identified a way it can meet its own pitch and plot needs in the Borough. The only outstanding evidence relates to Thurrock's Travelling Showpeople Needs which had not been completed at the time of finalising the Basildon Borough Local Plan and a Greater Essex Transit Site Study. In respects of the former, the Council awaits the findings and will review then review its position. In respects of the latter, the Council has formally agreed it will participate in the study, but accepts that this cannot be completed until new primary data has been collated across Greater Essex during 2018/2019.	DLP/2086
H3.76	Continue to work with partners and stakeholders.	As set out in the Duty to Cooperate Compliance Statement 2018, joint working and meetings at an officer and member level have taken place to establish the scale of need for Gypsy, Traveller and Travelling Showpeople Need across Greater Essex following the change the planning definition in 2015. Thurrock has been briefed at officer and member level on the preparation of this work and its outcomes and how it has influenced the Local Plan's finalisation. The Council welcomes the opportunity to continue to work with Thurrock Borough Council on this matter through the delivery of Local Plans.	DLP/2086
H3.78	Continue to work with partners and stakeholders.	As set out in the Duty to Cooperate Compliance Statement 2018, joint working and meetings at an officer and member level have been arranged to ensure the London Borough of Havering is kept informed of the progress with evidence updates and plan-making.	DLP/1754
H3.82	Consider wording changes.	The supporting text for Policy H1 makes reference to further work being undertaken to identify the need for transit sites. See change no. LP11.3.	DLP/2466

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H3.87	Consider reviewing evidence base.	The approach to identifying and providing pitches/ plots for Gypsies, Travellers and Travelling Showpeople has changed in light of the Planning Policy for Traveller Sites 2015 and the Council's updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018). Policy H4 identifies the specific locations and their capacities for nomadic Gypsies, Travellers and Travelling Showpeople and this does not include additional sites within the Hovefields area.	DLP/2380
H3.89	Consider wording changes.	Following the findings of the Borough's own updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018) the Council is now able to meet its identified need in full for nomadic Gypsies, Travellers and Travelling Showpeople during the plan period.	DLP/2506
H3.91	Consider whether further detail could be given in Policy H 3 relating to the well-being of gypsy, traveller and travelling showpeople communities.	A new policy has been included in the plan: policy HC1 Health and Well-being Strategy, which address the comments made. See change no. LP13.1.	DLP/2853
H3.92	Consider reviewing evidence.	Plotland Infill Study 2015 has been amended to become Green Belt Infill 2017. Local Plan's proposed Infill Policy now applies to Green Belt, rather than sub-defined Plotland areas.	DLP/2853
H3.94	Give consideration to an approach in meeting the accommodation needs of gypsies and travellers which overcomes the proximity issues raised by allowing for the provision of sites within the current extent of the Green Belt.	Specific sites need to be identified in non-Green Belt locations for nomadic Gypsies, Travellers and Travelling Showpeople in order to conform to Government's Planning Policy for Traveller Sites (<i>PPTS</i>). Policy E of the <i>PPTS</i> states that Traveller sites in the Green Belt are inappropriate development and that very special circumstances where the best interests of a child, personal circumstance or unmet need is unlikely to outweigh harm to the Green Belt. The Council has reviewed its strategy and opted to use new strategic development sites to secure pitches/plots for Gypsy, Traveller and Travelling Showpeople rather than concentrate these in particular areas which already have existing pitches. This will help create greater community cohesion between the different communities in accordance with national policy.	DLP/102, DLP/158, DLP/160, DLP/161, DLP/274, DLP/368, DLP/1857, DLP/1989, DLP/2690, DLP/2868, DLP/3107, DLP/3117, DLP/3128, DLP/3149, DLP/3156, DLP/3188, DLP/3207, DLP/3221, DLP/3232, DLP/3243, DLP/3265, DLP/3283, DLP/3300, DLP/3328, DLP/3383, DLP/3392, DLP/3403, DLP/3410, DLP/3426, DLP/3429, DLP/3452, DLP/3468, DLP/3471, DLP/3490, DLP/3503, DLP/3511,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3522, DLP/3533, DLP/3543, DLP/3554, DLP/3567, DLP/3589, DLP/3590, DLP/3603, DLP/3615, DLP/3621, DLP/3636, DLP/3651, DLP/3673, DLP/3674, DLP/3691, DLP/3699, DLP/3710, DLP/3720, DLP/3729, DLP/3738, DLP/3750, DLP/3763, DLP/3774, DLP/3783, DLP/3792, DLP/3816, DLP/3826, DLP/3837, DLP/3840, DLP/3854, DLP/3869, DLP/3878, DLP/3893, DLP/3900, DLP/3911, DLP/3919, DLP/3928, DLP/3939, DLP/3959, DLP/3968, DLP/3975, DLP/3986, DLP/4003, DLP/4014, DLP/4025, DLP/4029, DLP/4044, DLP/4048, DLP/4061, DLP/4084, DLP/4096, DLP/4100, DLP/4115, DLP/4123, DLP/4128, DLP/4145, DLP/4150, DLP/4161, DLP/4170, DLP/4179, DLP/4188, DLP/4198, DLP/4207, DLP/4234, DLP/4243, DLP/4247, DLP/4262, DLP/4270, DLP/4281, DLP/4283, DLP/4295, DLP/4310, DLP/4326, DLP/4327, DLP/4349, DLP/4364, DLP/4372, DLP/4383, DLP/4390, DLP/4404, DLP/4451, DLP/4467, DLP/4479, DLP/4488, DLP/4502, DLP/4516, DLP/4527, DLP/4537, DLP/4548, DLP/4555, DLP/4563, DLP/4570, DLP/4584, DLP/4606, DLP/4617, DLP/4632, DLP/4641, DLP/4651, DLP/4664, DLP/4673, DLP/4685, DLP/4694, DLP/4703, DLP/4712, DLP/4728,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4739, DLP/4741, DLP/4763, DLP/4765, DLP/4791, DLP/4799, DLP/4833, DLP/4839, DLP/4858, DLP/4866, DLP/4876, DLP/4883, DLP/4903, DLP/4914, DLP/4919, DLP/4932, DLP/4939, DLP/4981, DLP/4990, DLP/4999, DLP/5008, DLP/5017, DLP/5026, DLP/5042, DLP/5051, DLP/5060, DLP/5073, DLP/5092, DLP/5094, DLP/5112, DLP/5126, DLP/5135, DLP/5144, DLP/5162, DLP/5171, DLP/5172, DLP/5181, DLP/5190, DLP/5199, DLP/5208, DLP/5217, DLP/5226, DLP/5235, DLP/5244, DLP/5253, DLP/5262, DLP/5271, DLP/5280, DLP/5298, DLP/5323, DLP/5332, DLP/5341, DLP/5350, DLP/5359, DLP/5368, DLP/5377, DLP/5386, DLP/5395, DLP/5404, DLP/5413, DLP/5422, DLP/5431, DLP/5474, DLP/5483, DLP/5492, DLP/5501, DLP/5511, DLP/5519, DLP/5528, DLP/5540, DLP/5549, DLP/5558, DLP/5566, DLP/5574, DLP/5583, DLP/5592, DLP/5601, DLP/5610, DLP/5619, DLP/5628, DLP/5637, DLP/5646, DLP/5655, DLP/5664, DLP/5673, DLP/5682, DLP/5692, DLP/5707, DLP/5717, DLP/5726, DLP/5735, DLP/5747, DLP/5759, DLP/5770, DLP/5780, DLP/5791, DLP/5800, DLP/5811, DLP/5820, DLP/5829, DLP/5838, DLP/5847,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5857, DLP/5866, DLP/5882, DLP/7024, DLP/10191, DLPQQ/106, DLPQQ/144, DLPQQ/225, DLPQQ/227, DLPQQ/999
H3.96	Consider updating evidence base.	<i>Whole Plan Viability Assessment 2018</i> has indicated that, with the exception of the East Basildon strategic site, sites of 400 units or more can accommodate Gypsy, Traveller and Travelling Showpeople pitches/plots at a rate of up to 2 pitches per 100 homes without causing issues with general viability.	DLP/3057
H3.99	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The updated Basildon Borough Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) combined desk-based research with engagement with members of the travelling community living on all known sites (both authorised and unauthorised) to identify the need.	DLP/3881
H3.102	Consider reviewing evidence base.	The identification of plots/pitches to meet the nomadic Gypsy, Traveller and Travelling Showpeople need was based on the findings of the Basildon Borough Site Potential Study (2018) and the Whole Plan Viability Assessment (2018). Additional site/yards will be located within strategic housing sites located across the Borough with a maximum of 15 pitches per site.	DLP/292, DLP/4510, DLP8844,
H3.104	The Council will keep this situation under review in the development of the Local Plan.	Specific sites need to be identified in non-Green Belt locations for nomadic Gypsies, Travellers and Travelling Showpeople in order to conform to Government's Planning Policy for Traveller Sites (<i>PPTS</i>). Policy E of the <i>PPTS</i> states that Traveller sites in the Green Belt are inappropriate development and that very special circumstances where the best interests of a child, personal circumstance or unmet need is unlikely to outweigh harm to the Green Belt. The Council has reviewed its strategy and opted to use new strategic development sites to secure pitches/plots for Gypsy, Traveller and Travelling Showpeople rather than concentrate these in particular areas which already have existing pitches. This will help create greater community cohesion between the different communities in accordance with national policy.	DLP/5024, DLP/292, DLP/8844

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H3.109	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	The allocation of pitches/plots within H12 (East Basildon) will be publically facilitated as they will be delivered on Council owned land. The other new pitches/plots will be delivered on private owned land as allocated within the plan and managed privately.	DLP/37
H3.114	Continue to work with partners and stakeholders.	The Council has continued to work with Greater Essex authorities on unmet Gypsy, Traveller and Travelling Showpeople need across the wider area. Following the findings of the updated Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018) and Site Potential Study (2018) the Council is now able to meet its identified need in full for nomadic Gypsies, Travellers and Travelling Showpeople during the plan period.	DLP/163
H3.119	Consider whether further detail could be given in Policy H3 relating to the impact of traveller sites on residential amenity.	The Council has reviewed this and incorporated amenity criteria into Policy H26 which will manage how sites can be developed.	
H4.1	Review the extent of the 'existing residential area' in order to determine whether the HCA land at Church Road and Popes Green should be included within its extent.	The Council has deleted this policy to enable flexibility in the urban area for residential development.	DLP/5467, DLP/20176, DLP/20153
H5.3	Consider updating evidence base.	Tolerated sites or yards have been present for a substantive period of time meaning they are immune to enforcement action and a certificate of lawful use would likely be granted if sought. They have been included within the total number of existing sites/yards within the Borough and contribute to meeting the need of nomadic Gypsies, Travellers and Travelling Showpeople.	DLP/179
H6.1	Consider wording changes.	In accordance with the Government's Planning Policy for Traveller Sites there are no new pitches/plots allocated within the extent of the Green Belt.	DLP/39, DLP/43, DLP8844,
H6.2	Consider wording changes.	The reference to H32 instead of H31 (now H26) was in error. The Policy has been amended in light of new evidence and the Government's Planning Policy for Traveller Sites and no longer	DLP/39

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		makes reference to H31 (now H26) as no pitches/plots have been allocated within the extent of the Green Belt.	
H6.12	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	The site referred to in this comment is not being proposed for the provision of Gypsy, Traveller and Travelling Showpeople accommodation due to access constraints.	DLP/2821, DLPQQ/626
H7.3	Amend the wording of policy H7 to reflect the representation by the HCA, which maintains the overall quantum of development required but has some flexibilities around land use linked to open space relocation.	The Policy has been amended in light of these comments and the publication of new evidence including the High Level Development Framework and the Play Pitch Relocation Study. See change no. LP11.21.	DLP/4218
H7.8	Review the Whole Plan Viability Assessment to ensure that the costs associated with the relocation of sports pitches from Gardiners Lane have been assessed. Consider approach to Gardiners Lane, and receptor sites in light of this assessment.	The Council commissioned a Playing Pitch Relocation Study which examined the viability a number of options for relocating the existing sports provision and concluded that all options would not hinder the development potential of H7 (now H5). A High Level Development Framework for the site along with the results of the Whole Plan Viability Assessment also reports the viability of this site for mixed uses.	DLP/52, DLP/2018, DLP/3439, DLP/4218
H7.9	Consider these matters, and amend policy H7 accordingly.	The policy has been amended in light of these comments. See change no. LP11.22.	DLP/53
H7.10	Consider these matters, and amend policy H7 accordingly.	The policy has been amended in light of these comments. See change no. LP11.22.	DLP/53
H7.11	Consider these matters, and amend policy H7 accordingly.	The Playing Pitch Relocation Study and the High Level Development Framework have considered various options for the provision of sports facilities and set out what provision is likely to remain on site and what will be relocated. Policy H7 (now H5) is therefore able to state the quantum of sports provision on site.	DLP/53
H7.12	Consider these matters, and amend policy H7 accordingly.	The supporting text for Policy H7 (now H5) has been amended in light of these comments. See change no. LP11.21.	DLP/53
H7.13	Review the requirements of policy H7 in terms of comprehensive development to determine	The preferred approach to the delivery of this site is comprehensive development due to its complexities. The Development Brief will provide more detail on the layout and infrastructure requirements	DLP/580, DLP/2337, DLP/3051

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	whether any flexibility can be offered whilst still ensuring sustainable patterns and forms of development.	associated with the delivery of the site to give guidance as to what each proposal must provide.	
H7.14	Seek advice from the Historic Environment Service at Essex County Council regarding potential for archaeology at site H7. If necessary, use the results of this investigation to ensure that the wording of H7 specifically cross references policy HE4.	An archaeological assessment of the area referred to in the comment was prepared as part of planning application 16/0083/OUT. The report concluded that due to the scale of previous development on the site, archaeological deposits and features that may have been present have been removed. As such the potential for the presence of archaeological features on the site is therefore regarded as low/nil.	DLP/1308
H7.16	Review the Whole Plan Viability Assessment to ensure that the proposals within policy H7 are viable and deliverable. If required consideration should be given to the mix of development proposed for policy H7 in order to improve viability and deliverability.	A High Level Development Framework for the site along with the results of the Whole Plan Viability Assessment report that the proposed mix of development on this site is viable.	DLP/3437
H7.18	Amend the wording associated with policy H7 to make clear that the masterplan should incorporate a consideration of Green Infrastructure.	The policy has been amended in light of these comments. See change no. LP11.22.	DLP/2238
H7.22	Consider these matters, and amend policy H7 accordingly.	The Council has established a sustainable strategy for the provision of sports facilities across Basildon which focuses provision in three locations through the creation of three sports hubs. To allow provision to be redirected elsewhere would undermine this strategy.	DLP/5445
H7.25	Keep infrastructure requirements under review when considering alternative proposals for this site.	Through discussions with Essex County Council the policy has been amended to require the provision of a 3 form of entry primary school. See change no. LP11.22.	DLP/2609
H7.29	Consider these matters, and amend policy H7 accordingly.	Phasing will be aligned to infrastructure provision and the realistic prospect of development occurring on each identified site.	DLP/4230

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Development will not be artificially restricted should it be capable of being delivered early.	
H8.7	Consider whether it is appropriate to include an indicative development density in policy H8, and if so what that should be.	The Reserved Matters setting out the phases of residential development of this site have now been submitted to, and considered by, the Council therefore there would be no benefit to state within this policy specific housing densities.	DLP/2548
H8.8	Review the land promoted through this representation, and if found to be suitable amend policy H8 accordingly to ensure that any additional development provides affordable housing, and also makes a proportionate contribution towards infrastructure.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site in the Local Plan.	DLP/1396
H9.3	Consider the information submitted to determine whether higher density development should be permitted on this site. If considered appropriate amend policy H9 accordingly.	The Council have considered alternative options for H9 following the additional consultation on alternate and new sites identified through the Draft Local Plan consultation, including changing densities and have increased the density of this sites as well as the size.	DLP/2353
H9.4	Review evidence to determine whether it is appropriate to allocate the whole of the former Basildon Zoo site for housing purposes in the Local Plan.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and amended allocation H9 (now H7) to include a larger area of land to the north of London Road than previous considered. See change no. LP11.27.	DLP/1923 DLPQQ/217
H9.6	Consider the detailed proposals put forward in relation to this larger site, and determine whether a larger site as proposed	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate	DLP/2344

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	should be included in the Local Plan within this location.	and suitable for development. The Council has taken into consideration all of this evidence and amended allocation H9 (now H7) to include a larger area of land to the north of London Road than previous considered. See change no. LP11.27.	
H9.7	Amend policy H9 to require mitigation in respect of the nearby Basildon Meadows SSSI.	The policy and supporting text have been amended in light of these comments. See change no. LP11.26 and LP11.27.	DLP/2734
H9.9	None required unless a larger area of land is allocated to the north of the London Road. In such an instance a requirement should be introduced which seeks the consideration and enhancement of green infrastructure assets in the development proposal.	Policy NE1 has been amended and refers to the green infrastructure strategy and Policy H9 (now H7) requires the provision of open space as part of the development.	DLP/2240
H9.11	Consider the potential for the alternative land put forward in this location for development purposes.	The allocated site was considered more suitable for development over this site which provides a natural landscape buffer between development and the A13.	DLP/9605
H10.2	Make efforts to engage Brentwood in considering cross boundary planning issues in order to achieve better planning outcomes and ensure the Duty to Cooperate is fulfilled.	The Council continues to engage with Brentwood Council on strategic planning matters. In response to the previous Local Plan consultation the Council undertook joint working with Brentwood Council to produce a Dunton Area Landscape Corridor Design Options Study. The study examined what the level of visual separation would exist should both the urban extension to Basildon and the creation of a garden village settlement in Brentwood occur and it identified the amount of land required to provide a sufficient landscape corridor to maintain separation. The purpose of the study was to inform the preparation of both Local Plans.	DLP/438, DLP/1623, DLP/2787
H10.3	If the Council's position regarding the provision of accommodation of gypsies and travellers remains unchanged, update paragraph	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. The site no longer includes any	DLP/41

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	11.89 to remove cross reference to policy H3.	gypsy and traveller pitch provision and Policy H10 (now H8) has been amended to reflect this. See change no. LP11.29.	
H10.5	Undertake further engagement with Brentwood Borough to determine a shared approach to the Green Belt which best preserves the strategic gap between Basildon and West Horndon.	The Council continues to engage with Brentwood Council on strategic planning matters. In response to the previous Local Plan consultation the Council undertook joint working with Brentwood Council to produce a Dunton Area Landscape Corridor Design Options Study. The study examined what the level of visual separation would exist should both the urban extension to Basildon and the creation of a garden village settlement in Brentwood occur, and it identified the amount of land required to provide a sufficient landscape corridor to maintain separation. The purpose of the study was to inform the preparation of both Local Plans.	DLP/3, DLP/26, DLP/172, DLP/260, DLP/262, DLP/266, DLP/368, DLP/369, DLP/634, DLP/641, DLP/746, DLP/823, DLP/842, DLP/1027, DLP/1121, DLP/1352, DLP/1524, DLP/1741, DLP/1838, DLP/1885, DLP/2076, DLP/2214, DLP/2282, DLP/2436, DLP/3364, DLP/5786, DLP/5873, DLP/7289, DLP/7307, DLP/7482, DLP/7492, DLP/7502, DLP/7511, DLP/7521, DLP/7531, DLP/7541, DLP/7551, DLP/7561, DLP/7571, DLP/7581, DLP/7591, DLP/7601, DLP/7612, DLP/8627, DLP/9873, DLP/14315, DLP/18286, DLP/18348, DLP/18429, DLP/18444, DLP/18501, DLP/18543, DLP/18555, DLP/18574, DLP/18592, DLP/18607, DLP/18625, DLP/18653, DLP/18672, DLP/18686, DLP/18702, DLP/18721, DLP/18740, DLP/18762, DLP/18774, DLP/18797, DLP/18827, DLP/18842, DLP/18853, DLP/18863, DLP/18873, DLP/18889, DLP/18914, DLP/18935, DLP/18970, DLP/18988, DLP/19006, DLP/19025, DLP/19046, DLP/19067, DLP/19090, DLP/19113, DLP/19130, DLP/19150, DLP/19166, DLP/19184, DLP/19201, DLP/19214, DLP/19235, DLP/19247, DLP/19268, DLP/19286, DLP/19299, DLP/19313, DLP/20155, DLP/20178, DLP/20478, DLPSA/1, DLPSA/8, DLPQQ/52,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/53, DLPQQ/153, DLPQQ/156, DLPQQ/238, DLPQQ/695, DLPQQ/447, DLPQQ/406, DLPQQ/468, DLPQQ/479, DLPQQ/273, DLPQQ/390, DLPQQ/749, DLPQQ/623
H10.8	Consider the consequences of the proposals on the settlement of Dunton and residential amenity of residents in this location. Consider 1) opportunities for mitigation; and 2) Evidence based approach to considering impacts. An approach which is inconsistently applied would fail at examination.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. It no longer surrounds the settlement of Dunton. As a result any potential impact on Dunton and its residents has significantly reduced and Policy H10 (now H8) addresses the impact that the new site allocation may have on the historic features and local infrastructure.	DLP/9, DLP/368, DLP/634, DLP/657, DLP/842, DLP/2866, DLP/5786, DLP/5873, DLP/18493 DLPQQ/738
H10.9	Amend policy H10 to require development separation and landscape buffering between any proposed development and the park home site.	The quantum of development has been decreased and the site allocation has been reduced considerably in size. The Basildon Outline Landscape Appraisals of Potential Strategic Development Sites study does not identify a need for a landscape buffer between any potential development of this site with Dunton Park.	DLP/657
H10.10	Consider the outcomes of the HELAA in relation to the availability of deliverable/developable sites in determining the final extent of housing allocations in the Draft Local Plan.	The Council has taken into consideration all published evidence base when determining the site allocations. The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably.	DLP/2073, DLP/2735, DLP/2751, DLP/2774, DLP/4961, DLP/3004, DLP/5D4,
H10.13	Amend policy H10 to reflect the requirement for a 1.5fe to 2 fe primary school during the plan period.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a result there is no longer a requirement to provide on-site primary school provision. However a contribution to primary school provision in Laindon is sought.	DLP/2613

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H10.14	None required at this time, although ongoing review of the position in Brentwood is advised.	The Council continues to engage with Brentwood Council on strategic planning matters. The decision to reduce the site allocation of H10 (now H8), which was taken by the Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017, is as a result of identified risks associated with coalescence with proposed development in Brentwood Borough.	DLP/2613
H10.15	Amend the wording of policy H10 to provide clarity around the requirements for open space provision on this site.	The Playing Pitch Relocation Study and the High Level Development Framework for Gardiners Lane have considered various options for the provision of sports facilities and set out what provision is likely to remain on site and what will be relocated and to where. The land to accommodate the new and relocated sports provision in H10 (now H8) has been secured but further consideration regarding the funding stream for the delivery of the sports facilities across the plan period will need to be had.	DLP/54
H10.16	Amend the wording of policy H10 to provide clarity around the requirements for open space provision on this site.	The policy has been amended in light of these comments. See change no. LP11.28.	DLP/54
H10.17	Amend the wording of policy H10 to provide clarity around the requirements for open space provision on this site.	A masterplan approach will no longer be necessary to assist in bringing forward development within this location because the site allocation has been reduced considerably in size.	DLP/54
H10.18	Amend policy H10 accordingly to include reference to multi-user rights of way.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. The site allocation no longer extends northwards to the A127 and no longer requires a masterplan approach. Whilst not specifically mentioned in Policy H10, (now H8) the protection and enhancement of Public Rights of Way including bridleways is covered by policy HE1 which would apply to all site allocations and development.	DLP/218, DLP/1434
H10.19	Discuss with the County Council the possibility on crossings for the	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the	DLP/218, DLP/368 DLP/1434, DLPQQ/406

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	A127 and railway line. Amend the Local Plan if appropriate.	full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. The site allocation no longer extends northwards to the A127 and will not be subject to a masterplan approach. Access to the site will be taken from Lower Dunton Road but primarily from West Mayne thereby reducing the impact on the local road network.	
H10.20	Review the information submitted in relation to this proposal, and consider whether it is the most appropriate means of moving towards a low carbon economy for Basildon Borough - include a review within the SA/SEA.	The <i>Renewable and Low Carbon Energy Options Topic Paper</i> study did not identify the proposal for a CHP plant as being a suitable option. Furthermore the site allocation has been reduced considerably in size and the land that the CHP plant was being proposed on will remain Green Belt land.	DLP/577, DLP/14315,
H10.21	Amend policy H10 to also require consideration of non-designated historic assets in accordance with the historic environment chapter of the Local Plan.	The supporting text has been amended in light of these comments. See change no. LP11.28.	DLP/715, DLP/5786, DLP/9873,
H10.22	Amend policy H10 to require GI provision within the masterplan for the site.	A masterplan approach will no longer be necessary to assist in bringing forward development within this location because the site allocation has been reduced considerably in size. Development will be required to provide open space within the allocation. The policy has been amended in light of comment DLP/2241. See change no. LP11.28.	DLP/1524, DLP/2241, DLP/10002, DLP/9835,
H10.25	Undertake additional engagement with Brentwood Borough to address strategic planning issues.	The Council continues to engage with Brentwood Council on strategic planning matters. In response to the previous Local Plan consultation the Council undertook joint working with Brentwood Council to produce a Dunton Area Landscape Corridor Design Options Study. The study examined what the level of visual separation would exist should both the urban extension to Basildon and the creation of a garden village settlement in Brentwood occur, and it identified the amount of land required to provide a sufficient	DLP/4681, DLP/4660

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		landscape corridor to maintain separation. The purpose of the study was to inform the preparation of both Local Plans.	
H10.27	Seek advice on the wider scale landscape issues raised to ensure that the impacts of any proposals in this location on the wider South Essex landscape are minimised.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. The site allocation no longer extends northwards to the A127 or west of Lower Dunton Road but is located around Dunton Park and sits adjacent to Mandeville Way.	DLP/2076, DLP/2550, DLP/5786
H10.28	Introduce phasing into the submission Local Plan, having regard to discussions with ECC on infrastructure requirements.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a result the site no longer requires the quantum of infrastructure improvements and upgrades that were previously proposed. Phasing of development across the Borough is set out in the Infrastructure Delivery Plan.	DLP/2076, DLP/2153, DLP/2342
H10.29	Use updated VISUM model and associated modelling and mitigation report to amend the highways requirements associated with site H10 accordingly.	Additional transport modelling has been carried out and the requirements are set out in the relevant transport policies.	DLP/2076
H10.30	Use VISUM model, A127 Corridor for Growth Strategy and phasing discussions to update the highway requirements associated with site H10 accordingly, including any phasing requirements.	Additional transport modelling has been carried out and the requirements are set out in the relevant transport policies.	DLP/1741, DLP/1885, DLP/2076
H10.32	Use updated VISUM model and associated modelling and mitigation report to amend the highways requirements	Additional transport modelling has been carried out and the requirements are set out in the relevant transport policies.	DLP/2153, DLP/2342

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	associated with site H10 accordingly.		
H10.34	Support for higher density development noted. Consider whether higher development densities in this location would be suitable, and if appropriate amend policy H10 of the Local Plan accordingly. Consideration will be given to the desirability of this	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. The density of this smaller scale of development will remain as 30dph.	DLP/2073, DLP/2550, DLP/2769
H10.35	Seek the views of ECC and Essex Highways on the proposals for site access put forward by the developer. If benefits are equal or better than the Council's mitigation proposal amend H10 accordingly.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. To identify the most appropriate highway mitigation needed to support the new level of development proposed, further highways testing was undertaken in the Final Growth Scenario. Policy H10 (now H8) has been amended to reflect this evidence. See change no. LP11.29.	DLP/2073, DLP/2769
H10.36	Seek the views of the Council's viability consultants on the viability of the development proposals for site H10 in light of the additional information provided by the potential developer.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a consequence the level of infrastructure upgrades and improvements that would have been required to support the higher level of development is no longer necessary and as a result the cost implications have changed.	DLP/2073, DLP/2769
H10.38	Amend IDP to make clear that relocation of sports facilities from Gardiners Lane needs to be funded from either Gardiners Lane development itself, or from CIL, with match funding from	The land to accommodate the new and relocated sports provision in H10 (now H8) has been secured. The on-site open space provision will provide a new sports hub incorporating the relocated sports pitches from Gardiners Lane South, in accordance with policy H5: Land West of Gardiners Lane South, Basildon. Criterion 3 of Policy H5 specifically states that <i>'the relocation of some of the existing sports clubs and their supporting facilities onto strategic</i>	DLP/2073, DLP/2769

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	sports infrastructure bodies where available.	<p><i>sites on the edge of the Borough's main town, as set out in policies H8 and H12, will be required prior to the redevelopment of pitches on this site. Any relocated provision must be replaced with equivalent or better facility provision both in terms of quality and quantity...'</i></p> <p>In addition, the IDP identifies the infrastructure that should be deliverable within the plan period and includes details of where the funding for the different types of infrastructure will be found (to the extent that this is known). In cases where a gap is found between the identified infrastructure cost and the likely available funding to pay for it, this will be used to support the development of a Borough Community Infrastructure Levy (CIL), which can be charged on new development in the Basildon Borough and used to pay for items which are needed to support growth. The IDP will be reviewed on a regular basis and treated as a 'living' document which will be used to inform decisions on infrastructure delivery.</p>	
H10.39	Amend IDP to reflect ongoing discussions regarding how different pieces of infrastructure will be funded.	<p>The site allocation has been reduced considerably in size and by the number of homes. As a consequence the level of infrastructure upgrades and improvements that would have been required to support the higher level of development is no longer necessary.</p> <p>In addition, the IDP identifies the infrastructure that should be deliverable within the plan period and includes details of where the funding for the different types of infrastructure will be found (to the extent that this is known). In cases where a gap is found between the identified infrastructure cost and the likely available funding to pay for it, this will be used to support the development of a Borough Community Infrastructure Levy (CIL), which can be charged on new development in the Basildon Borough and used to pay for items which are needed to support growth. The IDP will be reviewed on a regular basis and treated as a 'living' document which will be used to inform decisions on infrastructure delivery.</p>	DLP/369, DLP/634, DLP/641, DLP/2073, DLP/2769, DLP/4810
H10.44	Consider the implications of additional work around site	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the	DLP/2, DLP/3, DLP/8, DLP/13, DLP/14, DLP/172, DLP/242, DLP/260,

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	access and local junctions, and add to policy requirements accordingly.	full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a consequence development in this location will have less impact on the existing road network. To identify the most appropriate highway mitigation needed to support the new level of development proposed, further transport modelling has been undertaken.	DLP/262, DLP/368, DLP/369, DLP/515, DLP/634, DLP/641, DLP/823, DLP/827, DLP/1027, DLP/1121, DLP/1503, DLP/1524, DLP/1589, DLP/1838, DLP/1987, DLP/2282, DLP/2322 DLP/2436, DLP/2787, DLP/2866, DLP/3184, DLP/3801, DLP/4810, DLP/5786, DLP/9835, DLP/10326 DLP/14315, DLP/20155, DLP/20178, DLP/20263 DLP/29253, DLP/20253, DLP/20263, DLP/2322, DLP/10326 DLPSA/1, DLPSA/8, DLPQQ/390 DLPQQ/9, DLPQQ/52, DLPQQ/153, DLPQQ/156, DLPQQ/168, DLPQQ/239, DLPQQ/303, DLPQQ/359, DLPQQ/406, DLPQQ/468, DLPQQ/479, DLPQQ/738
H10.45	Re-consult the HSE in relation to the pipeline in allocation H10 to ensure that the rules have been correctly interpreted.	The site allocation has been reduced considerably in size and no longer includes land to the west of Lower Dunton Road within which part of the pipeline traverses.	DLP/368, DLP/2436, DLP/2787, DLP/5786, DLP/7283, DLP/7302, DLP/7490, DLP/7500, DLP/7509, DLP/7519, DLP/7529, DLP/7539, DLP/7549, DLP/7559, DLP/7569, DLP/7579, DLP/7589, DLP/7599, DLP/7609, DLP/7620, DLP/8047, DLP/9835, DLP/18321, DLP/18373, DLP/18442, DLP/18457, DLP/18499, DLP/18513, DLP/18531, DLP/18549, DLP/18570, DLP/18583, DLP/18605, DLP/18619, DLP/18641, DLP/18666, DLP/18684, DLP/18699, DLP/18719, DLP/18738, DLP/18753, DLP/18770, DLP/18790, DLP/18817, DLP/18838, DLP/18850, DLP/18861, DLP/18871,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/18883, DLP/18905, DLP/18929, DLP/18953, DLP/18985, DLP/19004, DLP/19020, DLP/19022, DLP/19036, DLP/19061, DLP/19082, DLP/19105, DLP/19123, DLP/19143, DLP/19164, DLP/19174, DLP/19195, DLP/19209, DLP/19229, DLP/19245, DLP/19265, DLP/19280, DLP/19297, DLP/19309, DLP/19326, DLP/20486, DLP/20579, DLP/20583, DLP/20297, DLPQQ/200, DLPQQ/239, DLPQQ/459
H10.46	Undertake additional air quality monitoring work, and use this to inform the allocations and any policy requirements in the submission Local Plan.	The Council has produced an Air Quality Topic Paper (2017) which monitored air quality at a number of locations close to potential sites and the road network to identify whether national objectives have been, or will be achieved. It also looked at other data sources and concluded with a series of recommendations which have, where possible, been incorporated into the Local Plan.	DLP172, DLP/369, DLP/634, DLP/641, DLP/823, DLP/1121, DLP/1352, DLP/1838, DLP/2787, DLP/5786, DLP/20297DLPQQ/468
H10.47	Consider a lower level of provision at this site, having regard to the HELAA and the availability of land in alternative locations.	The site allocation has been reduced considerably in size due to risks associated with coalescence with proposed development in Brentwood Borough.	DLP/3011, DLP/14290,
H10.54	Make efforts to engage Brentwood in considering cross boundary planning issues in order to achieve better planning outcomes.	The Council continues to engage with Brentwood Council on strategic planning matters. In response to the previous Local Plan consultation and the preferred development proposals of both authorities the Council undertook joint working with Brentwood Council to produce a Dunton Area Landscape Corridor Design Options Study. The study examined what the level of visual separation would exist should both the urban extension to Basildon and the creation of a garden village settlement in Brentwood occur and it identified the amount of land required to provide a sufficient landscape corridor to maintain separation. The purpose of the study was to inform the preparation of both Local Plans.	DLP/5064, DLP/16251, DLP/20144, DLP/20178, DLP/20179, DLP/1556, DLPQQ/482, DLPQQ/746

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H10.55	<p>Consider the consequences of the proposals on the settlement of Dunton and residential amenity of residents in this location.</p> <p>Consider 1) opportunities for mitigation; and 2) Evidence based approach to considering impacts. An approach which is inconsistently applied would fail at examination.</p>	<p>The Council's Infrastructure, Growth and Development Committee at its meeting on the 7th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. It no longer surrounds the settlement of Dunton. As a result any potential impact on Dunton and its residents has significantly reduced and Policy H10 (now H8) addresses the impact that the new site allocation may have on the historic features and local infrastructure.</p>	<p>DLP/2, DLP/13, DLP/14, DLP/7278, DLP/7279, DLP/7280, DLP/7281, DLP/7298, DLP/7299, DLP/7301, DLP/7314, DLP/7327, DLP/7442, DLP/7452, DLP/7462, DLP/7471, DLP/7477, DLP/7480, DLP/7481, DLP/7487, DLP/7488, DLP/7489, DLP/7497, DLP/7498, DLP/7499, DLP/7507, DLP/7508, DLP/7516, DLP/7517, DLP/7518, DLP/7526, DLP/7527, DLP/7528, DLP/7536, DLP/7538, DLP/7546, DLP/7547, DLP/7548, DLP/7556, DLP/7557, DLP/7558, DLP/7566, DLP/7567, DLP/7568, DLP/7576, DLP/7577, DLP/7578, DLP/7586, DLP/7587, DLP/7588, DLP/7596, DLP/7597, DLP/7598, DLP/7606, DLP/7607, DLP/7608, DLP/7617, DLP/7618, DLP/7619, DLP/8044, DLP/8045, DLP/8046, DLP/8494, DLP/18226, DLP/18308, DLP/18312, DLP/18316, DLP/18318, DLP/18365, DLP/18368, DLP/18372, DLP/18436, DLP/18440, DLP/18441, DLP/18451 DLP/18451, DLP/18453, DLP/18455, DLP/18469, DLP/18473, DLP/18475, DLP/18478, DLP/18493, DLP/18507, DLP/18510, DLP/18512, DLP/18527, DLP/18528, DLP/18529, DLP/18546, DLP/18547, DLP/18548, DLP/18561, DLP/18565, DLP/18568, DLP/18580, DLP/18581, DLP/18582, DLP/18599, DLP/18602, DLP/18603, DLP/18612, DLP/18614, DLP/18617, DLP/18635, DLP/18636,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/18637, DLP/18660, DLP/18664, DLP/18677, DLP/18679, DLP/18681, DLP/18695, DLP/18697, DLP/18698, DLP/18711, DLP/18714, DLP/18717, DLP/18730, DLP/18732, DLP/18734, DLP/18749, DLP/18750, DLP/18751, DLP/18767, DLP/18769, DLP/18785, DLP/18786, DLP/18789, DLP/18805, DLP/18814, DLP/18815, DLP/18834, DLP/18835, DLP/18837, DLP/18847, DLP/18848, DLP/18849, DLP/18858, DLP/18859, DLP/18860, DLP/18868, DLP/18869, DLP/18870, DLP/18878, DLP/18879, DLP/18881, DLP/18900, DLP/18902, DLP/18903, DLP/18925, DLP/18926, DLP/18928, DLP/18947, DLP/18949, DLP/18950, DLP/18982, DLP/18983, DLP/18984, DLP/18998, DLP/19001, DLP/19003, DLP/19016, DLP/19017, DLP/19019, DLP/19031, DLP/19033, DLP/19034, DLP/19054, DLP/19077, DLP/19078, DLP/19080, DLP/19100, DLP/19101 DLP/19102, DLP/19119, DLP/19121, DLP/19122, DLP/19139, DLP/19141, DLP/19142, DLP/19158, DLP/19171, DLP/19172, DLP/19173, DLP/19189, DLP/19192, DLP/19193, DLP/19206, DLP/19207, DLP/19208, DLP/19225, DLP/19226, DLP/19228, DLP/19242, DLP/19243, DLP/19244, DLP/19255, DLP/19263, DLP/19264, DLP/19277, DLP/19279, DLP/19294, DLP/19306, DLP/19295, DLP/19296, DLP/19307, DLP/19308, DLP/19323, DLP/19324 DLP/19325,

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			DLP/20483, DLP/20484, DLP/20485, DLP/20576, DLP/20577, DLP/20578, DLP/20584,
H10.58	Consider the introduction of additional requirements regarding construction impacts within the policy on Pollution and Residential Amenity.	Policy NE7 Pollution Control and Residential Amenity (now NE6) addresses the concerns raised and an additional section has been added to the end of policy NE7 (4) to address this point. See Change no. LP16.44.	DLP/368, DLPQQ/738
H10.60	Amend policy H10 to require GI provision within the masterplan for the site.	A masterplan approach will no longer be necessary to assist in bringing forward development within this location because the site allocation has been reduced considerably in size. Development will be required to provide open space within the allocation.	DLP/368
H10.62	If the Council's position regarding the provision of accommodation of gypsies and travellers remains unchanged, update paragraph 11.89 to remove cross reference to policy H3.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. The site no longer includes any gypsy and traveller pitch provision and Policy H10 (now H8) has been amended to reflect this. See change no. LP11.29.	DLP/368, DLP/823, DLP/517 DLPQQ/359, DLPQQ/479
H10.63	The Council will continue to undertake further engagement with Brentwood Borough to determine a shared approach to the Green Belt which best preserves the strategic gap between Basildon and West Horndon.	The Council continues to engage with Brentwood Council on strategic planning matters. In response to the previous Local Plan consultation the Council undertook joint working with Brentwood Council to produce a Dunton Area Landscape Corridor Design Options Study. The study examined what the level of visual separation would exist should both the urban extension to Basildon and the creation of a garden village settlement in Brentwood occur, and it identified the amount of land required to provide a sufficient landscape corridor to maintain separation. The purpose of the study was to inform the preparation of both Local Plans.	DLP/8,DLP/541 DLP/9, DLP/13, DLP/14, DLP/176, DLP/264, DLP/1028, DLP/3308, DLP/10002,DLPQQ/45, DLPQQ/144, DLPQQ/106, DLPQQ/200, DLPQQ/299, DLPQQ/359, DLPQQ/301, DLPQQ/343, DLPQQ/385, DLPQQ/749, DLPQQ/987
H10.65	Review the safety of access arrangements for site H10 with ECC, and if necessary amend the requirements of policy H10.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a consequence development in this location will have less impact on the existing	DLP/3308, DLPQQ/468

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		road network. To identify the most appropriate highway mitigation needed to support the new level of development proposed, further transport modelling was undertaken.	
H10.66	Introduce phasing into the submission Local Plan, having regard to discussions with ECC on infrastructure requirements.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a result the site no longer requires the quantum of infrastructure improvements and upgrades that were previously proposed. Phasing of development across the Borough is set out in the Infrastructure Delivery Plan.	DLP/5881, DLP/20155, DLP/20178, DLP/10002, DLPQQ/182
H10.69	Undertake additional engagement with Brentwood Borough to address strategic planning issues.	The Council continues to engage with Brentwood Council on strategic planning matters. In response to the previous Local Plan consultation the Council undertook joint working with Brentwood Council to produce a Dunton Area Landscape Corridor Design Options Study. The study examined what the level of visual separation would exist should both the urban extension to Basildon and the creation of a garden village settlement in Brentwood occur, and it identified the amount of land required to provide a sufficient landscape corridor to maintain separation. The purpose of the study was to inform the preparation of both Local Plans.	DLP/3, DLPQQ/127, DLPQQ/217, DLPQQ/239, DLPQQ/468, DLPQQ/930, DLPQQ/390, DLPQQ/420
H10.70	The Council will continue to undertake further engagement with Brentwood Borough Council.	The Council continues to engage with Brentwood Council on strategic planning matters. In response to the previous Local Plan consultation and the preferred development proposals of both authorities the Council undertook joint working with Brentwood Council to produce a Dunton Area Landscape Corridor Design Options Study. The study examined what the level of visual separation would exist should both the urban extension to Basildon and the creation of a garden village settlement in Brentwood occur, and it identified the amount of land required to provide a sufficient landscape corridor to maintain separation. The purpose of the study was to inform the preparation of both Local Plans.	DLP/13, DLP/14,
H10.71	Consider the implications of additional work around site access and local junctions, and	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the	DLPQQ/32, DLPQQ/33

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	add to policy requirements accordingly.	Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a consequence development in this location will have less impact on the existing road network. To identify the most appropriate highway mitigation needed to support the new level of development proposed, further transport modelling was undertaken.	
H10.74	Consider impact on mobile homes and amend policy H10 to require development separation and landscape buffering between any proposed development and the park home site.	The quantum of development has been decreased and the site allocation has been reduced considerably in size. The Basildon Outline Landscape Appraisals of Potential Strategic Development Sites study does not identify a need for a landscape buffer between any potential development of this site with Dunton Park.	DLP/7284, DLP/7304, DLP/7491, DLP/7501, DLP/7510, DLP/7520, DLP/7530, DLP/7540, DLP/7550, DLP/7560, DLP/7570, DLP/7580, DLP/7590, DLP/7600, DLP/7610, DLP/7621, DLP/7622, DLP/18326, DLP/18374, DLP/18443, DLP/18460, DLP/18480, DLP/18495, DLP/18515, DLP/18532, DLP/18551, DLP/18573, DLP/18585, DLP/18606, DLP/18622, DLP/18643, DLP/18669, DLP/18685, DLP/18700, DLP/18720, DLP/18739, DLP/18755, DLP/18771, DLP/18792, DLP/18818, DLP/18840, DLP/18851, DLP/18862, DLP/18872, DLP/18885, DLP/18908, DLP/18930, DLP/18955, DLP/18986, DLP/19005, DLP/19021, DLP/19037, DLP/19064, DLP/19084, DLP/19107, DLP/19126, DLP/19144, DLP/19160, DLP/19165, DLP/19175, DLP/19197, DLP/19210, DLP/19230, DLP/19246, DLP/19266, DLP/19281, DLP/19298, DLP/19310, DLP/20487, DLP/20580, DLP/20582,
H10.75	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a consequence	DLPQQ/48, DLPQQ/76, DLPQQ/153, DLPQQ/156, DLPQQ/239, DLPQQ/406, DLPQQ/845, DLPQQ/749, DLPQQ/734, DLPQQ/738

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		development in this location will have less impact on the existing road network. To identify the most appropriate highway mitigation needed to support the new level of development proposed, further transport modelling was undertaken.	
H10.83	If the Council's position regarding the provision of accommodation of gypsies and travellers remains unchanged, remove cross reference to policy H3.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. The site no longer includes any gypsy and traveller pitch provision and Policy H10 (now H8) has been amended to reflect this. See change no. LP11.29.	DLPQQ/459
H10.85	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include the full extent of proposed allocation H10 (now H8) within the Publication Local Plan and has reduced the size of the site allocation and number of homes considerably. As a consequence development in this location will have less impact on the existing road network. To identify the most appropriate highway mitigation needed to support the new level of development proposed, further transport modelling was undertaken.	DLP/89, DLP/167
H11.2	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	To identify the most appropriate highway mitigation needed to support the new level of development proposed, transport modelling identified where access will be assumed to be taken from in agreement with the Highways Authority.	DLP/11, DLP/15, DLP/48, DLP/453, DLP/547, DLP/659, DLP/669, DLP/849, DLP/870, DLP/1131, DLP/1915, DLP/9611, DLP/10312, DLP/17177 DLP/20641, DLPQQ/908
H11.8	Review the safety of access arrangements for site H11 with ECC, and if necessary amend the requirements of policy H11.	To identify the most appropriate highway mitigation needed to support the new level of development proposed, transport modelling identified where access will be assumed to be taken from in agreement with the Highways Authority.	DLP/547
H11.18	Review this allocation to ensure it is appropriate in all respects, having regard to the evidence base.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into	DLP/7045

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		consideration all of this evidence and increased the size of this site allocation in the Local Plan.	
H12.4	Amend supporting text to policy H12 to ensure reference to the Noak Bridge conservation area.	The supporting text and policy has been amended in light of these comments. See change no. LP11.33.	DLP/720, DLP/2758
H12.7	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling identified where access will be assumed to be taken from in agreement with the Highways Authority.	DLP/16, DLP/540, DLP/861, DLP/862, DLP/990, DLP/1112, DLP/1182, DLP/1234, DLP/1750, DLP/1774, DLP/1812, DLP/1907, DLP/2314, DLP/2758, DLP/2855, DLP/3014, DLP/3463, DLP/3898, DLP/1775, DLP/20173, DLP/20242, DLPQQ/14, DLPQQ/61, DLPQQ/180, DLPQQ/374, DLPQQ/383, DLPQQ/382, DLPQQ/490, DLPQQ/776, DLPQQ/753, DLPQQ/530
H12.8	Review the safety of access arrangements for site H12 with ECC, and if necessary amend the requirements of policy H12.	Transport modelling identified where access will be assumed to be taken from in agreement with the Highways Authority.	DLP/861 DLPQQ/61, DLPQQ/906, DLPQQ/858, DLPQQ/856
H12.16	Liaise with Essex County Council to ensure that the primary school requirement set out in policy H12 is aligned with the growth expected to arise in the Noak Bridge settlement, and is therefore justified in planning terms. If appropriate amend policy H12 to reflect the outcomes of this.	The quantum of development at H12 (now H10) has increased and as such the site has been reassessed by Essex County Council regarding the provision of a primary school. The policy has been amended accordingly. See change no. LP11.33.	DLP/4453
H12.18	Give further consideration to the appropriateness of higher density development at this site, consistent with the first phase of	The Council produced a <i>Housing Options Topic Paper</i> which examined the appropriateness of higher densities at H12 (now H10) and recommended that a density between 40 and 45dph be applied as this would be consistent with the existing character if Noak	DLP/2552

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Noak Bridge. If appropriate, amend policy H12 accordingly.	Bridge. The policy has been amended accordingly. See change no. LP11.33.	
H12.19	Amend the sequential test to include a consideration of flood risk from reservoirs. If appropriate amend the extent of the developable area for site H12 to reflect the outcomes of the sequential test.	The EA mapping shows the extent of flooding from reservoirs to be greater than rivers. It covers a large area of H12 (now H10). Open space has been allocated to the south eastern part of the site where flood risk is identified. See change no. LP11.33.	DLP/2862
H12.20	Review the heritage asset at Laindon Ponds, and determine whether it requires protection as part of policy H12.	Policy H12 (now H10) specifically requires development to protect the setting of the designated heritage assets at Laindon Ponds.	DLP/2758, DLP/2855, DLPQQ/858
H12.24	Review the additional information provided with regard to land North of Wash Road, and determine whether it should be included as an addition/alternative to policy H12 in particular, or any other site within the Local Plan.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and included this site within the allocation for H12 (now H10) in the Local Plan.	DLP/3770
H12.25	Work with the County Council to determine if and how the education needs of this site can be met. If appropriate amend policy H12 to reflect the outcomes of this work.	The quantum of development at H12 (now H10) has increased and as such the site has been reassessed by Essex County Council regarding the provision of a primary school. The policy has been amended accordingly. See change no. LP11.33.	DLP/2616
H12.28	Consider recommendations of alternative sites.	The Council has considered all sites put forward for development through the <i>HELAA</i> and only those sites that were found to be suitable, available and achievable were tested further as possible strategic options. The sites that have been allocated within the Local Plan are the most sustainable and deliverable of those considered.	DLP/1775

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H13.2	Amend policy H13 to specifically identify the need to conserve and enhance the Church of All Saints at North Benfleet.	The allocation no longer includes land to the east of Bowers Gifford for residential development which could impact the setting of the Church of All Saints at North Benfleet.	DLP/721
H13.5	Amend part 3 of policy H13 to be more explicit about the Council's intentions for the existing leisure and playing pitches within this allocation.	The policy has been amended in light of these comments. See change no. LP11.35.	DLP/55, DLP/440, DLP/9585, DLP/635DLPQQ/124
H13.8	Amend part 3 of policy H13 to cross reference the open space standards in policy HC1.	The policy has been amended in light of these comments. See change no. LP11.35.	DLP/56
H13.10	Amend part 3 of policy H13 to make clear that a north-south multi-user route should be provided within the open space. Liaise with ECC to determine whether it is possible to extend this route to the marshes to the South of the A13. If appropriate amend policy H13 and policy TS3 accordingly.	The policy has been amended and now identifies the opportunities for providing multi user access across the open space. See change no. LP11.35.	DLP/219, DLP/1435
H13.13	Amend part 3 of policy H13 to ensure that artificial playing pitches are located to minimise harm to residential amenity.	The type of pitches and associated facilities to be located within H13 (now H12) will be informed by the Playing Pitch Strategy and detailed within the masterplan.	DLP/1057, DLP/1126, DLP/2961, DLP/7403, DLP/9585,
H13.15	Emphasis the role of neighbourhood planning in influencing the design of new development adjacent to Bowers Gifford in the supporting text of policy H13.	The supporting text has been amended in line with these comments. See change no. LP11.34.	DLP/1057, DLP/1105, DLP/2226, DLP/2227, DLP/2232, DLP/2279, DLP/2443, DLP/2961, DLP/3177, DLP/3316, DLP/3311, DLP/5689, DLP/5700, DLP/7383, DLP/7403, DLP/452, DLP/513DLPQQ/124, DLPQQ/392, DLPQQ/356, DLPQQ/404, DLPQQ/904, DLPQQ/273, DLPQQ/860,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/504, DLPQQ/510, DLPQQ/574, DLPQQ/635, DLPQQ/955, DLPQQ/726, DLPQQ/566
H13.16	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling identified where access will be assumed to be taken from in agreement with the Highways Authority.	DLP/444, DLP/1126, DLP/1225, DLP/1732, DLP/2224, DLP/2227, DLP/2232, DLP/2279, DLP/2443, DLP/2961, DLP/3311, DLP/3316, DLP/1409, DLP/7273, DLP/7308, DLP/7383, DLP/ 7392, DLP/7403, DLP/7933, DLP/9587, DLPQQ/392, DLPQQ/404, DLPQQ/554, DLPQQ/266, DLPQQ/504, DLPQQ/508, DLPQQ/521, DLPQQ/569, DLPQQ/574, DLPQQ/635, DLPQQ/955
H13.24	Consider whether site H13 can be extended to incorporate land to the south of the London Road, but to the north of the A13, without undermining the purpose of the landscape buffer. If considered appropriate, amend the allocation in policy H13 accordingly.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site within the allocation for H13 (now H12) in the Local Plan.	DLP/416, DLP/2421, DLP/2435, DLP/2419, DLP/2438
H13.26	Amend the phased alignment of policy H13 with the provision of the new junction on the A127 at Pound Lane using evidence emerging from the cumulative impact modelling.	The phasing strategy set out in the Local Plan has been informed by transport modelling and is in line with the IDP.	DLP/3441, DLP/513, DLPQQ/923, DLPQQ/580
H13.28	Work with the County Council to determine how the education needs of this site can be met in greater detail. If appropriate	Essex County Council has provided information on the educational provision required as a result of the level and location of housing being proposed in H13 (now H12) and the policy reflects this. See change no. LP11.35.	DLP/2617, DLP/7392,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	amend policy H13 to reflect the outcomes of this work.		
H13.30	Undertake some high level masterplanning work to articulate the open space elements and development elements of site H13 more clearly.	The policy has been directly informed by the High Level Development Framework produced for the East of Basildon which identifies a preferred development framework showing an indicative layout of the site. The site allocation has been divided into 3 distinct areas as set out in Policy H13 (now H12). See change no. LP11.35.	DLP/124, DLP/2943, DLP/133
H13.33	Consider whether the information provided in relation to Hall Farm is sufficient to overcome the fundamental concerns regarding development in this alternative location. If appropriate amend the Local Plan accordingly.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which this site to the east of Pound Lane. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and at the meeting on the 7 th December 2017 the Infrastructure, Growth and Development Committee decided not to include this additional site within the allocation for H13 (now H12) in the Local Plan.	DLP/2219
H13.34	In undertaking high level masterplanning work for this site to identify open space areas and development areas, factor in the open space requirements of the Eversley school.	The policy has been directly informed by the High Level Development Framework produced for the East of Basildon which identifies a preferred development framework showing an indicative layout of the site. The new education and leisure hub provides opportunity for an existing school to relocate and also expand to accommodate the additional needs arising from the allocation. The primary school would also have access to the sports provision associated with the leisure element of the hub. A masterplan showing a more detailed layout of the allocation is required as part of the policy. See change no. LP11.35.	DLP/2516
H13.35	Reconsider the proposal for land to the North of Burnt Mills Road to determine whether the fundamental issues preventing allocation for residential development can be overcome.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into	DLP/2521

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		consideration all of this evidence and not included this site within the allocation for H13 (now H12) in the Local Plan.	
H13.36	Through the preparation of a high level masterplan, identify development and non-development areas in this location.	The policy has been directly informed by the High Level Development Framework produced for the East of Basildon which identifies a preferred development framework showing an indicative layout of the site. The site allocation has been divided into 3 distinct areas as set out in Policy H13 (now H12). See change no. LP11.35.	DLP/3316
H13.38	Review evidence base.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included a number of alternative locations for H13 (now H12). Additional evidence base was prepared to analyse the suitability and development potential of proposed sites including the Housing Options Topic Paper which set out recommendations. The Council has taken into consideration all of this evidence and amended policy H13 (now H12) accordingly.	DLP/2212, DLPQQ/91
H13.41	Consider whether site H13 can be extended to incorporate land to the northeast.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included sites to the east of Pound Lane. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and at the meeting on the 7 th December 2017 the Infrastructure, Growth and Development Committee decided not to include this additional site within the allocation for H13 (now H12) in the Local Plan.	DLP/133, DLP/14294, DLPQQ/695, DLPQQ/939
H13.47	Undertake some high level masterplanning work to articulate the open space elements and development elements of site H13 more clearly.	The policy has been directly informed by the High Level Development Framework produced for the East of Basildon which identifies a preferred development framework showing an indicative layout of the site. The site allocation has been divided into 3 distinct areas as set out in Policy H13 (now H12). See change no. LP11.35.	DLPQQ/522

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H14.2	Consider the transport information submitted by the promoters of development in this location, and also the cumulative impacts of development within the local plan on the highways network. Consider the phasing of site H14 having regard to the outcome of these considerations, with the aim of ensuring the highway network continues to function, and growth is aligned with appropriate improvements.	Transport modelling has been undertaken which considered information provided by developers and the infrastructure requirements are set out within the corresponding policy.	DLP/3069, DLP/4963, DLP/4977
H14.4	Give consideration to the desirability and implications of increasing densities in this location, and if appropriate amend the requirement of policy H14.	The <i>Housing Options Topic Paper</i> tested sites for different housing numbers and/or densities, including the alternate and new sites identified through the <i>Draft Local Plan</i> consultation and consulted on separately. The densities of a number of sites have been increased to contribute to an increase housing target, including H14 (now H13) and therefore minimise the amount of additional land being removed from the Green belt for development. See change no. LP11.37.	DLP/3069, DLP/4964, DLP/4977, DLP/8572
H14.6	Update HELAA to note landowner interest in developing part of H14.	The <i>HELAA</i> has been updated accordingly.	DLP/4973
H14.7	Review the information submitted against the Council's evidence to determine the implications for the Green Belt of permitting additional land in this location.	The Council undertook an additional consultation on alternate and new sites identified through the <i>Draft Local Plan</i> consultation between November and December 2016 which included a larger site allocation for H14 (now H13). The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site within the allocation for H14 (now H13) in the <i>Local Plan</i> .	DLP/3069, DLP/3075
H14.14	Amend policy H14 to require enhanced access arrangements	Policy has been amended in line with these comments. See change no. LP11.37.	DLP/220, DLP/1299, DLP/1436

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	from Tresco Way into the Wick Country Park.		
H14.15	Ensure that the land promoted by this landowner is included within the HELAA, and consider whether the evidence available would justify a westward extension of site H14.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included a larger site allocation for H14 incorporating this site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site within the allocation for H14 (now H13) in the Local Plan.	DLP/1176
H14.17	Amend the supporting text to policy H14, and parts 4 and 6 of policy H14 to ensure that fluvial flood risk, and the ecology of the North Benfleet Brook are properly managed through any development brought forward on this site.	The supporting text and policy have been amended in line with these comments. See change no. LP11.36.	DLP/2865, DLPQQ/209
H14.18	Undertake additional work looking at local access issues for sites, and where appropriate amend policy H14 to incorporate any additional mitigation requirements.	The <i>Basildon Local Plan – Final Junction Modelling Results 2018</i> , carried out in conjunction with Essex Highways provides an initial summary and discussion of junction modelling results for the Final Growth scenario of the Basildon Local Plan. The study includes recent refinements to both the modelling methodology and the overarching package of highway measures required to mitigate the traffic impact associated with the expected Local Plan growth. The recommendations from the transport modelling will subsequently inform the publication Local Plan.	DLP/2816, DLP/1208
H14.21	Amend paragraph 11.142 as proposed for correctness.	Supporting text has been amended in line with these comments. See change no. LP11.36.	DLP/2618
H14.23	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	The <i>Basildon Local Plan – Final Junction Modelling Results 2018</i> , carried out in conjunction with Essex Highways provides an initial summary and discussion of junction modelling results for the Final Growth scenario of the Basildon Local Plan. The study includes recent refinements to both the modelling methodology and the	DLP/9458, DLP/9484, DLPQQ/26, DLPQQ/27, DLPQQ/209, DLPQQ/378, DLPQQ/682

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		overarching package of highway measures required to mitigate the traffic impact associated with the expected Local Plan growth. The recommendations from the transport modelling will subsequently inform the publication Local Plan.	
H14.26	Consider the introduction of additional requirements regarding construction impacts within the policy on Pollution and Residential Amenity.	Additional section added to the end of policy NE7 (4) Pollution Control and Residential Amenity (now NE6) to address this point. See Change no. LP16.44.	DLPQQ/461
H15.2	Undertake additional assessment of the junction of Southend Road with Golden Jubilee Way to identify junction improvements required, and amend policy H15 accordingly.	The <i>Basildon Local Plan – Final Junction Modelling Results 2018</i> , carried out in conjunction with Essex Highways provides an initial summary and discussion of junction modelling results for the Final Growth scenario of the Basildon Local Plan. The study includes recent refinements to both the modelling methodology and the overarching package of highway measures required to mitigate the traffic impact associated with the expected Local Plan growth. The recommendations from the transport modelling will subsequently inform the publication Local Plan.	DLP/1877, DLP/3171
H15.4	Amend the allocation at site H15 to include this site, and investigate through the HELAA how access can be achieved. If necessary, amend the requirements of policy H15 to ensure access to this site, and prevent landlocking.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and included this site within the larger allocation for H15 (now H14) in the Local Plan. See change no. LP11.39.	DLP/532
H15.6	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	The <i>Basildon Local Plan – Final Junction Modelling Results 2018</i> , carried out in conjunction with Essex Highways provides an initial summary and discussion of junction modelling results for the Final Growth scenario of the Basildon Local Plan. The study includes recent refinements to both the modelling methodology and the overarching package of highway measures required to mitigate the traffic impact associated with the expected Local Plan growth. The	DLP/969, DLP/1744, DLP/3171, DLP/20270, DLPQQ/136, DLPQQ/931

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		recommendations from the transport modelling will subsequently inform the publication Local Plan.	
H15.10	Give consideration to the information submitted, and determine whether additional homes could be accommodated on this site. If appropriate, amend policy H15 accordingly. Also set out the funding mechanisms for infrastructure requirements so it is clear what will be funded from S106 and what will be funded from CIL.	The site allocation has been amended to include additional land to the north to accommodate the open space provision. The housing number has been reduced to reflect the area of land within the allocation that is suitable for residential development. Further clarity on the infrastructure requirements and funding mechanisms will be set out in the <i>Infrastructure Delivery Plan</i> .	DLP/2807
H15.11	Amend policy H14 to provide a 2fe primary, and consider how this could be funded through the Infrastructure Delivery Plan.	The policy has been amended in line with these comments. See change no. LP11.37.	DLP/2620
H16.4	Include the additional land within the HELAA, and given consideration to the evidence base in order to determine whether site H16 should be extended. If appropriate amend policy allocation.	The site has been included within the <i>HELAA</i> . The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site within a larger allocation for H16 (now H15) in the Local Plan.	DLP/967
H16.6	Review the supporting text and wording of policy H16 to ensure it is factually accurate.	The policy has been amended in line with these comments. See change no. LP11.40.	DLP/1878
H16.7	Consider these matters, and amend policy H16 accordingly.	The policy has been amended in line with these comments. See change no. LP11.40.	DLP/57
H16.8	Consider these matters, and amend policy H16 accordingly.	The policy has been amended in line with these comments. See change no. LP11.40.	DLP/57
H16.9	Engage with the Gypsy and Traveller community with regard	The policy no longer requires gypsy and traveller pitches on this site. In considering the balance of development types to be located	DLP/2403, DLP/2682, DLP/2683

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	to the concerns expressed around the location of this site, and the associated restrictions on open space access and the ability to move vehicles. Use the outcomes of this discussion to inform decision on the desirability of this site to accommodate gypsy and traveller accommodation provision.	within this allocation Council members made a planning judgement to provide housing.	
H16.15	Consider the implications of additional work around site access and local junctions, and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. Add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority as well as and highways infrastructure requirements related to this site.	DLP/990, DLP/1416, DLP/2135, DLP/2193 DLP/3114, DLP/3132, DLP/3136, DLP/3150, DLP/3158, DLP/3192, DLP/3209, DLP/3222, DLP/3233, DLP/3244, DLP/3268, DLP/3285, DLP/3296, DLP/3329, DLP/3384, DLP/3393, DLP/3405, DLP/3413, DLP/3428, DLP/3440, DLP/3453, DLP/3470, DLP/3473, DLP/3491, DLP/3504, DLP/3513, DLP/3524, DLP/3534, DLP/3544, DLP/3549, DLP/3570, DLP/3591, DLP/3604, DLP/3616, DLP/3624, DLP/3642, DLP/3652, DLP/3676, DLP/3677, DLP/3692, DLP/3701, DLP/3701; DLP/3702, DLP/3711, DLP/3721, DLP/3730, DLP/3739, DLP/3741, DLP/3751, DLP/3764, DLP/3775, DLP/3784, DLP/3793, DLP/3817, DLP/3827, DLP/3841, DLP/3848, DLP/3857, DLP/3870, DLP/3879, DLP/3894, DLP/3901, DLP/3913, DLP/3920, DLP/3930, DLP/3940, DLP/3947, DLP/3954; DLP/3960, DLP/3969,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3977, DLP/3987, DLP/4008, DLP/4015, DLP/4026, DLP/4030, DLP/4046, DLP/4052, DLP/4062, DLP/4085, DLP/4099, DLP/4101, DLP/4116, DLP/4125, DLP/4130, DLP/4146, DLP/4153, DLP/4162, DLP/4171, DLP/4180, DLP/4189, DLP/4199, DLP/4208, DLP/4235, DLP/4245, DLP/4248, DLP/4249, DLP/4264, DLP/4271, DLP/4284, DLP/4296, DLP/4311, DLP/4322, DLP/4329, DLP/4351, DLP/4367, DLP/4374, DLP/4385, DLP/4392, DLP/4405, DLP/4452, DLP/4454, DLP/4468, DLP/4480, DLP/4489, DLP/4503, DLP/4517, DLP/4528, DLP/4538, DLP/4571, DLP/4588, DLP/4607, DLP/4618, DLP/4633, DLP/4642, DLP/4652, DLP/4665, DLP/4674, DLP/4686, DLP/4695, DLP/4704, DLP/4713, DLP/4714, DLP/4729, DLP/4742, DLP/4743, DLP/4766, DLP/4771, DLP/4778, DLP/4792, DLP/4801, DLP/4811, DLP/4834, DLP/4842, DLP/4859, DLP/4867, DLP/4877, DLP/4886, DLP/4892, DLP/4904, DLP/4915, DLP/4920, DLP/4933, DLP/4982, DLP/4991, DLP/5000, DLP/5009, DLP/5018, DLP/5027, DLP/5043, DLP/5052, DLP/5061, DLP/5074, DLP/5093, DLP/5115, DLP/5127, DLP/5136, DLP/5145, DLP/5163, DLP/5173, DLP/5182, DLP/5191, DLP/5200, DLP/5209, DLP/5218,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5227, DLP/5236, DLP/5245, DLP/5254, DLP/5263, DLP/5272, DLP/5281, DLP/5299, DLP/5324, DLP/5333, DLP/5342, DLP/5351, DLP/5360, DLP/5369, DLP/5378, DLP/5387, DLP/5396, DLP/5405, DLP/5414, DLP/5423, DLP/5432, DLP/5475, DLP/5484, DLP/5493, DLP/5502, DLP/5512, DLP/5520, DLP/5529, DLP/5541, DLP/5559, DLP/5567, DLP/5575, DLP/5584, DLP/5593, DLP/5602, DLP/5611, DLP/5620, DLP/5629, DLP/5638, DLP/5647, DLP/5656, DLP/5665, DLP/5674, DLP/5683, DLP/5693, DLP/5708, DLP/5718, DLP/5727, DLP/5736, DLP/5749, DLP/5760, DLP/5771, DLP/5781, DLP/5792, DLP/5801, DLP/5812, DLP/5821, DLP/5830, DLP/5839, DLP/5848, DLP/5858, DLP/5869, DLP/5883, DLP/5892; DLP/5896, DLP/5901; DLP/5905, DLP/5978, DLP/5910; DLP/5919; DLP/5928; DLP/5937; DLP/5947; DLP/5956; DLP/5965; DLP/5974; DLP/5983; DLP/5987, DLP/5992; DLP/5996, DLP/6001; DLP/6005, DLP/6010; DLP/6014, DLP/6019; DLP/6028; DLP/6037; DLP/6046; DLP/6055; DLP/6064; DLP/6074; DLP/6083; DLP/6092; DLP/6101; DLP/6110; DLP/6119; DLP/6124, DLP/6129; DLP/6133, DLP/6138; DLP/6142, DLP/6147; DLP/6156; DLP/6160, DLP/6166;

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/6170, DLP/6175; DLP/6179, DLP/6184; DLP/6188, DLP/6193; DLP/6197, DLP/6202; DLP/6206, DLP/6211; DLP/6215, DLP/6220; DLP/6224, DLP/6225; DLP/6229, DLP/6234; DLP/6238, DLP/6243; DLP/6245, DLP/6248 DLP/6253; DLP/6264; DLP/6273; DLP/6281; DLP/6290; DLP/6299; DLP/6308; DLP/6317; DLP/6321, DLP/6326; DLP/6330, DLP/6335; DLP/6344; DLP/6353; DLP/6362; DLP/6371; DLP/6380; DLP/6398; DLP/6407; DLP/6411, DLP/6416; DLP/6420, DLP/6434; DLP/6437, DLP/6438, DLP/6441, DLP/6442, DLP/6447; DLP/6451, DLP/6452, DLP/6457; DLP/6461, DLP/6466; DLP/6470, DLP/6475; DLP/6479, DLP/6484; DLP/6488, DLP/6493; DLP/6497, DLP/6506, DLP/6509, DLP/6514; DLP/6518, DLP/6523; DLP/6527, DLP/6532; DLP/6536, DLP/6541; DLP/6545, DLP/6550; DLP/6554, DLP/6559; DLP/6563, DLP/6569; DLP/6573, DLP/6574, DLP/6579; DLP/6583, DLP/6588; DLP/6592, DLP/6598; DLP/6602, DLP/6606; DLP/6610, DLP/6615; DLP/6619, DLP/6624; DLP/6628, DLP/6633; DLP/6637, DLP/6643; DLP/6647, DLP/6652; DLP/6656, DLP/6661; DLP/6665, DLP/6669; DLP/6674, DLP/6679; DLP/6689; DLP/6698; DLP/6707; DLP/6716;

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/6725; DLP/6734; DLP/6744; DLP/6748, DLP/6753; DLP/6757, DLP/6762; DLP/6766, DLP/6771; DLP/6775, DLP/6779; DLP/6783, DLP/6789; DLP/6793, DLP/6798; DLP/6802, DLP/6806, DLP/6809; DLP/6816; DLP/6820, DLP/6825; DLP/6829, DLP/6834; DLP/6838, DLP/6843; DLP/6847, DLP/6852; DLP/6856, DLP/6861; DLP/6871; DLP/6880; DLP/6889; DLP/6891, DLP/6897; DLP/6907; DLP/6916; DLP/6925; DLP/6929, DLP/6934; DLP/6938, DLP/6943; DLP/6948, DLP/6952; DLP/6956, DLP/6961; DLP/6965, DLP/6970; DLP/6974, DLP/6979; DLP/6983, DLP/6988; DLP/6992, DLP/6997; DLP/7001, DLP/7007; DLP/7011, DLP/7016; DLP/7020, DLP/7026; DLP/7030, DLP/7035; DLP/7744, DLP/7954, DLP/7960, DLP/7966, DLP/7972, DLP/7984, DLP/7990, DLP/7996, DLP/8003, DLP/8052, DLP/8058, DLP/8064, DLP/8070, DLP/8076, DLP/8082, DLP/8088, DLP/8094, DLP/8100, DLP/8106, DLP/8107, DLP/8112, DLP/8118, DLP/8124, DLP/8130, DLP/8136, DLP/8142, DLP/8148, DLP/8154, DLP/8160, DLP/8166, DLP/8172, DLP/8178, DLP/8179, DLP/8184, DLP/8190, DLP/8196, DLP/8202, DLP/8208, DLP/8219, DLP/8226, DLP/8232, DLP/8238, DLP/8244, DLP/8250,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/8256, DLP/8262, DLP/8268, DLP/8274, DLP/8280, DLP/8286, DLP/8292, DLP/8298, DLP/8305, DLP/8311, DLP/8317, DLP/8323, DLP/8329, DLP/8335, DLP/8347, DLP/8353, DLP/8359, DLP/8365, DLP/8371, DLP/8377, DLP/8383, DLP/8389, DLP/8395, DLP/8401, DLP/8407, DLP/8413, DLP/8420, DLP/8432, DLP/8438, DLP/8444, DLP/8450, DLP/8456, DLP/8464, DLP/8481, DLP/9625, DLP/9631, DLP/9637, DLP/9643, DLP/9649, DLP/9660, DLP/9666, DLP/9672, DLP/9678, DLP/9684, DLP/9690, DLP/9696, DLP/9702, DLP/9708, DLP/9715, DLP/9721, DLP/9728, DLP/9735, DLP/9744, DLP/9751, DLP/9757, DLP/9763, DLP/9769, DLP/9775, DLP/9781, DLP/9787, DLP/9794, DLP/9800, DLP/9807, DLP/9813, DLP/9819, DLP/9825, DLP/9832, DLP/9834; DLP/9841, DLP/9849, DLP/9857, DLP/9864, DLP/9871, DLP/9883, DLP/9885; DLP/9940; DLP/9948, DLP/9958, DLP/9965, DLP/9972, DLP/9982; DLP/9984, DLP/9994, DLP/10003, DLP/10013; DLP/10017, DLP/10027, DLP/10034, DLP/10040; DLP/10042, DLP/10054, DLP/10060, DLP/10067; DLP/10080, DLP/10082; DLP/10090, DLP/10100, DLP/10108; DLP/10119, DLP/10135, DLP/10151, DLP/10153; DLP/10164, DLP/10165, DLP/10176;

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10178, DLP/10194; DLP/10203, DLP/10217, DLP/10222, DLP/10230, DLP/10242, DLP/10248; DLP/10251, DLP/10261, DLP/10270, DLP/10276; DLP/10285, DLP/10294, DLP/10300, DLP/10309; DLP/10319, DLP/10329, DLP/10334; DLP/10338, DLP/10349, DLP/10353; DLP/10360, DLP/10373; DLP/10379, DLP/10392, DLP/10405, DLP/10408, DLP/10416; DLP/10433; DLP/10441, DLP/10447, DLP/10459; DLP/10473, DLP/10475, DLP/10484, DLP/10495, DLP/10496; DLP/10514, DLP/10515, DLP/10526; DLP/10536, DLP/10547, DLP/10556; DLP/10561, DLP/10573, DLP/10579, DLP/10585, DLP/10598; DLP/10609; DLP/10634; DLP/10638, DLP/10658; DLP/10674, DLP/10680; DLP/10691, DLP/10693; DLP/10708, DLP/10720, DLP/10722; DLP/10732, DLP/10741; DLP/10742, DLP/10758, DLP/10765, DLP/10767; DLP/10768; DLP/10775, DLP/10784, DLP/10788, DLP/10800, DLP/10802; DLP/10813, DLP/10818, DLP/10827; DLP/10835, DLP/10842, DLP/10865; DLP/10870, DLP/10887; DLP/10893, DLP/10911; DLP/10922, DLP/10925; DLP/10933, DLP/10945, DLP/10960, DLP/10976; DLP/10978, DLP/10980, DLP/10992, DLP/11011, DLP/11019, DLP/11031, DLP/11038; DLP/11043, DLP/11060, DLP/11075; DLP/11083, DLP/11088, DLP/11104, DLP/11117; DLP/11118, DLP/11135, DLP/11140,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/11144, DLP/11152, DLP/11168; DLP/11181, DLP/11194, DLP/11203, DLP/11210, DLP/11223, DLP/11232; DLP/11237, DLP/11251, DLP/11262; DLP/11263, DLP/11277, DLP/11288, DLP/11292; DLP/11311, DLP/11322, DLP/11327; DLP/11336, DLP/11340, DLP/11359; DLP/11368, DLP/11384; DLP/11408, DLP/11410, DLP/11412; DLP/11428; DLP/11439; DLP/11449, DLP/11458, DLP/11465; DLP/11477, DLP/11488; DLP/11498, DLP/11502; DLP/11510, DLP/11522; DLP/11535, DLP/11541; DLP/11545, DLP/11559, DLP/11568; DLP/11576, DLP/11586, DLP/11593, DLP/11613, DLP/11620, DLP/11624, DLP/11640, DLP/11647, DLP/11653, DLP/11661, DLP/11669, DLP/11671, DLP/11677, DLP/11687, DLP/11696, DLP/11697, DLP/11725, DLP/11734, DLP/11740, DLP/11746, DLP/11752, DLP/11762, DLP/11763, DLP/11774, DLP/11783, DLP/11786, DLP/11796, DLP/11803, DLP/11810, DLP/11816, DLP/11822, DLP/11828, DLP/11844, DLP/11855, DLP/11857, DLP/11866, DLP/11875, DLP/11882, DLP/11891, DLP/11900, DLP/11909, DLP/11919, DLP/11927, DLP/11937, DLP/11948, DLP/11953, DLP/11960, DLP/11971, DLP/11985, DLP/11994, DLP/11995, DLP/1
H16.16	Give consideration to an approach in meeting the accommodation needs of gypsies	The Council has undertaken a local needs accommodation assessment for gypsy and travellers and a site assessment study,	

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	and travellers which overcomes the proximity issues raised by allowing for the provision of sites within the current extent of the Green Belt.	the findings of which have informed the number of pitches being provided within the Local Plan and where the allocations are.	
H16.17	Consider the points of clarification sought by this consultee and amend policy H16 accordingly.	The policy has been amended in response to these comments. See change no. LP11.40.	DLP/1395
H16.19	Consider the introduction of additional requirements regarding construction impacts within the policy on Pollution and Residential Amenity.	Additional section added to the end of policy NE7 (4) Pollution Control and Residential Amenity (now NE6) to address this point. See Change no. LP16.44.	DLP/1460
H16.20	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/1460, DLP/9538, DLPQQ/434
H16.21	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/1460DLP/SA/7DLPQQ/57, DLPQQ/434
H16.22	Consider whether the recreation ground should be moved westwards in this site, or whether the land proposed for the recreation ground should be developed for housing instead, with greater landscape impacts. If necessary, amend policy H16 accordingly.	The residential development is located within the allocation for H16 while the open space, incorporating the relocated recreation ground and any additional provision will be provided on land to the west. The policy stipulates that redevelopment of the recreation ground can only occur once the relocation has taken place.	DLP/1531
H16.26	Consider reviewing evidence.	The policy no longer requires gypsy and traveller pitches on this site. In considering the balance of development types to be located	

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		within this allocation Council members made a planning judgement to provide housing.	
H16.27	Consider the potential for the alternative use put forward in this location for development purposes.	The Council has set out a strategy for the provision of accommodation for older people within H2 to be adhered to by all new development. The delivery of this is set out through policy H33 (now H27).	DLP/2193
H17.4	Consider the representations made by landowners and developments in relation to this site through the HELAA process to determine whether a higher quantum of development can be sustainably accommodated on this site. If appropriate, amend H17 accordingly.	The Housing Options Topic Paper tested the proposed sites for different housing numbers and/or densities and recommended that the densities of a number of sites could be increased including H17 (now H16). This would contribute to an increase housing target and minimise the amount of additional land being removed from the Green Belt for development. See change no. LP11.43.	DLP/512
H17.7	Review the additional information provided with regard to development proposals for this site, and determine whether H17 should be amended to include additional homes over the same site area.	The requirement for a landscaped buffer is based on the findings of the Council's Outline Landscape Appraisals which recommended a belt of land to the north as not being suitable for development. The <i>Housing Options Topic Paper</i> tested the proposed sites for different housing numbers and/or densities and recommended that the densities of a number of sites could be increased including H17 (now H16). This would contribute to an increase housing target and minimise the amount of additional land being removed from the Green Belt for development. See change no. LP11.43.	DLP/2518 DLPQQ/973
H17.13	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/1222, DLP/1223, DLP/3146, DLP/3323, DLP/170 DLPQQ/17
H17.15	Consider whether the information provided in relation to Greenacres Farm is sufficient to overcome the fundamental concerns regarding development in this alternative	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into	DLP/2428

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	location. If appropriate amend the Local Plan accordingly.	consideration all of this evidence and not included this site in the Local Plan.	
H17.16	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/2906, DLP/2924, DLP/272, DLP/7265, DLP/9618, DLP/11375, DLP/11392 DLPQQ/41
H17.17	Give further consideration to the inclusion of this site within the Local Plan, having regard to the information submitted by this landowner. If considered appropriate, amend policy H18 of the Local Plan accordingly.	There is no suitable access point into the site from London Road which would meet the standards required by the Highways Authority. As there is no other land adjacent to the site put forward for development which could otherwise provide access this site has not been considered appropriate for development.	DLP/3015
H17.20	Undertake additional transport modelling and mitigation assessment work, and use the results to inform any changes to the policies H17, H18 and associated transport policies.	Transport modelling has been undertaken which identified the highways infrastructure improvements required.	DLP/2630
H17.21	Consider the introduction of additional requirements regarding construction impacts within the policy on Pollution and Residential Amenity.	Additional section added to the end of policy NE7 (4) Pollution Control and Residential Amenity (now NE6) to address this point. See Change no. LP16.44.	DLP/170
H18.6	Review the additional information provided with regard to the larger area of land being promoted within the location H18, and determine whether H18 should be amended to include the additional land proposed.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this larger allocation for H18. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site in the Local Plan. Furthermore, at the meeting on the 7 th December 2017 the Infrastructure, Growth and Development Committee decided not to include a housing allocation on land	DLP/2215

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		south of London Road, previously H18 in the Local Plan, due to concerns in respects of encroachment and impact on landscape.	
H18.11	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land south of London Road, previously H18 in the Local Plan, due to concerns in respects of encroachment and impact on landscape.	DLP/1204, DLP/9610, DLP/9617, DLP/11396 DLPQQ/17, DLPQQ/23, DLPQQ/358, DLPQQ/399
H18.15	Undertake additional transport modelling and mitigation assessment work, and use the results to inform any changes to the policies H17, H18 and associated transport policies.	The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land south of London Road, previously H18 in the Local Plan, due to concerns in respects of encroachment and impact on landscape.	DLP/2631 DLPQQ/41
H19.7	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/880, DLP/910, DLP/504, DLP/390, DLP298, DLP/552, DLP/466: DLP/944, DLP/1241, DLP/1550, DLP/1097, DLP/1526, DLP/1539, DLP/1840, DLP/1842, DLP/1845, DLP/1849, DLP1806, DLP/1767, DLP/2381, DLP/2946, DLP/251, DLP/543, DLP/3568, DLP/3807, DLP/252, DLP/750, DLP/250, DLP/551, DLP/2384, DLP/14766, DLP/13109, DLP/13126, DLP/13831, DLP/14796, DLP/18051, DLP/18118, DLP/20035, DLP/20037, DLP12631, DLP/13109, DLP/13580, DLP/13831, DLPQQ/158, DLPQQ/205, DLPQQ/210, DLPQQ/276, DLPQQ/407, DLPQQ/405, DLPQQ/470, DLPQQ/1006
H19.9	Undertake a review of allocation H19 in light of the new	The Council has taken into consideration the comments received and reviewed the extent of land that is available for development and deliverable. The <i>Housing Options Topic Paper</i> then assessed	DLP/1526, DLP/1539, DLP/2946, DLP/999, DLP/1292, DLP/3807, DLP/2384, DLP/1525, DLP/1536,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	landownership information and amend policy H19 accordingly.	site alternatives and provided recommendations on which were more appropriate and suitable for development. As a result the land allocation has been amended. See change no. LP11.47.	DLP/18051, DLP/18118, DLP/12484, DLP/13224, DLP/13308, DLPSA/4 DLPQQ/158, DLPQQ/276, DLPQQ/252, DLPQQ/407, DLPQQ/405, DLPQQ/702
H19.10	Seek specialist advise on the likelihood of archaeological deposits being found on this site, and if appropriate, amend policy H19 to require archaeological investigations if necessary, in accordance with the requirements of the NPPF.	An <i>Archaeological Assets Impact Assessment</i> was undertaken in response to these comments which identified no known concerns for the inclusion of this site, as amended, on grounds of archaeological importance as there are no recorded archaeological remains on site. However development proposals will be required to undertake and submit an archaeological assessment of the site as part of the planning application as set out in policy HE4.	DLP/182, DLP/1241, DLP/1805, DLP/7374, DLPQQ/421, DLP/7374, DLP/1461, DLPQQ/276, DLPQQ/487, DLPQQ/803, DLPQQ/1006, DLPQQ/634, DLPQQ/662
H19.14	Consider the outcomes of the additional transport assessment work underway, and if appropriate amend policy H19 accordingly.	The site allocation no longer includes land fronting Stock Brook due to availability issues and instead comprises land that will be accessed from Potash Road only. Further transport modelling was undertaken in light of these changes.	DLP/76,DLP/
H19.18	Having regard to the additional work being undertaken on site access, amend if appropriate, the requirements of policy H19.	The site allocation has been amended and no longer includes frontage development along Potash Road. Further transport modelling was undertaken to in light of these changes.	DLP/390, DLP/20338, DLP/13866 DLPQQ/71
H19.19	Consider the practicality of this request in discussion with Essex County Council. If appropriate amend policy H19 accordingly.	The site allocation has been amended and no longer includes low density frontage development along Potash Road abutting Goatsmoor Lane. Therefore no amendments have been made to the policy regarding a multi-user route.	DLP/221, DLP/1437
H19.20	Consider the density of development in this location, having regard to the desirability of making efficient use of land, but also harm to landscape character and residential character.	The site allocation has been amended and no longer includes low density frontage development along Potash Road. The allocation is now land the rear of 23 – 41 and 47-63 Potash Road.	DLP/1292

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H19.21	Consider the information submitted in relation to this site against the evidence base in order to determine whether it could be included within the Local Plan.	The Council has considered this alternative site alongside other options within the <i>Housing Options Topic Paper</i> which provided recommendations on which sites were more appropriate and suitable for development. This site was not recommended due its impact on landscape and Green Belt and therefore not included within the Local Plan.	DLP/2424
H19.26	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H19 to reflect the findings.	The site allocation has been amended and further transport modelling was undertaken as a result.	DLP/602, DLP371, DLP/553, DLP/1525, DLP/1536, DLP/18051, DLP/18118, DLP/13109, DLP/13224, DLP/13831 DLP/14766 DLP/14796 DLP/20037, DLP/14635DLPQQ/101, DLPQQ/140, DLPQQ/205, DLPQQ/210, DLPQQ/297, DLPQQ/421, DLPQQ/341, DLPQQ/333, DLPQQ/336, DLPQQ/338, DLPQQ/342, DLPQQ/921, DLPQQ/252, DLPQQ/407, DLPQQ/405, DLPQQ/387, DLPQQ/470
H19.27	Consider wording changes to acknowledge the presence of a gas main in this location.	The site allocation no longer includes land to the north of The Vale across which the pipeline traversed and as such no word changes have been made.	DLP/18051, DLP/18118, DLP/13296, DLP13308, DLP/13866, DLP/20064 DLP/20085DLPQQ/158, DLPQQ/210,DLPQQ/276, DLPQQ/407, DLPQQ/405, DLPQQ/470, DLPQQ/1006
H19.28	Consider the information submitted in relation to this site against the evidence base in order to determine whether it could be included within the Local Plan.	The site was considered as part of a larger site under Alternative Option 3 in the <i>Draft Local Plan</i> . Due to impacts on the landscape the option was not taken any further and the revised allocation set out in H17, to which this site now relates, is considered more suitable.	
H20.10	Consider the implications of additional work around site access and local junctions, and	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/414, DLP/680, DLP/1200, DLP/295, DLP/1015, DLP/1234, DLP/1218, DLP/2177, DLP/415, DLP/20064, DLP/20085, DLPQQ/415,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	add to policy requirements accordingly.		DLPQQ/482, DLPQQ/492, DLPQQ/549
H20.12	Give consideration to residential amenity impacts for those living along Frithwood Lane and Tye Common Road, alongside considerations of cost and congestion relief when determine the most appropriate option for the south-west Billericay relief route. If appropriate, amend policy TS2 and H20-23 accordingly to reflect these considerations and their outcomes.	The Council has undertaken transport modelling on the potential locations of the relief road and the route has now changed.	DLP/628,DLP/590,DLP/631, DLP/856, DLP/20192, DLP/20444, DLP/566, DLP/778, DLP/7117, DLP/13983, DLP/20039, DLP/20158, DLP/20039, DLP/20158, DLPQQ/31, DLPQQ/151, DLPQQ/207, DLPQQ/277, DLPQQ/851, DLPQQ/850, DLPQQ/820, DLPQQ/806, DLPQQ/796, DLPQQ/482, DLPQQ/492, DLPQQ/547, DLPQQ/549, DLPQQ/573, DLPQQ/914, DLPQQ/971, DLPQQ/588, DLPQQ/589, DLPQQ/594, DLPQQ/601, DLPQQ/603, DLPQQ/619, DLPQQ/624, DLPQQ/628, DLPQQ/638, DLPQQ/643, DLPQQ/645, DLPQQ/661
H20.13	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H20 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/680,DLP/628,DLP/590:DLP/631, DLP/856, DLPQQ/848
H20.15	Consider whether the additional land allocation suggested by this consultee will help to secure the required highway infrastructure improvements, and if so consider amending allocation H20 accordingly.	The Council has considered this site alongside other options within the <i>Housing Options Topic Paper</i> which provided recommendations on which sites were more appropriate and suitable for development. The Council has also produced a High Level Development Framework for South West Billericay, which the policy (now H18) has been directly informed by and amended accordingly.	DLP/2845, DLP/2852, DLP/3080

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H20.18	Consider the introduction of additional requirements regarding construction impacts within the policy on Pollution and Residential Amenity.	Additional section added to the end of policy NE7 (4) Pollution Control and Residential Amenity (now NE6) to address this point. See Change no. LP16.44.	
H20.21	Consider the information submitted in relation to this site against the evidence base in order to determine whether it could be included within the Local Plan.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development and a <i>High Level Development Framework</i> has been specifically prepared for the south west Billericay. The Council has taken into consideration all of this evidence and not included this site within a larger allocation now referred to as H18 in the Local Plan.	
H21.9	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/299, DLP/736, DLP/591, DLP/1201, DLP/1016, DLP/1244, DLP/1506, DLP/1551, DLP/1495, DLP/1456, DLP/415, DLPQQ/304, DLPQQ/492
H21.12	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H21 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/736, DLP/14983, DLP/7358, DLP/9254, DLP/14983,
H21.13	Ensure that the requirements of policy H21, and the associated S.W. Billericay Relief Route seek the retention or replacement of the existing sports facilities that fall within the southern portion of the site. Amend policy H21 accordingly.	Whilst the football club and sports ground will remain in situ the cricket club and tennis club will be relocated to land west of the relief road and development area as part of the policy. They will be replaced with equivalent or better facility provision.	DLP/299, DLP/591, DLP/806, DLP/882, DLP/1244, DLP/3571, DLP/3759, DLP/13136, DLP/13247, DLP/15286, DLP/13136, DLP/13247, DLP/15286, DLP/15057, DLP/7427, DLPQQ/983, DLPQQ/833, DLPQQ/832, DLPQQ/821, DLPQQ/778, DLPQQ/724, DLPQQ/715

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H21.17	Consider the information submitted by this developer to determine whether the relative costs and benefits of allocating further land in this location.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this larger site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development and a <i>High Level Development Framework</i> has been specifically prepared for the south west Billericay. The Council has taken into consideration all of this evidence and not included this site within a larger allocation now referred to as H18 in the Local Plan.	DLP/2027, DLP/2028, DLP/2809, DLP/2820
H21.21	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	The Council has produced a <i>South West Billericay High Level Development Framework</i> which incorporates the allocation previously referred to as H21. The framework examined three different development options two of which included the retention of the cricket club and one which required its relocation to deliver a higher level of housing. The preferred development framework, to which the policy is based, recommends the redevelopment of the site and the relocation of the cricket club to land west of where it is currently located. This is reflected in policy H18, to which this sites now relates. See change no. LP11.48.	
H22.11	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/759, DLP/393, DLP/442, DLP/476, DLP/477, DLP/776, DLP/1202, DLP/913, DLP/982, DLP/1552, DLP/1496, DLP/1457, DLP/14986, DLP/7359, DLP/9256 DLPQQ/103, DLPQQ/165, DLPQQ/387, DLPQQ/394, DLPQQ/411, DLPQQ/431
H22.14	1) Consider the costs and benefits of additional development on this site. 2) Seek advice from ECC re access to this site, having regard to a higher quantum of development.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this larger site. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which were more appropriate and suitable for development and a <i>High Level Development Framework</i> has been specifically prepared for the	DLP/3042, DLP/3050

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		south west Billericay. The Council has taken into consideration all of this evidence and included this larger site with a higher housing number and density than before. This site is now within a larger allocation referred to as H18 in the Local Plan. See change no. LP11.48.	
H23.7	Having regard to the evidence base, give weighted consideration to increasing the level of housing provision at H23 in order to facilitate the Billericay Southern Relief route. If appropriate, amend policy H23 accordingly.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this larger site. The Housing Options Topic Paper has also assessed site options and provided recommendations on which were more appropriate and suitable for development and a High Level Development Framework has been specifically prepared for the south west Billericay. The Council has taken into consideration all of this evidence and included an allocation that is in line with the High Level Development Framework which covers a smaller area than these comments propose.	DLP/2077, DLP/2088, DLP/2454,
H23.10	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/649, DLP/18, DLP/394, DLP/738, DLP/731, DLP/629, DLP/592, DLP/589, DLP/632, DLP/1074, DLP/855, DLP/807, DLP/812, DLP/1203, DLP/1248: DLP/1017, DLP/1762 DLPQQ/103, DLPQQ/150, DLPQQ/935, DLPQQ/815, DLPQQ/476, DLPQQ/482, DLPQQ/492, DLPQQ/501, DLPQQ/549, DLPQQ/558, DLPQQ/944
H23.12	Give consideration to residential amenity impacts for those living along Frithwood Lane and Tye Common Road, alongside considerations of cost and congestion relief when determine the most appropriate option for the south-west Billericay relief	The Council has undertaken transport modelling on the potential locations of the relief road and the route has now changed.	DLP/629, DLP/47, DLP/263, DLP/15709, DLP/7427 DLPQQ/47, DLPQQ/150, DLPQQ/155, DLPQQ/163, DLPQQ/178, DLPQQ/247, DLPQQ/322, DLPQQ/409, DLPQQ/295, DLPQQ/320, DLPQQ/853, DLPQQ/800, DLPQQ/444,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	route. If appropriate, amend policy TS2 and H20-23 accordingly to reflect these considerations and their outcomes.		DLPQQ/445, DLPQQ/449, DLPQQ/476, DLPQQ/482, DLPQQ/492, DLPQQ/518, DLPQQ/534, DLPQQ/537, DLPQQ/548, DLPQQ/558, DLPQQ/562, DLPQQ/971, DLPQQ610
H23.13	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H23 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/629, DLP/874, DLP/14987, DLP/7107,
H23.14	Consider the costs and benefits of increasing the quantum of development proposed in this location.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included a larger site area than original included in the <i>Draft Local Plan</i> . The <i>Housing Options Topic Paper</i> has also assessed site options and provided recommendations on which were more appropriate and suitable for development and a <i>High Level Development Framework</i> has been specifically prepared for the south west Billericay. The <i>High Level Development Framework</i> considered the proposals from these comments. The Council has taken into consideration all of this evidence and included an allocation that is in line with the <i>High Level Development Framework</i> which covers a larger area than previously allocated. H23 is now within a larger allocation referred to as H18 in the Local Plan. See change no. LP11.48.	DLP/4679
H23.16	Consider the information submitted in relation to this site against the evidence base in order to determine whether it could be included within the Local Plan.	The <i>Housing Options Topic Paper</i> has assessed this site as option B and provided recommendations on which options were more appropriate and suitable for development. Whilst this site does not form part of the original H23 allocation which is now referred to as H18, it has been allocated for self-build within the Local Plan. See change no. LP11.57.	DLP/1353, DLP/1354, DLP/1358
H23.20	Consider the introduction of additional requirements regarding construction impacts	Additional section added to the end of policy NE7 (4) Pollution Control and Residential Amenity (now NE6) to address this point. See Change no. LP16.44.	DLP/7377, DLPQQ/88

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	within the policy on Pollution and Residential Amenity.		
H23.25	Consider the information submitted in relation to this site against the evidence base in order to determine whether it could be included within the Local Plan.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included a large site that included this area. The <i>Housing Options Topic Paper</i> has also assessed site options and provided recommendations on which were more appropriate and suitable for development and a <i>High Level Development Framework</i> has been specifically prepared for the south west Billericay. The Council has taken into consideration all of this evidence and included an allocation that is in line with the <i>High Level Development Framework</i> which includes an area of land south of Quilters Drive. H23 is now within a larger allocation referred to as H18 in the Local Plan. See change no. LP11.48.	
H23.27	Seek specialist advise on the likelihood of archaeological deposits being found on this site, and if appropriate, amend policy H23 to require archaeological investigations if necessary, in accordance with the requirements of the NPPF.	An <i>Archaeological Assets Impact Assessment</i> was undertaken in response to these comments for this site which identified the possibility of archaeological assets within the site and recommended that an archaeological evaluation will be needed to support any planning application. Development proposals are required to submit an archaeological assessment of the site and undertake a field evaluation under certain circumstances as part of the planning application as set out in policy HE4. However to avoid ambiguity the relevant policy for the site (now H18) will be amended to specifically reference the need for an evaluation. See change no. LP11.48.	DLP/7378, DLPQQ/487, DLPQQ/501
H24.2	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H24 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/166, DLP/319, DLP/2067
H24.7	Consider the implications of additional work around site access and local junctions, and	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/559, DLP/561, DLP/8029, DLP/1193, DLP/2608, DLP/1190, DLP/527, DLP/626, DLP/633, DLP/20339, DLP166, DLPQQ/448

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	add to policy requirements accordingly.		
H24.12	Consider the costs and benefits of increasing the quantum of development proposed in this location.	The <i>Housing Options Topic Paper</i> has assessed this site as option A and provided recommendations on which proposal was more appropriate and suitable for development. The original allocation has been amended to include the larger site area and therefore a higher quantum of housing. The site is now referred to as H19. See change no. LP11.51.	DLP/4718
H24.14	Seek advice from the Historic Environment Service at Essex County Council regarding potential for archaeology at site H24. If necessary, use the results of this investigation to ensure that the wording of H24 specifically cross references policy HE4.	An <i>Archaeological Assets Impact Assessment</i> was undertaken in response to these comments for this site which identified the possibility of archaeological assets within the site and recommended that an archaeological evaluation will be needed to support any planning application. Development proposals are required to submit an archaeological assessment of the site and undertake a field evaluation under certain circumstances as part of the planning application as set out in policy HE4. However to avoid ambiguity the relevant policy for the site (now H19) will be amended to specifically reference the need for an evaluation. See change no. LP11.51.	DLP/527, DLP/630
H24.18	Consider the introduction of additional requirements regarding construction impacts within the policy on Pollution and Residential Amenity.	Additional section added to the end of policy NE7 (4) Pollution Control and Residential Amenity (now NE6) to address this point. See Change no. LP16.44.	DLP/569
H24.20	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H24 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/168, DLP166, DLPQQ/448
H25.2	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and	This site allocation has been removed from the Local Plan. The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land west of Kennel Lane due to localised flooding	DLP/3199, DLP/15524, DLP/15547, DLP/15563, DLP/15602, DLP/18068

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	where necessary amend policy H25 to reflect the findings.	issues and concerns in respects of the robustness of the Green Belt boundary resulting from this proposed allocation.	
H25.7	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	This site allocation has been removed from the Local Plan. The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land west of Kennel Lane due to localised flooding issues and concerns in respects of the robustness of the Green Belt boundary resulting from this proposed allocation.	DLP/2801, DLP/2802, DLP/562, DLP/1194, DLP/2070, DLP/2622, DLP/, DLP/7355, DLP/20214, DLP/13035, DLPQQ/448, DLPQQ/840, DLPQQ/371, DLPQQ/269, DLPQQ/940
H25.14	Consider amending the requirement of policy H25 to provide landscape buffering along the northern boundary.	This site allocation has been removed from the Local Plan. The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land west of Kennel Lane due to localised flooding issues and concerns in respects of the robustness of the Green Belt boundary resulting from this proposed allocation.	DLP/497DLPQQ/265
H25.15	Consider the information submitted for this alternative site having regard to the evidence base.	The <i>Housing Options Topic Paper</i> has assessed this site as option A and provided recommendations on which proposals were more appropriate and suitable for development. This site was not recommended for inclusion. Furthermore, the original site allocation for H25 has been removed from the Local Plan. The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land west of Kennel Lane due to localised flooding issues and concerns in respects of the robustness of the Green Belt boundary resulting from this proposed allocation.	DLP/4380
H25.16	Consider the information submitted for this alternative site having regard to the evidence base.	The <i>Housing Options Topic Paper</i> has assessed this site as option B and provided recommendations on which proposals were more appropriate and suitable for development. This site was not recommended for inclusion. Furthermore, the original site allocation for H25 has been removed from the Local Plan. The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land west of Kennel Lane due to localised flooding issues and concerns in respects of the robustness of the Green Belt boundary resulting from this proposed allocation.	DLP/586

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H25.19	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H25 to reflect the findings.	This site allocation has been removed from the Local Plan. The Council's Infrastructure, Growth and Development Committee at its meeting on the 7 th December 2017 decided not to include a housing allocation on land west of Kennel Lane due to localised flooding issues and concerns in respects of the robustness of the Green Belt boundary resulting from this proposed allocation.	DLP/168, DLP/16006, DLP/20011, DLP/20214 DLPQQ/77, DLPQQ/448
H26.3	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H26 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/3200
H26.5	Review proposals for land at the Mount, Billericay to determine whether or not it is an appropriate development location.	The <i>Housing Options Topic Paper</i> has assessed this site as option A and provided recommendations on which options were more appropriate and suitable for development. Whilst this site does not form part of the original H26 allocation which is now referred to as H19, it has been allocated for self-build within the Local Plan.	DLP/578
H26.10	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/212, DLP/213, DLP/159, DLP/214, DLP/729, DLP/1195, DLP/1042, DLP/952, DLP/1624, DLP/2624: DLP/3798, DLP,395, DLP/15980,DLP/20236, DLP/7356, DLP/17679, DLP/14252, DLP/14252, DLP/13772 DLPQQ/13, DLPQQ/63, DLPQQ/100, DLPQQ/1011, DLPQQ/427, DLPQQ/567, DLPQQ/903
H26.18	Consider the additional information provided in order to determine whether the concerns raised around Green Belt and Landscape impacts in this location have been overcome.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The <i>Housing Options Topic Paper</i> has also assessed this site as option B and provided recommendations on which options were more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site in the Local Plan.	DLP/1403, DLP/1404

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H26.19	Consider amendments proposed by the developer of this site, but remain firm on key principles.	The policy has been amended in light of these comments. See change no. LP11.53.	DLP/2492
H27.2	Amend policy H27, or its supporting text, to include reference to the grade II listed buildings in the vicinity of this site. Amend policy H27 to require specific compliance with the policies in chapter 17.	The policy and supporting text has been amended in light of these comments. See change no. LP11.55 and LP11.56.	DLP/725
H27.4	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H27 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/735, DLP/1192,
H27.5	Review the safety of access arrangements for site H27 with ECC, and if necessary amend the requirements of policy H27.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/735, DLP/3800,
H27.7	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H27 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/3202
H27.12	Consider the implications of additional work around site access and local junctions, and add to policy requirements accordingly.	Transport modelling has identified where access will be assumed to be taken from in agreement with the Highways Authority	DLP/563, DLP/1192, DLP/1043, DLP/953, DLP/1258, DLP/1625, DLP/2625, DLP/3800, DLPQQ/63, DLPQQ/903
H27.17	Review information submitted in relation to this alternative site to determine whether it could be included within the Local Plan,	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The <i>Housing Options Topic Paper</i> has also assessed this site as	DLP/652

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	having regard to the evidence base.	option D for H25 and provided recommendations on which options were more appropriate and suitable for development. Whilst this site does not form part of a strategic allocation, it has been allocated for self-build within the Local Plan. See change no. LP11.57.	
H27.18	Review information submitted in relation to this alternative site to determine whether it could be included within the Local Plan, having regard to the evidence base.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this additional site for H27, now H21. The <i>Housing Options Topic Paper</i> has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site in the Local Plan.	DLP/2196
H27.19	Consider amendments proposed by the developer of this site, but remain firm on key principles.	The policy and supporting text has been amended in light of some of these comments. See change no. LP11.55.	DLP/1128, DLP/1143
H27.20	Give consideration, in conjunction with Essex County Council, to the proposal to require the provision of a PROW through the site.	The site is required to provide linear open space through the site which will provide connectivity to the established residential development to the north and H20 previously known as H26 where the extension to the Nature Reserve is.	DLP/1296
H27.22	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policy H27 to reflect the findings.	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/602, DLP/17961, DLP/7357, DLP/17945
H28.3	Amend the Infrastructure Delivery Plan to include improved public transport accessibility to Ramsden Bellhouse.	The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners and stakeholders involved in infrastructure provision. The plan is a 'living document' which will continue to be updated as providers and partners update their plans. Policy T4 sets out the Council's approach to improving public transport infrastructure working with service providers and Essex County Council. Policy T2 sets out the major highways works that	DLP/529, DLP/473, DLP/1148, DLP/1137, DLP/1026, DLP/1127, DLP/1159, DLP/1669, DLP/1788, DLP/1790, DLP/1803, DLP/3288, DLP/4959, DLP/1068, DLP/985, DLP/1067, DLP/7382, DLP/7421, DLP/8544DLPQQ/185, DLPQQ/555

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		will be delivered alongside development to ensure that the road network can accommodate the planned growth.	
H28.4	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Serviced Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.	DLP/421, DLP/433, DLP/439, DLP/471, DLP/531, DLP/467, DLP/508, DLP/511, DLP/514, DLP/534, DLP/848, DLP/847, DLP/1129, DLP/1078, DLP/1025, DLP/1148, DLP/1013, DLP/1122, DLP/1132, DLP/1167, DLP/1220, DLP/1287, DLP/1510, DLP/1377, DLP/1325, DLP/1455, DLP/1516, DLP/1886, DLP/1843, DLP/1891, DLP/1900, DLP/2221, DLP/2209, DLP/2146, DLP/2316, DLP/2319, DLP/2320, DLP/2345, DLP/2965, DLP/2965, DLP/3219, DLP/3353, DLP/985, DLP/1216, DLP/2185, DLP/185, DLP/6, DLP/20032, DLP/20033, DLP/20092, DLP/20165, DLP/20166, DLP/20168, DLP/20168, DLP/20170, DLP/20171, DLP/20200, DLP/20234, DLP/20301, DLP/20458, DLP/20588, DLP/20589, DLP/20657, DLP/7100, DLP/7147, DLP/7173, DLP/7266, DLP/7342, DLP/7344, DLP/7345, DLP/7382, DLP/7386, DLP/7387, DLP/7391, DLP/7417, DLP/7418, DLP/7421, DLP/8544, DLP/186, DLPQQ/185, DLPQQ/243, DLPQQ/617, DLPQQ/263, DLPQQ/555, DLPQQ/579, DLPQQ/730, DLPQQ/582
H28.5	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst	DLP/531, DLP/529, DLP/847, DLP/1219, DLP/1148, DLP/1013, DLP/989, DLP/1124, DLP/1184,

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		<p>having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.</p>	<p>DLP/1132, DLP/1142, DLP/1159, DLP/1167, DLP/1186, DLP/1220, DLP/1221, DLP/1325, DLP/1455, DLP/1886, DLP/1597, DLP/1516, DLP/1891, DLP/1900, DLP/2142, DLP/2151, DLP/2148, DLP/2221, DLP/1788, DLP/2209, DLP/2316, DLP/2383, DLP/2383, DLP/2965, DLP/3361, DLP/3219, DLP/3353, DLP/3833, DLP/1067, DLP/12, DLP/2185, DLP/20033, DLP/20121, DLP/20165, DLP/20169, DLP/20170, DLP/20171, DLP/20200, DLP/20301, DLP/20303, DLP/20458, DLP/20588, DLP/20589, DLP/20657, DLP/7147, DLP/7173, DLP/7342, DLP/7344, DLP/7345, DLP/7391, DLP/7417, DLP/7419, DLP/7421, DLP/8544 DLPQQ/752</p>
H28.6	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	<p>The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.</p>	<p>DLP/421, DLP/434, DLP/439, DLP/472, DLP/531, DLP/474, DLP/529, DLP/467, DLP/473, DLP/508, DLP/511, DLP/848, DLP/847, DLP/1078, DLP/1025, DLP/1219, DLP/1125, DLP/1148, DLP/1013, DLP/1026, DLP/1030, DLP/1123, DLP/1124, DLP/1132, DLP/1159, DLP/1186, DLP/1220, DLP/1287, DLP/1510, DLP/1325, DLP/1455, DLP/1516, DLP/1516, DLP/1900, DLP/1790, DLP/1803, DLP/2209, DLP/2316, DLP/2319, DLP/2345, DLP/2383, DLP/2965, DLP/3219, DLP/3315, DLP/3833, DLP/4959, DLP/852, DLP/1216,</p>

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			DLP/12, DLP/311, DLP/19874, DLP/19875, DLP/19876, DLP/19877, DLP/19879, DLP/19880, DLP/19883, DLP/19885, DLP/19886, DLP/19891, DLP/20457, DLP/7325, DLP/7478, DLP/20034, DLP/20168, DLP/20168, DLP/20170, DLP/20171, DLP/20200, DLP/20301, DLP/20302, DLP/20457, DLP/20458, DLP/20589 DLP/20588, DLP/20657, DLP/7147, DLP/7173, DLP/7342, DLP/7344, DLP/7345, DLP/7391, DLP/7417, DLP/811 DLPQQ/243, DLPQQ/617, DLPQQ/263, DLPQQ/555, DLPQQ/575
H28.8	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.	DLP/434, DLP/471, DLP/520, DLP/2146, DLP/2662, DLP/1510, DLP/2185, DLP/311 DLPQQ/617, DLPQQ/555
H28.9	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.	DLP/869, DLP/905, DLP/1039, DLP/1383, DLP/1835, DLP/1837, DLP/1839, DLP/2916, DLP/20031, DLP/7121
H28.13	Amend the Infrastructure Delivery Plan to include improved public	The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners	DLP/2577

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	transport accessibility to Ramsden Bellhouse.	and stakeholders involved in infrastructure provision. The plan is a 'living document' which will continue to be updated as providers and partners update their plans. Policy T4 sets out the Council's approach to improving public transport infrastructure working with service providers and Essex County Council. Policy T2 sets out the major highways works that will be delivered alongside development to ensure that the road network can accommodate the planned growth.	
H28.15	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.	DLP/186
H28.17	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.	DLPQQ/185, DLPQQ/579, DLPQQ/582, DLPQQ/752
H28.18	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse	DLPQQ/185, DLPQQ/579, DLPQQ/582

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.	
H28.20	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of a settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the type of development that would be acceptable within Ramsden Bellhouse and the location and number of homes included within Policy H28 (now H23). See change no. LP11.61.	DLPQQ/730, DLPQQ/752
H29.2	Amend policy H29 in light of the outcomes of the review of Crays Hill.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/95, DLP/20586, DLP/20243, DLP/7416, DLP/7310, DLP/7426, DLP/7404, DLP/7389, DLP/7060, DLP/7264, DLP/7394, DLP/7390, DLP/7318, DLP/7303, DLP/20258, DLPQQ/996
H29.3	Include consideration of this site in the Serviced Settlements Review. Consider the outcomes of this review, and amend the Local Plan accordingly.	The Council undertook an additional consultation on alternate and new sites identified through the Draft Local Plan consultation between November and December 2016 which included this site. The Housing Options Topic Paper has also assessed proposed sites and provided recommendations on which are more appropriate and suitable for development. The Council has taken into consideration all of this evidence and not included this site in the Local Plan.	DLP/706, DLP/690 DLPQQ/204, DLPQQ/829
H29.4	Consider the impact of development to the north of Crays Hill within the Serviced Settlement Review, and use the results of this review to further refine policy H29.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/2578,DLP/7090

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H29.6	Include consideration of this site in the Serviced Settlements Review. Consider the outcomes of this review, and amend the Local Plan accordingly.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/1825, DLP/1833
H29.7	Amend policy H29 in light of the outcomes of the review of Crays Hill.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/11433, DLP/20030, DLP/20097, DLP/20201, DLP/20255, DLP/20259, DLP/20313, DLP/7057, DLP/7384, DLP/9203DLPQQ/881, DLPQQ/740
H29.8	Amend the Infrastructure Delivery Plan to include improved public transport accessibility to Crays Hill.	The Council has produced an Infrastructure Delivery Plan alongside the Local Plan which has been prepared with input from partners and stakeholders involved in infrastructure provision. The plan is a 'living document' which will continue to be updated as providers and partners update their plans. Policy T4 sets out the Council's approach to improving public transport infrastructure working with service providers and Essex County Council. Policy T2 sets out the major highways works that will be delivered alongside development to ensure that the road network can accommodate the planned growth.	DLP/3293, DLP/20313, DLP/7057, DLP/7200, DLP/7195, DLP/7205, DLP/7384, DLP/9203
H29.9	Amend policy H29 in light of the outcomes of the review of Crays Hill.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/436, DLP/1452, DLP/1883, DLP/2387, DLP/3877, DLP/22, DLP/7062,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H29.10	Include consideration of this site in the Serviced Settlements Review. Consider the outcomes of this review, and amend the Local Plan accordingly.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The Council has taken into consideration the recommendations of this report alongside existing evidence and the sites selected are stated in Policy H29 (now H24). See change no. LP11.64.	DLP/655, DLP/1260, DLP/765, DLP/1817, DLP/20143, DLPQQ/502, DLPQQ/8951
H29.11	Amend policy H29 in light of the outcomes of the review of Crays Hill.	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/436,DLP/7385
H29.12	Amend policy H29 in light of the outcomes of the review of Crays Hill	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/436,DLP/20255, DLP/20259
H29.18	Amend policy H29 in light of the outcomes of the review of Crays Hill	The Council has undertaken a Service Settlement Review for both Ramsden Bellhouse and Crays Hill which assessed the suitability and potential capacity of all sites put forward for development, whilst having regard to special characteristics of each settlement and the impact that different levels of development would have. The findings of this report has resulted in changes to the location and number of homes that would be acceptable within Crays Hill and this is reflected in Policy H29 (now H24). See change no. LP11.64.	DLP/22
H29.19	Basildon Borough Council will continue to work with the Highway Authority to commission	Further transport modelling was undertaken and the highways infrastructure improvements have been identified.	DLP/1138, DLP/354, DLP/1507

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	further Highway Modelling to determine if there is any further mitigation to the highway network required, and to determine sustainable access measures for each of the strategic development sites proposed in the Draft Local Plan.		
H30.3	Insert a summary table showing allocations and the number of dwellings proposed in the Local Plan.	A summary table showing housing allocations and their capacities is included in Appendix 2 of the plan. See change no. LP20.5.	DLP/3066
H30.4	Undertake a review of this site through the HELAA process. If suitable, undertake more detailed evidence base work. If suitable after additional evidence base work is undertaken, consider inclusion in the Local Plan.	The site was included in the latest HELAA as site SS0656: Land at Foot Farm, Billericay. It was assessed as being suitable and following further testing it was identified as H25 (Option C) in the Housing Options Topic Paper. Due to the presence of landscape constraints the site was found to be worthy of consideration for ribbon development along Southend Road only. Such development is not considered to be the most sustainable option and therefore the site has not been carried forward into the Published Local Plan.	DLP/1763
H31.1	Consider wording changes.	In accordance with the Government's Planning Policy for Traveller Sites there are no new pitches/plots allocated within the extent of the Green Belt. The Council intends to meet the full need for Gypsy, Traveller and Travelling Showpeople provision across the plan period within the existing urban area and on strategic housing allocations.	DLP/42
H31.4	Consider wording changes.	Criteria f of the policy (now referred to as H26) no longer emphasises any particular source of flooding to ensure consideration is given to all identified sources of flooding. See change no. LP11.3.	DLP/2869
H31.6	Consider whether further detail could be given in Policy H31 relating to the impact of traveller sites on residential amenity.	The Council has reviewed this and incorporated amenity criteria into Policy H26 which will manage how sites can be developed.	DLPQQ/356

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H32.5	Consider wording changes.	This policy has been deleted. The definition of Travellers has changed in national policy and the needs of those who no longer live a nomadic lifestyle will be met as part of the overall housing provision and therefore a specific allocation policy is not required.	DLP/2870
H32.6	Consider wording changes.	This policy has been deleted. The definition of Travellers has changed in national policy and the needs of those who no longer live a nomadic lifestyle will be met as part of the overall housing provision and therefore a specific allocation policy is not required.	DLP/2750
H33.3	Amend table 11.2 to ensure it is correct (adds up to 100%).	An update to the SHMA has since been published (Addendum to the South Essex SHMA (May 2017)) which updates the size and types of accommodation required across the plan period. Update the table accordingly. See change no. LP11.72.	DLP/1144, DLP/1139 DLPQQ/439
H33.4	Review policy H33 to determine whether the wording can be amended to capture the need to consider site context whilst also ensuring an appropriate mix of homes is delivered.	Policy H27 which is now this policy states that in addition to the latest SHMA, Housing Strategy and Integrated Housing Strategy proposals should have regard to the existing mix of housing in the locality. This should ensure that site specific circumstances are taken into consideration.	DLP/125
H33.6	Consider the outcomes of the final Whole Plan Viability Assessment and determine whether any policies, which add to the costs of development, need to be amended in the Local Plan.	The specialist accommodation requirement is now to be secured on larger sites of 600 homes or more as it enables older people to live within the wider community. See change no. LP11.74.	DLP/355
H33.11	Remove reference to Lifetime Homes standard in policy H33.	Reference to Lifetime Homes Standard is removed in supporting text and the policy. See change no. LP11.72, LP11.73 and LP11.74.	DLP/1139
H33.13	Consider the introduction of a policy on garden sizes.	The provision of sufficient private amenity space is now referred to in Policy H27 which is now this policy. See change no. LP11.74.	DLP/1538
H33.23	Amend policies H33 and H34 to reference a single information source. Alternatively, the recommendation in respect of summary H34.7.	The Council's <i>Housing Strategy</i> will be the main reference document for these two policies for providing information on the appropriate mix of housing types. The latest <i>Housing Strategy</i> refers to the latest <i>Strategic Housing Market Assessment</i> where more detailed information is set therefore there is no need to duplicate reference to the <i>Strategic Housing Market Assessment</i> in the	DLP/4967, DLP/4971

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		policies. The <i>South Essex Housing Strategy</i> is no longer in date and will be removed. See change no. LP11.74.	
H33.24	Review policies H33 and H34 as they relate to the tenure mix of specialist accommodation to reflect the SHMA 2016.	<p>New homes being built within the Borough are generally meeting the minimum Nationally Described Space Standards on a voluntary basis already. To ensure that all new homes are designed to meet this minimum standard there is a need for such standards to be adopted into local policy. The Whole Plan Viability Assessment has tested this policy layer on the basis of viability and reports that the additional costs associated with meeting Part M(2) and M(3) wouldn't render schemes unviable.</p> <p>To improve clarity on the proportion of homes to be built to Part M(2) and Part M(3) of the Building Regulations the Council will apply a 10% requirement of all homes on sites of 10 or more to be built to Part M(2). The requirement for homes to be built to Part M(3) is no longer included within Policy H27 which is now this policy. Instead they will form part of the Affordable Housing provision (H28) and the number within a specific scheme will be determined in consultation with relevant bodies. See change no. LP11.73 and LP11.74.</p>	DLP/2078, DLP/4965
H33.25	Amend supporting text to include definitions of wheelchair accessible and wheelchair adaptable to improve clarity.	Part M of the Building Regulations sets a distinction between wheelchair accessible and wheelchair adaptable and therefore the plan will refer the reader to the latest Building Regulations in policy now referred to as H28. See change no. LP11.73 and LP11.74.	DLP/4965
H34.7	Once the Starter Homes Regulations are published, review the requirement for other tenures of affordable housing.	<p>Policy H28 which is now this policy has been amended to specifically include the tenure split for affordable housing.</p> <p>The NPPF has yet to be updated to provide policy on Starter Homes, however the Housing White Paper (2017) does state an intention to amend the NPPF to introduce a clear policy expectation for a minimum of 10% affordable home ownership units on housing sites instead of a mandatory requirement for Starter Homes. Policy H28 sets out a higher proportion of affordable housing to be intermediate than the proposed 10%.</p>	DLP/2719, DLP/20490, DLP/7171, DLP/20278, DLPQQ/962

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
H34.8	Once the Starter Homes Regulations are published review policy H34 to include them, and undertake an update of the Whole Plan Viability Assessment to inform policy H34, and other policies with viability implications so policy choices can be made.	The Whole Plan Viability Assessment has taken into consideration the introduction of Starter Homes into the viability testing.	DLP/1807, DLP/2078, DLP/2719, DLP/3029, DLP/4966, DLP/5440 DLPQQ/446, DLPQQ/256, DLPQQ/659, DLPQQ/581
H34.16	Consider whether consistency between the thresholds in policy H33 and H34 is required. If it is, increase the threshold in policy H33 to 11 units or more.	The threshold for the proportion of homes being built to Part M(2) is the same as the threshold for housing mix which is set out in the same policy. This provides consistency on the application of a single policy.	DLP/1881
H34.18	Consider whether a higher proportion of affordable housing for sale should be sought in Billericay, having regard to the implications this will have for other objectives such as CIL for infrastructure improvements.	There is no evidence to suggest that a higher proportion of affordable housing in Billericay would achieve the provision required. 31% affordable housing will be applicable across the whole Borough with the exception of H12 which has significant infrastructure costs associated with development.	DLP/108, DLP/806, DLP/1024, DLP/2094, DLP/83, DLP/9244, DLPQQ/3, DLPQQ/94, DLPQQ/64, DLPQQ/849, DLPQQ/838, DLPQQ/484, DLPQQ/1006, DLPQQ/724
H34.19	Once the Starter Homes Regulations are published, review the requirement for other tenures of affordable housing.	Policy H28 which is now this policy has been amended to specifically include the tenure split for affordable housing. The Affordable Housing provision will comprise of affordable rent and intermediate products (including shared ownership, intermediate rent and help to buy). All development across the Borough of 11 or more homes will be required to deliver Affordable Housing on site in the first instance unless stated.	DLP/484
H34.23	Consider rent-to-buy products as a form of affordable housing, in light of the requirements for starter homes which are also a home ownership product and will	The policy has been amended in light of these comments. The NPPF has yet to be updated to provide policy on Starter Homes, however the Housing White Paper (2017) does state an intention to amend the NPPF to introduce a clear policy expectation for a	DLP/4532

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	limit the supply of affordable housing which can be sought.	minimum of 10% affordable home ownership units on housing sites instead of a mandatory requirement for Starter Homes. Policy H28 which is now this policy sets out a higher proportion of affordable housing to be intermediate than the proposed 10%.	
H34.28	Once the Starter Homes Regulations are published, review the requirement for other tenures of affordable housing.	<p>The policy has been amended in light of these comments.</p> <p>The Affordable Housing provision will comprise of affordable rent and intermediate products (including shared ownership, intermediate rent and help to buy).</p> <p>All development across the Borough of 11 or more homes will be required to deliver Affordable Housing on site in the first instance unless stated.</p>	DLPQQ/200, DLPQQ/304, DLPQQ/429, DLPQQ/228, DLPQQ/385, DLPQQ/454, DLPQQ/521, DLPQQ/533, DLPQQ/570
CHAPTER 12: REQUIRING GOOD DESIGN			
DES1.1	Consider wording changes.	This representation seeks the application of density standards. However, the ability to accommodate density will be determined by the context of a site and slavish application of a standard may result in poor quality design. The application of standard density standards is not advocated by the Urban Design Compendium and is not recommended in Basildon due to the diversity in urban form present within the Borough. However, it is recognised that there are opportunities for development density to be optimised through good quality design, and amendments have been made to policy DES1 to highlight this requirement as part of the wider scope of design. See change no: LP12.7.	DLP/58
DES1.3	Consider wording changes.	The matters raised in representations DLP/226 and DLP/1442 are dealt with in policy TS3. This policy deals with design and part g, the internal layout of streets and their connectivity with the wider area. It is not considered appropriate to make the amendment sought in this representation as it would duplicate policy requirements within the document. No change has therefore been made in relation to these representations.	DLP/226, DLP/1442
DES1.6	Consider whether further detail could be given in Policy DES 1	Representation DLP/1576 raises issues with the quality of materials used within development and the relationship of new development with other development in an area. The purpose of policy DES1 is to	DLP/1576; DLPQQ/278

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	and/or DES 6 relating to public realm management.	<p>establish high standards in relation to development design which ensure that these matters are adequately addressed within development proposals. The other issues raised within this representation relate to littering and the upkeep of existing properties which fall outside the scope of the Local Plan. No amendments to policy DES1 are recommended in relation to this representation.</p> <p>Representation DLPQQ/278 raises concerns about Council grass cutting within Wickford. This is a matter outside the scope of the Local Plan. No amendment to policy DES 1 is recommended in relation to this representation.</p>	
DES1.12	Consider updating evidence base.	<p>This representation seeks the application of density standards. However, the ability to accommodate density will be determined by the context of a site and slavish application of a standard may result in poor quality design. The application of standard density standards is not advocated by the Urban Design Compendium and is not recommended in Basildon due to the diversity in urban form present within the Borough. However, it is recognised that there are opportunities for development density to be optimised through good quality design, and amendments have been made to policy DES1 to highlight this requirement as part of the wider scope of design. See change no: LP12.7.</p>	DLP/2181
DES1.15	Consider whether further detail could be given in Policy DES 1 relating to design reviews	<p>This applicant is of the view that Design Reviews are only useful at the Reserved Matters stage and should only be expected for those applications. However, Design Reviews can be iterative and can be useful in establishing key design principles for development before a detailed scheme is worked up, avoiding unnecessary costs on abortive work. The Council is therefore of the view that Design Reviews can and should be used for large scale developments from the outset. Basildon is part of an Essex wide project being considered by the EPOA to determine a shared approach and process for Design Reviews. No amendment to Policy DES1 is therefore recommended in respect of this representation.</p>	DLP/2831

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
DES3.1	Consider wording changes.	<p>Representations DLP/1069, DLP/1168, DLP/1169, and DLP/7174 all seek the retention of minimum plot widths within policy DES3, as per existing policy BAS BE13. This matter has been reviewed against national policy set out in the NPPF. This states at paragraphs 59 and 60:</p> <p><i>59. Local planning authorities should consider using design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.</i></p> <p><i>60. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.</i></p> <p>Having considered these policies, it is considered that the application of a minimum plot width would be contrary to paragraphs 59 and 60 of the NPPF by putting in place an inflexible and prescriptive policy which may stifle innovation, originality or initiative. The Draft proposed policy recognises that plot width is an important element of the design context within the areas of Special Development Control and requires new building plots to be of a similar average width as surrounding residential development. This is a reasonable response, which is flexible enough to deal with variation in the street scene within areas of special development control e.g. differences between Orchard Avenue and Church Road, and enable some plots which may fall just short of the requirement in the existing policy to come forward.</p> <p>No amendment to Policy DES3 is therefore recommended in respect of these representations.</p>	DLP/1069, DLP/1168, DLP/1169, DLP7174

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
DES3.2	Amend policy H28 in light of the outcomes of the review of Ramsden Bellhouse.	<p>Representation DLPQQ/112 and DLPQQ/555 – as above.</p> <p>Representation DLP/2347 seeks the application of the Essex Design Guide Arcadia Design type in Ramsden Bellhouse. This advocates a development density of 8 dph. The Essex Design Guide is not adopted in Basildon Borough and is not considered as a material planning consideration. Furthermore, the blanket application of this design type to Ramsden Bellhouse would be contrary to paragraphs 59 and 111 of the NPPF by imposing design requirements and making ineffective use of land. It is not therefore recommended that this requirement is introduced for Ramsden Bellhouse.</p>	DLP/2347, DLPQQ/112, DLPQQ/555
DES5.2	Consider wording changes.	<p>Representation DLP/227 seeks for equestrian movements to be accommodated in public realm schemes. Policy DES6 is principally aimed at the urban public realm where it is not appropriate to encourage horse riding. No amendment is recommended in relation to this representation.</p> <p>Representation DLP/1443 requests that standards in Billericay Conservation Area and Shopfront Design Guide be rigorously applied in historic Billericay. These matters are set out in that SPD. It is not appropriate for a policy to cross reference an SPD as it affords guidance in an SPD the same weight as policy without being examined. No amendment to the Local Plan is therefore recommend in relation to this aspect of the representation.</p> <p>The representation also seeks for sites for communication masts and pylons to be assessed for visual impact as well as effectiveness. This matter is already addressed by policy COM2. No amendment is therefore required to the Local Plan.</p>	DLP/227, DLP/1443
DES6.1	Consider wording changes.	Representation DLP/127 seeks clarity as the level of detail required for different levels of planning application e.g. outline v. reserved matters. Landscaping is a planning matter in its own right, and consequently, there is no need to amend the policy in this regard, as policy DES6 would not normally be considered in the instance that landscaping is a reserved matter.	DLP/127

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
DES6.3	Consider whether further detail could be given in Policy DES 6 relating to non-native species.	Representations DLP/1482 and DLP/1662 seek clarification as to when it might be justified to use non-native species. It is recognised that the use of native species is preferential, and therefore the need for justification should be clear. It is therefore proposed that this matter is picked up when creating the combined policy of DES5 and DES6. See change no: LP12.37.	DLP/1482, DLP/1662
DES6.4	Consider wording changes.	Representations DLP/1860 and DLP/9329 seek reinstatement of landscaping following disturbance from development to be to the same or higher standard as that it was previously in. This is reasonable and therefore this amendment has been incorporated into the combined policy replacing DES5 and DES6. See change no: LP12.41.	DLP/1860, DLP9329
DES6.5	Consider whether further detail could be given in Policy DES 6 relating to multi-functional GI.	This representation seeks for landscaping schemes for new development to incorporate multi-functional green infrastructure. The ability of new development to incorporate such a requirement will depend on its scale, however the principle is recognised. Therefore, in the process of creating a policy which combines policies DES5 and DES6, this principle has been captured. See change no: LP12.41.	DLP/8302
DES6.7	Consider whether further detail could be given in Policy DES 6 relating to protection of landscaping.	This representations seeks a high level of landscaping provision within the frontage/forecourts of new building to create a green environment and offer sustainability benefits. The general principle advocated within this representation is reasonable, however, the application of a strict requirement to all developments, regardless of scale and form, and regardless of the extent to which frontages/forecourts fall within the public or private realm may result in an inflexible policy, contrary to the NPPF. Therefore, in the process of creating a policy which combines policies DES5 and DES6, this principle has been captured, but a specific proportional requirement has not been included. See change no: LP12.41.	DLPQQ/497
DES7.2	Consider wording changes.	Policy DES7 dealt with matters addressed by the Advertising Consent regime, where limited considerations apply. Consequently, policies related to advertisement should not normally be included within a Local Plan (as advised by a former Planning Inspector). This policy has therefore been extracted from the Local Plan for use as a	DLP/1861, DLP9330

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		local policy. The representations made in relation to this policy have been considered. No amendment to this policy is recommended in relation to these comments as the matters raised repeat other areas of the Local Plan, or are otherwise implicit in the policy as drafted.	
DES8.1	Consider wording changes.	<p>Representation DLP/403 seeks the inclusion of litter control within this policy. This is outside the scope of the Local Plan and no amendment will be made in respect of this element of the representation.</p> <p>Representation DLP/403 also seeks an amendment to the wording of policy DES8 so as such as proposals for business premises not only relate well to their surroundings but also enhance them. It is agreed that well designed buildings should enhance their surroundings and consequently this amendment will be made. See change no: LP12.26.</p>	DLP/403
DES9.1	Consider wording changes.	Representations DLP/1862 and DLP/9332 seek clarity as to how public art assets will be protected if affected by a development proposal. This cannot be clarified at this time, as it will depend on the location of the public art asset, the extent to which is affected by the development proposal (i.e. is it the case that it needs removal for a temporary period during construction; or that it needs complete relocation), and who is undertaking the work. It could however be specified that a planning condition or planning obligation will be used where appropriate to secure the protected asset. See change no: LP12.49.	DLP/1862, DLP/9332
DES9.4	Consider updating evidence base.	This representation is supportive of the Special Development Control Policy (DES3) and its application in Ramsden Bellhouse to determine an appropriate quantum of development in this settlement. As such no amendment is required to policy DES9, or policy DES3. The matter of Ramsden Bellhouse and the approach to development in that settlement is being considered as part of the review of policy H28.	DLP/2345

CHAPTER 13: PROMOTING HEALTHY COMMUNITIES

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
CHP13.1	Consider updating evidence base.	These representations raised concerns about the need for additional cemetery provision in the borough. However, the need for cemetery space is already included within the borough's assessment of open space requirements as the NPPF considers it to be a type of open space. There is no identified specific requirement for additional cemetery space at this time but the policies in the Draft Local Plan can already secure it as part of development through open space provision requirements. There is therefore no need to take further action in relation to this proposal.	DLP/2147, DLP/16402
CHP13.2	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	This representation raised concerns about the need for additional cemetery provision in the borough. However, the need for cemetery space is already included within the borough's assessment of open space requirements as the NPPF considers it to be a type of open space. There is no identified specific requirement for additional cemetery space at this time but the policies in the Draft Local Plan can already secure it as part of development through open space provision requirements. There is therefore no need to take further action in relation to this proposal.	DLP/2147
CHP13.8	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	This representation was promoting the provision of a care village as part of the development on draft allocation H22. This has been reviewed separately through the South West Billericay High Level Development Framework, which has in turn informed the Housing Options Topic Paper 2017. No further action is therefore required.	DLP/3077
CHP13.12	Consider wording changes.	<p>A new paragraph has been inserted (paragraph 13.6) to reflect the suggestion made. See change no: LP13.1.</p> <p>A new paragraph has been inserted (paragraph 13.12) to reflect the suggestion made. See change no: LP13.32.</p> <p>An additional criteria has also been added to Policy HC1 to address these concerns. See change no: LP13.1.</p>	DLP/2673
HC1.1	The Council will keep this situation under review in the development of the Local Plan in	These representations raised concerns about the impact that additional houses would have on the borough's existing leisure and recreation facilities. Through Policy HC 1 and associated IDP, the Council will seek to secure the provision, enhancement and	DLP/733, DLP/2942, DLP/3059, DLP/7043

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	the event any evidence or priorities change.	maintenance of open space, sports and recreational facilities through planning conditions and/or developer contributions where there is a need created by the development, having regard to the Borough's local recommended standards of open space, playing pitch and indoor sports provision. It is considered that the Council's strategy to secure open spaces as part of new development can be implemented through the policies set out in the plan without amendment.	
HC1.4	Consider wording changes.	Amended to reflect the suggestion made. See change no: LP13.36.	DLP/59
HC1.7	Consider updating evidence base.	<p>Sport England raised a number of concerns regarding the Council's evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the "sub-regional" area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to</p>	DLP/60

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.	
HC1.8	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	DLP/60
HC1.9	The Council will keep this situation under review in the development of the Local Plan in	Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the	DLP/60

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	the event any evidence or priorities change.	<p>reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC1.10	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex	DLP/60

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC1.14	Consider wording changes.	Part 1 (now Part 2) and Part 4 (now Part 5) amended to reflect the suggestions made. See change no: LP13.1.	DLP/228, DLP/1444
HC1.15	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	This representation was promoting the provision of a new community hall as part of the proposed housing growth in Crays Hill. There is no evidence to suggest a need for a new community hall in the village. Furthermore, there is no evidence to suggest that a community hall can be sustained. No further action is therefore recommended in respect of this representation.	DLP/1261
HC1.20	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	These representations raised concerns about the impact that additional houses would have on the borough’s existing leisure and recreation facilities. Through Policy HC 1 and associated IDP, the Council will seek to secure the provision, enhancement and maintenance of open space, sports and recreational facilities through planning conditions and/or developer contributions where there is a need created by the development, having regard to the	DLP/1582, DLP/4006

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Borough's local recommended standards of open space, playing pitch and indoor sports provision. It is considered that the Council's strategy to secure open spaces as part of new development can be implemented through the policies set out in the plan without amendment.	
HC1.21	Continue to work with partners and stakeholders.	ECC requested to explore further opportunities with the Council, to address additional recreational pressure. The South Essex authorities, with the exception of Thurrock Council, are working together in partnership with Essex County Council, as part of the Duty to Co-operate, and have commissioned a sub-regional update of sports and built facilities. To complement this, the four South Essex authorities have also commissioned an Open Space and Green Infrastructure Strategy; which will combine and update existing studies and develop a shared approach to provision.	DLP/2672
HC1.22	Consider wording changes.	Paragraph 13.6 (now 13.7) amended to reflect the suggestion made. See change no: LP13.1. A new paragraph has been inserted (paragraph 13.12) to reflect the suggestion made. See change no: LP13.1. Part 2 (now Part 3) and Part 4 (now Part 5) amended to reflect the suggestions made. See change no: LP13.1.	DLP/2672
HC1.23	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	A feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. A range of options were considered in this regard. Ultimately, this report identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Sport England was a partner to this project, and the FA and local clubs were consulted when considering options. Policy HC1 has been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.	DLP/3370, DLP/4222
HC1.24	Consider wording changes.	A feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. A range of	DLP/4222

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>options were considered in this regard. Ultimately, this report identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC2.1	Consider wording changes.	<p>This representation was seeking reference to the establishment of a grammar school in the borough within the Local Plan, following recent indications of support for this from the Council. Part 1 of Policy HC1 states that “the Council will work with Essex County Council, the Local Education Authority and other education and skills development providers to provide new, continued, and where appropriate, enhanced provision of schools and other educational facilities which seek to improve the quality and choice of education and learning opportunities in the Borough”. It is therefore considered that the level of detail within the Local Plan is sufficient to address the need for education and learning opportunities in the Borough and in meeting the needs of the community as it grows. No further action is required in respect of this concern.</p>	DLP/640
HC2.2	Consider wording changes.	<p>This representation was seeking reference to proposals for free schools within the Local Plan. Part 1 of Policy HC1 states that “the Council will work with Essex County Council, the Local Education Authority and other education and skills development providers to provide new, continued, and where appropriate, enhanced provision of schools and other educational facilities which seek to improve the quality and choice of education and learning opportunities in the Borough”. It is therefore considered that the level of detail within the Local Plan is sufficient to address the need for education and learning opportunities in the Borough and in meeting the needs of the community as it grows. No further action is required in respect of this concern.</p>	DLP/639

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
HC2.3	Continue to work with ECC and other stakeholders on the potential impact of growth on the provision of school places by location.	<p>These representations raised concerns about the impact that additional houses would have on education facilities/school places. The Council has been in discussions with service providers to make sure that the critical mass of development is provided in the right areas, in order to bring forward the required expansion, or where possible, construction of new infrastructure such as highways, education, and health. This is where the Council would wish to prioritise its efforts through the setting of Local Plan allocations and policies in order to assist in the delivery of infrastructure and ensure it is aligned with development, by making sure that development is located in the right areas and at the right quantum in order to get the best possible infrastructure upgrades available to the Borough.</p>	<p>DLP/253, DLP/601, DLP/607, DLP/613, DLP/620, DLP/926, DLP/930, DLP/979, DLP/938, DLP/1060, DLP/1108, DLP/1276, DLP/1281, DLP/1369, DLP/1528, DLP/1537, DLP/1746, DLP/1573, DLP/2060, DLP/2127, DLP/1770, DLP/2287, DLP/2392, DLP/2650, DLP/2309, DLP/2694, DLP/2874, DLP/2434, DLP/2468, DLP/2486, DLP/2496, DLP/3048, DLP/3120, DLP/3142, DLP/3153, DLP/3161, DLP/3130, DLP/3327, DLP/3302, DLP/3290, DLP/3273, DLP/3251, DLP/3225, DLP/3236, DLP/3214, DLP/3196, DLP/3058, DLP/3445, DLP/3398, DLP/3419, DLP/3478, DLP/3508, DLP/3518, DLP/3496, DLP/3479, DLP/3434, DLP/3411, DLP/3387, DLP/3460, DLP/3527, DLP/3548, DLP/3595, DLP/3607, DLP/3630, DLP/3684, DLP/3620, DLP/3660, DLP/3681, DLP/3555, DLP/3639, DLP/3596, DLP/3575, DLP/3538, DLP/3697, DLP/3830, DLP/3740, DLP/3996, DLP/3724, DLP/3714, DLP/3820, DLP/3754, DLP/3768, DLP/3787, DLP/3778, DLP/3796, DLP/3745, DLP/3733, DLP/3706, DLP/4016, DLP/3964, DLP/3844, DLP/3863, DLP/3884, DLP/3899, DLP/3924, DLP/3949, DLP/3981, DLP/3874, DLP/3851, DLP/3906, DLP/3933, DLP/3953, DLP/3916, DLP/3974, DLP/4137,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4035, DLP/4108, DLP/4109, DLP/4056, DLP/3990, DLP/4120, DLP/4020, DLP/4036, DLP/4050, DLP/4065, DLP/4088, DLP/4106, DLP/4135, DLP/4275, DLP/4288, DLP/4300, DLP/4255, DLP/4183, DLP/4202, DLP/4211, DLP/4151, DLP/4339, DLP/4316, DLP/4165, DLP/4174, DLP/4192, DLP/4193, DLP/4379, DLP/4238, DLP/4254, DLP/4267, DLP/4565, DLP/4626, DLP/4621, DLP/4611, DLP/4509, DLP/4355, DLP/4396, DLP/4456, DLP/4471, DLP/4335, DLP/4394, DLP/4371, DLP/4849, DLP/4591, DLP/4557, DLP/4558, DLP/4550, DLP/4574, DLP/4520, DLP/4636, DLP/4677, DLP/4645, DLP/4655, DLP/4668, DLP/4783, DLP/4798, DLP/4531, DLP/4483, DLP/4493, DLP/4756, DLP/4541, DLP/4522, DLP/4924, DLP/4908, DLP/4899, DLP/4840, DLP/4863, DLP/4941, DLP/4750, DLP/4884, DLP/4747, DLP/4689, DLP/4698, DLP/4707, DLP/4716, DLP/4780, DLP/5102, DLP/5012, DLP/5003, DLP/5065, DLP/5055, DLP/5046, DLP/5030, DLP/5021, DLP/4870, DLP/4847, DLP/4815, DLP/4732, DLP/4918, DLP/5239, DLP/5230, DLP/5221, DLP/5212, DLP/5130, DLP/5119, DLP/5097, DLP/5078, DLP/5166, DLP/5148, DLP/5139, DLP/5203, DLP/4994, DLP/4985, DLP/5399,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5390, DLP/5381, DLP/5372, DLP/5363, DLP/5354, DLP/5345, DLP/5336, DLP/5327, DLP/5302, DLP/5248, DLP/5275, DLP/5266, DLP/5194, DLP/5185, DLP/5176, DLP/5426, DLP/5417, DLP/5408, DLP/5496, DLP/5487, DLP/5478, DLP/5435, DLP/5515, DLP/5523, DLP/5257, DLP/5284, DLP/5535, DLP/5505, DLP/5544, DLP/5578, DLP/5650, DLP/5641, DLP/5614, DLP/5605, DLP/5596, DLP/5686, DLP/5677, DLP/5668, DLP/5659, DLP/5696, DLP/5587, DLP/5632, DLP/5623, DLP/5553, DLP/5562, DLP/5730, DLP/5721, DLP/5711, DLP/5775, DLP/5763, DLP/5753, DLP/5739, DLP/5815, DLP/5804, DLP/5795, DLP/5784, DLP/5842, DLP/5833, DLP/5824, DLP/5570, DLP/5861, DLP/5851, DLP/5886, DLP/5870, DLP/544, DLP/826, DLP/ 20613, DLP/20045, DLP/13498, DLP/16271, DLP/7066, DLP/19657 DLP/3255, DLP/20260, DLP/20272 DLP/20252, DLP/13315 DLP/13563, DLP/14086, DLP/14832, DLP/13123, DLP/13230, DLP/14523, DLP/16428 DLP/16074, DLP/20246, DLP/20046, DLP/14912, DLP/15028 DLP/ 14402, DLP/20189, DLP/20068 DLP/20088 DLP/9268, DLP/20472, DLP/10354, DLP/7165, DLP/7756, DLP/20290, DLP/7425, DLP/9607, DLP/9614, DLP/7247, DLP/14323,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10088, DLP/20147, DLP/20182, DLP/8009, DLP/20225, DLP/20333, DLP/17399, DLP/15640DLP/ 14672, DLP/16061, DLP/18158, DLP/16610DLP/ 15906DLP/ 16306DLP/ 18356, DLP/20104, DLP/16112, DLP/20128, DLP/20190, DLP/9441, DLP/16272, DLP/16275, DLP/13035, DLP/20592, DLP/20548DLPQQ/137, DLPQQ/145, DLPQQ/165, DLPQQ/195, DLPQQ/323, DLPQQ/402, DLPQQ/403, DLPQQ/359, DLPQQ/237, DLPQQ/368, DLPQQ/277, DLPQQ/280, DLPQQ/388, DLPQQ/840, DLPQQ/427, DLPQQ/484, DLPQQ/449, DLPQQ/462, DLPQQ/469, DLPQQ/466, DLPQQ/491, DLPQQ/501, DLPQQ/655, DLPQQ/1008, DLPQQ/1009, DLPQQ/570, DLPQQ/687, DLPQQ/613, DLPQQ/619, DLPQQ/624, DLPQQ/628, DLPQQ/651, DLPQQ/660, DLPQQ/661, DLPQQ/662, DLPQQ/765
HC2.7	Continue to work with ECC and other stakeholders on the potential impact of growth on the provision of school places by location.	These representations sought additional details on how additional school places would be provided during the plan period. The aim of the Local Plan is to set out a vision and a framework for the future development of the area, and this is the starting-point for considering whether applications can be approved. Final implementation would be determined through the planning application process by the Local Planning Authority.	DLP/46, DLP/674, DLP/901, DLP/929, DLP/1004, DLP/1008, DLP/1050, DLP/1512, DLP/1721, DLP/1819, DLP/1863, DLP/1889, DLP/2163, DLP/2250, DLP/2794, DLP/2976, DLP/3118, DLP/3166, DLP/3204, DLP/3808, DLP/5083, DLP/5319, DLP/14535, DLP/14617, DLP/14650,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>In addition, it has also been recommended that the Council continues to have a supplementary Planning Obligations Strategy, which is regularly updated and contains information on how the Council intends to secure funding for infrastructure through S106 contributions. The Planning Obligations Strategy would continue to contain standard thresholds for contributions so that it provides clarity and certainty to both the Council and developers as to how much land / financial contributions will be secured as part of each development proposal.</p>	<p>DLP/14721, DLP/14736, DLP/14825, DLP/14907, DLP/14926, DLP/14947, DLP/14968, DLP/14990, DLP/15017, DLP/15040, DLP/15072, DLP/15088, DLP/15123, DLP/15135, DLP/15146, DLP/15188, DLP/15224, DLP/15266, DLP/15301, DLP/15484, DLP/15545, DLP/15562, DLP/15600, DLP/15680, DLP/15719, DLP/15735, DLP/15755, DLP/15772, DLP/15790, DLP/16107, DLP/16180, DLP/16475, DLP/16540, DLP/16708, DLP/16728, DLP/16874, DLP/16949, DLP/16986, DLP/17038, DLP/17080, DLP/17139, DLP/17272, DLP/17353, DLP/17493, DLP/17513, DLP/17529, DLP/17547, DLP/17563, DLP/17585, DLP/17595, DLP/17607, DLP/17617, DLP/17626, DLP/17635, DLP/17649, DLP/17658, DLP/17663, DLP/17674, DLP/17676, DLP/17690, DLP/17713, DLP/17716, DLP/17728, DLP/17771, DLP/17775, DLP/17798, DLP/17810, DLP/17816, DLP/17818, DLP/17829, DLP/17840, DLP/17844, DLP/17864, DLP/17871, DLP/17879, DLP/17880, DLP/17890, DLP/17906, DLP/17907, DLP/17925, DLP/17937, DLP/17947, DLP/17965, DLP/17981, DLP/18007, DLP/18026, DLP/18028, DLP/18033, DLP/18042, DLP/18056, DLP/18063, DLP/18082, DLP/18094, DLP/18115, DLP/18162, DLP/18209, DLP/18235, DLP/18261, DLP/18267, DLP/18320, DLP/18396, DLP/18419, DLP/19183, DLP/19200, DLP/19241,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/19262, DLP/19290, DLP/19319, DLP/19334, DLP/19341, DLP/19348, DLP/19352, DLP/19360, DLP/19367, DLP/19374, DLP/19380, DLP/19387, DLP/19393, DLP/19400, DLP/19406, DLP/19413, DLP/19421, DLP/19428, DLP/19433, DLP/19438, DLP/19447, DLP/19454, DLP/19461, DLP/19468, DLP/19482, DLP/19489, DLP/19496, DLP/19503, DLP/19510, DLP/19517, DLP/19526, DLP/19533, DLP/19547, DLP/19554, DLP/19561, DLP/20406, DLP/20434, DLP/206, DLP/14950, DLP/7365, DLP/18004, DLP/17750, DLP/18003, DLP/18117, DLP/16259, DLPQQ/69, DLPQQ/71, DLPQQ/68, DLPQQ/986, DLPQQ/309, DLPQQ/301, DLPQQ/507, DLPQQ971, DLPQQ/941, DLPQQ/944, DLPQQ/343, DLPQQ/312, DLPQQ/385, DLPQQ/882, DLPQQ/854, DLPQQ/559
HC2.8	Continue to work with ECC and other stakeholders on the potential impact of growth on the provision of school places by location.	These representations raised concerns about the need for new school as a consequence of the planned growth. The Council has been in discussions with service providers to make sure that the critical mass of development is provided in the right areas, in order to bring forward the required expansion, or where possible, construction of new infrastructure such as highways, education, and health. This is where the Council would wish to prioritise its efforts through the setting of Local Plan allocations and policies in order to assist in the delivery of infrastructure and ensure it is aligned with development, by making sure that development is located in the right areas and at the right quantum in order to get the best possible infrastructure upgrades available to the Borough.	DLP/674, DLP/813, DLP/851, DLP/893, DLP/936, DLP/1019, DLP/2060, DLP/2127, DLP/2392, DLP/2976, DLP/20252, DLP/14402, DLP/20472, DLP/7112, DLP/20260, DLP/15640, DLPQQ/551, DLPQQ/326, DLPQQ/351, DLPQQ/474, DLPQQ/381, DLPQQ/410, DLPQQ/821, DLPQQ/458, DLPQQ/801, DLPQQ/949

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
HC2.14	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	This representation raised objections to the proposal to safeguard a transport route on draft allocation H10 (now Policy H8) to enable access to the site without increasing pressures on the A127 Dunton Interchange. This highway mitigation measure was proposed having regard to the Mitigation Modelling undertaken for the Draft Local Plan. However, its precise route would need to be subject to more detailed modelling if the site was to progress to planning application stage. However, at its meeting of the 7 December 2017, the Council's Infrastructure, Growth and Development Committee decided not to include the full extent of proposed allocation H8 (formally Policy H10) within the Publication Local Plan. Consequently, the highway mitigation needed in this location has been subject to further testing in the Final Growth Scenario. This evidence base provides a basis for identifying the most appropriate highway mitigation needed in this location to support growth proposed.	DLP/2084
HC2.15	Consider wording changes.	Paragraph 13.15 (now 13.17) amended to reflect the suggestion made. See change no: LP13.1.	DLP/2474
HC2.16	Continue to work with partners and stakeholders.	ECC expressed its commitment to working with the Council to assess the detailed requirements and costs to accommodate growth through the IDP. The Council has been working closely with ECC and other infrastructure providers under the duty to co-operate, to bring forward the necessary infrastructure that will support planned growth, and inform the preparation of the Local Plan to examination.	DLP/2474
HC2.19	Consider wording changes.	Paragraph 13.23 (now 13.38) amended to reflect the suggestion made. See change no: LP13.21.	DLP/2474
HC2.22	Consider wording changes.	Whilst it is noted that ECC would seek for enhanced ease in terms of expanding schools which sit within the current extent of the Green Belt, it is the view of the Borough Council that it is not appropriate to incorporate such policy wording in the Local Plan, and that the case for school expansions should be made on a site by site basis in order to ensure harm to the Green Belt is minimised as far as possible. This should prove to be a significant challenge to the	DLP/2474

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		County Council in respect of Basildon Borough as there are very few schools located in Green Belt locations.	
HC2.23	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	This representation refers to the potential for additional pupil places that would arise from the West Basildon Urban Extension proposals and the proposed Dunton development in Brentwood. The Council has been working with various infrastructure providers to determine the impact of development in each of the housing allocations in order to ensure any needs can be planned for accordingly. No further action is therefore required.	DLP/2474
HC2.24	Consider wording changes.	The amendment sought by this representation relates to draft Policy H13, which has been subject to a High Level Development Framework, and has been updated to reflect the decision taken by the Infrastructure, Growth and Development Committee of the 7 December 2017. No further amendment is therefore required to Policy HC2 in this regard.	DLP/2453
HC2.25	Review appropriateness of development location in light of merits of counter proposals and new/updated evidence.	This representation relates to one of the proposed housing development sites, and the prospect of expanding the existing school to accommodate growth. The Council has been working with various infrastructure providers to determine the impact of development in each of the housing allocations in order to ensure any needs can be planned for accordingly. No further action is therefore required.	DLP/2349
HC2.28	Continue to work with ECC and other stakeholders on the potential impact of growth on the provision of school places by location.	The amendment sought by this representation relates to draft Policy H7, which has been subject to a High Level Development Framework, and updated accordingly within the Local Plan. No further amendment is therefore required to Policy HC2 in this regard.	DLP/4228
HC2.31	Continue to work with ECC and other stakeholders on the potential impact of growth on the provision of school places by location.	The concern raised by this representation refers to the fact that Basildon Council is not the Local Education Authority (LEA), and therefore unable to increase school provision by itself. The Council as the LPA is not expected to deliver all the utilities and services within the borough, but has been working closely with various infrastructure and service providers to determine the impact of development within the borough. This will assist in identifying any constraints that would preclude or restrict the capacity of	DLPQQ/807

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		development in any of the development locations, and in turn inform the preparation of the Local Plan to examination. No further action is therefore required in relation to this concern.	
HC2.32	Liaise with ECC to determine if there is a role for the Local Plan in the provision of Children's Centres.	This representation raised concerns about the impact that additional houses would have on the borough's existing children's centres. Through Policy HC2 and associated IDP, the Council will seek to provide new, continued, and where appropriate, enhanced provision of schools and other educational facilities through planning conditions and/or developer contributions where there is a need created by the development. It is considered that the Council's strategy to secure Early Years and childcare provision as part of new development can be implemented through the policies set out in the plan without amendment.	DLP/9451
HC3.1	The Council will work with relevant infrastructure providers such as the NHS Care Commissioning Group to determine the infrastructure requirements of proposed development, and identify the cost and viability of such provision.	It was suggested that Mayflower Community Hospital should be used as a hub for integrated health and social care services. Essex County Council, the Basildon and Brentwood CCG and NHS England are responsible for health and social care provision within the borough. However, it is recognised that there are other local implications of growth in the Borough that stems from the plan proposals which need to be considered by the Council. In accordance with the NPPF, Policy HC3 has adopted a positive approach by establishing a collaborative working arrangement, to develop a comprehensive plan for further healthcare provision across the plan period. It is considered that the Council's strategy to secure healthcare facilities can be implemented through the policies set out in the plan without amendment.	DLP/294, DLP/1263
HC3.2	The Council will continue to work with Basildon Hospital and the Care Commissioning Groups on healthcare issues.	These representations raised concerns about the impact that additional houses would have on healthcare facilities. The Council has been in discussions with service providers to make sure that the critical mass of development is provided in the right areas, in order to bring forward the required expansion, or where possible, construction of new infrastructure such as highways, education, and health. This is where the Council would wish to prioritise its efforts through the setting of Local Plan allocations and policies in order to assist in the delivery of infrastructure and ensure it is	DLP/294, DLP/614, DLP/621, DLP/685, DLP/894, DLP/902, DLP/927, DLP/931, DLP/942, DLP/977, DLP/1020, DLP/1061, DLP/1107, DLP/1114, DLP/1155, DLP/1161, DLP/1226, DLP/1249, DLP/1263, DLP/1275 DLP/1280, DLP/1310, DLP/1338, DLP/1420, DLP/1565, DLP/1596, DLP/1600,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		aligned with development, by making sure that development is located in the right areas and at the right quantum in order to get the best possible infrastructure upgrades available to the Borough.	DLP/1630, DLP/1638, DLP/1672, DLP/1694, DLP/1695, DLP/1703, DLP/1711, DLP/1726, DLP/1745, DLP/1769, DLP/1779, DLP/1808, DLP/1826, DLP/1899, DLP/1910, DLP/1926, DLP/1947, DLP/1953, DLP/1964, DLP/1975, DLP/1976, DLP/1984, DLP/1997, DLP/2058, DLP/2062, DLP/2103, DLP/2111, DLP/2116, DLP/2130, DLP/2134, DLP/2168, DLP/2251, DLP/2285, DLP/2308, DLP/2323, DLP/2362, DLP/2376, DLP/2394, DLP/2407, DLP/2437, DLP/2463, DLP/2469, DLP/2489, DLP/2497, DLP/2509, DLP/2595, DLP/2615, DLP/2644, DLP/2654, DLP/2665, DLP/2695, DLP/2795, DLP/2826, DLP/2876, DLP/2896, DLP/2901, DLP/2911, DLP/2921, DLP/2996, DLP/3021, DLP/3047, DLP/3061, DLP/3121, DLP/3129, DLP/3143, DLP/3154, DLP/3162, DLP/3197, DLP/3215, DLP/3226, DLP/3237, DLP/3252, DLP/3274, DLP/3291, DLP/3304, DLP/3326, DLP/3388, DLP/3414, DLP/3420, DLP/3436, DLP/3446, DLP/3461, DLP/3466, DLP/3480, DLP/3482, DLP/3497, DLP/3510, DLP/3519, DLP/3528, DLP/3539, DLP/3551, DLP/3556, DLP/3577, DLP/3597, DLP/3598, DLP/3608, DLP/3622, DLP/3631, DLP/3640, DLP/3662, DLP/3682, DLP/3686, DLP/3700, DLP/3708, DLP/3715,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3725, DLP/3734, DLP/3743, DLP/3746, DLP/3755, DLP/3767, DLP/3779, DLP/3788, DLP/3797, DLP/3821, DLP/3831, DLP/3845, DLP/3852, DLP/3866, DLP/3875, DLP/3885, DLP/3903, DLP/3907, DLP/3917, DLP/3927, DLP/3934, DLP/3945, DLP/3950, DLP/3954, DLP/3958, DLP/3976, DLP/3982, DLP/3991, DLP/4018, DLP/4021, DLP/4037, DLP/4038, DLP/4051, DLP/4057, DLP/4066, DLP/4089, DLP/4107, DLP/4111, DLP/4121, DLP/4136, DLP/4152, DLP/4156, DLP/4166, DLP/4175, DLP/4184, DLP/4194, DLP/4203, DLP/4213, DLP/4239, DLP/4256, DLP/4257, DLP/4268, DLP/4276, DLP/4289, DLP/4302, DLP/4304, DLP/4317, DLP/4336, DLP/4340, DLP/4356, DLP/4373, DLP/4381, DLP/4397, DLP/4398, DLP/4442, DLP/4457, DLP/4472, DLP/4484, DLP/4494, DLP/4498, DLP/4506, DLP/4511, DLP/4521, DLP/4523, DLP/4533, DLP/4542, DLP/4551, DLP/4559, DLP/4566, DLP/4592, DLP/4612, DLP/4622, DLP/4625, DLP/4637, DLP/4646, DLP/4656, DLP/4669, DLP/4678, DLP/4690, DLP/4699, DLP/4708, DLP/4717, DLP/4733, DLP/4748, DLP/4751, DLP/4757, DLP/4769, DLP/4782, DLP/4785, DLP/4800, DLP/4808, DLP/4816, DLP/4824, DLP/4835, DLP/4841,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4850, DLP/4853, DLP/4864, DLP/4871, DLP/4888, DLP/4891, DLP/4900, DLP/4909, DLP/4921, DLP/4926, DLP/4943, DLP/4951, DLP/4986, DLP/4995, DLP/5004, DLP/5013, DLP/5022, DLP/5031, DLP/5047, DLP/5056, DLP/5066, DLP/5079, DLP/5099, DLP/5103, DLP/5120, DLP/5131, DLP/5140, DLP/5149, DLP/5167, DLP/5177, DLP/5186, DLP/5195, DLP/5204, DLP/5213, DLP/5222, DLP/5231, DLP/5240, DLP/5249, DLP/5258, DLP/5267, DLP/5276, DLP/5285, DLP/5303, DLP/5328, DLP/5337, DLP/5346, DLP/5355, DLP/5364, DLP/5373, DLP/5382, DLP/5391, DLP/5400, DLP/5409, DLP/5418, DLP/5427, DLP/5436, DLP/5479, DLP/5488, DLP/5497, DLP/5506, DLP/5516, DLP/5524, DLP/5536, DLP/5545, DLP/5554, DLP/5563, DLP/5571, DLP/5579, DLP/5588, DLP/5597, DLP/5606, DLP/5615, DLP/5624, DLP/5633, DLP/5642, DLP/5651, DLP/5660, DLP/5669, DLP/5678, DLP/5687, DLP/5697, DLP/5712, DLP/5722, DLP/5731, DLP/5740, DLP/5752, DLP/5755, DLP/5764, DLP/5776, DLP/5785, DLP/5796, DLP/5805, DLP/5816, DLP/5825, DLP/5834, DLP/5843, DLP/5852, DLP/5862, DLP/5875, DLP/5880, DLP/5887, DLP/5896, DLP/5905, DLP/5923, DLP/5932,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/5941, DLP/5951, DLP/5960, DLP/5969, DLP/5978, DLP/5987, DLP/5996, DLP/6005, DLP/6014, DLP/6032, DLP/6041, DLP/6050, DLP/6068, DLP/6078, DLP/6078, DLP/6087, DLP/6096, DLP/6105, DLP/6114, DLP/6123, DLP/6124, DLP/6133, DLP/6142, DLP/6160, DLP/6170, DLP/6179, DLP/6188, DLP/6197, DLP/6206, DLP/6215, DLP/6224, DLP/6229, DLP/6238, DLP/6248, DLP/6258, DLP/6268, DLP/6277, DLP/6294, DLP/6303, DLP/6312, DLP/6321, DLP/6330, DLP/6348, DLP/6357, DLP/6366, DLP/6375, DLP/6384, DLP/6393, DLP/6402, DLP/6411, DLP/6420, DLP/6437, DLP/6438, DLP/6441, DLP/6442, DLP/6451, DLP/6452, DLP/6461, DLP/6470, DLP/6479, DLP/6488, DLP/6497, DLP/6506, DLP/6509, DLP/6518, DLP/6527, DLP/6536, DLP/6545, DLP/6554, DLP/6563, DLP/6573, DLP/6574, DLP/6583, DLP/6592, DLP/6602, DLP/6610, DLP/6619, DLP/6628, DLP/6637, DLP/6647, DLP/6656, DLP/6665, DLP/6674, DLP/6684, DLP/6693, DLP/6702, DLP/6711, DLP/6720, DLP/6729, DLP/6739, DLP/6748, DLP/6757, DLP/6766, DLP/6775, DLP/6783, DLP/6793, DLP/6802, DLP/6806, DLP/6820, DLP/6829, DLP/6838, DLP/6847, DLP/6856, DLP/6866, DLP/6875,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/6884, DLP/6893, DLP/6901, DLP/6911, DLP/6920, DLP/6929, DLP/6938, DLP/6948, DLP/6956, DLP/6965, DLP/6974, DLP/6983, DLP/6992, DLP/7001, DLP/7011, DLP/7020, DLP/7030, DLP/7039, DLP/7157, DLP/7179, DLP/7186, DLP/7276, DLP/7486, DLP/7496, DLP/7506, DLP/7515, DLP/7525, DLP/7535, DLP/7545, DLP/7555, DLP/7565, DLP/7625, DLP/7631, DLP/7637, DLP/7643, DLP/7649, DLP/7655, DLP/7661, DLP/7667, DLP/7673, DLP/7679, DLP/7685, DLP/7691, DLP/7697, DLP/7704, DLP/7709, DLP/7715, DLP/7721, DLP/7727, DLP/7733, DLP/7734, DLP/7739, DLP/7743, DLP/7749, DLP/7755, DLP/7761, DLP/7767, DLP/7773, DLP/7779, DLP/7785, DLP/7791, DLP/7797, DLP/7803, DLP/7809, DLP/7815, DLP/7821, DLP/7827, DLP/7833, DLP/7839, DLP/7845, DLP/7851, DLP/7857, DLP/7863, DLP/7869, DLP/7875, DLP/7881, DLP/7887, DLP/7893, DLP/7899, DLP/7905, DLP/7911, DLP/7917, DLP/7923, DLP/7929, DLP/7937, DLP/7943, DLP/7944, DLP/7952, DLP/7958, DLP/7964, DLP/7970, DLP/7976, DLP/7982, DLP/7988, DLP/7994, DLP/8000, DLP/8006, DLP/8043, DLP/8050, DLP/8056, DLP/8062, DLP/8068, DLP/8074, DLP/8080, DLP/8086,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/8092, DLP/8098, DLP/8104, DLP/8110, DLP/8116, DLP/8122, DLP/8128, DLP/8134, DLP/8140, DLP/8146, DLP/8152, DLP/8158, DLP/8164, DLP/8170, DLP/8176, DLP/8182, DLP/8188, DLP/8194, DLP/8200, DLP/8206, DLP/8217, DLP/8223, DLP/8230, DLP/8236, DLP/8242, DLP/8248, DLP/8254, DLP/8260, DLP/8266, DLP/8272, DLP/8278, DLP/8284, DLP/8290, DLP/8296, DLP/8303, DLP/8309, DLP/8315, DLP/8321, DLP/8327, DLP/8333, DLP/8339, DLP/8345, DLP/8351, DLP/8357, DLP/8363, DLP/8369, DLP/8375, DLP/8381, DLP/8387, DLP/8393, DLP/8399, DLP/8400, DLP/8405, DLP/8411, DLP/8417, DLP/8424, DLP/8430, DLP/8436, DLP/8442, DLP/8454, DLP/8462, DLP/8472, DLP/8479, DLP/9623, DLP/9629, DLP/9635, DLP/9641, DLP/9647, DLP/9658, DLP/9664, DLP/9670, DLP/9676, DLP/9682, DLP/9688, DLP/9694, DLP/9700, DLP/9706, DLP/9713, DLP/9719, DLP/9720, DLP/9726, DLP/9732, DLP/9742, DLP/9748, DLP/9755, DLP/9761, DLP/9767, DLP/9773, DLP/9779, DLP/9785, DLP/9792, DLP/9798, DLP/9805, DLP/9811, DLP/9817, DLP/9823, DLP/9830, DLP/9838, DLP/9846, DLP/9855, DLP/9861, DLP/9869, DLP/9880, DLP/9881, DLP/9894,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/9902, DLP/9907, DLP/9916, DLP/9925, DLP/9934, DLP/9945, DLP/9955, DLP/9963, DLP/9970, DLP/9978, DLP/9991, DLP/9996, DLP/9999 DLP/10007, DLP/10020, DLP/10024, DLP/10031, DLP/10039, DLP/10049, DLP/10051, DLP/10058, DLP/10072, DLP/10076, DLP/10079, DLP/10087, DLP/10094, DLP/10098, DLP/10114, DLP/10150, DLP/10162, DLP/10175, DLP/10185, DLP/10199, DLP/10214, DLP/10227, DLP/10239, DLP/10249, DLP/10262, DLP/10265, DLP/10282, DLP/10288, DLP/10292, DLP/10298, DLP/10314, DLP/10316, DLP/10325, DLP/10335, DLP/10342, DLP/10355, DLP/10362, DLP/10374, DLP/10380, DLP/10389, DLP/10400, DLP/10403, DLP/10423, DLP/10432, DLP/10437, DLP/10440, DLP/10455, DLP/10465, DLP/10469, DLP/10480, DLP/10492, DLP/10499, DLP/10507, DLP/10509, DLP/10510, DLP/10530, DLP/10535, DLP/10542, DLP/10550, DLP/10557, DLP/10567, DLP/10571, DLP/10577, DLP/10583, DLP/10590, DLP/10603, DLP/10614, DLP/10615, DLP/10624, DLP/10633, DLP/10644, DLP/10646, DLP/10657, DLP/10670, DLP/10671, DLP/10684, DLP/10686, DLP/10700, DLP/10706, DLP/10718, DLP/10728, DLP/10739, DLP/10748, DLP/10749, DLP/10755, DLP/10763, DLP/10772, DLP/10781, DLP/10786, DLP/10798, DLP/10806, DLP/10811,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10816, DLP/10834, DLP/10840, DLP/10849, DLP/10859, DLP/10862, DLP/10863, DLP/10868, DLP/10877, DLP/10883, DLP/10899, DLP/10904, DLP/10927, DLP/10932, DLP/10940, DLP/10941, DLP/10956, DLP/10958, DLP/10971, DLP/10974, DLP/10987, DLP/10988, DLP/10996, DLP/11004, DLP/11016, DLP/11022, DLP/11028, DLP/11039, DLP/11046, DLP/11050, DLP/11056, DLP/11059, DLP/11065, DLP/11079, DLP/11086, DLP/11090, DLP/11100, DLP/11112, DLP/11114, DLP/11126, DLP/11132, DLP/11137, DLP/11142, DLP/11150, DLP/1115
HC3.3	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	These representations expressed concerns about the limited capacity for Basildon Hospital to expand. NHS England are working together with the Basildon & Brentwood CCG and the Council, to help plan and develop new ways of working to increase capacity in ways other than increasing physical space. Policy HC3 has adopted a positive approach by establishing a collaborative working arrangement, to develop a comprehensive plan for further healthcare provision across the plan period. It is considered that the concerns expressed can be adequately addressed through Policy HC3 without further amendment.	DLP/294, DLP/1263, DLP/5880, DLP/20292, DLP/14363 DLP/20496, DLP/15814, DLP/20271, DLP/17398, DLP/18000, DLP/15638, DLP/16135, DLP/7131, DLP/20157, DLP/14606, DLP/7126, DLP/20251, DLP/7393, DLP/10361, DLP/14001, DLP/20044, DLP/7166, DLP/9587, DLPQQ/957, DLPQQ/838, DLPQQ/930, DLPQQ/926, DLPQQ/918, DLPQQ/911, DLPQQ/842, DLPQQ/472, DLPQQ/671
HC3.4	The Council will continue to work with NHS Care Commissioning Group and Basildon Hospital to determine their development needs.	These representations indicated that the combination of services of Broomfield, Basildon and Southend hospitals should be discouraged, due to concerns regarding sustainable transportation. Essex County Council, the Basildon and Brentwood CCG and NHS England are responsible for health and social care provision within the borough. However, it is recognised that there are other local implications of growth in the Borough that stems from the plan proposals which need to be considered by the Council. In	DLP/294, DLP/1263

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>accordance with the NPPF, Policy HC3 has adopted a positive approach by establishing a collaborative working arrangement, to develop a comprehensive plan for further healthcare provision across the plan period. It is considered that the Council's strategy to secure healthcare facilities can be implemented through the policies set out in the plan without amendment.</p>	
HC3.5	<p>The Council will continue to work with Basildon Hospital and the Care Commissioning Groups on healthcare issues.</p>	<p>These representations sought additional details on how additional healthcare facilities would be provided during the plan period. The aim of the Local Plan is to set out a vision and a framework for the future development of the area, and this is the starting-point for considering whether applications can be approved. Final implementation would be determined through the planning application process by the Local Planning Authority.</p> <p>In addition, it has also been recommended that the Council continues to have a supplementary Planning Obligations Strategy, which is regularly updated and contains information on how the Council intends to secure funding for infrastructure through S106 contributions. The Planning Obligations Strategy would continue to contain standard thresholds for contributions so that it provides clarity and certainty to both the Council and developers as to how much land / financial contributions will be secured as part of each development proposal.</p>	<p>DLP/677, DLP/934, DLP/1005, DLP/1047, DLP/1240, DLP/1368, DLP/1527, DLP/1544, DLP/1575, DLP/1719, DLP/1820, DLP/1864, DLP/2168, DLP/2176, DLP/2251, DLP/3208, DLP/3809, DLP/3997, DLP/4315, DLP/5084, DLP/5318, DLP/14534, DLP/14647, DLP/14669, DLP/14720, DLP/14735, DLP/14824, DLP/14905, DLP/14924, DLP/14945, DLP/14965, DLP/14988, DLP/15014, DLP/15037, DLP/15070, DLP/15087, DLP/15120, DLP/15144, DLP/15186, DLP/15222, DLP/15263, DLP/15300, DLP/15482, DLP/15561, DLP/15599, DLP/15679, DLP/15718, DLP/15733, DLP/15753, DLP/15770, DLP/15789, DLP/16179, DLP/16474, DLP/16539, DLP/16705, DLP/16727, DLP/16795, DLP/16871, DLP/16948, DLP/17036, DLP/17078, DLP/17137, DLP/17209, DLP/17211, DLP/17271, DLP/17313, DLP/17315, DLP/17351, DLP/17489, DLP/17512, DLP/17528, DLP/17546, DLP/17562, DLP/17582, DLP/17593, DLP/17605, DLP/17615, DLP/17625, DLP/17634, DLP/17646, DLP/17657, DLP/17662, DLP/17672, DLP/17673, DLP/17689, DLP/17712, DLP/17714,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/17725, DLP/17746, DLP/17770, DLP/17773, DLP/17797, DLP/17809, DLP/17815, DLP/17817, DLP/17827, DLP/17839, DLP/17842, DLP/17861, DLP/17870, DLP/17875, DLP/17878, DLP/17889, DLP/17903, DLP/17905, DLP/17924, DLP/17936, DLP/17946, DLP/17980, DLP/18002, DLP/18024, DLP/18032, DLP/18041, DLP/18054, DLP/18062, DLP/18081, DLP/18093, DLP/18111, DLP/18116, DLP/18143, DLP/18161, DLP/18207, DLP/18232, DLP/18259, DLP/18266, DLP/18315, DLP/18341, DLP/18395, DLP/18418, DLP/19181, DLP/19199, DLP/19219, DLP/19221, DLP/19236, DLP/19261, DLP/19272, DLP/19274, DLP/19289, DLP/19318, DLP/19333, DLP/19340, DLP/19347, DLP/19351, DLP/19359, DLP/19366, DLP/19373, DLP/19379, DLP/19386, DLP/19392, DLP/19399, DLP/19405, DLP/19412, DLP/19420, DLP/19432, DLP/19439, DLP/19446, DLP/19453, DLP/19460, DLP/19467, DLP/19474, DLP/19481, DLP/19488, DLP/19495, DLP/19502, DLP/19509, DLP/19516, DLP/19520, DLP/19532, DLP/19539, DLP/19546, DLP/19553, DLP/19560, DLP/20102, DLP/20293, DLP/20298, DLP/20405, DLP/20433, DLP/7366, DLP/15133DLPQQ/68, DLPQQ/323, DLPQQ/986, DLPQQ/309, DLPQQ/301, DLPQQ/971, DLPQQ/941, DLPQQ/944, DLPQQ/343,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/882, DLPQQ/641, DLPQQ/640, DLPQQ/644
HC3.7	Consider wording changes.	It was recommended that Policy HC3 should be expanded to allow healthcare facilities to be redeveloped for alternative uses. Former paragraph 13.41 (now 13.44) describes community facilities in the plan as those facilities generally available to, and used by the local community for the purposes of leisure, social interaction, health and well-being or learning. It is therefore considered that the amendment sought by this representation can be adequately addressed through former Policy HC10 (now HC11) 'Loss of Community Facilities', which provides sufficient guidance for the appropriate consideration of proposals involving the loss of community facilities.	DLP/653
HC3.10	The Council will continue to work with NHS, Care Commissioning Group and Basildon Hospital to determine their development needs.	This representation suggested that local GPs/health facilities should be improved in order to reduce the dependence on hospitals. In accordance with the NPPF, Policy HC3 has adopted a positive approach by establishing a collaborative working arrangement, to develop a comprehensive plan for further healthcare provision across the plan period. It is considered that the Council's strategy to secure healthcare facilities can be implemented through the policies set out in the plan without amendment.	DLP/962
HC3.12	Undertake additional air quality monitoring work, and use this to inform the allocations and any policy requirements in the submission Local Plan.	These representations raised concerns regarding the implications of growth on air quality. The council currently monitors air quality on a monthly basis using NO2 diffusion tubes in various locations around the borough. However, additional air quality monitoring was undertaken to align with sites proposed for inclusion in the Local Plan to ensure that the impacts of development were considered also. The Air Quality Topic Paper, 2017 draws together the sources of primary data, along with modelling currently undertaken at a national level by Defra, to determine where air quality issues may have implications for the Local Plan as it is progressed to submission. No further action is therefore required in this regard.	DLP/1161, DLP166, DLP10097, DLP/2322, DLP/13451, DLPQQ/63, DLPQQ/323, DLPQQ/544, DLPQQ/1002, DLPQQ/1003, DLPQQ/479, DLPQQ/210, DLPQQ/407, DLPQQ/405, DLPQQ/489, DLPQQ/501, DLPQQ/550, DLPQQ/558
HC3.13	The Council will continue to work with Basildon Hospital and the	A new paragraph has been inserted (paragraph 13.6) to reflect the suggestion made. See change no: LP13.1.	DLP/1333, DLP/18335

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Care Commissioning Groups on healthcare issues.	A new paragraph has been inserted (paragraph 13.12) to reflect the suggestion made. See change no: LP13.1. An additional criteria has also been added to Policy HC1 to address these concerns. See change no: LP13.1.	
HC3.15	The Council will continue to work with Basildon Hospital and the Care Commissioning Groups on healthcare issues.	The Basildon and Brentwood CCG has stated that it is undertaking work to address the increasing demand for services, and the significant constraints on resources. The Council has been working closely with infrastructure and service providers under the duty to co-operate, to bring forward the necessary infrastructure that will support planned growth, and inform the preparation of the Local Plan to examination.	DLP/1610
HC3.16	Continue to work with partners and stakeholders.	These stakeholders have stated that they will continue to work in partnership with Basildon Council to align strategic plans in order to deliver the best possible outcomes for the borough. The Council has been working closely with infrastructure and service providers under the duty to co-operate, to bring forward the necessary infrastructure that will support planned growth, and inform the preparation of the Local Plan to examination.	DLP/1610, DLP/4951
HC3.17	Undertake additional air quality monitoring work, and use this to inform the allocations and any policy requirements in the submission Local Plan.	These representations raised concerns regarding the implications of growth on air quality. The council currently monitors air quality on a monthly basis using NO2 diffusion tubes in various locations around the borough. However, additional air quality monitoring was undertaken to align with sites proposed for inclusion in the Local Plan to ensure that the impacts of development were considered also. The Air Quality Topic Paper, 2017 draws together the sources of primary data, along with modelling currently undertaken at a national level by Defra, to determine where air quality issues may have implications for the Local Plan as it is progressed to submission. No further action is therefore required in this regard.	DLP/2463, DLP/7350, DLP/16411 DLPQQ/22, DLPQQ/356, DLPQQ/278, DLPQQ/363, DLPQQ/316, DLPQQ/235, DLPQQ/498, DLPQQ/501
HC3.19	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	This representation sought that new GP facilities be provided rather than upgrading existing facilities. The Basildon and Brentwood CCG and NHS England are responsible for health and provision within the borough, and have been working with the Council to provide additional details on how additional healthcare facilities would be	DLP/2977

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		provided during the plan period. The NHS has stated that new facilities will only be appropriate where they accord with the latest up-to-date NHS England and CCG strategy documents. As such, the Local Plan covers the policies that would apply and does not control whether such suggestions would come forward from infrastructure providers. Therefore, no further action is required.	
HC3.22	The Council will continue to work with NHS, Care Commissioning Group and Basildon Hospital on healthcare issues.	The NHS sought some flexibility in the way its expenditures will be calculated. It has been recommended that the Council continues to have a supplementary Planning Obligations Strategy, which is regularly updated and contains information on how the Council intends to secure funding for infrastructure through S106 contributions. The Planning Obligations Strategy would continue to contain standard thresholds for contributions so that it provides clarity and certainty to the Council, infrastructure providers and developers as to how much land / financial contributions will be secured as part of each development proposal. This will therefore provide some flexibility to the nature and scale of contributions.	DLP/4448
HC3.23	Consider wording changes.	Part 1 of Policy HC3 has been amended to reflect the suggestion made. See change no: LP13.23.	DLP/4448
HC3.24	Consider wording changes.	Former paragraph 13.35 has been amended to reflect the suggestion made. See change no: LP13.1.	DLP/4448
HC3.26	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	These representations expressed concerns about the limited capacity for Basildon and Southend Hospitals to expand. NHS England are working together with the Basildon & Brentwood CCG and the Council, to help plan and develop new ways of working to increase capacity in ways other than increasing physical space. Policy HC3 has adopted a positive approach by establishing a collaborative working arrangement, to develop a comprehensive plan for further healthcare provision across the plan period. It is considered that the concerns expressed can be adequately addressed through Policy HC3 without further amendment.	DLP/7276, DLP/7297, DLP/7486, DLP/7496, DLP/7506, DLP/7515, DLP/7525, DLP/7535, DLP/7545, DLP/7555, DLP/7565, DLP/8043, DLP/8487 DLP/18303, DLP/18359, DLP/18434, DLP/18448, DLP/18466, DLP/18490, DLP/18505, DLP/18525, DLP/18560, DLP/18579, DLP/18597, DLP/18634, DLP/18658, DLP/18676, DLP/18694, DLP/18709, DLP/18728, DLP/18747, DLP/18766, DLP/18784, DLP/18803, DLP/18832, DLP/18846, DLP/18857, DLP/18867, DLP/18877, DLP/18923, DLP/18944, DLP/18981,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/18995, DLP/19015, DLP/19030, DLP/19051, DLP/19076, DLP/19096, DLP/19118, DLP/19138, DLP/19156, DLP/19170, DLP/19188, DLP/19205, DLP/19223, DLP/19240, DLP/19256, DLP/19276, DLP/19293, DLP/19305, DLP/19322, DLP/20482, DLP/20575, DLP/9968, DLP/7313, DLP/7326, DLP/17963, DLP/18005
HC3.28	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Part 1 of Policy HC3 has been amended to reflect the suggestion made. See change no: LP13.23.	DLPQQ/182
HC4.1	The Council will continue to work with its partners and stakeholders.	<p>These representations raised concerns about the provision of appropriate infrastructure to support planned growth. Chapter 13, Promoting Healthy Communities, establishes a framework for promoting inclusive and active environments which promote opportunities for community cohesion and activity, to enable communities to independently support their own health, social and cultural well-being. Through the policies in Chapter 13 and associated IDP, the Council will seek to secure the provision, enhancement and maintenance of relevant infrastructure through planning conditions and/or developer contributions where there is a need created by the development.</p> <p>In addition, it has also been recommended that the Council continues to have a supplementary Planning Obligations Strategy, which is regularly updated and contains information on how the Council intends to secure funding for infrastructure through S106 contributions. The Planning Obligations Strategy would continue to contain standard thresholds for contributions so that it provides clarity and certainty to both the Council and developers as to how much land / financial contributions will be secured as part of each development proposal.</p>	DLP/12115, DLP/12201, DLP/14193, DLP/13364, DLP/12132, DLP/12146, DLP/12158, DLP/12221, DLP/12237, DLP/12267, DLP/12279, DLP/12288, DLP/12298, DLP/12315, DLP/12322, DLP/12336, DLP/12352, DLP/12360, DLP/12364, DLP/12378, DLP/12387, DLP/12470, DLP/12488, DLP/12503, DLP/12510, DLP/12534, DLP/12578, DLP/12590, DLP/12597, DLP/12612, DLP/12619, DLP/12626, DLP/12634, DLP/12641, DLP/12648, DLP/12657, DLP/12665, DLP/12679, DLP/12706, DLP/12726, DLP/12738, DLP/12752, DLP/12756, DLP/12782, DLP/12792, DLP/12813, DLP/12859, DLP/12866, DLP/12871, DLP/12887, DLP/12905, DLP/12945, DLP/12978, DLP/12982, DLP/13009, DLP/13015, DLP/13093, DLP/13100, DLP/13122, DLP/13143, DLP/13146, DLP/13215, DLP/13223,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>It is considered that the Council's strategy to secure additional infrastructure as part of new development can be implemented through the policies set out in the plan without amendment.</p>	<p>DLP/13251, DLP/13266, DLP/13282, DLP/13289, DLP/13303, DLP/13311, DLP/13327, DLP/13346, DLP/13381, DLP/13387, DLP/13400, DLP/13416, DLP/13437, DLP/13458, DLP/13467, DLP/13468, DLP/13479, DLP/13485, DLP/13494, DLP/13508, DLP/13517, DLP/13518, DLP/13526, DLP/13552, DLP/13554, DLP/13567, DLP/13573, DLP/13589, DLP/13596, DLP/13607, DLP/13619, DLP/13641, DLP/13650, DLP/13660, DLP/13677, DLP/13686, DLP/13748, DLP/13768, DLP/13808, DLP/13874, DLP/13883, DLP/13888, DLP/13923, DLP/13930, DLP/13940, DLP/13958, DLP/13959, DLP/13977, DLP/14007, DLP/14015, DLP/14024, DLP/14025, DLP/14032, DLP/14039, DLP/14054, DLP/14063, DLP/14072, DLP/14082, DLP/14100, DLP/14101, DLP/14129, DLP/14149, DLP/14159, DLP/14160, DLP/14163, DLP/14176, DLP/14185, DLP/14203, DLP/14206, DLP/14211, DLP/14216, DLP/14230, DLP/14236, DLP/14246, DLP/14256, DLP/14266, DLP/14303, DLP/14317, DLP/14327, DLP/14341, DLP/14351, DLP/14374, DLP/14457, DLP/14476, DLP/14481, DLP/14495, DLP/14500, DLP/14510, DLP/14511, DLP/14521, DLP/14540, DLP/14551, DLP/14561, DLP/14577, DLP/14580, DLP/14597, DLP/14605, DLP/14621, DLP/14640, DLP/14671, DLP/14691, DLP/14698, DLP/14711, DLP/14746, DLP/14748,</p>

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14760, DLP/14772, DLP/14783, DLP/14784, DLP/14862, DLP/14882, DLP/14886, DLP/14896, DLP/14993, DLP/14999, DLP/15018, DLP/15029, DLP/15053, DLP/15073, DLP/15092, DLP/15112, DLP/15117, DLP/15151, DLP/15153, DLP/15168, DLP/15176, DLP/15177, DLP/15189, DLP/15220, DLP/15232, DLP/15233, DLP/15238, DLP/15252, DLP/15261, DLP/15270, DLP/15278, DLP/15280, DLP/15297, DLP/15302, DLP/15313, DLP/15317, DLP/15327, DLP/15334, DLP/15343, DLP/15344, DLP/15356, DLP/15378, DLP/15391, DLP/15398, DLP/15406, DLP/15408, DLP/15416, DLP/15422, DLP/15435, DLP/15436, DLP/15445, DLP/15450, DLP/15460, DLP/15465, DLP/15483, DLP/15495, DLP/15503, DLP/15514, DLP/15518, DLP/15537, DLP/15548, DLP/15556, DLP/15589, DLP/15593, DLP/15608, DLP/15622, DLP/15629, DLP/15637, DLP/15645, DLP/15663, DLP/15678, DLP/15692, DLP/15694, DLP/15706, DLP/15726, DLP/15728, DLP/15750, DLP/15763, DLP/15781, DLP/15798, DLP/15835, DLP/15853, DLP/15858, DLP/15862, DLP/15875, DLP/15883, DLP/15889, DLP/15890, DLP/15909, DLP/15916, DLP/15923, DLP/15931, DLP/15938, DLP/15943, DLP/15956, DLP/15959, DLP/15972, DLP/15982, DLP/15995, DLP/16004, DLP/16023, DLP/16037, DLP/16065, DLP/16087, DLP/16126,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/16153, DLP/16199, DLP/16221, DLP/16250, DLP/16254, DLP/16263, DLP/16290, DLP/16332, DLP/16342, DLP/16349, DLP/16359, DLP/16386, DLP/16390, DLP/16412, DLP/16446, DLP/16467, DLP/16470, DLP/16508, DLP/16532, DLP/16545, DLP/16572, DLP/16593, DLP/16612, DLP/16716, DLP/19645, DLP/16663, DLP/13444, DLP/12292, DLP/12212, DLP/12247, DLP/12345, DLP/12399, DLP/12437, DLP/12469, DLP/12605, DLP/12677, DLP/13420, DLP/13501, DLP/13712, DLP/13730, DLP/13779, DLP/13818, DLP/13824, DLP/13895, DLP/13912, DLP/13943, DLP/13969, DLP/13994, DLP/14091, DLP/14109, DLP/14130, DLP/14813, DLP/14899, DLP/14937, DLP/14952, DLP/15016, DLP/15083, DLP/15134, DLP/15199, DLP/15363, DLP/15485, DLP/15611, DLP/16007, DLP/16019, DLP/16086, DLP/16356, DLP/16679, DLP/12329, DLP/12419, DLP/12307, DLP/14052, DLP/12934, DLP/13839, DLP/14582, DLP/14612, DLP/14635, DLP/14664, DLP/14676, DLP/14727, DLP/14747, DLP/14792, DLP/14802, DLP/14826, DLP/14844, DLP/14852, DLP/14863, DLP/14902, DLP/14923, DLP/14969, DLP/14973, DLP/15046, DLP/15046, DLP/15057, DLP/15101, DLP/14835, DLP/15205, DLP/15368, DLP/15384, DLP/15513, DLP/15573, DLP/15577, DLP/15662, DLP/15689, DLP/15746, DLP/15875,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/15808, DLP/15820, DLP/15830, DLP/15846, DLP/15954, DLP/15984, DLP/16038, DLP/16052, DLP/16117, DLP/16150, DLP/16175, DLP/16190, DLP/16224, DLP/16234, DLP/16276, DLP/16560, DLP/16637, DLP/17727, DLP/17881, DLP/12419, DLP/12658, DLP/12696, DLP/12713, DLP/12767, DLP/12781, DLP/12782, DLP/12808, DLP/12836, DLP/12922, DLP/12964, DLP/13047, DLP/13093, DLP/13339, DLP/13451, DLP/13552, DLP/13743, DLP/13859, DLP/13866, DLP/13983, DLP/14259, DLP/14300, DLP/14332, DLP/14408, DLP/14417, DLP/14446, DLP/14465, DLP/14469, DLP/12552
HC4.5	Consider updating evidence base.	<p>Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports</p>	DLP/61

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC4.6	Consider wording changes.	Part 3 of Policy HC4 has been deleted to reflect the suggestion made. See change no: LP13.28.	DLP/61, DLP/68
HC4.7	Consider wording changes.	Upon review, it was considered that the changes suggested will give more clarity to former Policy HC10 (now HC11). Former Policy HC10 (now HC11) has therefore been amended to reflect the suggestion made. See change no: LP13.45.	DLP/61
HC4.8	The Council will continue to work with its partners and stakeholders.	These comments relate to the impact that more homes will have on the provision of Police Services. Since the publication of the Draft Local Plan Statement of Consultation, additional work has been undertaken to engage with emergency service providers, including the Police Services, in order to understand the implications of growth in Basildon borough on emergency service provision.	DLP/598, DLP/608, DLP/1691, DLP/2090, DLP/2131, DLP/2395, DLP/2310, DLP/5085, DLP/13364, DLP/14052, DLP/20070, DLPQQ/304, DLPQQ/356, DLPQQ/969, DLPQQ/910, DLPQQ/396, DLPQQ/426, DLPQQ/830, DLPQQ/501, DLPQQ/509, DLPQQ/596, DLPQQ/642, DLPQQ/661, DLPQQ/961, DLPQQ/679
HC4.9	The Council will continue to work with its partners and stakeholders.	These comments relate to the impact that more homes will have on the provision of emergency services. Since the publication of the Draft Local Plan Statement of Consultation, additional work has been undertaken to engage with emergency service providers, in order to understand the implications of growth in Basildon borough on emergency service provision.	DLP/598, DLP/608, DLP/1691, DLP/2131, DLP/2395, DLP/5085, DLP/20070, DLPQQ/596, DLPQQ/642

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
HC4.10	The Council will continue to work with its partners and stakeholders.	<p>These representations raised concerns about the provision of new and enhanced community facilities and infrastructure to support planned growth. Chapter 13, Promoting Healthy Communities, establishes a framework for promoting inclusive and active environments which promote opportunities for community cohesion and activity, to enable communities to independently support their own health, social and cultural well-being. Through the policies in Chapter 13 and associated IDP, the Council will seek to secure the provision, enhancement and maintenance of relevant infrastructure through planning conditions and/or developer contributions where there is a need created by the development.</p> <p>In addition, it has also been recommended that the Council continues to have a supplementary Planning Obligations Strategy, which is regularly updated and contains information on how the Council intends to secure funding for infrastructure through S106 contributions. The Planning Obligations Strategy would continue to contain standard thresholds for contributions so that it provides clarity and certainty to both the Council and developers as to how much land / financial contributions will be secured as part of each development proposal.</p> <p>It is considered that the Council's strategy to secure additional infrastructure as part of new development can be implemented through the policies set out in the plan without amendment.</p>	DLP/963, DLP/1006, DLP/1329, DLP/20036, DLPQQ/137, DLPQQ/138, DLPQQ/968, DLPQQ/943, DLPQQ/842, DLPQQ/750, DLPQQ/961
HC5.5	Consider wording changes.	This paragraph has been deleted to avoid repetition of earlier content. This wording change cannot therefore be made.	DLP/62
HC5.6	Consider updating evidence base.	Sport England raised a number of concerns regarding the Council's evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford	DLP/63

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC5.7	Consider wording changes.	Policy HC5 has been amended to reflect the suggestion made. See change no: LP13.32.	DLP/63
HC5.8	Consider wording changes.	This representation sought for reference to be made to Public Rights of Way within the list of open spaces at paragraph 13.50 (now 13.53) as well as within the body of Policy HC5. However, the list at paragraph 13.50 (now 13.53) consists the open space typologies as devised by PPG17 and the CABE Space Best Practice Guidance 2009, upon which the Council’s open space audit is based. It is however recognised that Public Rights of Way remain an important feature of the Borough's green infrastructure network to which Policy NE1 would apply. No further amendment is therefore required to Policy HC5 in this regard.	DLP/229, DLP/1445
HC5.10	Consider allocation Local Green Spaces.	A policy relating to Local Green Spaces has now been included in the Basildon Local Plan and those sites identified in the Local Green	DLP/1093, DLP/1304, DLP/404

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Space Report 2017 as meeting the relevant criteria will be designated as Local Green Spaces. See change no: LP13.34.	
HC5.11	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	This representation sought to promote a site for inclusion within the Local Plan as a housing allocation. The review of all housing options has been carried out separately through the Housing Options Topic Paper 2017, which recommends the most appropriate locations for development within the borough. No further action is therefore required in this regard.	DLP/1474
HC5.12	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	A policy relating to Local Green Spaces has now been included in the Basildon Local Plan and those sites identified in the Local Green Space Report 2017 as meeting the relevant criteria will be designated as Local Green Spaces. See change no: LP13.34.	DLP/1406, DLP/404
HC5.13	Consider wording changes.	The amendment sought relates to Appendix 5 (now appendix 4). Appendix 4 has therefore been amended to reflect the suggestion made. See change no: LP20.10.	DLP/1406
HC5.14	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	This representation drew attention to the omission of some Local Green Spaces from the list of open spaces. Local Green Spaces were not included in the list of open spaces as a decision was made not to allocate Local Green Spaces within the Draft Local Plan. However, a policy relating to Local Green Spaces has now been included in the Basildon Local Plan and those sites identified in the Local Green Space Report 2017 as meeting the relevant criteria will be designated as Local Green Spaces. See change no: LP13.34.	DLP/1406
HC5.15	Consider updating Policies Map.	This representation stated that Mapelbrook Mews in Billericay is developed, and should not be shown on the map as a public open space. Policy map has been amended, see Regulation 19 Local Plan Policy Map for change.	DLP/1406
HC5.18	Consider reviewing changes.	Appendix 5 (now Appendix 4) has been amended to reflect the suggestion made. See change no: LP20.11.	DLP/1388, DLP/10273
HC5.19	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	This representation sought that land adjacent to Laindon Link (North Side) should be included as part of an expanded Laindon Town Centre. Town centre boundaries are not precisely the same as town centre regeneration areas. Separately, a review of the extent of the Borough's town centres and their primary shopping areas has	DLP/1388

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		been undertaken and reported in the Shopping Frontage Review and Changes to Town Centre Boundaries (2015). The review is considered to provide up-to-date evidence that reflects the scale and type of retail, leisure, commercial, and residential development needed in town centres. The recommendations of this study will be reflected on the Policies Map. No further change is therefore required to the town centre boundary.	
HC5.20	Consider wording changes.	Essex County Council (ECC) highlighted the importance of emotional health and well-being, and social and informal education to communities. These concerns have been addressed earlier on in the Chapter, as suggested by ECC. See change no: LP13.1.	DLP/2673
HC5.21	Consider wording changes.	Policy HC5 has been amended to reflect the suggestion made to Part 3c (now Part 3d). See change no: LP13.32. Part 4 of Policy HC5 has now been deleted following the decision to designate Local Green Spaces within the Local Plan (see Policy HC6). This criterion therefore ceases to be relevant, and no further action is required in respect of the suggested amendments.	DLP/2673
HC5.24	Amend glossary to include definitions of strategic open space, and landscape buffer.	This representation was concerned that there was no protection given to open spaces. Policy HC5 at Part 2 clearly states that “there is a presumption against development within designated Public Open Spaces”. This concern is therefore adequately addressed through Policy HC5 without further amendment. Glossary has been amended to include a definition for Strategic Open Space. See change no: LP19.7. The representation also sought for a definition of the ‘New Landscape protection area’ (policy NE2) to be included within the Glossary. Policy NE2 Areas of Higher Landscape Value has however been deleted, following the advice of Landscape Consultants, while Policy NE6 (now NE5) has now been strengthened.	DLP/20327
HC7.1	Consider wording changes.	Former paragraph 13.63 (now 13.74 and 13.75) has been amended to reflect the suggestion made. See change no: LP13.36.	DLP/64

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
HC7.3	Consider updating evidence base.	<p>Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	DLP/65
HC7.4	Consider wording changes.	<p>Sport England requested that reference in paragraph 1 to “normally” should be revised as the phrase is vague and open to misinterpretation. This has been amended to reflect the suggestion made. See change no: LP13.37.</p>	DLP/65

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		It was also recommended that former Policy HC7 (now HC8) should be expanded to include the criteria under which the loss of playing fields will be accepted. However, it is considered that the amendment sought has been adequately addressed through former Policy HC11 (now HC12) 'Loss of Open Space', which provides sufficient guidance for the appropriate consideration of proposals involving the loss of open spaces, including playing fields.	
HC7.5	Consider wording changes.	Sport England highlighted that a criterion relating to permitting the principle of sports/recreation facilities on educational playing fields was omitted from former Policy HC7 (now HC8). It is considered that the amendment sought will be better reflected within former Policy HC11 (now HC12). Former Policy HC11 (now HC12) has therefore been amended to reflect the suggestion made. See change no: LP13.46.	DLP/65
HC7.6	Amend wording accordingly.	Sport England advised that reference to policy HC12 in paragraph 2 of former Policy HC7 (now HC8) be amended to HC11. While this is recognised as an error within the previous draft, this reference will remain the same as the previous Policy HC11 is now HC12 in the revised Local Plan.	DLP/65, DLP/3371
HC7.7	Consider wording changes.	ECC recommended that former Policy HC7 (now HC8) should be amended to allow for school expansion. However, it is considered that the amendment sought has been adequately addressed through Part 1(c) of former Policy HC11 (now HC12) 'Loss of Open Space', which permits the loss of open space, including playing fields, where there are cumulative community benefits identified, the need for which clearly outweighs the loss. Former Policy HC11 (now HC12) therefore provides sufficient guidance for the appropriate consideration of proposals involving the loss of open spaces, including playing fields.	DLP/2675
HC8.1	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	Sport England raised a number of concerns regarding the Council's evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of	DLP/3372, DLP/3373

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC8.3	Consider updating evidence base.	<p>Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-</p>	DLP/66

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC8.4	Consider wording changes.	Former Policy HC8 (now HC9) has been amended to reflect the suggestion made. See change no: LP13.42.	DLP/66
HC8.5	Consider wording changes.	Sport England recommended that Policy HC8 (now HC9) should include additional criterion that allows the principle of new sports/recreation facilities to be sited on private open spaces. However, it is considered that the amendment sought has been adequately addressed through Part 1(b) of former Policy HC11 (now HC12) ‘Loss of Open Space’, which permits the development of alternative sports and recreational provision, the needs for which clearly outweigh a loss. Former Policy HC11 (now HC12) therefore provides sufficient guidance for the appropriate consideration of proposals involving the loss of open spaces, including private open spaces.	DLP/66
HC9.2	Consider updating evidence base.	Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision	DLP/67

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC9.4	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a	DLP/67

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC9.5	Consider including sport uses to Policy HC2, criterion 2(e) for clarity.	This representation sought for an amendment within former Policy HC9 (now HC10) to support the principle of dual use of education facilities for sport and other community uses in appropriate locations. Upon review, it is considered that the amendment sought will be better reflected within Policy HC7 (now HC8), which has now been amended to reflect the suggestion made. See change no: LP13.37.	DLP/67
HC9.7	Consider wording changes.	Policy HC9 (now HC10) has been amended to reflect the suggestion made. See change no: LP13.45.	DLP/2676
HC10.2	Consider wording changes.	Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford	DLP/68

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC10.3	Consider wording changes.	Former Policy HC10 (now HC11) has been amended to reflect the previous suggestion made regarding Policy HC4, which also links to this comment. See change no: LP13.45.	DLP/68
HC11.2	Consider updating evidence base.	Sport England raised a number of concerns regarding the Council’s evidence base and approach to securing sports facilities, in particular it was concerned about the age of the evidence base, the reliance on insecure leases at Barleylands for football pitch provision, and the strategy for ensuring sufficient pitch provision going forward. Neighbouring authorities have pitch assessments of a similar age, and therefore a group of four Local Authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a	DLP/69

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>strategic overview of the issues and requirements for the “sub-regional” area of South Essex, helping to identify opportunities for joint working. Sports England and Active Essex are partners in this project.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments. Again Sport England was a partner to this project, and the FA and local clubs were consulted when considering options.</p> <p>Policy HC1 has been amended to reflect this ongoing joint work, and to enable its outcomes to be considered as part of the planning application process going forward. It has also been amended to reflect the three community hub approach emerging from the Gardiners Lane Playing Pitch Relocation work. See change no: LP13.1.</p>	
HC11.3	Consider wording changes.	Former Policy HC11 (now HC12) has been amended to reflect the previous suggestion made regarding Policy HC4, which also links to this comment. See change no: LP13.1.	DLP/69
HC11.4	Consider wording changes.	<p>Sport England suggested that Policies HC5 - HC8 and HC11 should be combined to reduce potential duplication and provide clarity. While it is accepted that there were some overlaps within these policies, these have been addressed as far as is practicable within the preceding actions, in order to avoid duplicating policies and to provide clarity.</p> <p>Former Policy HC6 (now HC7) has also been amended to reflect the suggestion made. See change no: LP13.35.</p> <p>It is however considered practical to maintain a distinction between the allocation policies (HC5 – HC8) and the development management policies (HC11).</p>	DLP/69
CHAPTER 14: PROTECTING GREEN BELT LAND			

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
CHP14.1	Consider reviewing evidence base.	Additional evidence base work has been carried out in the form of the Green Belt Review (2017). The Review takes note of this representation and the methodology considered the role that each Green Belt parcel has to play with regard to each individual purpose of the Green Belt rather than amalgamating the purposes for consideration as previously undertaken for the 2015 Review. Policy GB1 has been re-written following legal advice.	DLP/2538
CHP14.4	Consider adding areas of archaeological importance to policies map.	There are five areas designated as <i>areas of archaeological importance</i> under the Ancient Monuments and Archaeological Areas Act 1979: the historic cities of Canterbury, Chester, Exeter, Hereford and York. None of these fall within the administrative area of Basildon Borough Council, and therefore no amendment to the policies map is required.	DLP/727
CHP14.7	Consider wording changes.	The NPPF states that Local Plans should 'plan positively for the development and infrastructure required in the area and plan positively to enhance the beneficial use of the Green Belt'. Therefore the suggested re-wording of the policies would not comply with national policy. Policy GB1 has been re-written following legal advice. The NPPF allows for certain types of development within the Green Belt to be permitted. Local Green Belt policies seek to manage such development to limit harm to the Green Belt.	DLP/2538
CHP14.8	Consider wording changes.	Policy SD1 A Strategic Approach to Sustainable Development in Basildon Borough, part 2, sets out how "The Council will optimise the use of previously developed land in the urban areas where it is suitable for development purposes."	DLP/2538, DLP/12942
GB1.5	Consider wording changes.	Policy GB1 has been amended following legal advice. See change no: LP14.15.	DLP/406, DLP/323
GB1.6	Consider wording changes.	Policy GB1 has been re-written following legal advice and detail referring to specific settlements has been removed.	DLP/407
GB1.8	Consider wording changes.	The upgrading of footpaths to bridleway status is not a statutory function of Basildon Borough Council, it comes under the Highways Act 1980 which is managed by Essex County Council as the Highways Authority.	DLP/230, DLP/1446

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB1.12	Consider amending Green Belt boundary and update the Policies Map.	The NPPF stipulates that Green Belt boundaries shall only be altered in exceptional circumstances, which includes the preparation of the Local Plan. Green Belt Area 14a has been developed and is now made up of a housing development. Area 14a has been removed from the Green Belt as recommended by the Green Belt Review (2017) and as detailed on the Regulation 19 Local Plan Policy Map.	DLP/1189
GB1.18	Consider updating evidence base.	Additional evidence base work has been carried out in the form of the Green Belt Review (2017). Updates to site assessments have been carried out as required. Reference to the rugby club and tennis club have been removed	DLP/1893
GB1.22	Consider amending Policies Map.	Basildon Council have worked with Essex County Council as the education authority to identify the school sites across the Borough which would require expansion in order to support the proposed housing developments included in the Local Plan. Those school sites which are currently located on the edge of a settlement within the Green Belt, and which would require expansion would need to demonstrate very special circumstances to allow for development within the Green Belt.	DLP/2678
GB1.27	Consider updating evidence base.	<p>Additional evidence base work has been carried out in the form of the Green Belt Review (2017). The methodology considered the role that each Green Belt parcel has to play with regard to each individual purpose of the Green Belt rather than amalgamating the purposes for consideration as previously undertaken for the 2015 Review. Policy GB1 has been re-written following legal advice.</p> <p>The Outline Landscape Appraisals of Potential Strategic Development Sites (December 2015) was carried out after the Landscape Character and Green Belt Landscape Capacity Study Volume 1 and Volume 2 (2014). Volume 2 showed that Site 20/Area 3 was found to have lower landscape sensitivity and therefore a medium relative landscape capacity. The results of this assessment are as The Landscape Partnership has identified as part of their more recent research.</p>	DLP/3802

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB1.28	Review compliance with national policy.	Additional evidence base work has been carried out in the form of the Green Belt Review (2017). The methodology considered the role that each Green Belt parcel has to play with regard to each individual purpose of the Green Belt rather than amalgamating the purposes for consideration as previously undertaken for the 2015 Review. Policy GB1 has been re-written following legal advice.	DLP/3802
GB1.31	Keep Green Belt extent under review in the development of the Local Plan	<p>The Borough's future housing need is based on the findings of the Strategic Housing Market Assessment which was commissioned by the Council in partnership with neighbouring authorities. Policy restrictions, such as Green Belt, are not a factor in calculating the housing need. However they can be a factor in determining the housing target for an area and this has been considered by the Council where it would be unable to accommodate all of its OAN within the urban area. Only 6,500-7,000 homes can be accommodated within the urban area. Unmet housing need has not been the only consideration when determining whether revisions to the Green Belt boundary constitutes 'exceptional circumstances'. A sustainability appraisal report has been prepared, which assesses the relative merits of different levels of growth. That appraisal, prepared independently of the Council, concludes that the level of growth set out in the Draft Local Plan is the most sustainable, generating benefits across a range of social, environmental and economic indicators. Lower levels of growth would not result in such sustainable outcomes. Poor outcomes in terms of the economy or social welfare provide justification for not pursuing lower levels of growth, and consequently for accommodating some development in the Green Belt. Policy GB1 has been re-written following legal advice.</p> <p>Additional evidence base work has been carried out, including Green Belt Review (2017), to assess the development potential within the Green Belt, the results of which have been combined with other evidence base work to inform the proposed site allocations in the next version of the Local Plan as detailed in the Housing Options Topic Paper.</p>	DLP/239, DLP/1111, DLP/1149, DLP/1162, DLP/1411, DLP/1512, DLP/1590, DLP/1598, DLP/1636, DLP/1668, DLP/1688, DLP/1701, DLP/1709, DLP/1724, DLP/1777, DLP/1823, DLP/1889, DLP/1896, DLP/1933, DLP/1951, DLP/2064, DLP/2096, DLP/2106, DLP/2107, DLP/2121, DLP/2356, DLP/2405, DLP/2425, DLP/2444, DLP/2477, DLP/2491, DLP/2588, DLP/2607, DLP/2641, DLP/2652, DLP/2663, DLP/2674, DLP/2856, DLP/2891, DLP/2892, DLP/2907, DLP/2917, DLP/2992, DLP/3097, DLP/3098, DLP/3122, DLP/3134, DLP/3147, DLP/3183, DLP/3203, DLP/3218, DLP/3229, DLP/3230, DLP/3240, DLP/3259, DLP/3278, DLP/3294, DLP/3318, DLP/3381, DLP/3390, DLP/3397, DLP/3400, DLP/3421, DLP/3423, DLP/3447, DLP/3462, DLP/3467, DLP/3488, DLP/3494, DLP/3507, DLP/3516, DLP/3530, DLP/3537, DLP/3546, DLP/3561, DLP/3585, DLP/3587, DLP/3601, DLP/3612, DLP/3614, DLP/3633, DLP/3641, DLP/3647, DLP/3666, DLP/3668, DLP/3688, DLP/3695,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/3707, DLP/3718, DLP/3727, DLP/3736, DLP/3748, DLP/3761, DLP/3772, DLP/3781, DLP/3790, DLP/3814, DLP/3824, DLP/3835, DLP/3838, DLP/3847, DLP/3865, DLP/3873, DLP/3891, DLP/3896, DLP/3909, DLP/3912, DLP/3925, DLP/3935, DLP/3941, DLP/3956, DLP/3966, DLP/3970, DLP/3983, DLP/3993, DLP/4012, DLP/4027, DLP/4040, DLP/4042, DLP/4059, DLP/4067, DLP/4082, DLP/4097, DLP/4112, DLP/4119, DLP/4126, DLP/4139, DLP/4142, DLP/4143, DLP/4159, DLP/4168, DLP/4177, DLP/4186, DLP/4196, DLP/4205, DLP/4232, DLP/4240, DLP/4244, DLP/4260, DLP/4263, DLP/4278, DLP/4279, DLP/4287, DLP/4291, DLP/4307, DLP/4321, DLP/4345, DLP/4362, DLP/4366, DLP/4378, DLP/4387, DLP/4400, DLP/4449, DLP/4465, DLP/4477, DLP/4486, DLP/4499, DLP/4514, DLP/4525, DLP/4535, DLP/4546, DLP/4553, DLP/4561, DLP/4568, DLP/4578, DLP/4603, DLP/4615, DLP/4624, DLP/4630, DLP/4639, DLP/4648, DLP/4662, DLP/4671, DLP/4683, DLP/4692, DLP/4701, DLP/4710, DLP/4726, DLP/4736, DLP/4737, DLP/4759, DLP/4788, DLP/4790, DLP/4819, DLP/4821, DLP/4822, DLP/4855, DLP/4857, DLP/4873, DLP/4879, DLP/4901, DLP/4911,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/4928, DLP/4979, DLP/4988, DLP/4997, DLP/5006, DLP/5015, DLP/5025, DLP/5040, DLP/5049, DLP/5058, DLP/5069, DLP/5088, DLP/5090, DLP/5109, DLP/5124, DLP/5133, DLP/5142, DLP/5160, DLP/5169, DLP/5179, DLP/5188, DLP/5197, DLP/5206, DLP/5215, DLP/5224, DLP/5233, DLP/5242, DLP/5251, DLP/5260, DLP/5269, DLP/5278, DLP/5296, DLP/5321, DLP/5330, DLP/5339, DLP/5348, DLP/5357, DLP/5366, DLP/5375, DLP/5384, DLP/5393, DLP/5402, DLP/5411, DLP/5420, DLP/5429, DLP/5472, DLP/5481, DLP/5490, DLP/5499, DLP/5509, DLP/5526, DLP/5538, DLP/5547, DLP/5556, DLP/5564, DLP/5572, DLP/5581, DLP/5590, DLP/5599, DLP/5608, DLP/5617, DLP/5626, DLP/5635, DLP/5644, DLP/5653, DLP/5662, DLP/5671, DLP/5680, DLP/5690, DLP/5714, DLP/5724, DLP/5733, DLP/5744, DLP/5757, DLP/5767, DLP/5778, DLP/5789, DLP/5798, DLP/5809, DLP/5818, DLP/5827, DLP/5836, DLP/5845, DLP/5855, DLP/5864, DLP/5876, DLP/5889, DLP/5898, DLP/5907, DLP/5916, DLP/5925, DLP/5934, DLP/5944, DLP/5962, DLP/5971, DLP/5980, DLP/5989, DLP/5998, DLP/6007, DLP/6016, DLP/6025, DLP/6034,

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			DLP/6043, DLP/6052, DLP/6061, DLP/6071, DLP/6080, DLP/6089, DLP/6098, DLP/6107, DLP/6116, DLP/6126, DLP/6144, DLP/6153, DLP/6162, DLP/6172, DLP/6181, DLP/6190, DLP/6199, DLP/6208, DLP/6217, DLP/6231, DLP/6240, DLP/6250, DLP/6261, DLP/6270, DLP/6278, DLP/6287, DLP/6296, DLP/6305, DLP/6314, DLP/6323, DLP/6332, DLP/6341, DLP/6350, DLP/6359, DLP/6368, DLP/6377, DLP/6386, DLP/6395, DLP/6404, DLP/6422, DLP/6431, DLP/6444, DLP/6463, DLP/6472, DLP/6481, DLP/6490, DLP/6499, DLP/6511, DLP/6520, DLP/6529, DLP/6538, DLP/6547, DLP/6556, DLP/6566, DLP/6576, DLP/6585, DLP/6595, DLP/6603, DLP/6612, DLP/6621, DLP/6630, DLP/6639, DLP/6658, DLP/6667, DLP/6676, DLP/6686, DLP/6695, DLP/6704, DLP/6713, DLP/6722, DLP/6731, DLP/6741, DLP/6750, DLP/6759, DLP/6768, DLP/6777, DLP/6786, DLP/6795, DLP/6804, DLP/6813, DLP/6822, DLP/6831, DLP/6840, DLP/6849, DLP/6858, DLP/6868, DLP/6877, DLP/6886, DLP/6895, DLP/6904, DLP/6913, DLP/6922, DLP/6931, DLP/6940, DLP/6949, DLP/6958, DLP/6967, DLP/6976, DLP/6985, DLP/6994, DLP/7003, DLP/7004, DLP/7013, DLP/7022, DLP/7032,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/7064, DLP/7142, DLP/7160, DLP/7175, DLP/7182, DLP/7623, DLP/7629, DLP/7635, DLP/7641, DLP/7647, DLP/7653, DLP/7659, DLP/7665, DLP/7671, DLP/7677, DLP/7683, DLP/7689, DLP/7695, DLP/7701, DLP/7707, DLP/7713, DLP/7719, DLP/7725, DLP/7731, DLP/7737, DLP/7747, DLP/7753, DLP/7759, DLP/7765, DLP/7771, DLP/7777, DLP/7783, DLP/7789, DLP/7795, DLP/7801, DLP/7807, DLP/7813, DLP/7819, DLP/7825, DLP/7831, DLP/7837, DLP/7843, DLP/7849, DLP/7855, DLP/7861, DLP/7867, DLP/7873, DLP/7879, DLP/7885, DLP/7891, DLP/7897, DLP/7903, DLP/7915, DLP/7921, DLP/7927, DLP/7935, DLP/7941, DLP/7948, DLP/7950, DLP/7962, DLP/7968, DLP/7974, DLP/7980, DLP/7986, DLP/7992, DLP/7998, DLP/8004, DLP/8007, DLP/8048, DLP/8054, DLP/8060, DLP/8066, DLP/8072, DLP/8078, DLP/8084, DLP/8090, DLP/8096, DLP/8102, DLP/8108, DLP/8114, DLP/8120, DLP/8126, DLP/8132, DLP/8138, DLP/8144, DLP/8150, DLP/8156, DLP/8162, DLP/8168, DLP/8174, DLP/8180, DLP/8186, DLP/8192, DLP/8198, DLP/8204, DLP/8215, DLP/8221, DLP/8228, DLP/8240, DLP/8246, DLP/8252, DLP/8258, DLP/8264, DLP/8270, DLP/8276,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/8282, DLP/8288, DLP/8294, DLP/8300, DLP/8307, DLP/8313, DLP/8319, DLP/8325, DLP/8331, DLP/8337, DLP/8343, DLP/8349, DLP/8355, DLP/8361, DLP/8367, DLP/8373, DLP/8379, DLP/8385, DLP/8391, DLP/8397, DLP/8403, DLP/8409, DLP/8415, DLP/8422, DLP/8428, DLP/8434, DLP/8440, DLP/8446, DLP/8452, DLP/8459, DLP/8460, DLP/8466, DLP/9621 DLP/9627, DLP/9633, DLP/9636 DLP/9639, DLP/9645, DLP/9653, DLP/9655, DLP/9662, DLP/9668, DLP/9674, DLP/9680, DLP/9686, DLP/9692, DLP/9698, DLP/9704, DLP/9711, DLP/9717, DLP/9724, DLP/9730, DLP/9737, DLP/9746, DLP/9750, DLP/9753, DLP/9759, DLP/9765, DLP/9771, DLP/9777, DLP/9783, DLP/9789, DLP/9796, DLP/9802, DLP/9809, DLP/9815, DLP/9821, DLP/9827, DLP/9836, DLP/9843, DLP/9852, DLP/9859, DLP/9866, DLP/9867, DLP/9877, DLP/9892, DLP/9898, DLP/9910, DLP/9912, DLP/9923, DLP/9932, DLP/9939, DLP/9951, DLP/9961, DLP/9967, DLP/9974, DLP/9977, DLP/9988, DLP/9997, DLP/10005, DLP/10009, DLP/10021, DLP/10026, DLP/10029, DLP/10037, DLP/10048, DLP/10056, DLP/10062, DLP/10064, DLP/10074, DLP/10084, DLP/10093, DLP/10103, DLP/10110, DLP/10130,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10141, DLP/10143, DLP/10147, DLP/10166, DLP/10167, DLP/10172, DLP/10189, DLP/10192, DLP/10209, DLP/10210, DLP/10223, DLP/10233, DLP/10235, DLP/10241, DLP/10246, DLP/10257, DLP/10269, DLP/10279, DLP/10290, DLP/10296, DLP/10302, DLP/10307, DLP/10308, DLP/10321, DLP/10322, DLP/10323, DLP/10332, DLP/10344, DLP/10369, DLP/10371, DLP/10387, DLP/10398, DLP/10401, DLP/10411, DLP/10425, DLP/10428, DLP/10429, DLP/10445, DLP/10450, DLP/10451, DLP/10466, DLP/10476, DLP/10478, DLP/10488, DLP/10489, DLP/10501, DLP/10503, DLP/10521, DLP/10527, DLP/10540, DLP/10543, DLP/10544, DLP/10553, DLP/10569, DLP/10575, DLP/10581, DLP/10587, DLP/10588, DLP/10591, DLP/10605, DLP/10606, DLP/10622, DLP/10626, DLP/10640, DLP/10649, DLP/10655, DLP/10664, DLP/10668, DLP/10677, DLP/10687, DLP/10703, DLP/10704, DLP/10714, DLP/10733, DLP/10737, DLP/10744, DLP/10754, DLP/10761, DLP/10777, DLP/10778, DLP/10779, DLP/10795, DLP/10797, DLP/10809, DLP/10819, DLP/10821, DLP/10838, DLP/10844, DLP/10847, DLP/10853, DLP/10866, DLP/10875, DLP/10879, DLP/10880, DLP/10896, DLP/10906, DLP/10918, DLP/10919, DLP/10926, DLP/10935, DLP/10952, DLP/10953, DLP/10961, DLP/10962, DLP/10969,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10982, DLP/10986, DLP/11000, DLP/11009, DLP/11014, DLP/11017, DLP/11024, DLP/11034, DLP/11035, DLP/11036, DLP/11049, DLP/11063, DLP/11070, DLP/11074, DLP/11077, DLP/11094, DLP/11106, DLP/11107, DLP/11110, DLP/11122, DLP/11127, DLP/11139, DLP/11147, DLP/11156, DLP/11162, DLP/11167, DLP/11173, DLP/11190, DLP/11199, DLP/11205, DLP/11208, DLP/11212, DLP/11216, DLP/11224, DLP/11228, DLP/11230, DLP/11243, DLP/11255, DLP/11257, DLP/11269, DLP/11278, DLP/11279, DLP/11294, DLP/11301, DLP/11315, DLP/11317, DLP/11318, DLP/11326, DLP/11344, DLP/11355, DLP/11358, DLP/11370, DLP/11371, DLP/11379, DLP/11386, DLP/11407, DLP/11425, DLP/11436, DLP/11445, DLP/11454, DLP/11462, DLP/11468, DLP/11476, DLP/11481, DLP/11493, DLP/11499, DLP/11504, DLP/11514, DLP/11516, DLP/11526, DLP/11529, DLP/11538, DLP/11550, DLP/11551, DLP/11556, DLP/11566, DLP/11589, DLP/11595, DLP/11596, DLP/11602, DLP/11616, DLP/11617, DLP/11631, DLP/11643, DLP/11649
GB1.33	Consider wording changes.	Policy GB1, Part 3 refers to Green Belt providing ‘a vital role in maintaining the clear separation of settlements of individual character and identity, both within and outside of the Borough. It is crucial that these key strategic gaps are maintained and therefore the highest level of protection will be afforded to the Green Belt in these locations’. As Part 3 refers specifically to one of the five	DLP/323

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>purposes of the Green Belt and the Green Belt Review (2017) does not score all Green Belt within the Borough as meeting this purpose, the highest level of protection cannot therefore be afforded to all Green Belt under this part of the policy. Policy GB1 has been re-written following legal advice.</p>	
GB1.34	<p>Consider wording changes and amending Policies Map.</p>	<p>Basildon Council have worked with Essex County Council as the education authority to identify the school sites across the Borough which would require expansion in order to support the proposed housing developments included in the Local Plan. Those school sites which are currently located on the edge of a settlement within the Green Belt, and which would require expansion would need to demonstrate very special circumstances to allow for development within the Green Belt.</p>	DLP/2679
GB1.38	<p>Consider reviewing evidence base</p>	<p>A review of the methodology used in producing the Green Belt Review was commissioned by the Planning Advisory Service, and following some minor suggestions the methodology was deemed as robust.</p> <p>The Green Belt Review (2017) has since been produced, to assess the development potential within the Green Belt, the results of which have been combined with other evidence base work to inform the proposed site allocations in the next version of the Local Plan.</p>	DLP/5873, DLP/8037
GB1.42	<p>Keep Green Belt extent under review in the development of the Local Plan</p>	<p>The Borough's future housing need is based on the findings of the Strategic Housing Market Assessment which was commissioned by the Council in partnership with neighbouring authorities. Policy restrictions, such as Green Belt, are not a factor in calculating the housing need. However they can be a factor in determining the housing target for an area and this has been considered by the Council where it would be unable to accommodate all of its OAN within the urban area. Only 6,500-7,000 homes can be accommodated within the urban area. Unmet housing need has not been the only consideration when determining whether revisions to the Green Belt boundary constitutes 'exceptional circumstances'. A sustainability appraisal report has been prepared, which assesses</p>	DLPQQ/971

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>the relative merits of different levels of growth. That appraisal, prepared independently of the Council, concludes that the level of growth set out in the Draft Local Plan is the most sustainable, generating benefits across a range of social, environmental and economic indicators. Lower levels of growth would not result in such sustainable outcomes. Poor outcomes in terms of the economy or social welfare provide justification for not pursuing lower levels of growth, and consequently for accommodating some development in the Green Belt. Policy GB1 has been re-written following legal advice.</p> <p>Additional evidence base work has been carried out, including Green Belt Review (2017), to assess the development potential within the Green Belt, the results of which will be combined with other evidence base work to inform the proposed site allocations in the next version of the Local Plan.</p>	
GB2.4	Review figures and consider wording changes.	The amount of Green Belt to be retained was written incorrectly within the 'Draft Local Plan Frequently Asked Questions', the correct figure is detailed within the Local Plan.	DLP/921
GB2.6	Keep Green Belt extent under review in the development of the Local Plan.	The Green Belt Review (2017) identified that Area 40, to which Greenacres Farm lies within, is key in preventing 'neighbouring towns from merging into one another'. This is just one piece of evidence base work which has identified Green Belt Area 40 as the only piece of Green Belt which separates Wickford and Ramsden Bellhouse. By reviewing the Local Plan evidence base the Housing Options Topic Paper identified that the proposed development of Greenacres Farm would have greater landscape and Green Belt impacts, and it is remote from the main towns within Basildon Borough, it is therefore not recommended for development.	DLP/2431
GB2.7	Keep Green Belt extent under review in the development of the Local Plan	The Green Belt Review (2017) identified that Area 54 is key in preventing 'neighbouring towns from merging into one another'. This is just one piece of evidence base work which has identified Green Belt Area 54 as performing fundamental role in maintaining the separation of Basildon, Bowers Gifford and South Benfleet. By reviewing the Local Plan evidence base the Housing Options Topic	DLP/2422, DLP/2440

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Paper identified that the proposed development of land between the A13 and London Road, as an extension or alternative to draft allocation H13, including a care/nursing home was not recommended in isolation, however the preferred option for H13 does include an extension to the nursing home in this location.	
GB2.8	Keep Green Belt extent under review in the development of the Local Plan	Draft ouising site H14 would not involve full redevelopment of Green Belt Areas 45, 46 and 68, it would only involve a section of the northern part of each Area. By reviewing the Local Plan evidence base the Housing Options Topic Paper identified that the proposed development of site H14 would provide a clearer Green Belt boundary.	DLP/3454
GB3.2	Keep Green Belt extent under review in the development of the Local Plan	<p>The Plotland Study (2015) identified the Break Egg Hill Plotland as being a Plotland area but did not recommend the area to be allocated as a Plotland Infill Area for the purposes of infilling as set out previously in Policy GB3 – Plotland Infill. Additional evidence base work has been carried out in the form of a Green Belt Infill Policy Options Topic Paper (2017) which reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to set of prescriptive criteria.</p> <p>The Plotland Topic Paper (2017) considered whether the plotlands are required to remain allocated on the Local Plan Policy Map and determined that as there is no longer any local policy that relates specifically to the plotlands, the plotland areas are no longer required to be shown on the Local Plan Policy Map.</p> <p>The Settlement Hierarchy Review (2015) also considered whether the Break Egg Hill plotland area is a separate settlement. The Review concluded that as the Break Egg Hill Plotland sits on the eastern edge of Billericay, adjacent to the urban area, it is difficult to distinguish it as a separate settlement, and due to its limited access to services, it relies on Billericay to meet its needs.</p>	DLP/458, DLP/20124

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Consequently, this plotland also forms part of the settlement of Billericay.	
GB3.10	Consider wording changes.	The GB3 Plotland Infill policy has been replaced with the GB4 Green Belt Infill Policy. The revised policy does not require the occupation of any new property solely by self-builders or those with local needs arising from the plotland settlement. The approach used in the Plotland Infill policy was unjustified as it provides additional restrictions on the potential occupier/builders. . See change no: LP14.39.	DLP/469
GB3.11	Consider wording changes.	The Green Belt Infill Policy Topic Paper (2017) carried out an impact assessment of allowing Green Belt Infill development in both the plotland areas and wider Green Belt. It was established that the subdivision of plots would be acceptable on some plots providing all relevant criteria set out within the policy GB4 Green Belt Infill are also met as required.	DLP/1077
GB3.12	Consider Policies Map changes.	<p>The Plotland Study (2015) identified the Break Egg Hill Plotland as being a Plotland but did not recommend the area to be allocated as a Plotland Infill Area for the purposes of infilling as set out previously in Policy GB3 – Plotland Infill. Additional evidence base work has been carried out in the form of a Green Belt Infill Policy Options Topic Paper (2017) which reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria.</p> <p>The Plotland Topic Paper (2017) considered whether the plotlands are required to remain allocated on the Local Plan Policy Map and determined that as no local policy relates specifically to the plotlands anymore, the plotlands are no longer require to be shown on the Local Plan Policy Map.</p>	DLP/1486, DLP/1666
GB3.13	Consider reviewing the evidence base.	The Plotland Infill Areas were informed by the Plotland Study (2015) which undertook an assessment of each of the 13 Plotland areas to identify their potential for development which would not harm the openness of the Green Belt. The study was informed by the Housing	DLP/1147, DLP/5036

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>and Economic Land Availability Assessment (HELAA), as well as desktop assessments and site visits. The Plotland Infill Areas covered the areas of the plotlands that were considered to be suitable for limited infill for low height housing such as bungalows and chalets subject to compliance with the criteria set out in Draft Policy GB3 Plotland Infill. Not all land parcels within the proposed plotland infill areas would meet the criteria. The Council allocated suitable sites for gypsy and traveller pitches based on the Gypsy and Traveller and Travelling Showpeople Sites Study and these are identified separately on the Policies Map and under former Policy H4 New Gypsy and Traveller Pitch and Travelling Showpeople Plot Provision.</p> <p>Additional evidence base work has since been carried out in the form of a Green Belt Infill Policy Options Topic Paper (2017) which reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF. See change no: LP14.39.</p>	
GB3.14	Consider wording changes.	<p>The Green Belt Infill Policy Topic Paper (2017) has identified a set of prescriptive criteria which would be a justified approach to infill development within the Green Belt. The proposed replacement policy would ensure any Green Belt infill would not detrimentally impact the openness of the Green Belt or the character of the area. Specific criteria relating to plot sizes has not been stated as this could potentially limit flexibility of the policy, however, any infill would need to be of similar size and scale as neighbouring properties which should provide adequate flexibility. See change no: LP14.39.</p>	DLP/1217, DLP/1621, DLP/2810, DLP/2808

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB3.15	Consider reviewing the evidence base and Hovefields & Honiley Neighbourhood Area as an alternative site for development potential.	<p>The Plotland Infill Areas were informed by the Plotland Study (2015) which undertook an assessment of each of the 13 Plotland areas to identify their potential for development which would not harm the openness of the Green Belt. The study was informed by the Housing and Economic Land Availability Assessment (HELAA), as well as desktop assessments and site visits. The Plotland Infill Areas covered the areas of the plotlands that were considered to be suitable for limited infill for low height housing such as bungalows and chalets subject to compliance with the criteria set out in Draft Policy GB3 Plotland Infill. Not all land parcels within the proposed plotland infill areas would meet the criteria. The Council allocated suitable sites for gypsy and traveller pitches based on the Gypsy and Traveller and Travelling Showpeople Sites Study and these are identified separately on the Policies Map and under former Policy H4 New Gypsy and Traveller Pitch and Travelling Showpeople Plot Provision.</p> <p>Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF.</p> <p>Policy GB4 Green Belt Infill would apply to the Green Belt within the whole of the Basildon Borough, including Hovefields & Honiley Neighbourhood Area, and any proposed development would be subject to complying with all the criteria set out in the policy. See change no: LP14.39.</p>	DLP/1563, DLP/2382

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB3.16	Review outcome of Serviced Settlement Review and amend relevant policies as appropriate.	<p>The Green Belt Infill Policy Topic Paper (2017) proposed the replacement of GB3 Plotland Infill with GB4 Green Belt Infill. The revised policy would allow for limited infill within the Green Belt where an application site would comply with the necessary policy criteria. This would likely reduce the potential number of dwellings that could have come forward through the plotland infill policy (circa 50) and no longer only applies to previously proposed designated plotland infill areas, instead any Green Belt land could potentially be suitable if it meets the Green Belt Infill policy criteria.</p> <p>The Serviced Settlement Review (2017) identified that the number of potential dwellings to come forward if the Plotland Infill policy were to go ahead would be 35 rather than 50. It also found that the sites proposed to be removed from the Green Belt through extending the village envelope would only provide 25-27 dwellings not the 45 originally anticipated. The Review identified a number of further areas within Crays Hill that were put forward through the Housing and Economic Land Availability Assessment (HELAA) which could be suitable for housing. These options have been considered and the housing growth policy for Crays Hill proposes 11 locations for growth amounting to between 65 and 70 new dwellings.</p>	DLP/1738, DLP/1521, DLP/1181, DLP/1410, DLP/1504, DLP/1792, DLP/1799, DLP/349
GB3.18	Consider reviewing the evidence base.	Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill (which replaces GB3 Plotland Infill) has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF. The policy criteria would ensure that development would not be	DLP/2372, DLP/8032, DLP/8212

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>suitable where it is not considered to be infill development within the Green Belt. See change no: LP14.39.</p> <p>Evidence base work has been undertaken to inform and justify where Gypsies, Travellers and Travelling Showpeople development should be located within the Borough.</p>	
GB3.20	Consider wording changes.	<p>Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill (which replaces GB3 Plotland Infill) has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF. Whilst the Topic Paper identified a potential number of dwellings that could come forward for infill development within the Green Belt it is not a guarantee or a restriction, it is an assessment of potential. Plot sizes have been considered and the approach taken in Policy GB3 (now GB4) is for the plot sizes to have a similar average width to the surrounding plot sizes, this is considered to be the most robust approach to protect the character of the Green Belt. See change no: LP14.39.</p> <p>Replacement buildings in the Green Belt are dealt with by Policy GB6 in the Local Plan.</p>	DLP/2791 DLP/7150
GB3.24	Consider Policies Map changes.	<p>Additional evidence base work has been carried out since the Draft Local Plan in the form of a Green Belt Infill Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised</p>	DLP/409, DLP/1407

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>policy GB4 – Green Belt Infill (which replaces GB3 Plotland Infill) does not focus solely on plotland areas instead it considers the Borough’s whole Green Belt.</p> <p>Further to the Green Belt Infill Topic Paper (2017) a Plotland Topic Paper (2017) was produced to consider whether the plotland areas require allocation on the Local Plan Policy Map. The Topic Paper clarified that as there is no longer a specific policy relating to the plotland areas, they are no longer required to be identified on the Policy Map. The plotland settlements will remain within the Green Belt where policies in the Local Plan Green Belt chapter will apply.</p>	
GB3.25	Review outcome of Serviced Settlement Review and amend relevant policies as appropriate.	<p>The Green Belt Infill Policy Topic Paper (2017) proposed the replacement of GB3 Plotland Infill with GB4 Green Belt Infill. The revised policy would allow for limited infill within the Green Belt where an application site would comply with the necessary policy criteria. This would likely reduce the potential number of dwellings that could have come through the plotland infill policy (circa 50) and no longer only applies to previously proposed designated plotland infill areas, instead any Green Belt land could potentially be suitable if it meets the Green Belt Infill policy criteria. See change no: LP14.39.</p> <p>The Serviced Settlement Review (2017) identified that the number of potential dwellings to come forward if the Plotland Infill policy were to go ahead would be 35 rather than 50. It also found that the sites proposed to be removed from the Green Belt through extending the village envelope would only provide 25-27 dwellings not the 45 originally anticipated. The Review identified a number of further areas within Crays Hill that were put forward through the Housing and Economic Land Availability Assessment (HELAA) which could be suitable for housing. These options have been considered and the housing growth policy for Crays Hill proposes 11 locations for growth amounting to between 65 and 70 new dwellings.</p>	DLP/3880

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB3.27	Consider reviewing evidence base and inclusion of Hovefields and Honiley under Policy GB3.	<p>The Plotland Infill Areas were informed by the Plotland Study (2015) which undertook an assessment of each of the 13 Plotland areas to identify their potential for development which would not harm the openness of the Green Belt. The study was informed by the Housing and Economic Land Availability Assessment (HELAA), as well as desktop assessments and site visits. The Plotland Infill Areas cover the areas of the plotlands that were considered to be suitable for limited infill for low height housing such as bungalows and chalets subject to compliance with the criteria set out in Draft Policy GB3 Plotland Infill. Not all land parcels within these plotland infill areas would meet the criteria. The Council allocated suitable sites for gypsy and traveller pitches based on the Gypsy and Traveller and Travelling Showpeople Sites Study and these are identified separately on the Policies Map and under Policy H4 New Gypsy and Traveller Pitch and Travelling Showpeople Plot Provision.</p> <p>Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF.</p> <p>Policy GB4 Green Belt Infill would apply to the Green Belt within the whole of the Basildon Borough, including Hovefields & Honiley Neighbourhood Area, and any proposed development would be subject to complying with all the criteria set out in the policy. See change no: LP14.39.</p>	DLP/5036

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB3.31	Review if changes to evidence base or priorities occur.	The GB3 Plotland Infill policy has been replaced with the GB4 Green Belt Infill Policy. The revised policy does not require the occupation of any new property solely by self-builders or those with local needs arising from the plotland settlement. The approach used in the Plotland Infill policy is unjustified as it provides additional restrictions on the potential occupier/builders. See change no: LP14.39.	DLP/470
GB3.33	Consider Policies Map changes.	<p>The Plotland Study (2015) identified the Break Egg Hill Plotland as being a Plotland but did not recommend the area to be allocated as a Plotland Infill Area for the purposes of infilling as set out previously in Policy GB3 – Plotland Infill, Break Egg Hill Plotland would not be removed the Green Belt.</p> <p>Additional evidence base work has been carried out in the form of a Green Belt Infill Policy Options Topic Paper (2017) which reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. See change no: LP14.39.</p> <p>Policy NE2 Areas of Higher Landscape Value has been withdrawn from the Local Plan. The approach taken to the identification of these designations was reviewed independently by the Council's landscape consultants. The decision has been taken to delete this policy and its associated designations and strengthen policy NE6 (now NE5) to ensure that the landscape character of all locations is a consideration when determining planning applications. This revised approach is consistent with the NPPF and advice issued by Natural England. See Change no. LP16.19.</p>	DLP/1259
GB3.34	Consider wording changes.	Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of	DLP/422, DLPQQ/62

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>prescriptive criteria. The revised policy GB4 – Green Belt Infill has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF. See change no: LP14.39.</p>	
GB3.35	<p>Consider Hovefields & Honiley Neighbourhood Area as an alternative site for development potential.</p>	<p>The Plotland Infill Areas were informed by the Plotland Study (2015) which undertook an assessment of each of the 13 Plotland areas to identify their potential for development which would not harm the openness of the Green Belt. The study was informed by the HELAA, as well as desktop assessments and site visits. The Plotland Infill Areas cover the areas of the plotlands that were considered to be suitable for limited infill for low height housing such as bungalows and chalets subject to compliance with the criteria set out in Draft Policy GB3 Plotland Infill. Not all land parcels within these plotland infill areas would meet the criteria. The Council allocated suitable sites for gypsy and traveller pitches based on the Gypsy and Traveller and Travelling Showpeople Sites Study and these are identified separately on the Policies Map and under former Policy H4 New Gypsy and Traveller Pitch and Travelling Showpeople Plot Provision.</p> <p>Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF.</p>	DLP/1147, DLP/5036

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Policy GB4 Green Belt Infill would apply to the Green Belt within the whole of the Basildon Borough, including Hovefields & Honiley Neighbourhood Area, and any proposed development would be subject to complying with all the criteria set out in the policy. See change no: LP14.39.	
GB3.36	Consider wording changes.	<p>The GB3 Plotland Infill policy did not involve removing land from the Green Belt, instead it would have allowed for limited residential infill within the allocated plotland infill areas subject to meeting the necessary policy criteria. However Policy GB3 Plotland Infill has been replaced and is now GB4 Green Belt Infill. The Green Belt Infill policy would allow for limited residential infill development, subject to meeting the necessary policy criteria, in the Borough's Green Belt and would not apply only to plotland infill areas as previously identified. See change no: LP14.39.</p> <p>Sites suitable for New Gypsy, Traveller and Travelling Showpeople have been identified through Policy H6 New Gypsy and Traveller Pitch and Travelling Showpeople Plot Provision. See Change no. LP11.16.</p>	DLP/31
GB3.37	Consider wording changes.	The GB3 Plotland Infill policy has been replaced with the GB4 Green Belt Infill Policy. The revised policy does not require the occupation of any new property solely by self-builders or those with local needs arising from the plotland settlement. The approach used in the Plotland Infill policy is unjustified as it provides additional restrictions on the potential occupier/builders. See change no: LP14.39.	DLP/31
GB3.38	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater	DLP/765, DLP/20448, DLP/9619, DLP/9620

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF. See change no: LP14.39.	
GB3.41	Consider wording changes.	The Plotlands Study (2015) has been amended to the Plotland Study (2017) June 2017 Update and reflects this comment.	DLPQQ/80
GB3.47	Consider reviewing the evidence base.	Additional evidence base work has been carried out since the Draft Local Plan was produced in the form of a Green Belt Infill Policy Options Topic Paper (2017). The Topic Paper reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to a set of prescriptive criteria. The revised policy GB4 – Green Belt Infill has a set of prescriptive requirements which would ensure that any infill development within the Green Belt would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, in line with the NPPF. See change no: LP14.39.	DLPQQ/942
GB4.4	Review evidence base.	The Green Belt Review is only one piece of the evidence base work that is used to identify the strategic housing sites. The Housing Options Topic Paper reviews all of the relevant Local Plan evidence base work for each strategic housing site allocation and provides an officers recommendation for each of the options which clarifies why each site has been allocated.	DLP/795, DLPQQ/477, DLPQQ/301, DLPQQ/343
GB4.7	Consider wording changes.	Policy GB3 (Previously GB4) has been amended to provide further clarity in relation to the Council's position on new development within the Green Belt. Removing permitted development rights to development within the Green Belt is common practice to ensure sites are given greater protection from further development which may be inappropriate. This additional local policy consideration is not deemed to be unreasonable. However, the wording has been changed to reflect that this requirement may not apply to all Green Belt development proposals. See change no: LP14.27.	DLP/423, DLP/461, DLP/1359
GB5.2	Consider wording changes.	Former Policy GB5 Extensions and Alterations to Buildings in the Green Belt and Policy GB6 Replacement Buildings in the Green Belt	DLP/70

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		have been amended to reflect the comment made. See change no: LP14.50.	
GB5.4	Consider wording changes.	<p>The Council has reviewed a number of recently adopted Local Plans for Council's that have Green Belt areas. In general, proposals to extend the original building by more than one third, either individually or cumulatively with other extensions, are considered 'disproportionate' and therefore inappropriate in Green Belt.</p> <p>Therefore the threshold of one third is regarded as achieving the appropriate balance in most circumstances. Whereas an increase in the original floor space up to 180 sq.m is not considered as proportionate as the floorspace amount increase may differ largely from the original dwelling size. It was also an amount much larger than that adopted in the Basildon District Local Plan (extended by 35 sq.m or to 90 sq.m over and above the original dwelling whichever was the greater) and appeal decisions did not attach much weight to the higher 180sq.m amount as it did not form part of the Development Plan. See change no: LP14.56.</p> <p>Reference within Policy GB5 to basements and rooms in the roof has now been given to provide clarity to the Council's position. See change no: LP14.48.</p>	DLP/3376
GB5.5	Consider wording changes.	<p>The evidence base section within Policy GB5 sets out the reasons why the Council are seeking to set further local criteria above what is set out in the NPPF. Justification has been given as to why the further criteria have been proposed.</p> <p>Removing permitted development rights to development within the Green Belt is common practice to ensure sites are given greater protection from further development which may be inappropriate. These additional local policy considerations are not deemed to be unreasonable. The wording has been changed to reflect that this requirement may not apply to all Green Belt development proposals. See change no: LP14.45 and LP14.52.</p>	DLP/426, DLP/462, DLP/1361

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB6.2	Consider wording changes.	Policy GB6 Replacement Buildings in the Green Belt has been amended to allow for an increase in the floorspace of the original building of up to one third unless it can be demonstrated that very special circumstances exist that require additional provision, in line with the National Planning Policy Framework. This amendment will allow the Council to assess proposals that exceed the prescribed amount based on their very special circumstances on a case by case basis. See change no: LP14.53.	DLP/71
GB6.4	Consider wording changes.	<p>The Council has reviewed a number of recently adopted Local Plans for Council's that have Green Belt areas. In general, proposals to extend the original building by more than one third, either individually or cumulatively with other extensions, are considered 'disproportionate' and therefore inappropriate in Green Belt.</p> <p>Therefore the threshold of one third is regarded as achieving the appropriate balance in most circumstances. Whereas an increase in the original floor space up to 180 sq.m is not considered as proportionate as the floorspace amount increase may differ largely from the original dwelling size. It was also an amount much larger than that adopted in the Basildon District Local Plan (extended by 35 sq.m or to 90 sq.m over and above the original dwelling whichever was the greater) and appeal decisions did not attach much weight to the higher 180sq.m amount as it did not form part of the Development Plan. See change no: LP14.56.</p> <p>Reference within Policy GB5 to basements and rooms in the roof has now been given to provide clarity to the Council's position. See change no: LP14.48.</p>	DLP/3377
GB6.5	Consider wording changes.	Removing permitted development rights to development within the Green Belt is common practice to ensure sites are given greater protection from further development which may be inappropriate. These additional local policy considerations are not deemed to be unreasonable. The wording has been changed to reflect that this requirement may not apply to all Green Belt development proposals. See change no: LP14.45 and LP14.52.	DLP/427, DLP/463, DLP/1362

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
GB6.6	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>The Council has reviewed a number of recently adopted Local Plans for Council's that have Green Belt areas. In general, proposals to extend the original building by more than one third, either individually or cumulatively with other extensions, are considered 'disproportionate' and therefore inappropriate in Green Belt.</p> <p>Therefore the threshold of one third is regarded as achieving the appropriate balance in most circumstances. Whereas an increase in the original floor space up to 180 sq.m is not considered as proportionate as the floorspace amount increase may differ largely from the original dwelling size. It was also an amount much larger than that adopted in the Basildon District Local Plan (extended by 35 sq.m or to 90 sq.m over and above the original dwelling whichever was the greater) and appeal decisions did not attach much weight to the higher 180sq.m amount as it did not form part of the Development Plan. See change no: LP14.56.</p> <p>The revision to policies GB5, GB6 and GB8 also include reference to the demonstration of very special circumstances, where this can be provided then consideration will be given to proposals which do not fully comply with the policies. See change no: LP14.49 and LP14.53.</p>	DLP/2651
GB7.2	Consider wording changes.	Removing permitted development rights to development within the Green Belt is common practice to ensure sites are given greater protection from further development which may be inappropriate. These additional local policy considerations are not deemed to be unreasonable. The wording has been changed to reflect that this requirement may not apply to all Green Belt development proposals. See change no: LP14.45 and LP14.52.	DLP/429, DLP/464, DLP/1364
GB8.3	Consider wording changes.	The Council has reviewed a number of recently adopted Local Plans for Council's that have Green Belt areas. In general, proposals to extend the original building by more than one third, either individually or cumulatively with other extensions, are considered 'disproportionate' and therefore inappropriate in Green Belt.	DLP/72

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>Therefore the threshold of one third is regarded as achieving the appropriate balance in most circumstances. Whereas an increase in the original floor space up to 180 sq.m is not considered as proportionate as the floorspace amount increase may differ largely from the original dwelling size. It was also an amount much larger than that adopted in the Basildon District Local Plan (extended by 35 sq.m or to 90 sq.m over and above the original dwelling whichever was the greater) and appeal decisions did not attach much weight to the higher 180sq.m amount as it did not form part of the Development Plan. See change no: LP14.56.</p> <p>The revision to policies GB5, GB6 and GB8 also include reference to the demonstration of very special circumstances, where this can be provided then consideration will be given to proposals which do not fully comply with the policies. See change no: LP14.49 and LP14.53.</p>	
GB8.4	Consider wording changes.	Policy GB8 has been amended and it is considered that it strikes the right balance in allowing proportionate necessary extensions while avoiding harmful impact on the openness of the Green Belt. See change no: LP14.62.	DLP/2592
GB11.3	Consider wording changes.	The supporting text to Policy GB11 refers to the enhancement and improvement of public rights of way and it is covered in the policy under part e).i.	DLP/231, DLP/1447
CHAPTER 15: MEETING THE CHALLENGE OF CLIMATE CHANGE AND FLOODING			
CHP15.1	Consider wording changes.	Representation DLP/2871 directs the Council to consider matters, but does not seek specific changes to the Local Plan. Reference to EA FRMPs and the DEFRA guidance on partnership funding has been included in the supporting text to policy CC2. Policy CC2 has also been amended to make it clear that developers will be expected to fund in full any flood defence or mitigation scheme required to make the development acceptable in planning terms. See change no: LP15.13 and LP15.16.	DLP/2871
CHP15.5	Consider undertaking additional evidence base work.	A review of the proposals set out in representation DLP/579 regarding a large scale CHP Plant at Dunton adjacent to the A127 on the boundary with Brentwood has been undertaken as part of the Renewable Energy Options Topic Paper. That paper concluded that	DLP/579

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>when compared to other reasonable alternative options, a CHP Plant at Dunton would not be the most appropriate way of securing increased renewable energy generation within Basildon. Therefore, this proposal has not been recommended for inclusion in the Basildon Local Plan.</p>	
CC1.3	Consider wording changes.	<p>Representation DLP/128 seeks for a flexible approach to be taken to the carbon efficiency of new homes to enable a range of cost effective technologies and approaches to be taken. The Renewable Energy Topic Paper has considered this matter in relation to the latest advice from BRE on the Fabric First Approach and policy CC1 has been amended to now advocate that approach, which does seek a balance between energy efficiency and renewable energy measures to be struck to achieve carbon emission reductions in the most cost effective way. See change no: LP15.9.</p> <p>Representation DLP/1865 seeks the removal of flexibility from part 1e of policy CC1, as it is considered that all developments must meet their renewable energy requirements. However, there will be some developments that will not be able to make such provision for technical or financial reasons. Without this clause, they would make no contribution at all, and may identify a means by which future development proposals are able to avoid this policy requirement. It is considered that this clause will ensure even where technical or financial reasons make on-site provision impossible, renewable energy provision is secured as a consequence of development. This approach provides a degree of flexibility expected by the NPPF, and it is not recommended that it is changed.</p> <p>Representation DLP/2875 seeks for land adjacent to defences along the Thames Estuary coastline to be protected for the future raising of defences. The area referred to is already subject to protection from development due to Green Belt designation. Furthermore, policies CC2 and CC4 strongly resist development in such locations, as within Basildon Borough there is sufficient land outside Flood Risk Zone 3 for development purposes. Whilst it is appreciated that</p>	DLP/128, DLP/1865, DLP/2875

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		it is appropriate to provide policy on this matter in relation to those areas where development may be permitted close to defences e.g. urban parts of Canvey Island and East Tilbury, it is not considered that this would occur in Basildon Borough due to the location of the defences, and such a requirement would not be appropriate in the local context. It should be noted that the EA would be able to make such representations should an exceptional instance arise.	
CC1.7	Consider updating evidence base.	Representation DLP/2817 seeks the deletion of energy efficiency/renewable energy policy requirements in policy CC1 due to the impact they will have on development viability. It questions the assumptions made within the Whole Plan Viability Assessment in relation to costs associated with this, but only chooses to quote the first part of paragraph 5.3.42 rather than the whole paragraph which clearly indicates the costs assumptions made. The cost impacts of these policy requirements have been tested through the whole plan viability assessment, and have been found to not render the majority of development within the borough unviable. The changes sought by this consultee are not therefore recommended.	DLP/2817
CC2.2	Consider wording changes.	Representation DLP/2475 seeks wording amendments to the Flood Risk Sequential test, as opposed to policy CC2. This has been done separately. Representation DLP/2877 supports policy CC2 but seeks the requirements to safeguard washlands to be extended to all areas identified as flood risk zone 3b. Part 1b of policy CC2 has been amended accordingly. See change no: LP15.14.	DLP/2475, DLP/2877
CC2.5	Consider updating evidence base.	Representation DLP/2368 identifies localised issues with the capacity, or lack thereof, of drainage in the Hovefield area. Policy CC2 deals with the strategic approach to flood risk, which advocates against development in areas where such issues exist, and therefore the matter is dealt with by policy CC2, and the more detailed DM policy DM4. However, as the Hovefield area is being promoted for large scale redevelopment by the Neighbourhood forum, this is a matter that will be taken into consideration when determining whether it is appropriate to allocate that site for	DLP/2368

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		development. No amendment to policy CC2 is recommended in relation to this representation.	
CC4.2	Consider wording changes.	<p>Representation DLP/2696 seeks wording amendments to the Flood Risk Sequential test, as opposed to policy CC4. This has been done separately.</p> <p>Representation DLP/679 queries how flood risk issues have been dealt with through the plan-making process. The Council has used its evidence base as set out in the South Essex SFRA and the South Essex SWMP to inform site allocations, consistent with the approach set out in the NPPF. There is therefore no need to amend policy CC4 in light of this representation.</p> <p>Representation DLP/2696 indicates that residential developments must be designed to be flood resistant to not attract an objection from the Environment Agency. Points 6 and 7 of policy CC4 have been amended to reflect the different requirements that will apply to different vulnerability classifications. See change no: LP15.24 and LP15.25.</p> <p>Representation DLP/2696 also sought some examples of resistance and resilience measures that could be taken within the supporting text. This is detail not necessary for inclusion in the Local Plan.</p> <p>Representation DLP/2759 seeks for SUDs to provide multi-functional benefits. Point 4 of policy CC4 has been amended in this regard. See change no: LP15.23.</p>	DLP/2696, DLP/679, DLP/2879, DLP/2759
CC5.2	Consider wording changes.	<p>Representation DLP/1866 seeks the removal of part h of policy CC5, as it is considered that all developments must meet their renewable energy requirements. The Government has removed support for off-site offsetting of carbon. This requirement has therefore been removed. See change no: LP15.29.</p> <p>Representation DLP/2823 seeks the deletion of policy requirements in policy CC5 due to the impact they will have on development</p>	DLP/1866, DLP/2823

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>viability. It questions the assumptions made within the Whole Plan Viability Assessment in relation to costs associated with this, but only chooses to quote the first part of paragraph 5.3.42 rather than the whole paragraph which clearly indicates the costs assumptions made. The cost impacts of these policy requirements have been tested through the whole plan viability assessment, and have been found to not render the majority of development within the borough unviable. The changes sought by this consultee are not therefore recommended.</p>	
CC6.2	Consider wording changes.	<p>Representation DLP/1867 seeks the removal of part g of policy CC6, as it is considered that all developments must meet their renewable energy requirements. The Government has removed support for off-site offsetting of carbon. This requirement has therefore been removed. See change no: LP15.32.</p>	DLP/1867
CC7.2	Consider wording changes.	<p>Representation DLP/1394 seeks to ensure the impact of renewable energy proposals on neighbouring areas is considered when determining applications. It is a normal function of the DM service to consult neighbouring authorities where any form of development may have an impact across boundaries, and to take any cross boundary planning impacts into account. It is not considered necessary, to specify this requirement in this one policy alone. The South Essex Joint Strategic Plan will address strategic cross-boundary matters.</p> <p>Representation DLP/2597 seeks to avoid the development of solar farms, as it is considered that they would give rise to visual harm within the landscape if on higher ground. However, it is considered that visual harm will vary from place to place within the Borough, and there may be some locations where such provision could be suitably located, as per the Renewable and Low Carbon Energy Constraints and Opportunities Assessment. Consequently, it is not considered appropriate to restrict against this form of development, particularly as this consultee has noted solar voltaic has an important role to play in reducing climate change. No amendment is recommended in respect of this representation.</p>	DLP/1394, DLP/2597, DLP/2691

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Representation DLP/2691 seeks to ensure that renewable energy infrastructure and waste facilities are aligned, particularly in relation to CHP plants, to improve their sustainability. Policy CC7 has been amended to promote Eco-Industrial Park (EIP) principles within the A127 Enterprise Corridor thereby ensuring this alignment due to the quantum of waste facilities in this location. See change no: LP15.42.	
CC7.3	Consider updating evidence base.	<p>Representation DLP/236 raises concerns about the provision of CHP plants in large scale developments on the edge of the urban area in Basildon. A review of the proposal for a CHP Plant at Dunton, alongside proposals for alternative approaches to securing renewable energy provision has been undertaken, and it has been concluded that it is not appropriate to secure a CHP plant at Dunton. That proposal is not therefore being pursued within the Local Plan, and reference has been deleted from draft policy H10. See change no: LP11.28.</p> <p>This representation also raises concerns about solar farms and windfarms and their impact on green belt, on the landscape and on wildlife such as birds of prey. Applications for development will be considered against the plan as a whole, and will therefore be considered in relation to their impact on the Green Belt, landscape and in relation to wildlife. It should however be noted, that Natural England did not raise an objection to this policy in relation to impact on landscape or wildlife impacts. No amendment has been made in relation to this aspect of this representation.</p>	DLP/236
CHAPTER 16: CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT			
CHP16.5	Consider whether including additional protection to Ancient Woodland and SSSIs in the form of a 100m protection buffer is deemed necessary for the next version of the Local Plan.	The agreement referred to in this representation is related to the ancient woodland buffer zone agreed for inclusion in the (SHLAA) HELAA Review in 2011/12 and is a site consideration that is recorded as a constraint. The report says 'In the following cases buffer zones have been applied around particular environmental areas for the benefit of sensitivity and to ensure that development	DLP/1481; DLP/1661

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>potential is considered with these valuable environmental facets in mind’.</p> <p>It goes onto say that ‘The precautionary measure of applying buffer zones is generally taken to bring awareness to the proximity of a site of these valued environmental designations, but a sites location within the buffer zone will not necessarily make a site unsuitable for that reason alone and may have little or no effect.’</p> <p>Indeed, in relation to Ancient Woodlands and Veteran Trees the Natural England Standing Advice (the Government’s advisory body on nature conservation matters) recommends a minimum buffer of 15m to prevent development causing harm to ancient woodland. It is unlikely that the Council would therefore get Government support for a policy for a 100m buffer, or whether planning applications refused for such a reason would be refused on appeal.</p> <p>It is however recognised that Natural England does provide standing advice of this nature both for Ancient Woodland, and SSSIs, and therefore a cross reference to this may be appropriately included within policy NE5 or its supporting text in order direct applicants to the use of the correct buffering distances for nature conservation assets. See change no. LP14.28.</p>	
CHP16.6	Consider revising the Policy Map to show the Thames Estuary Path as a Strategic Trail	ECC are responsible for the definitive map of public rights of way, it is therefore not felt appropriate to show this information on the Policy Map.	DLP/2702
CHP16.7	Consider whether including further protection for mature trees and trees with Tree Preservation Orders in the form of a development management policy is required for the next version of the Local Plan.	<p>Considered. Draft policy NE6 (now NE5) states:</p> <p><i>2. Development proposals must seek to protect and integrate key natural and semi-natural features including:...</i></p> <p><i>b. established trees with a high visual amenity value;...</i></p> <p>This provides the protection sought and therefore no further amendments to the Local Plan are required in relation to this matter.</p>	DLP/769

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
NE1.1	Consider wording changes to policy NE1	<p>Amendments requested in representation DLP/2244 made.</p> <p>Amendment to ensure reference to the protection of PRoWs is included in policy NE1 in response to representation DLP/2602.</p> <p>Part 3f of policy NE1 refers to local scale green infrastructure. Country Parks by their nature are not local scale, and are already identified in terms of their importance in Part 3a of policy NE1. The first amendment sought by representation DLP/2480 has not therefore been made, following consideration.</p> <p>Policy NE1 has been amended as requested in representation DLP/2480. See change no. LP16.18.</p> <p>Part 3 of policy NE1 has been amended to incorporate the need to meet the requirements of the Water Framework Directive (WFD) as requested in representation DLP/2883. See change no. LP16.18.</p> <p>Paragraph 16.11 has been amended to reflect the additional context in relation to the WFD sought by the Environment Agency in representation DLP2883. See change no. LP16.6.</p> <p>Policy NE 1 has been revised to have a greater focus on green infrastructure planning by seeking to review the Green Grid Strategy to accommodate change over time and a greater proportion of the Borough. It has also been amended to reflect the need for recreational pressures to be recognised as a risk to ecologically sensitive locations. These changes respond to those matters raised by Natural England in representation DLP/2761. See change no. LP16.18.</p>	DLP/2244, DLP/2602; DLP/2480; DLP/2883; DLP/2761
NE1.3	Consider wording changes to policy NE1	Reference to Living Landscapes has been incorporated into Part 2 of policy NE1 as requested by representation DLP/481. See change no. LP16.18.	DLP/481; DLP/1665

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		The amendments requested in representation DLP/1665 are matters of detail which fall within the scope of the Local Highways Authority. No amendment has been made to policy NE1 in relation to this representation following further consideration.	
NE1.5	Consider updating evidence base.	Consideration has been given to this matter. It is noted that the last Local Wildlife Site (LWS) Review was undertaken in 2009. However, the Local Plan does not seek to designate any identified LWS for development purposes, and has carried out an Ecology Assessment of each potential strategic development site to ensure that ecological harm is avoided as far as is reasonable, consistent with the NPPF and the hierarchy of nature conservation designations. It is considered that the Council has a robust and proportionate evidence base for the purposes of the Local Plan, as required by the NPPF, and the submission of the Local Plan is not reliant on a refresh of the LWS Review, as the ecological assessments of potential strategic sites would have identified any allocation likely to cause harm to a site with the potential to be a LWS. A LWS Review has not therefore been commissioned as a result of this representation.	DLP/2244
NE1.9	Consider Essex Badger Protection Group as a consultee for future development schemes.	It is not the role of the Local Plan to include a list of consultees for planning applications, and therefore no change has been made to the Local Plan in respect of this representation. The contact details have been passed to the Development Management Team so that the Badger Protection Group can be contacted in relation to relevant applications.	DLPQQ/366
NE1.11	Consider wording changes to policy NE1.	This representation has been given further consideration. The matters raised under the heading of Sustainable Tourism are addressed within policy NE1, and other associated policies. No amendment to the Local Plan is therefore required.	DLP/3095
NE2.1	Consider reviewing evidence which led to the designated Areas of Higher Landscape Value.	The approach taken to the identification of these designations has been reviewed independently by the Council's landscape consultants. The decision has been taken to delete this policy and its associated designations and strengthen former policy NE6 (now NE5) to ensure that the landscape character of all locations is a consideration when determining planning applications. This revised	DLP/1238; DLP/2197; DLP/2603; DLP/2350; DLP/3936; DLP/1487; DLPQQ/722

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		approach is consistent with the NPPF and advice issued by Natural England.	
NE2.3	Consider wording changes to policy NE2.	The approach taken to the identification of these designations has been reviewed independently by the Council's landscape consultants. The decision has been taken to delete this policy and its associated designations and strengthen former policy NE6 (now NE5) to ensure that the landscape character of all locations is a consideration when determining planning applications. This revised approach is consistent with the NPPF and advice issued by Natural England.	DLP/357; DLP/303; DLP/304; DLP/305; DLP/1238; DLP/1487; DLP/1301; DLP/1667; DLP/2246; DLP/2603; DLP/3936
NE3.2	Consider wording changes to policy NE3	An amendment around improved access has been added as a consequence of representations DLP/233 and DLP/1449. However, it may not always be appropriate because of other users, or due to wildlife impacts to enable equestrian access, and therefore a specific requirement for equestrian access has not been included. Amendments requested in representations DLP/2481 and DLP/2763 made. See change no. LP16.23.	DLP/233; DLP/1449; DLP/2481; DLP/2763
NE3.3	Consider amending the Policies Map re: Country Parks	Amendment to policy map made – see Regulation 19 Local Plan Policy Map.	DLP/2763
NE4.2	Consider wording changes to policy NE4	Amendments made to paragraph 16.41 in relation to representation DLP/2252. See change no. LP16.24. Amendment suggested in representation DLP/2703 made to ensure correct cross-referencing. Amendment made to part 3 of policy NE4 to ensure recreational pressures are recognised as per the suggestion of representation DLP/2764. See change no. LP16.25. Further consideration has been given to representation DLP/2351, which seeks for the relocation/transplantation of a LWS to occur if the site could accommodate future development. There is sufficient proportion of land being promoted for development purposes within Basildon Borough to enable development to occur without	DLP/2252; DLP/2703; DLP/2351; DLP/2764; DLP/5466

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>the need to develop a Local Wildlife Site. Therefore, such sites should be avoided consistent with the NPPF. No amendment has been made to policy NE4 in relation to this representation.</p> <p>Further consideration has been given to representation DLP/5466. It is supportive of policy NE4 and does not seek a change to be made.</p>	
NE4.3	Consider amending the policy map in relation to Local Wildlife Sites	The Draft Policy Map includes Frithwood within the LWS designation and no amendment to the Policy Map is required. Further review of the representation indicates that the Laindon Common Conservators seek the extension of funding currently provided to Laindon Common to the adjacent Frithwood to improve nature conservation outcomes. It is agreed that this could be achieved through association with the development proposed to the north of Frithwood – draft proposal allocation H23. Policy H23 has therefore been amended accordingly. See change no. LP11.48.	DLP/2009
NE4.4	Consider updating the evidence base for Local Wildlife Sites	Consideration has been given to this matter. It is noted that the last LWS Review was undertaken in 2009. However, the Local Plan does not seek to designate any identified LWS for development purposes, and has carried out an Ecology Assessment of each potential strategic development site to ensure that ecological harm is avoided as far as is reasonable, consistent with the NPPF and the hierarchy of nature conservation designations. It is considered that the Council has a robust and proportionate evidence base for the purposes of the Local Plan, as required by the NPPF, and the submission of the Local Plan is not reliant on a refresh of the LWS Review, as the ecological assessments of potential strategic sites would have identified any allocation likely to cause harm to a site with the potential to be a LWS. A LWS Review has not therefore been commissioned as a result of this representation.	DLP/2252
NE4.5	Consider wording changes to policy NE4.	This representation seeks for a green corridor to be retained between Langdon Hills Country Park and Thorndon Country Park. This is a matter being addressed separately in relation to draft policy H10, and does not relate to the policy wording of policy NE4. No change is therefore required.	DLP/2283

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
NE5.2	Consider wording changes to policy NE5	<p>The amendment sought by representations DLP/327, DLP/328 and DLP/2604 are not consistent with national policy set out in the NPPF and is not therefore suggested as a change.</p> <p>The point made in representation 482 is noted. However, the purpose of Policy NE5 is to assist in establishing when ecology is of significance to enable informed decision making. Protecting everything, creates the risk of undermining protection for those things that really are special. Consequently no amendment will be made to policy NE5 in respect of this representation.</p> <p>Part 2 of policy NE5 has been amended to reflect the suggestions made in representations DLP/2508 and DLP/2886. See change no. LP16.28 and LP16.29.</p> <p>Part 3a of policy NE5 has been amended to reflect the suggestion made in representation DLP/2262. See change no. LP16.30.</p> <p>Part 3d of policy NE5 amended to reflect the suggestion made in representation DLP/2704. See change no. LP16.12.</p>	DLP/327; DLP/328; DLP/482; DLP/2262; DLP/2508; DLP/2604; DLP/2704; DLP/2886
NE6.2	Consider wording changes to policy NE6	<p>The amendment sought by representation DLP/328 is not consistent with national policy set out in the NPPF and is not therefore suggested as a change.</p> <p>Part 2 of policy NE6 (NE5) has been amended to reflect the suggestion made in representation DLP/2263. See change no. LP16.31.</p> <p>Natural England suggest that whilst they support policy NE6, its requirements could be incorporated into policies NE1 and NE5 instead. However, it is considered that landscape considerations are separate to those of ecology, and therefore incorporation into policy NE5 is not appropriate. Furthermore, this is a development management policy that goes beyond the strategic requirements</p>	DLP/328; DLP/2263; DLP/2766

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		set out in policy NE1 in terms of detail. It is not therefore considered appropriate that this amendment is made.	
NE7.2	Consider wording changes to policy NE7	<p>With regard to representation DLP/2606, policy NE7 (now NE6) specifically references light pollution in parts 1 and 2 of the policy. Policy NE6 (now NE5) meanwhile seeks the retention of trees with a high visual amenity value. The changes sought are not therefore required.</p> <p>With regard to representation DLP/2887, the Environment Agency has sought the strengthening of former policy NE7 (now NE6) to ensure sensitive development types are not brought forward close to known sources of pollutants and odour. Part 2 of former policy NE7 (now NE6) has been strengthened in this regard. See change no. LP16.36 and LP16.42.</p>	DLP/2606; DLP/2887
NE7.3	Undertake additional air quality monitoring work, and use this to inform the allocations and any policy requirements in the submission Local Plan.	Additional air quality monitoring work has been undertaken. This shows that there are no locations close to proposed allocations where NOx emissions currently exceed European limits. No amendments to the allocations or policy requirements are therefore required in relation to this action.	DLP/1040; DLP/2278; DLP/2055; DLP/2941; DLP/1586
NE7.5	Consider the introduction of additional requirements regarding construction impacts within the policy on Pollution and Residential Amenity	Additional section added to the end of policy NE7 Pollution Control and Residential Amenity (now NE6) to address this point. See change no. LP16.43.	DLP/7350; DLP/7230; DLP/8029; DLP/7381; DLPQQ/477; DLPQQ/828; DLPQQ/443; DLPQQ/947
NE8.2	Consider wording changes to policy NE8	<p>The Environment Agency requested two amendments to policy NE8. The first amendment sought was to ensure that developers prevent discharge to groundwater from contaminated land. Part 3 of Draft Policy NE8 reads as follows:</p> <p><i>An agreed programme of remediation must be undertaken before the implementation of any planning consent on a contaminated site. Following the remediation, the site must not pose a threat to public health or that of the environment, nor pose a threat of pollution to controlled waters including ground water. Evidence</i></p>	DLP/2888

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		<p><i>of remediation should be to the satisfaction of relevant statutory regulators.</i></p> <p>This matter is already covered and therefore no amendment is required. The planning system cannot control discharges from such land outside the delivery of development.</p> <p>They also sought reference to <i>Groundwater Protection: Principles and Practice (GP3)</i>, the <i>Model Procedures for the Management of Land Contamination (CLR11)</i> and our <i>Guiding Principles for Land Contamination</i>. Paragraph 16.70 of the Draft Local Plan has been amended accordingly. See change no. LP16.44.</p>	
CHAPTER 17: CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT			
HE1.3	Consider wording changes to policy HE1	This representation expects the wording of policy HE1 to be amended to indicate that the Council will protect, conserve and enhance the Borough's historic environment. This will not always be possible due to constraints on the Council's powers, or its resources. As currently worded the Council will seek to protect, conserve and enhance the Borough's historic environment. This wording recognises that the Council will not always be able to achieve protection of the historic environment, and is a more realistic policy position. The NPPF expects policies to be realistic. No amendment to policy HE1 has therefore been made in respect of this representation.	DLP/288
HE1.7	Continue preparation of the Local List of Heritage Assets and ensure it is published once complete	It is recommended that this is pursued separately as an SPD, enabling more regular updating. The LDS will be amended to incorporate the production of this SPD.	DLP/2085
HE3.2	Consider wording changes to policy H3 criterion 2a	Criterion 2a amended as suggested. See change no. LP17.12.	DLP/2706
HE4.3	Consider wording changes to policy HE4 criterion 4	Criterion 4 amended as suggested. See change no. LP17.17. Paragraph 17.44 amended as suggested. See change no. LP17.15.	DLP/2707
HE5.2	Page Wood to be considered as an important local heritage asset.	A separate piece of work is being undertaken to identify Local Heritage Assets. These will be identified within an SPD, and Page Wood can be considered as part of that process.	DLP/2441

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>In terms of the designation of this site as an Asset of Community Value, the <i>Assets of Community Value Policy Statement 2011</i> clearly states that:</p> <p><i>The provisions do not place any restriction on what an owner can do with their property, once listed, if it remains in their ownership. This is because it is planning policy that determines permitted uses for particular sites.</i></p> <p>Consequently, the designation as an asset of community value does not imply a planning policy constraint that requires mapping on the Policies Map. No amendment to the policies map is therefore required.</p>	
CHAPTER 18: IMPLEMENTATION			
IMP1.1	The Council will continue to work with Essex County Council as the highway, education and minerals authority in progressing the local plan to deliver the necessary infrastructure to support growth within the Borough.	The Council has and will continue to work with Essex County Council to ensure that growth in the borough is supported by the necessary infrastructure.	DLP/2708
IMP1.2	The Council will consider amending policy IMP2 to provide more clarity. The Council will continue to work with Essex County Council, the Local Education Authority and other education and skills development providers to provide new, continued, and where appropriate, enhanced provision of schools and other educational facilities which seek to improve the quality and choice of	Additional clarification has been provided in the supporting text to Policy IMP2 to state that planning obligations will only be used for infrastructure upgrades through S106, S38, S278 where that infrastructure has not already been identified on the Council's CIL Regulation 123 list. See new paragraph 18.15 in the supporting text to Policy IMP2 and alteration to part 1 of Policy IMP2. See change no. LP18.14 and LP18.15.	DLP/2507

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	education and learning opportunities in the Borough.		
IMP1.5	The Council will continue to work with all infrastructure providers to update the Infrastructure Delivery Plan and to ensure that necessary infrastructure to support growth is delivered sustainably, effectively and at the right time. This includes the way in which funding will be sources for specifically identified sports facility projects.	<p>Additional evidence have either been prepared or are being prepared to identify sports provision within the Borough. Four local authorities comprising Basildon Borough, Castle Point Borough, Rochford District, and Southend-on-Sea Borough, in partnership with Essex County Council, are in the process of preparing new Playing Pitch Strategies (PPS) and Built Facility Strategies (BFS). This will include a strategic overview of the issues and requirements for the “sub-regional” area of South Essex.</p> <p>Additionally, a separate feasibility assessment has been undertaken to identify how playing pitches can be relocated from Gardiners Lane. This identifies the potential to create three community sports hubs within the Basildon Urban Area alongside new developments.</p>	DLP/74
IMP1.6	The Council will consider wording changes to the policy in light of comment received.	The Council would not support piecemeal development of a site where it would hinder the delivery of necessary infrastructure required to support development of the site as a whole. The policy does not prevent piecemeal development from coming forward providing the criteria is met.	DLP/129
IMP1.9	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	<p>The Infrastructure Delivery Plan has been updated to include the future infrastructure plans of Network Rail and the two rail providers c2c and Greater Anglia now that the franchise has been agreed on the Liverpool Street and Fenchurch Street rail lines.</p> <p>The Infrastructure Delivery Plan needs to identify whether or not a gap in funding exists for the required infrastructure upgrades in order to determine whether or not the local planning authority is eligible to impose a Community Infrastructure Levy. However, the CIL, and other planning obligations secured through S106 etc. are not the only potential sources of funding available for providing the necessary upgrades to infrastructure. For example, in addition to the CIL, bids for funding can be made, for example, in order to provide a highway improvement through the County Council to the South East Local Enterprise Partnership. In addition, DfT are</p>	DLP/1086

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>currently carrying out a Major Roads Network consultation which intends to make significant pots of funding available for bids along the A127, A13, A176 and A130. Therefore, not all potential funding streams will be able to be identified in the IDP, but where a funding gap exists, the Council will adopt a CIL in order to assist with the delivery of that particular infrastructure requirement, not necessarily pay for the whole thing.</p> <p>The Council has agreed as part of the 52 Key Actions following the consultation on the Draft Local Plan to produce a Financial Statement to accompany the Local Plan and the IDP to provide additional assurances as to how funding can be secured throughout the plan period to deliver the infrastructure upgrades required to support growth.</p>	
IMP1.11	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	Infrastructure should be delivered in line with new development. Where the infrastructure directly serves the development the Council will look for the infrastructure to be delivered as part of the development, where appropriate. Where infrastructure improvement/upgrades are required off-site the Council will use various mechanisms to secure investments to deliver these improvements and where necessary has applied phasing to ensure that new development does not significantly impact on infrastructure before any improvements are carried out.	DLP/993, DLP/1120, DLP/1150, DLP/1166, DLP/1256, DLP/1346, DLP/1347, DLP/1595, DLP/1614, DLP/1635, DLP/1916, DLP/885, DLP/1686, DLP/4897, DLP/4813, DLP/1931, DLP/1978, DLP/2069, DLP/4447, DLP/1604, DLP/1647, DLP/1677, DLP/1699, DLP/1707, DLP/1720, DLP/190, DLP/602, DLP/237, DLP/544, DLP/19172, DLP/12071, DLP/10124, DLP/10138, DLP/10156, DLP/10197, DLP/10232, DLP/10271, DLP/10366, DLP/10384, DLP/10395, DLP/10410, DLP/10458, DLP/10487, DLP/10520, DLP/10697, DLP/10709, DLP/11349, DLP/11962, DLP/12001, DLP/12027, DLP/12080, DLP/10533, DLP/10565, DLP/10597, DLP/11860, DLP/10620, DLP/10632, DLP/10651, DLP/10665, DLP/10858,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10912, DLP/10947, DLP/11005, DLP/11030, DLP/11055, DLP/11069, DLP/11096, DLP/11129, DLP/11163, DLP/11184, DLP/11222, DLP/11252, DLP/11286, DLP/11310, DLP/11709, DLP/11720, DLP/11776, DLP/11830, DLP/11838, DLP/11879, DLP/11894, DLP/11930, DLP/11950, DLP/11963, DLP/11974, DLP/11987, DLP/11998, DLP/12015, DLP/12025, DLP/12045, DLP/12057, DLP/13252, DLP/13330, DLP/13350, DLP/13367, DLP/13393, DLP/13412, DLP/13432, DLP/13614, DLP/13630, DLP/13659, DLP/13688, DLP/13724, DLP/13745, DLP/13764, DLP/9889, DLP/9921, DLP/9929, DLP/9941, DLP/16301, DLP/16316, DLP/16326, DLP/16336, DLP/16373, DLP/16385, DLP/16397, DLP/16413, DLP/16430, DLP/16444, DLP/16459, DLP/16493, DLP/16510, DLP/16527, DLP/16559, DLP/16576, DLP/16594, DLP/16601, DLP/16609, DLP/16622, DLP/16650, DLP/16662, DLP/16675, DLP/16692, DLP/16706, DLP/16732, DLP/16741, DLP/16753, DLP/16769, DLP/16782, DLP/16794, DLP/16806, DLP/16817, DLP/16834, DLP/16841, DLP/16850, DLP/16876, DLP/16886, DLP/16901, DLP/16912, DLP/16929, DLP/16955, DLP/16963, DLP/16976, DLP/16991, DLP/17002, DLP/17018, DLP/17032, DLP/17044, DLP/17061, DLP/17070, DLP/17089, DLP/17104, DLP/17113, DLP/17126, DLP/17154,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/17168, DLP/17188, DLP/17202, DLP/17214, DLP/17224, DLP/17235, DLP/17249, DLP/17265, DLP/17283, DLP/530, DLP/17283, DLP/530, DLP/17304, DLP/17317, DLP/17326, DLP/17350, DLP/17363, DLP/17376, DLP/17387, DLP/17452, DLP/17473, DLP/19831, DLP/19846, DLP/19860, DLP/19909, DLP/20311, DLP/7181, DLP/7190, DLP/7746, DLP/10420, DLP/10448, DLP/20359, DLP/8163, DLP/4500, DLP992, DLP/2057, DLP/12547, DLP/14428, DLP/18080, DLP/18121, DLP/20188, DLP/20193, DLP/7143, DLP/8478, DLP/8749, DLP/9016, DLP/9175, DLP/9214, DLP/9229, DLP/9561, DLP/11377, DLP/11397, DLP/11581, DLP/11607, DLP/11636, DLP/16123, DLP/16485, DLP/7052, DLP/9271, DLP/892, DLP/386, DLPQQ/25, DLPQQ/39, DLPQQ/41, DLPQQ/96, DLPQQ/117, DLPQQ/134, DLPQQ/173, DLPQQ/446, DLPQQ/477, DLPQQ/527, DLPQQ/551, DLPQQ/782, DLPQQ/285, DLPQQ/301, DLPQQ/278, DLPQQ/957, DLPQQ/279, DLPQQ/343, DLPQQ/429, DLPQQ/312, DLPQQ/316, DLPQQ/319, DLPQQ/917, DLPQQ/912, DLPQQ/905, DLPQQ/898, DLPQQ/228, DLPQQ/348, DLPQQ/389, DLPQQ/838,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/822, DLPQQ/813, DLPQQ/814, DLPQQ/812, DLPQQ/805, DLPQQ/457, DLPQQ/499, DLPQQ/524, DLPQQ/533, DLPQQ/565, DLPQQ/573, DLPQQ/663, DLPQQ/659, DLPQQ/989, DLPQQ/707, DLPQQ/556, DLPQQ/722, DLPQQ/715, DLPQQ/710, DLPQQ/700, DLPQQ/687, DLPQQ/913, DLPQQ/666, DLPQQ/600, DLPQQ/616, DLPQQ/638, DLPQQ/626, DLPQQ/744, DLPQQ/998
IMP1.14	1. The Council will continue to work with Basildon Hospital, NHS England and the CCG on healthcare issues. 2. The Council will continue to work closely with Highways England, Essex County Council and its neighbouring authorities to ensure that challenges arising from the Lower Thames Crossing to the local transport network are fully addressed.	<p>The Council has engaged with healthcare providers to assess the additional healthcare needs arising from the growth proposed within the Borough and has sought to plan accordingly within the Local Plan.</p> <p>Basildon Borough Council forms part of a Stakeholder Advisory Panel for the Lower Thames Crossing and is working with Highways England to understand the impact of the Lower Thames Crossing on the local road network in the Basildon Borough, as they work up their application which is due for submission later this year. This has included expanding the traffic modelling that has been carried out by Highways England to include much more detailed examination of the main routes which pass through the Basildon Borough, and the Council has made it clear that there is a particular emphasis on the need to understand the potential impact on Nethermayne, not only due to the Hospital but also the potential access route to the business corridor to the north of Basildon along the A127.</p> <p>Results of this modelling have not yet been received, but the Council's own highway model considers the potential impact that</p>	DLP/1560

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		may occur as a result of the new crossing. The LTC is not expected to be open to traffic until 2027, but the Council will work closely with Highways England to understand the impact this will have on the road network not only within the plan period up to 2034 but also beyond.	
IMP1.15	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed within the Borough and has sought to plan accordingly within the Local Plan to deliver the improvements necessary. The Infrastructure Delivery Plan is a living document that will be continually updated throughout the plan period to reflect the requirements of all infrastructure providers to ensure that any negative impacts to existing infrastructure facilities is effectively mitigated.	DLP/1321, DLP/1366, DLP/1642, DLP/1618, DLP/1627, DLP/1691, DLP/1653, DLP/2172, DLP/2271, DLP/4580, DLP/4596, DLP/5085, DLP/17995, DLP/3009, DLP/3008, DLP/3805, DLP/2404, DLP/12419, DLP/12415, DLP/20297, DLP/20467, DLP/20654, DLP/709, DLP/7339, DLP/7347, DLP/917, DLP/634, DLP/7130, DLP/731, DLP/945, DLP/827, DLP/859, DLP/961, DLP/658, DLP/871, DLP/759, DLP/866, DLP/735, DLP/837, DLP/1004, DLP/781, DLP/934, DLP/801, DLP/592, DLP/705, DLP/949, DLP/857, DLP/566, DLP/679
IMP1.18	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed within the Borough and has sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/517, DLP/1459, DLP/3486, DLP/3811, DLP/19243, DLP/19172, DLP/12292, DLP/16376, DLP/13839, DLP/14582, DLP/14612, DLP/14635, DLP/14664, DLP/14676, DLP/14727, DLP/14747, DLP/14792, DLP/14802, DLP/14826, DLP/14844, DLP/14852, DLP/14863, DLP/14902, DLP/14923, DLP/14969, DLP/14973, DLP/15046, DLP/15046, DLP/15057, DLP/15101,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14835, DLP/15205, DLP/15368, DLP/15384, DLP/15513, DLP/15573, DLP/15577, DLP/15662, DLP/15689, DLP/15746, DLP/15875, DLP/15808, DLP/15820, DLP/15830, DLP/15846, DLP/15954, DLP/15984, DLP/16038, DLP/16052, DLP/16117, DLP/16150, DLP/16175, DLP/16190, DLP/16224, DLP/16234, DLP/16276, DLP/17660, DLP/18031, DLP/19943, DLP/19934, DLP/20188, DLP/16443, DLP/16490, DLP/20389, DLP/20464, DLP/20484, DLP/20599, DLP/20654, DLP/709, DLP/7154, DLP/7256, DLP/7347, DLP/7399, DLP/7420, DLP/8029, DLP/8595, DLP/8621, DLP/8629, DLP/8682, DLP/8698, DLP/8717, DLP/8714 ,DLP/9531, DLP/9549, DLP/9578, DLP/10970, DLP/12437, DLP/12448, DLP/12445, DLP/12469, DLP/12399, DLP/12387, DLP/12470, DLP/12488, DLP/12510, DLP/12534, DLP/12569, DLP/12579, DLP/12597, DLP/12605, DLP/12612, DLP/12619, DLP/12626, DLP/12634, DLP/12648, DLP/12657, DLP/12658, DLP/12665, DLP/12667, DLP/12679, DLP/12696, DLP/12706, DLP/12713, DLP/12716, DLP/12738, DLP/12752, DLP/15846, DLP/15954, DLP/15984, DLP/16038, DLP/16052, DLP/16117, DLP/16150, DLP/16175, DLP/16190, DLP/16224, DLP/16234, DLP/16276, DLP/17660, DLP/18031, DLP/19943, DLP/19934, DLP/20188, DLP/16443, DLP/16490,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/20389, DLP/20464, DLP/20484, DLP/20599, DLP/20654, DLP/709, DLP/7154, DLP/7256, DLP/7347, DLP/7399, DLP/7420, DLP/8029, DLP/8595, DLP/8621, DLP/8629, DLP/8682, DLP/8698, DLP/8717, DLP/8714, DLP/9531, DLP/9549, DLP/9578, DLP/10970, DLP/12437, DLP/12448, DLP/12445, DLP/12469, DLP/12399, DLP/12387, DLP/12470, DLP/12488, DLP/12510, DLP/12534, DLP/12569, DLP/12579, DLP/12597, DLP/12605, DLP/12612, DLP/12619, DLP/12626, DLP/12634, DLP/12648, DLP/12657, DLP/12658, DLP/12665, DLP/12667, DLP/12679, DLP/12696, DLP/12706, DLP/12713, DLP/12716, DLP/12738, DLP/12752, DLP/13416, DLP/13420, DLP/13437, DLP/13444, DLP/13451, DLP/13458, DLP/13467, DLP/13468, DLP/13479, DLP/13485, DLP/13494, DLP/13501, DLP/13508, DLP/13517, DLP/13552, DLP/13554, DLP/13567, DLP/13573, DLP/13589, DLP/13596, DLP/13607, DLP/13619, DLP/13641, DLP/13650, DLP/13660, DLP/13677, DLP/13686, DLP/13695, DLP/13712, DLP/13730, DLP/13743, DLP/13748, DLP/13768, DLP/13779, DLP/13794, DLP/13808, DLP/13818, DLP/13824, DLP/13859, DLP/13866, DLP/13874, DLP/13883, DLP/13888, DLP/13912, DLP/13923, DLP/13930, DLP/13940, DLP/13943, DLP/13958, DLP/13959 DLP/13959, DLP/13969,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/13977, DLP/13983, DLP/13994, DLP/14007, DLP/14015, DLP/14024, DLP/14025, DLP/14032, DLP/14039, DLP/14054, DLP/14063, DLP/14072, DLP/14091, DLP/14100, DLP/14101, DLP/14109, DLP/14117, DLP/14129, DLP/14130, DLP/14139, DLP/14149, DLP/14149, DLP/14160, DLP/14163, DLP/14176, DLP/14185, DLP/14193, DLP/14203, DLP/14206, DLP/14211, DLP/14216, DLPQQ/954, DLPQQ/692, DLPQQ/690, DLPQQ/685, DLPQQ/683, DLPQQ/960, DLPQQ/959, DLPQQ/606
IMP1.19	The Council will continue to work with Basildon Hospital and the Clinical Commissioning Groups on healthcare issues.	The Council has engaged with healthcare providers to assess the additional healthcare needs arising from the growth proposed within the Borough and has sought to plan accordingly within the Local Plan.	DLP/1493
IMP1.20	The Council will continue to work with Basildon Hospital and the Clinical Commissioning Groups on healthcare issues. The Council will also continue to work with Essex County Council, the Local Education Authority and other education and skills development providers to provide new, continued, and where appropriate, enhanced provision of schools and other educational facilities which seek to improve the quality and choice of education and learning opportunities in the Borough.	The Council has engaged with healthcare and education providers to assess the additional infrastructure requirements arising from the growth proposed within the Borough and has sought to plan accordingly within the Local Plan.	DLP/1580, DLP/2296, DLP/2206, DLP/5113, DLP/12132, DLP/12146, DLP/12158, DLP/12221, DLP/12237, DLP/12267, DLP/12279, DLP/12288, DLP/12298, DLP/12315, DLP/12322, DLP/12336, DLP/12352, DLP/12360, DLP/12364, DLP/12378, DLP/12387, DLP/12470, DLP/12488, DLP/12503, DLP/12510, DLP/12534, DLP/12578, DLP/12590, DLP/12597, DLP/12612, DLP/12619, DLP/12626, DLP/12634, DLP/12641, DLP/12648, DLP/12657, DLP/12665, DLP/12679, DLP/12706, DLP/12726, DLP/12738, DLP/12752, DLP/12756, DLP/12782, DLP/12792, DLP/12813, DLP/12859, DLP/12866,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/12871, DLP/12887, DLP/12905, DLP/12945, DLP/12978, DLP/12982, DLP/13009, DLP/13015, DLP/13093, DLP/13100, DLP/13122, DLP/13143, DLP/13146, DLP/13215, DLP/13223, DLP/13251, DLP/13266, DLP/13282, DLP/13289, DLP/13303, DLP/13311, DLP/13327, DLP/13346, DLP/13381, DLP/13387, DLP/13400, DLP/13416, DLP/13437, DLP/13458, DLP/13467, DLP/13468, DLP/13479, DLP/13485, DLP/13494, DLP/13508, DLP/13517, DLP/13518, DLP/13526, DLP/13552, DLP/13554, DLP/13567, DLP/13573, DLP/13589, DLP/13596, DLP/13607, DLP/13619, DLP/13641, DLP/13650, DLP/13660, DLP/13677, DLP/13686, DLP/13748, DLP/13768, DLP/13808, DLP/13874, DLP/13883, DLP/13888, DLP/13923, DLP/13930, DLP/13940, DLP/13958, DLP/13959, DLP/13977, DLP/14007, DLP/14015, DLP/14024, DLP/14025, DLP/14032, DLP/14039, DLP/14054, DLP/14063, DLP/14072, DLP/14082, DLP/14100, DLP/14101, DLP/14129, DLP/14149, DLP/14159, DLP/14160, DLP/14163, DLP/14176, DLP/14185, DLP/14203, DLP/14206, DLP/14211, DLP/14216, DLP/14230, DLP/14236, DLP/14246, DLP/14256, DLP/14266, DLP/14303, DLP/14317, DLP/14327, DLP/14341, DLP/14351, DLP/14374, DLP/14457, DLP/14476, DLP/14481, DLP/14495, DLP/14500, DLP/14510, DLP/14511, DLP/14521,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14540, DLP/14551, DLP/14561, DLP/14577, DLP/14580, DLP/14597, DLP/14605, DLP/14621, DLP/14640, DLP/14671, DLP/14691, DLP/14698, DLP/14711, DLP/14746, DLP/14748, DLP/14760, DLP/14772, DLP/14783, DLP/14784, DLP/14862, DLP/14882, DLP/14886, DLP/14896, DLP/14993, DLP/14999, DLP/15018, DLP/15029, DLP/15053, DLP/15073, DLP/15092, DLP/15112, DLP/15117, DLP/15151, DLP/15153, DLP/15168, DLP/15176, DLP/15177, DLP/15189, DLP/15220, DLP/15232, DLP/15233, DLP/15238, DLP/15252, DLP/15261, DLP/15270, DLP/15278, DLP/15280, DLP/15297, DLP/15302, DLP/15313, DLP/15317, DLP/15327, DLP/15334, DLP/15343, DLP/15344, DLP/15356, DLP/15378, DLP/15391, DLP/15398, DLP/15406, DLP/15408, DLP/15416, DLP/15422, DLP/15435, DLP/15436, DLP/15445, DLP/15450, DLP/15460, DLP/15465, DLP/15483, DLP/15495, DLP/15503, DLP/15514, DLP/15518, DLP/15537, DLP/15548, DLP/15556, DLP/15589, DLP/15593, DLP/15608, DLP/15622,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/15629, DLP/15637, DLP/15645, DLP/15663, DLP/15678, DLP/15692, DLP/15694, DLP/15706, DLP/15726, DLP/15728, DLP/15750, DLP/15763, DLP/15781, DLP/15798, DLP/15835, DLP/15853, DLP/15858, DLP/15862, DLP/15875, DLP/15883, DLP/15889, DLP/15890, DLP/15909, DLP/15916, DLP/15923, DLP/15931, DLP/15938, DLP/15943, DLP/15956, DLP/15959, DLP/15972, DLP/15982, DLP/15995, DLP/16004, DLP/16023, DLP/16037, DLP/16065, DLP/16087, DLP/16126, DLP/16153, DLP/16199, DLP/16221, DLP/16250, DLP/16254, DLP/16263, DLP/16290, DLP/16332, DLP/16342, DLP/16349, DLP/16359, DLP/16386, DLP/16390, DLP/16412, DLP/16446, DLP/16467, DLP/16470, DLP/16508, DLP/16532, DLP/16545, DLP/16572, DLP/16593, DLP/16612, DLP/16716, DLP/19645, DLP/12185, DLP/14563, DLP/14713, DLP/20398, DLP/12268, DLP/14742,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/14781, DLP/17914, DLPQQ/993, DLPQQ/994, DLPQQ/1002, DLPQQ/990, DLPQQ/983, DLPQQ/927, DLPQQ/953, DLPQQ/922, DLPQQ/899, DLPQQ/896, DLPQQ/929, DLPQQ/868, DLPQQ/855, DLPQQ/849, DLPQQ/846, DLPQQ/843, DLPQ/832, DLPQQ/823, DLPQQ/814, DLPQQ/805, DLPQQ/802, DLPQQ/789, DLPQQ/760, DLPQQ/755, DLPQQ/748, DLPQQ/746, DLPQQ/720, DLPQQ/692, DLPQQ/685, DLPQQ/682, DLPQQ/674, DLPQQ/945, DLPQQ/961, DLPQQ/658, DLPQQ/958, DLPQQ/919, DLPQQ/735, DLPQQ/736, DLPQQ/974, DLPQQ/861, DLPQQ/672, DLPQQ/1004, DLPQQ/817, DLPQQ/1000, DLPQQ/764, DLPQQ/723, DLPQQ/934, DLPQQ/852, DLPQQ/592, DLPQQ/924, DLPQQ/681, DLPQQ/767, DLPQQ/679
IMP1.21	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has undertaken various studies and engaged with infrastructure providers to assess whether development could occur within Billericay. Where pressures on the existing infrastructure were identified and where the needs arising from the new development would create capacity issues the Council has undertaken work to examine whether these impacts could be mitigated through the provision of new infrastructure or upgrades	DLP/1850, DLP/3258, DLP/3578, DLP/1821, DLP/1626, DLP/566, DLP/593, DLP/12781, DLP/20093, DLP/20150, DLP/20164, DLP/20185, DLP/20249, DLP/7154, DLP/18412, DLPQQ/798, DLPQQ/797,

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		and improvements to existing infrastructure. The scale of growth and the locations of new development in Billericay is based on this information.	DLPQQ/789, DLPQQ/755, DLPQQ/717, DLPQQ/719, DLPQQ/588, DLPQQ/589, DLPQQ/624, DLPQQ/628, DLPQQ/656, DLPQQ/657, DLPQQ/980, DLP/844
IMP1.22	The Council will continue to work pro-actively with the landowner to deliver the regeneration of Laindon Town Centre.	The planning application for the retail-led regeneration of the Laindon Centre which will include shops, homes and healthcare facilities was approved by the Council in February 2017. Construction work is expected to start in 2018.	DLP/1972,DLP/1973 DLPQQ/997, DLPQQ/665
IMP1.23	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers, who have taken into consideration growth across the wider area, to assess the additional infrastructure requirements arising from the growth proposed within the Borough. The Council has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/3138, DLP/3220, DLP/3231, DLP/3205, DLP/3187, DLP/3100, DLP/3102, DLP/3148, DLP/3465, DLP/3391, DLP/3406, DLP/3427, DLP/3499, DLP/3690, DLP/3521, DLP/3542, DLP/3588, DLP/3602, DLP/3619, DLP/3670, DLP/3671, DLP/3709, DLP/3839, DLP/3999, DLP/3, DLP/10113, DLP/10132, DLP/10142, DLP/10169, DLP/10211, DLP/10245, DLP/10352, DLP/10372, DLP/10388, DLP/10399, DLP/10427, DLP/10434, DLP/10468, DLP/10505, DLP/10675, DLP/10705, DLP/10783, DLP/10803, DLP/10867, DLP/10876, DLP/10923, DLP/10967, DLP/11053, DLP/11128, DLP/11170, DLP/11191, DLP/11267, DLP/11328, DLP/11360, DLP/11390, DLP/11446, DLP/11455, DLP/11532, DLP/11599, DLP/11660, DLP/11689, DLP/11722, DLP/11772, DLP/11825, DLP/11833, DLP/11849, DLP/11859, DLP/11870, DLP/11887, DLP/11897, DLP/11906, DLP/11915, DLP/11923, DLP/11934, DLP/11943,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/11944, DLP/11955, DLP/11976, DLP/11978, DLP/11982, DLP/11991, DLP/12005, DLP/12009, DLP/12019, DLP/12031, DLP/12039, DLP/12049, DLP/12050, DLP/12065, DLP/12074, DLP/12083, DLP/12092, DLP/12101, DLP/12110, DLP/12126, DLP/12142, DLP/12165, DLP/12174, DLP/12186, DLP/12207, DLP/12230, DLP/12255, DLP/12719, DLP/12736, DLP/12766, DLP/12802, DLP/12828, DLP/12915, DLP/13001, DLP/13043, DLP/13070, DLP/13102, DLP/13138, DLP/13156, DLP/13165, DLP/13174, DLP/13183, DLP/13192, DLP/13201, DLP/13238, DLP/13257, DLP/13320, DLP/13340, DLP/13358, DLP/13375, DLP/13401, DLP/13425, DLP/13602, DLP/13620, DLP/13642, DLP/13670, DLP/13714, DLP/13732, DLP/13758, DLP/10402, DLP/10327, DLP/10010, DLP/10033, DLP/10063, DLP/10075, DLP/10104, DLP/10145, DLP/10168, DLP/10187, DLP/10190, DLP/10237, DLP/10272, DLP/10303, DLP/10348, DLP/10413, DLP/10430, DLP/10454, DLP/10483, DLP/10493, DLP/10523, DLP/10546, DLP/10548, DLP/10589, DLP/10593, DLP/10607, DLP/10612, DLP/10623, DLP/10628, DLP/10643, DLP/10652, DLP/10656, DLP/10678, DLP/10688, DLP/10715, DLP/10735, DLP/10793, DLP/10822, DLP/10845, DLP/10848, DLP/10881, DLP/10882, DLP/10903, DLP/10908, DLP/10920, DLP/10929,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10955, DLP/10965, DLP/10989, DLP/11010, DLP/11020, DLP/11040, DLP/11064, DLP/11072, DLP/11082, DLP/11108, DLP/11109, DLP/11111, DLP/11157, DLP/11164, DLP/11175, DLP/11213, DLP/11227, DLP/11236, DLP/11258, DLP/11273, DLP/11282, DLP/11296, DLP/11324, DLP/11345, DLP/11356, DLP/11373, DLP/11381, DLP/11388, DLP/11409, DLP/11426, DLP/11437, DLP/11463, DLP/11479, DLP/11501, DLP/11515, DLP/11539, DLP/11553, DLP/11560, DLP/11597, DLP/11618, DLP/11701, DLP/11713, DLP/11755, DLP/11805, DLP/12354, DLP/12458, DLP/16814, DLP/16852, DLP/16887, DLP/16918, DLP/16965, DLP/16999, DLP/17035, DLP/17081, DLP/17111, DLP/17133, DLP/17153, DLP/17190, DLP/17234, DLP/17253, DLP/17287, DLP/17310, DLP/17341, DLP/17383, DLP/17400, DLP/17425, DLP/17442, DLP/17470, DLP/20508, DLP/7159, DLP/7185, DLP/9652, DLP/9654, DLP/9879, DLP/9914, DLP/9915, DLP/9924, DLP/9933, DLP/9979, DLP/20359, DLP/8163, DLP/10006, DLP/10023, DLP/10030, DLP/10038, DLP/10050, DLP/10057, DLP/10069, DLP/10085, DLP/10096, DLP/10149, DLP/10174, DLP/10196, DLP/10213, DLP/10226, DLP/10238, DLP/10247, DLP/10258, DLP/10281, DLP/10291, DLP/10297, DLP/10315, DLP/10324, DLP/10333, DLP/10345,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/10453, DLP/10479, DLP/10490, DLP/10506, DLP/10528, DLP/10541, DLP/10555, DLP/10570, DLP/10576, DLP/10582, DLP/10631, DLP/10667, DLP/10717, DLP/10726, DLP/10738, DLP/10753, DLP/10762, DLP/10770, DLP/10780, DLP/10796, DLP/10810, DLP/10830, DLP/10839, DLP/10856, DLP/10937, DLP/10954, DLP/10972, DLP/10985, DLP/11003, DLP/11015, DLP/11026, DLP/11037, DLP/11051, DLP/11076, DLP/11097, DLP/11130, DLP/11141, DLP/11149, DLP/11200, DLP/11206, DLP/11218, DLP/11231, DLP/11244, DLP/11256, DLP/11281, DLP/11305, DLP/11329, DLP/11472, DLP/11482, DLP/11495, DLP/11505, DLP/11517, DLP/11528, DLP/11554, DLP/11569, DLP/11582, DLP/11590, DLP/11604, DLP/11619, DLP/11633, DLP/11644, DLP/11651, DLP/11657, DLP/11665, DLP/11673, DLP/11683, DLP/11692, DLP/11731, DLP/11737, DLP/11743, DLP/11749, DLP/11757, DLP/11768, DLP/11780, DLP/11793, DLP/11807, DLP/11813, DLP/11819, DLP/11841, DLP/11848, DLP/11876, DLP/12379, DLP/12404, DLP/12431, DLP/12491, DLP/12512, DLP/12521, DLP/12528, DLP/12538, DLP/12557, DLP/12831, DLP/12844, DLP/12854, DLP/12883, DLP/12894, DLP/12951, DLP/12957, DLP/12966, DLP/12985, DLP/13000, DLP/13029, DLP/13057, DLP/13074, DLP/13085, DLP/13107,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/13133, DLP/13776, DLP/13803, DLP/13825, DLP/13854, DLP/13900, DLP/17408, DLP/17421, DLP/17435, DLP/20346, DLP/20352, DLP/20358, DLP/20365, DLP/20371, DLP/20451, DLP/7624, DLP/7630, DLP/7636, DLP/7642, DLP/7648, DLP/7654, DLP/7660, DLP/7666, DLP/7672, DLP/7678, DLP/7684, DLP/7696, DLP/7702, DLP/7708, DLP/7714, DLP/7720, DLP/7726, DLP/7732, DLP/7738, DLP/7748, DLP/7754, DLP/7760, DLP/7766, DLP/7772, DLP/7778, DLP/7784, DLP/7790, DLP/7796, DLP/7802, DLP/7808, DLP/7820, DLP/7826, DLP/7832, DLP/7838, DLP/7844, DLP/7850, DLP/7856, DLP/7862, DLP/7868, DLP/7874, DLP/7880, DLP/7886, DLP/7892, DLP/7898, DLP/7904, DLP/7910, DLP/7916, DLP/7922, DLP/7928, DLP/7936, DLP/7942, DLP/7949, DLP/7951, DLP/7957, DLP/7963, DLP/7975, DLP/7981, DLP/7987, DLP/7993, DLP/7999, DLP/8005, DLP/8049, DLP/8055, DLP/8061, DLP/8067, DLP/8073, DLP/8079, DLP/8085, DLP/8091, DLP/8097, DLP/8103, DLP/8109, DLP/8115, DLP/8121, DLP/8127, DLP/8133, DLP/8139, DLP/8145, DLP/8151, DLP/8157, DLP/8169, DLP/8175, DLP/8181, DLP/8187, DLP/8193, DLP/8199, DLP/8205, DLP/8216, DLP/8222, DLP/8229,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/8235, DLP/8241, DLP/8247, DLP/8253, DLP/8259, DLP/8265, DLP/8271, DLP/8277, DLP/8283, DLP/8289, DLP/8295, DLP/8301, DLP/8308, DLP/8314, DLP/8320, DLP/8326, DLP/8332, DLP/8338, DLP/8344, DLP/8350, DLP/8356, DLP/8362, DLP/8368, DLP/8374, DLP/8380, DLP/8386, DLP/8392, DLP/8398, DLP/8404, DLP/8410, DLP/8416, DLP/8423, DLP/8429, DLP/8435, DLP/8441, DLP/8447, DLP/8453, DLP/8461, DLP/9622, DLP/9628, DLP/9634, DLP/9640, DLP/9646, DLP/9657, DLP/9663, DLP/9669, DLP/9675, DLP/9681, DLP/9687, DLP/9693, DLP/9699, DLP/9705, DLP/9712, DLP/9718, DLP/9725, DLP/9731, DLP/9741, DLP/9747, DLP/9754, DLP/9760, DLP/9766, DLP/9772, DLP/9778, DLP/9784, DLP/9790, DLP/9797, DLP/9804, DLP/9810, DLP/9816, DLP/9822, DLP/9829, DLP/9837, DLP/9845, DLP/9854, DLP/9860, DLP/9868, DLP/9874, DLP/9878, DLP/9893, DLP/9899, DLP/9906, DLP/9943, DLP/9953, DLP/9962, DLP/9969, DLP/9976, DLP/9989, DLP/9998, DLP/11319, DLP/7969, DLP/11849, DLP/7244, DLP/12547, DLP/12832, DLP/7194, DLP/7215, DLP/7224, DLP/7233, DLP/7258, DLP/8478, DLP/11404, DLP/QQ/117, DLP/QQ/527, DLP/QQ/893,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLPQQ/972, DLPQQ/663, DLPQQ/931, DLPQQ/999, DLPQQ/590, DLPQQ/591
IMP1.25	Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation.	Additional highway modelling has been carried out to determine the impact of local plan growth on the highway network in the Basildon Borough. This has also involved carrying out a sustainable accessibility appraisal for all suggested housing allocations, and an investigation as to whether there are any additional mitigation options required to support overall growth in the Borough. An additional list of mitigation solutions has been agreed as part of this work and will be implemented alongside growth during the plan period up to 2034. Cross boundary impacts to the road network in other local authority areas has also been investigated by this study and the Council has signed up to a Statement of Common Ground with all local authorities along the A127 in order to combine Councils efforts to lobby for upgrade investment to this route in particular. Other similar mechanisms are also in place for other strategic routes in and out of the Borough, with work being commissioned in combination with other authorities along the A130 corridor for example.	DLP/2206, DLP/3811, DLP/2158, DLPQQ/125, DLPQQ/1001, DLPQQ/982, DLPQQ/908, DLPQQ/900, DLPQQ/888, DLPQQ/870, DLPQQ/868, DLPQQ/860, DLPQQ/855, DLPQQ/835, DLPQQ/814, DLPQQ/806, DLPQQ/897, DLPQQ/901, DLPQQ/770, DLPQQ/755, DLPQQ/738, DLPQQ/722, DLPQQ/720, DLPQQ/726, DLPQQ/702, DLPQQ/690, DLPQQ/682, DLPQQ/674, DLPQQ/959, DLPQQ/671, DLPQQ/668, DLPQQ/694, DLPQQ/839, DLPQQ/983, DLPQQ/979, DLPQQ/973, DLPQQ/918, DLPQQ/932, DLPQQ/928, DLPQQ/927
IMP1.26,	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/2200, DLP/16663, DLP/20070, DLP/7176 DLPQQ/926, DLPQQ/918, DLPQQ/908,DLPQQ/900,DLPQQ/888, DLPQQ/798, DLPQQ/760, DLPQQ/686, DLPQQ/668
IMP1.28	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/3049, DLP/9011DLPQQ/699, DLPQQ/601

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	delivering the plan and securing key pieces of infrastructure.		
IMP1.29	The Council will continue to work with its partners and stakeholders.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/2950, DLP/5107, DLP/17677, DLP/10006, DLP/10023, DLP/10030, DLP/10038, DLP/10050, DLP/10057, DLP/10069, DLP/10085, DLP/10096, DLP/10149, DLP/10174, DLP/10196, DLP/10213, DLP/10226, DLP/10238, DLP/10247, DLP/10258, DLP/10281, DLP/10291, DLP/10297, DLP/10315, DLP/10324, DLP/10333, DLP/10345, DLP/10453, DLP/10479, DLP/10490, DLP/10506, DLP/10528, DLP/10541, DLP/10555, DLP/10570, DLP/10576, DLP/10582, DLP/10631, DLP/10667, DLP/10717, DLP/10726, DLP/10738, DLP/10753, DLP/10762, DLP/10770, DLP/10780, DLP/10796, DLP/10810, DLP/10830, DLP/10839, DLP/10856, DLP/10937, DLP/10954, DLP/10972, DLP/10985, DLP/11003, DLP/11015, DLP/11026, DLP/11037, DLP/11051, DLP/11076, DLP/11097, DLP/11130, DLP/11141, DLP/11149, DLP/11200, DLP/11206, DLP/11218, DLP/11231, DLP/11244, DLP/11256, DLP/11281, DLP/11305, DLP/11329, DLP/11472, DLP/11482, DLP/11495, DLP/11505, DLP/11517, DLP/11528, DLP/11554, DLP/11569, DLP/11582, DLP/11590, DLP/11604, DLP/11619, DLP/11633, DLP/11644, DLP/11651, DLP/11657, DLP/11665, DLP/11673, DLP/11683, DLP/11692, DLP/11731, DLP/11737, DLP/11743, DLP/11749, DLP/11757,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/11768, DLP/820, DLP/11780, DLP/11793, DLP/11807, DLP/11813, DLP/11819, DLP/11841, DLP/11848, DLP/11876, DLP/12379, DLP/12404, DLP/12431, DLP/12491, DLP/12512, DLP/12521, DLP/12528, DLP/12538, DLP/12557, DLP/12831, DLP/12844, DLP/12854, DLP/12883, DLP/12894, DLP/12951, DLP/12957, DLP/12966, DLP/12985, DLP/13000, DLP/13029, DLP/13057, DLP/13074, DLP/13085, DLP/13107, DLP/13133, DLP/13776, DLP/13803, DLP/13825, DLP/13854, DLP/13900, DLP/17408, DLP/17421, DLP/17435, DLP/20346, DLP/20352, DLP/20358, DLP/20365, DLP/20371, DLP/20451, DLP/7624, DLP/7630, DLP/7636, DLP/5806, DLP/7642, DLP/7648, DLP/7654, DLP/7660, DLP/7666, DLP/7672, DLP/7678, DLP/7684, DLP/7696, DLP/7702, DLP/7708, DLP/7714, DLP/7720, DLP/7726, DLP/7732, DLP/7738, DLP/7748, DLP/7754, DLP/7760, DLP/7766, DLP/7772, DLP/7778, DLP/7784, DLP/7790, DLP/7796, DLP/7802, DLP/7808, DLP/7820, DLP/7826, DLP/7832, DLP/7838, DLP/7844, DLP/7850, DLP/7856, DLP/7862, DLP/7868, DLP/7874, DLP/7880, DLP/7886, DLP/7892, DLP/7898, DLP/7904, DLP/7910, DLP/7916, DLP/7922, DLP/7928, DLP/7936, DLP/7942, DLP/7949, DLP/7951, DLP/7957, DLP/7963,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/7975, DLP/7981, DLP/7987, DLP/7993, DLP/7999, DLP/8005, DLP/8049, DLP/8055, DLP/8061, DLP/8067, DLP/8073, DLP/8079, DLP/8085, DLP/8091, DLP/8097, DLP/8103, DLP/8109, DLP/8115, DLP/8121, DLP/8127, DLP/8133, DLP/8139, DLP/8145, DLP/8151, DLP/8157, DLP/8169, DLP/8175, DLP/8181, DLP/8187, DLP/8193, DLP/8199, DLP/8205, DLP/8216, DLP/8222, DLP/8229, DLP/8235, DLP/8241, DLP/8247, DLP/8253, DLP/8259, DLP/8265, DLP/8271, DLP/8277, DLP/8283, DLP/8289, DLP/8295, DLP/8301, DLP/8308, DLP/8314, DLP/8320, DLP/8326, DLP/8332, DLP/8338, DLP/8344, DLP/8350, DLP/8356, DLP/8362, DLP/8368, DLP/8374, DLP/8380, DLP/8386, DLP/8392, DLP/8398, DLP/8404, DLP/8410, DLP/8416, DLP/8423, DLP/8429, DLP/8435, DLP/8441, DLP/8447, DLP/8453, DLP/8461, DLP/9622, DLP/9628, DLP/9634, DLP/9640, DLP/9646, DLP/9657, DLP/9663, DLP/9669, DLP/9675, DLP/9681, DLP/9687, DLP/9693, DLP/9699, DLP/9705, DLP/9712, DLP/9718, DLP/9725, DLP/9731, DLP/9741, DLP/9747, DLP/9754, DLP/9760, DLP/9766, DLP/9772, DLP/9778, DLP/9784, DLP/9790, DLP/9797, DLP/9804,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/9810, DLP/9816, DLP/9822, DLP/9829, DLP/9837, DLP/9845, DLP/9854, DLP/9860, DLP/9868, DLP/9874, DLP/9878, DLP/9893, DLP/9899, DLP/9906, DLP/9943, DLP/9953, DLP/9962, DLP/9969, DLP/9976, DLP/9989, DLP/9998, DLP/11319, DLP/10125, DLP/10139, DLP/10158, DLP/10200, DLP/10234, DLP/10275, DLP/10367, DLP/10385, DLP/10396, DLP/10418, DLP/10460, DLP/10491, DLP/10522, DLP/10699, DLP/10712, DLP/11352, DLP/11964, DLP/12002, DLP/12028, DLPQQ/928, DLPQQ/912, DLPQQ/905, DLPQQ/894, DLPQQ/835, DLPQQ/893, DLPQQ/775, DLPQQ/769, DLPQQ/756, DLPQQ/719, DLPQQ/710, DLPQQ/702, DLPQQ/684, DLPQQ/960, DLPQQ/1012, DLPQQ/909, DLPQQ/947, DLPQQ/616, DLPQQ/643, DLPQQ/645, DLPQQ/652
IMP1.30	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	It is not always possible to secure upgrades to infrastructure before development commences as in many cases this will require a developer to make a significant investment before any returns are made through the sale of new dwellings or employment premises. This may in turn have implications on the cost of borrowing for the developer as the interest being paid increases, profit margins are therefore reduced and the viability of the scheme as a whole can be adversely affected. In some cases, external sources of funding will be required to secure the relevant level of investment required to deliver new infrastructure upgrades, and if this is received before commencement of development, it may be possible to front load	DLP/3248, DLP/1084, DLP/267, DLP/20172

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>the infrastructure requirement so that it comes forward before development commences. Alternatively, development can be phased to ensure that it is aligned with the new infrastructure so that it all comes forward at a similar time. Similarly, one mechanism for securing investment in infrastructure is the CIL, and liabilities are payable either in part or in full no later than 60 days after the development commencement date and will assist in ensuring that new infrastructure is aligned with the development.</p> <p>Infrastructure should therefore be delivered in line with new development. Where the infrastructure directly serves the development the Council will look for the infrastructure to be delivered as part of the development, where appropriate. Where infrastructure improvement/upgrades are required off-site the Council will use various mechanisms to secure investments to deliver these improvements and where necessary has applied phasing to ensure that new development does not significantly impact on existing infrastructure capacity before any improvements are carried out.</p>	
IMP1.31	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has undertaken various studies and engaged with infrastructure providers to assess whether development could occur within Wickford. Where pressures on the existing infrastructure were identified and where the needs arising from the new development would create capacity issues the Council has undertaken work to examine whether these impacts could be mitigated through the provision of new infrastructure or upgrades and improvements to existing infrastructure. The scale of growth and the locations of new development in Wickford is based on this information.	DLP/4929, DLP/20202, DLP/20209, DLP/8760, DLP/8780, DLP/9238, DLPQQ/583, DLPQQ/591, DLPQQ/608, DLPQQ/664
IMP1.32	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/2918, DLP/2933, DLP/13444, DLP/17995, DLP/18314, DLP/20592, DLP/11395, DLP/778, DLP/1640, DLP/13839, DLP/14582, DLP/14612, DLP/14635, DLP/14664, DLP/14676, DLP/14727, DLP/14747, DLP/14792,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	delivering the plan and securing key pieces of infrastructure.		DLP/14802, DLP/14826, DLP/14844, DLP/14852, DLP/14863, DLP/14902, DLP/14923, DLP/14969, DLP/14973, DLP/15046, DLP/15046, DLP/15057, DLP/15101, DLP/14835, DLP/15205, DLP/15368, DLP/15384, DLP/15513, DLP/15573, DLP/15577, DLP/15662, DLP/15689, DLP/15746, DLP/15875, DLP/15808, DLP/15820, DLP/15830, DLP/15846, DLP/15954, DLP/15984, DLP/16038, DLP/16052, DLP/16117, DLP/16150, DLP/16175, DLP/16190, DLP/16224, DLP/16234, DLP/16276, DLP/18031, DLP/19943, DLP/19934, DLP/20202, DLP/20209, DLP/16490, DLP/20219, DLP/20389, DLP/20464, DLP/20475, DLP/20484, DLP/20475, DLP/20484, DLP/20599, DLP/7256, DLP/7347, DLP/8595, DLP/8621, DLP/8682, DLP/8698, DLP/8920, DLP/9549, DLP/13282, DLP/13289, DLP/13303, DLP/13311, DLP/13327, DLP/13339, DLP/13364, DLP/13381 DLP/13387, DLP/13400, DLP/13416, DLP/13420, DLP/13437, DLP/13444, DLP/13451, DLP/13458, DLP, 13467, DLP/13468, DLP/13479, DLP/13485, DLP/13494, DLP/13501, DLP/13508, DLP/13467, DLP/13468, DLP/13479, DLP/13485, DLP/13494, DLP/13501, DLP/13508, DLP/13517, DLP/13518, DLP/13536, DLP/13544, DLP/13552, DLP/13554, DLP/13567, DLP/13573, DLP/13589, DLP/13596, DLP/13607, DLP/13619, DLP/13641, DLP/13650,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/13660, DLP/13677, DLP/13686, DLP/13695, DLP/13712, DLP/13730, DLP/13743, DLP/13748, DLP/13768, DLP/13779, DLP/13794, DLP/13883, DLP/13888, DLP/13912, DLP/13923, DLP/13930, DLP/13940, DLP/13943, DLP/13958, DLP/13959, DLP/14230, DLP/14233, DLP/14236, DLP/14246, DLP/14256, DLP/14259, DLP/14266, DLP/14285, DLP/14300, DLP/14278, DLP/14303, DLP/14317, DLP/14327, DLP/14332, DLP/14341, DLP/14351, DLP/14366, DLP/14374, DLP/14376, DLP/14396, DLP/14408, DLP/14417, DLP/14428, DLP/14438, DLP/14446, DLP/14457, DLP/14465, DLP/14469, DLP/12252, DLP/12455, DLP/12469, DLP/12419, DLP/12399, DLP/12387, DLP/12470, DLP/12488, DLP/12510, DLP/12534, DLP/12569, DLP/12579, DLP/12597, DLP/12605, DLP/12612, DLP/12619, DLP/12626, DLP/12634, DLP/12648, DLP/12657, DLP/12658, DLP/12665, DLP/12667, DLP/12679, DLP/12696, DLP/12706, DLP/12713, DLP/12716, DLP/12738, DLP/12752, DLP/12756, DLP/12767, DLP/12781, DLP/12782, DLP/12792, DLP/12808, DLP/12813, DLP/12836, DLP/12859, DLP/12866, DLP/12871, DLP/12887, DLP/12905, DLP/12922, DLP/12934, DLP/12945, DLP/12964, DLP/12978, DLP/12982, DLP/13009, DLP/13015, DLP/13093, DLP/13100, DLP/13122, DLP/13143, DLP/13146, DLP/13215,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/13223, DLP/13233, DLP/13251, DLP/13266, DLP/13273, DLP/13959, DLP/13969, DLP/13977, DLP/13983, DLP/13994, DLP/14007, DLP/14015, DLP/14024, DLP/14025, DLP/14032, DLP/14039, DLP/14054, DLP/14063, DLP/14072, DLP/14091, DLP/14100, DLP/14101, DLP/14109, DLP/14117, DLP/14129, DLP/14130, DLP/14139, DLP/14149, DLP/14149, DLP/14160, DLP/14163, DLP/14176, DLP/14185, DLP/14193, DLP/14203, DLP/14206, DLP/14211, DLP/14216, DLP/13047, DLP/13536, DLP/13, DLP/15517, DLP/15573, DLP/15577, DLP/15562, DLP/15746, DLP/15815, DLP/15954, DLP/15984, DLP/16038, DLP/16062, DLP/16150, DLP/16175, DLP/16190, DLP/16224, DLP/16234, DLP/16560, DLP/16637, DLP/17660, DLP/17680, DLP/17727, DLP/17881, DLP/8478, DLP/12696, DLP/9214, DLP/9229, DLPQQ/768, DLPQQ/741, DLPQQ/839, DLPQQ/581, DLPQQ/584, DLPQQ/595, DLPQQ/602, DLPQQ/631, DLPQQ/632, DLPQQ/633, DLPQQ/656, DLP/94
IMP1.33	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/3834, DLP/9603, DLPQQ/853

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
IMP1.34	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/4312
IMP1.35	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers, who have taken into consideration growth across the wider area, to assess the additional infrastructure requirements arising from the growth proposed within the Borough. The Council has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/5113, DLP/20518, DLP/20527, DLP/20541, DLP/20555, DLP/20567, DLP/20594, DLP/20601, DLP/20608, DLP/20619, DLP/20624, DLP/20631, DLP/20648, DLP/3170, DLP/5806, DLP/12832, DLP/1462DLPQQ/749
IMP1.36	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/5573, DLP/4725, DLP/14052, DLP/7110, DLP/7109, DLP/4458, DLP/10767, DLP/9885, DLP/3954, DLP/3701, DLP/18388, DLPQQ/992, DLPQQ/984, DLPQQ/962, DLPQQ/929, DLPQQ/821, DLPQQ/891, DLPQQ/773, DLPQQ/724, DLPQQ/684, DLPQQ/981, DLPQQ/666, DLPQQ/963, DLPQQ/1011, DLPQQ/910, DLPQQ/929
IMP1.37	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure. The Council will continue to work with Basildon Hospital and the Care	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/5872, DLPQQ/910, DLPQQ/897, DLPQQ/848, DLPQQ/797, DLPQQ/703

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	Commissioning Groups on healthcare issues		
IMP1.38	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/2179, DLP/1529, DLP/1540, DLP/13866, DLP/15820, DLPQQ/854, DLPQQ/737, DLPQQ/694
IMP1.39	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/1464, DLPQQ/633, DLPQQ/852
IMP1.41	The Council will continue to work with all infrastructure providers to update the Infrastructure Delivery Plan and to ensure that necessary infrastructure to support growth is delivered sustainably, effectively and at the right time.	The Council has engaged with infrastructure providers including the utility service providers to assess the additional infrastructure requirements arising from the growth proposed within Wickford. The Council has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/1562, DLP/13109, DLP/13126, DLP/13224, DLP/9214, DLP/9229, DLP/18091
IMP1.42	Phasing has been determined on the basis of the nature of the infrastructure provision required to support the level of growth on each of the housing allocation proposals. The Council will review the phasing strategy to ensure infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	A High Level Development Framework has been produced for the South West Billericay area which has included the input of all landowners/developers representing land interests in the area. Therefore, the phasing of the development in this area will be associated with the need for the relief road to support all growth suggested in the south West Billericay area, so that it can come forward as a comprehensive development proposal rather than piecemeal developments coming forward without proper consideration of the location/timing of the supporting infrastructure.	DLP/1810

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
IMP1.43	The council will look in more detail at the potential phasing strategy for specific housing allocations proposed in order to ensure that housing targets are met and necessary infrastructure is delivered in a sustainable, effective, and timely manner.	<p>Paragraphs 203-206 of the NPPF as referred to in the representation refer to planning obligations and planning conditions rather than phasing and therefore the presence of these paragraphs in the NPPF does not provide justification for the Council no longer including policy requirements for developers to adhere to a phasing strategy for the Local Plan. Infrastructure is a key constraint and if development is not phased properly to align with infrastructure upgrades this is likely to have a significant adverse impact on the Borough. The impact of development on an individual site may be able to be mitigated through planning obligations and conditions but the cumulative impact of development on several sites would have an adverse impact if it is not phased correctly to ensure development is infrastructure upgrades are aligned with new development.</p> <p>However, the wording of specific housing and employment allocation policies has been made more generic to allow for more flexibility in terms of the phasing strategy for the Local Plan. This should make it easier to align development with infrastructure and ensure funds are available to deliver the upgrades in a timely fashion.</p>	DLP/3073
IMP1.45	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has engaged with healthcare providers to assess the additional healthcare requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary.	DLP/8974, DLP/12808, DLP/13451, DLP/13743, DLP/14635, DLP/17783, DLP/20089, DLP/20110, DLP/20202, DLP/20209, DLP/20262, DLP/7296, DLP/7409, DLP/7431/ DLP/8629, DLPQQ/36, DLPQQ/335, DLPQQ/368, DLPQQ/981, DLPQQ/596
IMP1.46	Undertake additional modelling of the cumulative impacts of development on highways capacity, and mitigation, and where necessary amend policies to reflect the findings.	Additional highway modelling has been carried out to determine the impact of local plan growth on the highway network in the Basildon Borough. This has also involved carrying out a sustainable accessibility appraisal for all suggested housing allocations, and an investigation as to whether there are any additional mitigation options required to support overall growth in the Borough. An additional list of mitigation solutions has been agreed as part of this	DLPQQ/993, DLPQQ/994, DLPQQ/1002, DLPQQ/1003, DLPQQ/630, DLPQQ/665

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		work and will be implemented alongside growth during the plan period up to 2034. The cumulative impact of certain highway improvements has also been investigated to ensure that new link roads are not causing any unintended adverse effects on the highway network.	
IMP1.47	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	Infrastructure should be delivered in line with new development. Where the infrastructure directly serves the development the Council will look for the infrastructure to be delivered as part of the development, where appropriate. Where infrastructure improvement/upgrades are required off-site the Council will use various mechanisms to secure investments to deliver these improvements and where necessary has applied phasing to ensure that new development does not significantly impact on infrastructure before any improvements are carried out.	DLP/10006, DLP/10023, DLP/10030, DLP/10038, DLP/10050, DLP/10057, DLP/10069, DLP/10085, DLP/10096, DLP/10149, DLP/10174, DLP/10196, DLP/10213, DLP/10226, DLP/10238, DLP/10247, DLP/10258, DLP/10281, DLP/10291, DLP/10297, DLP/10315, DLP/10324, DLP/10333, DLP/10345, DLP/10453, DLP/10479, DLP/10490, DLP/10506, DLP/10528, DLP/10541, DLP/10555, DLP/10570, DLP/10576, DLP/10582, DLP/10631, DLP/10667, DLP/10717, DLP/10726, DLP/10738, DLP/10753, DLP/10762, DLP/10770, DLP/10780, DLP/10796, DLP/10810, DLP/10830, DLP/10839, DLP/10856, DLP/10937, DLP/10954, DLP/10972, DLP/10985, DLP/11003, DLP/11015, DLP/11026, DLP/11037, DLP/11051, DLP/11076, DLP/11097, DLP/11130, DLP/11141, DLP/11149, DLP/11200, DLP/11206, DLP/11218, DLP/11231, DLP/11244, DLP/11256, DLP/11281, DLP/11305, DLP/11329, DLP/11472, DLP/11482, DLP/11495, DLP/11505, DLP/11517, DLP/11528, DLP/11554, DLP/11569, DLP/11582, DLP/11590, DLP/11604, DLP/11619, DLP/11633, DLP/11644, DLP/11651, DLP/11657, DLP/11665, DLP/11673, DLP/11683,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/11692, DLP/11731, DLP/11737, DLP/11743, DLP/11749, DLP/11757, DLP/11768, DLP/11780, DLP/11793, DLP/11807, DLP/11813, DLP/11819, DLP/11841, DLP/11848, DLP/11876, DLP/12379, DLP/12404, DLP/12431, DLP/12491, DLP/12512, DLP/12521, DLP/12528, DLP/12538, DLP/12557, DLP/12831, DLP/12844, DLP/12854, DLP/12883, DLP/12894, DLP/12951, DLP/12957, DLP/12966, DLP/12985, DLP/13000, DLP/13029, DLP/13057, DLP/13074, DLP/13085, DLP/13107, DLP/13133, DLP/13776, DLP/13803, DLP/13825, DLP/13854, DLP/13900, DLP/17408, DLP/17421, DLP/17435, DLP/20346, DLP/20352, DLP/20358, DLP/20365, DLP/20371, DLP/20451, DLP/7624, DLP/7630, DLP/7636, DLP/7642, DLP/7648, DLP/7654, DLP/7660, DLP/7666, DLP/7672, DLP/7678, DLP/7684, DLP/7696, DLP/7702, DLP/7708, DLP/7714, DLP/7720, DLP/7726, DLP/7732, DLP/7738, DLP/7748, DLP/7754, DLP/7760, DLP/7766, DLP/7772, DLP/7778, DLP/7784, DLP/7790, DLP/7796, DLP/7802, DLP/7808, DLP/7820, DLP/7826, DLP/7832, DLP/7838, DLP/7844, DLP/7850, DLP/7856, DLP/7862, DLP/7868, DLP/7874, DLP/7880, DLP/7886, DLP/7892, DLP/7898, DLP/7904, DLP/7910, DLP/7916, DLP/7922, DLP/7928, DLP/7936, DLP/7942,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/7949, DLP/7951, DLP/7957, DLP/7963, DLP/7975, DLP/7981, DLP/7987, DLP/7993, DLP/7999, DLP/8005, DLP/8049, DLP/8055, DLP/8061, DLP/8067, DLP/8073, DLP/8079, DLP/8085, DLP/8091, DLP/8097, DLP/8103, DLP/8109, DLP/8115, DLP/8121, DLP/8127, DLP/8133, DLP/8139, DLP/8145, DLP/8151, DLP/8157, DLP/8169, DLP/8175, DLP/8181, DLP/8187, DLP/8193, DLP/8199, DLP/8205, DLP/8216, DLP/8222, DLP/8229, DLP/8235, DLP/8241, DLP/8247, DLP/8253, DLP/8259, DLP/8265, DLP/8271, DLP/8277, DLP/8283, DLP/8289, DLP/8295, DLP/8301, DLP/8308, DLP/8314, DLP/8320, DLP/8326, DLP/8332, DLP/8338, DLP/8344, DLP/8350, DLP/8356, DLP/8362, DLP/8368, DLP/8374, DLP/8380, DLP/8386, DLP/8392, DLP/8398, DLP/8404, DLP/8410, DLP/8416, DLP/8423, DLP/8429, DLP/8435, DLP/8441, DLP/8447, DLP/8453, DLP/8461, DLP/9622, DLP/9628, DLP/9634, DLP/9640, DLP/9646, DLP/9657, DLP/9663, DLP/9669, DLP/9675, DLP/9681, DLP/9687, DLP/9693, DLP/9699, DLP/9705, DLP/9712, DLP/9718, DLP/9725, DLP/9731, DLP/9741, DLP/9747, DLP/9754, DLP/9760, DLP/9766, DLP/9772, DLP/9778, DLP/9784, DLP/9790, DLP/9797,

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
			DLP/9804, DLP/9810, DLP/9816, DLP/9822, DLP/9829, DLP/9837, DLP/9845, DLP/9854, DLP/9860, DLP/9868, DLP/9874, DLP/9878, DLP/9893, DLP/9899, DLP/9906, DLP/9943, DLP/9953, DLP/9962, DLP/9969, DLP/9976, DLP/9989, DLP/9998, DLP/11319, DLP/7969
IMP1.48	The Council will continue to work with infrastructure partners and will update the Infrastructure Delivery Plan to reflect changes and the progress made in delivering the plan and securing key pieces of infrastructure.	The Council has undertaken various studies and engaged with infrastructure providers to assess whether development could occur within Billericay. Where pressures on the existing infrastructure were identified and where the needs arising from the new development would create capacity issues the Council has undertaken work to examine whether these impacts could be mitigated through the provision of new infrastructure or upgrades and improvements to existing infrastructure. The scale of growth and the locations of new development in Billericay is based on this information.	DLPQQ/943
IMP2.1	The Council will consider amending policy IMP2 to provide more clarity.	Additional clarification has been provided in the supporting text to Policy IMP2 to state that planning obligations will only be used for infrastructure upgrades through S106, S38, S278 where that infrastructure has not already been identified on the Council's CIL Regulation 123 list. See new paragraph 18.15 in the supporting text to Policy IMP2 and alteration to part 1 of Policy IMP2. See change no. LP18.14 and LP18.15.	DLP/130
IMP2.2	The Council will continue to work with Essex County Council to deliver the necessary infrastructure to support growth within the Borough.	Public Rights of Way are protected in law and Essex County Council who oversee their maintenance and protection have produced an advice note for developers. Obligations relating to the enhancement of Public Rights of Way would be captured under transport in point 2 of Policy IMP2.	DLP/1450, DLP/234
IMP2.4	The Council will continue to work with Essex County Council as the highway authority in progressing the local plan to deliver the necessary infrastructure to	Highways maintenance funding is allocated by Highways England and the Department for Transport to Essex County Council as the Highway Authority in order to fix potholes etc. Planning obligations are used to upgrade other infrastructure, which is required to make the development acceptable in planning terms.	DLP/1977, DLP/1979

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	support growth within the Borough.		
IMP2.5	Review the wording of Policy IMP2 to see if any changes are required to improve clarity.	This representation related to points 4 and 5 and whether point 4 was actually required in addition to point 5. The main difference between the two points is that point 4 includes additional clarification into the process for how the Council will determine whether or not developments can be found acceptable in planning terms, and introduces the possibility of obtaining deferred contributions. This means that on developments where a viability argument is used to successfully reduce the overall planning obligations, the Council can still get that contribution at a later date if the viability of the site improves by the time the developer comes to build out the proposal. If we only have point 5, then a potential developer could still win the viability argument but the Council would not have a mechanism for potentially still achieving a deferred contribution if the viability situation changed. Therefore, both points 4 and 5 remain in the recommended policy.	DLP/1868
IMP2.10	Basildon Borough Council will commission additional Highway Modelling work to provide details of sustainable access requirements at each housing allocation site and to determine if there are any additional strategic improvements to the highway network that could further assist in the alleviation of congestion around the Borough. This work will accompany the next stage of the Local Plan, once it has been re-drafted to take into consideration the comments made as part of the public consultation. The council will look in more detail at the potential	The Highways Impact Assessment and Mitigation Modelling (2018) tested the impact of the strategic allocations on the highway network and, in agreement with the Highways Authority, identified where access will be assumed to be taken from. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/3085

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	phasing strategy for specific housing allocations proposed in order to ensure that housing targets are met and necessary infrastructure is delivered in a sustainable, effective, and timely manner.		
IMP2.11	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	The Council has and will continue to work with Essex County Council to ensure that growth in the borough is supported by the necessary infrastructure.	DLP/2478
IMP2.12	Basildon Borough Council will continue to work with the County Council and all other infrastructure providers to continually update the Infrastructure Delivery Plan to inform the Community Infrastructure Levy and to ensure that infrastructure needed to deliver planned growth is done in a sustainable, effective and timely manner.	The Council has engaged with infrastructure providers to assess the additional infrastructure requirements arising from the growth proposed across the Borough and has then sought to plan accordingly within the Local Plan to deliver the improvements necessary. A number of allocations will provide strategic open space alongside development which will benefit the wider community.	DLP/584
IMP3.2	The Council will continue to work with its partners and stakeholders.	The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/3090

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
IMP3.4	The council will look in more detail at the potential phasing strategy for specific housing allocations proposed in order to ensure that housing targets are met and necessary infrastructure is delivered in a sustainable, effective, and timely manner.	The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/1271, DLP/7379
IMP3.5	The council will look in more detail at the potential phasing strategy for specific housing allocations proposed in order to ensure that housing targets are met and necessary infrastructure is delivered in a sustainable, effective, and timely manner.	Allocation H13 is a large site which requires significant infrastructure improvements to support the level of development proposed. Without such infrastructure improvements development would severely impact on the highway network. Therefore to mitigate its impact phasing of development in line with the provision of infrastructure will be required. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan. Further, the land mentioned in this comment no longer forms part of the H13 allocation or any other allocation within the Local Plan.	DLP/131
IMP3.6	The Council has commissioned additional Transport Modelling work which will also seek to address any cross boundary issues caused by transport improvements. Basildon Borough Council will continue to work with Castle Point and other Borough & District Councils through the Duty to Co-operate to ensure that the wider implications of Local Plan proposals on the transport network in the wider Essex area is taken into consideration. The council will look in more detail at the potential phasing strategy for specific housing allocations	The background growth scenarios within the transport modelling take into account all the expected growth in neighbouring authorities. The phasing of development will be aligned with the delivery of infrastructure as set out in the Infrastructure Delivery Plan.	DLP/1392

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
	proposed in order to ensure that housing targets are met and necessary infrastructure is delivered in a sustainable, effective, and timely manner.		
IMP4.1	The council will consider amending the policy to provide more clarity.	The Council has produced High Level Development Frameworks for the three largest and complex site allocations within the plan to guide development within these locations. In addition the three housing policies H7, H13 and H19 stipulate the requirement for a masterplan or development brief to be prepared to ensure that matters such as infrastructure, design and layout are set out prior to development taking place.	DLP/132
CHAPTER 19: GLOSSARY			
No representations received in relation to the glossary.			
CHAPTER 20: APPENDICES			
App1.1	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>This representation was supportive of draft Policy GB 3 Plotland Infill, but made assumptions that the policy proposed to remove Plotlands from the Green Belt. In addition, the representation assumed Break Egg Hill was recommended for infill development. A full review of policy GB3 and its underpinning evidence base has been undertaken in order to address the range of comments received regarding the proposal to permit infilling in the borough's Plotlands.</p> <p>The Plotland Study (2015) identified the Break Egg Hill Plotland as being a Plotland area but did not recommend the area to be allocated as a Plotland Infill Area for the purposes of infilling as set out previously in Policy GB 3 – Plotland Infill. Additional evidence base work has been carried out in the form of a Green Belt Infill Policy Options Topic Paper (2017) which reviewed comments from the Draft Local Plan consultation and considered a policy more in line with the NPPF in terms of infill development within the Green Belt rather than just in plotland areas, subject to set of prescriptive criteria.</p>	DLP/455

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>The Plotland Topic Paper (2017) considered whether the plotlands are required to remain allocated on the Local Plan Policy Map and determined that as there is no longer any local policy that relates specifically to the plotlands, the plotland areas are no longer required to be shown on the Local Plan Policy Map.</p> <p>The Settlement Hierarchy Review (2015) also considered whether the Break Egg Hill plotland area is a separate settlement. The Review concluded that as the Break Egg Hill Plotland sits on the eastern edge of Billericay, adjacent to the urban area, it is difficult to distinguish it as a separate settlement, and due to its limited access to services, it relies on Billericay to meet its needs. Consequently, this plotland also forms part of the settlement of Billericay.</p>	
App1.4	Continue to work with partners and stakeholders on the progression of the IDP.	<p>This comment relates to the Infrastructure Delivery Plan (IDP) which accompanies the Local Plan, and provides the supporting evidence for the provision of infrastructure within the Borough. The Draft Local Plan recognised that the IDP is likely to evolve over time, and there is already ongoing engagement with the other local planning authorities, Essex County Council, and service providers to inform decisions on infrastructure delivery as part of the preparation of the Local Plan and its evidence base.</p> <p>Although no changes to the Local Plan document has been made in respect of these concerns at this time, the IDP which is maintained as a living document will be updated to reflect the suggested changes, as well as any changes to the requirements for infrastructure. The revised IDP will feed into the Local Plan, and will determine the level of infrastructure required to meet the needs of the level of growth proposed, in order to ensure new development is sustainable.</p>	DLP/2771
App1.5	Continue to work with partners and stakeholders on the progression of the IDP.	This comment relates to the Infrastructure Delivery Plan (IDP) which accompanies the Local Plan, and provides the supporting evidence for the provision of infrastructure within the Borough. The Draft Local Plan recognised that the IDP is likely to evolve over time, and	DLP/2771

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>there is already ongoing engagement with the other local planning authorities, Essex County Council, and service providers to inform decisions on infrastructure delivery as part of the preparation of the Local Plan and its evidence base.</p> <p>Although no changes to the Local Plan document has been made in respect of these concerns at this time, the IDP which is maintained as a living document will be updated to reflect the suggested changes, as well as any changes to the requirements for infrastructure. The revised IDP will feed into the Local Plan, and will determine the level of infrastructure required to meet the needs of the level of growth proposed, in order to ensure new development is sustainable.</p>	
App1.6	Consider wording changes.	<p>This comment relates to the Infrastructure Delivery Plan (IDP) which accompanies the Local Plan, and provides the supporting evidence for the provision of infrastructure within the Borough. The Draft Local Plan recognised that the IDP is likely to evolve over time, and there is already ongoing engagement with the other local planning authorities, Essex County Council, and service providers to inform decisions on infrastructure delivery as part of the preparation of the Local Plan and its evidence base.</p> <p>Although no changes to the Local Plan document has been made in respect of these concerns at this time, the IDP which is maintained as a living document will be updated to reflect the suggested changes, as well as any changes to the requirements for infrastructure. The revised IDP will feed into the Local Plan, and will determine the level of infrastructure required to meet the needs of the level of growth proposed, in order to ensure new development is sustainable.</p>	DLP/2771
App1.7	Consider wording changes.	<p>This comment relates to the Highways Topic Paper which accompanies the Local Plan, and provides the supporting evidence for the provision of transport infrastructure within the Borough. The representation sought an amendment at Paragraph 1.9, to the reference to the 'Essex Countywide Strategic model', explaining</p>	DLP/2771

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		<p>that the model will not be available for at least 18 months / 2 years and so will not aid any immediate decisions regarding the Basildon Local Plan site allocation.</p> <p>There is already ongoing engagement with Essex County Council (ECC) to inform decisions on infrastructure delivery as part of the preparation of the Local Plan and its evidence base. The Highway Mitigation Modelling, prepared in partnership with Essex County Council, is being updated to cover the entire borough using one model - previously two separate models were used for different parts of the Borough. The updated report is looking at the mitigation previously considered in the Draft Local Plan, and whether additional mitigation will be required. The revised report will be used to determine which mitigation measures could be implemented to improve capacity and reduce congestion caused by future development within each settlement. Any accompanying topic paper on highways will reflect the most up-to-date policy position.</p>	
App1.8	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>This representation raised concerns regarding the staggered delivery of housing over the plan period. It remains the Council's position that a greater proportion of the required homes is likely to be delivered in the period beyond 2020, when the sites on the edge of settlements begin to benefit from the detailed planning consents.</p> <p>A phasing programme has also been introduced, having regard to the HELAA build rates and using the programming of infrastructure provision as the trigger for releasing sites (<i>see Housing Options Topic Paper 2017</i>). No further action is therefore required in this regard.</p>	DLP/2746
App1.9	Consider updating evidence base.	This representation raised concerns that sites in draft allocations H10a and H10b had not been properly assessed through the HELAA process. The <i>Housing Options Topic Paper 2017</i> which considers the evidence relating to housing capacity and constraints on growth recognises that some land in this location (about 14.5ha) is	DLP/2746

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		currently not being promoted for development. Therefore, this has not been recommended for inclusion within the West Basildon allocation. No further action is therefore required in this regard.	
App1.10	The Council will keep this situation under review in the development of the Local Plan.	This representation raised concerns regarding the release of Green Belt sites, and sought that site H10b be released in the plan period to 2034. It is noted that additional land has been promoted within the area identified as site H10b in the Draft Local Plan, and its deliverability/developability has been assessed through the HELAA Review. While the <i>Housing Options Topic Paper 2017</i> now recommends H10b for allocation during the plan period, a phasing programme has also been introduced, having regard to the HELAA build rates and using the programming of infrastructure provision as the trigger for releasing sites. Therefore, the availability and inclusion of this site does not necessarily guarantee its delivery during the plan period as a balanced decision will need to be taken on the trajectory of supply.	DLP/2746
App1.12	Consider reviewing evidence base.	<p>These representations suggested that the ecological surveys for the development sites were undertaken at an inappropriate time of the year, and do not reflect the true representation of wildlife on the sites.</p> <p>Upon review however, it is considered that the surveys undertaken were appropriate to inform the development of planning policy, with constraints acknowledged. Furthermore, detailed survey and assessment would be required to inform planning applications. No further action is therefore required, and no amendment has been made to the evidence in this regard.</p>	DLP/2975, DLP12325, DLPQQ/301, DLPQQ/343, DLPQQ/476
App1.13	Consider updating evidence base.	This representation relates to the land referred to as "The Vale" which had continued to be promoted by the previous landowner for development purposes, who misrepresented his interest in the site to the Council. Land Registry searches have been completed and this reveals that the land is owned by a group of local residents. Consequently, the quantum of development to be brought forward in this location has been adjusted to reflect the extent of land that is available and deliverable (<i>see Housing Options Topic Paper 2017</i>).	DLP/3799

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		Policy H19 will be amended in respect of these considerations if carried forward into the plan.	
App1.15	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>This comment questioned some of the findings of the Green Belt Review 2015 in relation to the Hovefields and Honiley Neighbourhood Area. The Green Belt Review 2015 has now been reviewed in light of the comments made regarding this evidence base, including an independent assessment of the report by the Planning Advisory Service (PAS). The conclusions of PAS have also been implemented within the updated Green Belt Review 2017, which represents the Council's most up to date evidence for Green Belt matters. The publication Local Plan will reflect any alterations to this evidence base.</p> <p>In addition, the <i>Housing Options Topic Paper 2017</i> has considered the evidence relating to housing capacity and constraints on growth for this alternative site for development.</p>	DLP/5035
App1.16	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	<p>This comment questioned some of the findings of the Green Belt Review 2015 in relation to the Hovefields and Honiley Neighbourhood Area. The Green Belt Review 2015 has now been reviewed in light of the comments made regarding this evidence base, including an independent assessment of the report by the Planning Advisory Service (PAS). The conclusions of PAS have also been implemented within the updated Green Belt Review 2017, which represents the Council's most up to date evidence for Green Belt matters. The publication Local Plan will reflect any alterations to this evidence base.</p> <p>In addition, the <i>Housing Options Topic Paper 2017</i> has considered the evidence relating to housing capacity and constraints on growth for this alternative site for development.</p>	DLP/5035
App1.17	The Council will keep this situation under review in the development of the Local Plan.	The concern raised by this representation was in regard to Ilfracombe Avenue being merged with Pitsea, as a result of proposed development in East Basildon. It should be noted that the Local Plan does not propose any changes to the existing administrative boundaries within the borough. The selection of	DLP/5715

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
		strategic development sites and the definition of boundaries for these sites has been based on individual sites or clusters of sites promoted through the HELAA. However, the wider need to better articulate the strategic green gap between Pitsea and Bowers Gifford has been recognised, which has led to the development of a high level development framework for East Basildon to provide some direction for the Publication Local Plan. No further action is therefore required in this regard.	
App1.18	Consider updating evidence base.	This comment questioned some of the findings of the Green Belt Review 2015 in relation to Dunton Wayletts. The Green Belt Review 2015 has now been reviewed in light of the comments made regarding this evidence base, including an independent assessment of the report by the Planning Advisory Service (PAS). The conclusions of PAS have also been implemented within the updated Green Belt Review 2017, which represents the Council's most up to date evidence for Green Belt matters. The publication Local Plan will reflect any alterations to this evidence base. No further action is therefore required in this regard.	DLP/5807
App1.19	Consider reviewing evidence base.	This representation objected to the methodology employed in assessing areas within the Green Belt Review 2015. The Green Belt Review 2015 has now been reviewed in light of the comments made regarding this evidence base, including an independent assessment of the report by the Planning Advisory Service (PAS). The conclusions of PAS have also been implemented within the updated Green Belt Review 2017, which represents the Council's most up to date evidence for Green Belt matters. The publication Local Plan will reflect any alterations to this evidence base. No further action is therefore required in this regard.	DLP/5807, DLPQQ/470
App1.20	Consider reviewing evidence base.	This representation relates to the provision of appropriate sites in order to meet Gypsy and Traveller needs within the borough. The Council has reviewed and updated its Gypsy and Traveller Accommodation Needs Assessment and Site Potential Study, and where appropriate, would amend the policy requirements set out in the Publication Local Plan.	DLP/751

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
App1.23	Review appropriateness of development locations in light of merits of counter proposals and new/updated evidence.	This representation expressed concerns about the inclusion of the provision of a Gypsy and Traveller site within the development mix of H16. The Council has reviewed and updated its Gypsy and Traveller Accommodation Needs Assessment and Site Potential Study, and where appropriate, would amend the policy requirements set out in the Publication Local Plan.	DLP/161
App1.25	Consider reviewing evidence.	This representation expressed concerns about the proposed expansion of Gypsy/Traveller pitches at Dale Farm/Oak Lane. The Council has reviewed and updated its Gypsy and Traveller Accommodation Needs Assessment and Site Potential Study, and where appropriate, would amend the policy requirements set out in the Publication Local Plan.	DLP/347
App1.27	Consider wording changes.	Appendix 5: Open Spaces has been amended to address the concerns raised. See change no. LP20.8.	DLP/924
App1.28	The Council will keep this situation under review in the development of the Local Plan in the event any evidence or priorities change.	This representation draws attention to an existing planning application (15/00994/FULL) on land that borders the Wick Country Park, which is also designated as a Local Wildlife Site within the plan. Upon review it has been discovered that planning application has now been granted on the site, for the removal of established use of site for motor repairs and storage, including demolition of all outbuildings, and construction of 4 no. detached houses on land adjacent to Four Oaks Farm. It is therefore considered reasonable, that the Policies Map be updated accordingly to exclude the portion of land that was subject to the planning approval. See Regulation 19 Policy Map.	DLP/570
App1.29	The Council will keep this situation under review in preparing the next version of the Local Plan.	The concerns expressed relate to the legibility of the Allocation diagrams in Appendices 8-10. Map details are now shown in the Regulation 19 Policy Map and Policy Map Changes Booklet 2018.	DLP/7, DLP/79, DLP/183, DLP/12999, DLP/8, DLP/20, DLPQQ/587, DLPQQ/586
App1.33	Review the Policies Map.	The concern expressed relates to the labelling of the base map layer used to produce the Policies Map. The base map is a product of Ordnance Survey, the national mapping agency. Any suggestions for amendment will therefore have to be directed to Ordnance Survey. No changes have been made to the Policies Map in respect of this concern.	DLP/2190, DLPQQ/379

Summary Reference	Action Suggested	Outcome of Action	Associated Rep No.
App1.34	Review list in Appendix 5.	<p>This representation raised concerns about the exclusion of recreational land to the west of Dunton Wayletts, from the schedule of open spaces in Appendix 5. The open spaces listed in Appendix 5 have been derived from the 2010 PPG17 Open Space Assessment, which provides a quantitative and qualitative audit and analysis of the supply and demand for, open spaces in the Borough. However, it is appreciated that there are a number of types of land use that were not included in the assessment as open spaces and recreation in accordance with PPG17, which still provide access to open space for people living and working nearby. The 2010 PPG17 Open Space Assessment provides recommendations for managing these unaudited open spaces in a way that is compatible with the principles and standards set out in the assessment. No further action is therefore required in respect of this concern.</p>	DLP/9851

2. Sustainability Appraisal Actions

Changes requested	Outcome
<p>Policy SD1 A Strategic Approach to Sustainable Development in Basildon Borough - Reword criterion 5 of the policy as follows: “In order to ensure that the local people and the economy can thrive, growth will be phased, aligned with the provision of the SERVICES and infrastructure needed to keep people and businesses connected and moving, and enabling local residents to stay healthy and fulfil their potential”. It would also be useful to define what is meant by ‘services’ and ‘infrastructure’ in the supporting text.</p>	<p>The policy has been amended to include the word ‘services’.</p> <p>As definition of ‘service’ and ‘infrastructure’ has not been provided as it is not considered necessary.</p>
<p>Policy R2 Basildon Town Centre Regeneration – Ensure there is a requirement within the Plan for development to positively manage surface water issues, particularly where development is proposed within a Critical Drainage Area. Ensure the Plan supports delivery of public transport improvements alongside delivery of large-scale housing</p>	<p>Where issues have been identified in relation to surface water drainage and public transport improvements, detail has been included within the relative policy for the development.</p>
<p>Policy R5 Wickford Town Centre Regeneration – Ensure there is a requirement within the Plan for development to positively manage surface water issues, particularly where development is proposed within a Critical Drainage Area.</p>	<p>Where issues have been identified in relation to surface water drainage and public transport improvements, detail has been included within the relative policy for the development.</p>
<p>Policy R11 Out of Centre Retail Areas – With regard to the phrase “where sequential and impact assessments have indicated that it is appropriate to do so”, the word ‘indicated’ could be replaced with the words ‘robustly justified’. This would ensure that the sequential and impact assessments genuinely appraise whether development is appropriate or not.</p>	<p>The policy has been amended by replacing ‘indicated’ with ‘robustly justified’.</p>
<p>Policy R13 Locations for Hotel/Visitor Accommodation – Include measures to mitigate the significant adverse effects on biodiversity by incorporating habitats within the development and enhancing habitats in the neighbouring Vange Hill and Golf Local Wildlife Site and Basildon Meadows SSSI.</p>	<p>Policy R13 1.f. states ‘All other relevant policies in this plan have been complied with, in particular, those policies in Chapter 16 of this plan’. Chapter 16 relates to the Natural Environment and therefore further reference to mitigation of these effects is not required.</p>
<p>Policy H1 Housing Strategy - could state a preference for on-site delivery of affordable homes to support mixed communities in place of financial</p>	<p>Policy H28 Affordable Housing Provision sets out the necessary details and duplication of the information elsewhere in the plan is not required.</p>

Changes requested	Outcome
contributions to affordable housing off-site in other locations in the Borough.	
Policies H4, H6, H7, H8, H12, H18, H22 and H25 - score significant adverse effects against SA objective 1 (landscape, countryside and green spaces). Although the policies acknowledge the sensitivities of the surrounding landscape, each policy could provide greater area-based detail and design guidance as to how harm to the open countryside and wider landscape character could be avoided and minimised, even enhanced.	Details are provided within each housing policy relating to landscape. Landscape character information is provided in Chapter 16 Natural Environment.
Policies H4, H6, H7, H12, H14, H15, H16, H20, H22 and H25 - score significant adverse effects against SA objective 2 (cultural heritage). Although the policies acknowledge the sensitivities of the surrounding historic environment, each policy could provide greater area-based detail and design guidance on how potential harm to the integrity and setting of heritage assets and wider historic landscape could be avoided and minimised, even enhanced.	Details are provided within each housing policy relating to heritage as well as in Chapter 17 Historic Environment.
Policy H4, H12, H14, H16, H17, H18, H19, H20, H21, H22, H23 and H25 - score significant adverse effects against SA objective 3 (biodiversity). Although the policies acknowledge the sensitivities of the surrounding natural environment, each policy could provide greater area-based detail and design guidance on how potential harm to protected species and habitats could be avoided and minimised, even enhanced.	Details are provided within each housing policy relating to the natural environment as well as in Chapter 16 Natural Environment.
Policy HC2 Strategic Approach to Leisure and Recreation – Could be improved by making explicit reference to the need to decrease health inequalities across the Borough, specifically in the more deprived areas to the south.	This is covered through policy HC1 Health and Well-being Strategy.
Policy HC5 Public Open Spaces – Could be improved by making explicit reference to the importance of connecting public open spaces, particularly green spaces via green links and sustainable transport links.	This is covered through the Chapter 9 Promoting Sustainable Transport and Chapter 16 Natural Environment.
Policy HC6 Local Green Spaces – Could be improved by making explicit reference to the importance of connecting public open spaces, particularly green spaces via green links and sustainable transport links.	This is covered through the Chapter 9 Promoting Sustainable Transport and Chapter 16 Natural Environment.

Changes requested	Outcome
<p>Policy CC1 Responding to Climate Change– could be improved through the inclusion of provision for tree planting, landscaping and design of the public realm (e.g. shelters in public transport waiting areas) that reduce the effects of extreme weather events (e.g. heat, storms). This could apply in particular to town centres.</p>	<p>This is encouraged through Chapter 16 Natural Environment and Chapter 12 Requiring Good Design.</p>
<p>Policy CC7 Renewable Energy Infrastructure – Could be improved by making reference to the ways in which landscape and heritage assets will be considered, as well as local wildlife and pollution.</p>	<p>Policy CC7 1. States ‘Proposals for renewable and low carbon energy schemes, including schemes which apply Eco-Industrial Park (EIP) principles, will be positively considered provided they are in a sustainable and accessible location and comply with all other relevant policies within this plan.’ It is therefore considered that sufficient reference to these matters is covered through other policies within the plan.</p>