

Basildon Borough  
Revised Publication Local Plan  
2014-2034

Schedule of Other Modifications

March 2019



### Schedule of Other Modifications

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

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			prepared for the A13 with Southend-on-Sea and Thurrock Borough Councils. <u>In addition, a cross authority A127 Task Force including Essex County Council, the South Essex Authorities and the London Borough of Havering, has been established to co-ordinate transport requirements within the A127 corridor.</u>	
OM2.2	Paragraph 2.17	4	The Essex Minerals Local Plan (2014) is a statutory Development Plan and should be read alongside the Local Plan. It identifies sites and locations for the <del>extraction of mineral deposits</del> <u>mineral development</u> within Essex. There are no identified extraction sites within Basildon Borough. However, there are deposits of sand and gravel within the Borough which are subject to a Minerals Safeguarding policy within the Minerals Local Plan. Regard should be had to the requirements of the Minerals Local Plan where a development of 5 hectares or more falls within <del>one of these areas</del> <u>a Minerals Safeguarding Area. The Minerals Local Plan also defines Mineral Consultation Areas through the same policy. Any application within a Mineral Consultation Area which meets the thresholds set out in the policy will be subject to consultation with the Minerals Planning Authority to establish the impact, if any, on the relevant mineral development.</u>	Amendment sought by ECC. (Representation RPLP/1683)
OM2.3	Paragraph 2.18	5	Essex County Council is the waste planning authority for the Borough, and is responsible for	Amendment sought by ECC.

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			<p>preparing planning policies, and also for assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (2017) is a statutory Development Plan which should be read alongside this Local Plan. It sets out where and how waste management developments can occur, and is the planning policy against which waste management development planning applications are assessed against. <u>The Waste Local Plan defines Waste Consultation Areas, and any application falling within such an area will be subject to consultation with the Waste Planning Authority to establish the impact, if any, on the relevant waste development.</u></p>	<p>(Representation RPLP/1683)</p>
OM2.4	Paragraph 2.24	5	<p>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) has been developed and signed which sets out the framework for delivering a joint plan, and various shared key principles have been agreed including a protocol for engaging with each other on strategic planning matters. <u>A Statement of Common Ground has also been agreed and signed by all seven partner authorities to support the Duty to</u></p>	<p>Amendment sought by Thurrock Council. (Representation RPLP/855)</p>

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			<u>Cooperate as required by national policy, initiating the formal process for preparing the JSP and setting out the project management arrangements.</u>	
OM3.1	Topic heading for Paragraphs 3.3 to 3.5	7	<del>Our Historic Context</del> <b>Environment</b>	Amendment sought by Historic England. (Representation RPLP/2127)
OM3.2	Paragraph 3.10	9	The Borough is also served by two railway lines to the north and south. Access to these is via five railway stations: Basildon, Laindon, Pitsea, Billericay and Wickford. Rail services from Billericay and Wickford connect to Stratford City and terminate at London Liverpool Street. In <del>2018</del> <b>2019</b> , Crossrail services will be fully operational from Shenfield, one stop west of Billericay, linking <del>non-stop</del> with Maidenhead and Heathrow Airport, via Central London. In the south of the Borough, rail services run between London Fenchurch Street and Shoeburyness with services to Lakeside Shopping Centre and Dagenham, via a junction at Pitsea.	Amendment sought by ECC. (Representation RPLP/1686)
OM3.4	Paragraphs 3.15 to 3.18	10	<del>3.15 At 2017, the Commissioning School Places team at Essex County Council recorded 51 primary schools, 10 secondary schools and 6 sixth forms in the Borough.</del> <u>Education is an important part of life for children. Since the laws changed in 2013, all young people must now stay in some form of education or training until they are at least 18 years old.</u>	Amendment sought by ECC. (Representation RPLP/1689)

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			<p>3.16 Educational attainment in both primary and secondary level is slightly lower than the East of England and England averages. The 2011 Census also showed that the skills level amongst adult residents is also low. Only 17% of resident workers are qualified to NVQ4 and above, and 40% hold only NVQ1 or no qualifications at all. <u>Early years provision in the borough comprises an array of maintained, private, voluntary and independent settings offering a range of services including childcare, schooling, learning, family support and early intervention, for children from birth to at least seven years of age. Essex County Council has a duty to provide enough childcare places for all working parents and those who are looking for employment.</u></p> <p>3.17 Key to improving this situation has been to tackle the quality of educational provision in the Borough. In Autumn 2013 Essex County Council, Basildon Borough Council and the Basildon Education Partnership Trust agreed with 35 Basildon schools to form a partnership panel of local authorities and School Leaders to support one another and work together more effectively. By August 2015, this had led to the merger of separate infant and junior schools into primaries, the creation of a new teaching school and the raising of</p>	



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			<p><del>standards at all schools ensuring none remain being classed as inadequate by Ofsted. At 2017, the</del>  <u>Commissioning School Places team at Essex County Council recorded 51 primary schools, 10 secondary schools and 6 sixth forms in the Borough. Educational attainment in both primary and secondary level is slightly lower than the East of England and England averages. The 2011 Census also showed that the skills level amongst adult residents is also low. Only 17% of resident workers are qualified to NVQ4 and above, and 40% hold only NVQ1 or no qualifications at all.</u></p> <p>3.18 Higher education opportunities existing at some of the Borough's secondary Academies, as well as with the South Essex College, SEEVIC and ProCAT colleges which have skills campuses in the Borough.</p> <p><u>3.19 Some children require a more specialised setting either in a special school, or in mainstream schools with Special Educational Needs (SEN) unit or resourced provision. There are currently 2 special schools in the borough, and 5 mainstream schools with an SEN unit or resourced provision.</u></p>	
OM4.1	Paragraph 4.2	12	<p>The population of the Borough is expected to grow substantially over the next 20 years. A significant driver of this growth will be natural change in the population i.e. <del>babies being born</del> <u>birth and death</u></p>	Amendment sought by resident.

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			<p><u>rates</u>. This alone gives rise to the need for an extra 770 homes per year within the Borough over the plan period. Basildon is also an attractive location for people moving out of London to raise a family, which given its history as a Mark 1 New Town is not surprising, as it was designed for such a population. Migration from elsewhere in England, primarily London, along with market signals and likely job growth gives rise to the need for between 1,019-1,033 homes per annum over the plan period.</p>	
OM4.2	Paragraph 4.15 – 3 <sup>rd</sup> Bullet	14	<p><u>London</u> Southend Airport – This airport has received significant investment since 2010, and now operates commercial flights to a number of destinations across Europe, including regional flights to Dublin that enable onward connection to destinations in the USA. The London Southend Airport and Environs Joint Area Action Plan (2014) anticipates that the airport will be dealing with 2 million passengers a year by 2030, and that the surrounding area will be developed for airport related businesses creating around 6,000 jobs.</p>	<p>Amendment sought by ECC. (Representation RPLP/1690)</p>
OM4.3	Paragraph 4.15 – 6 <sup>th</sup> Bullet	15	<p>The Lower Thames Crossing - A preferred route for this crossing has been identified by the Government running through the neighbouring Thurrock Borough to the M25, between junctions 29 and 30. It will have a junction with the A13 to the west of the current Orsett Cock junction (A13/A128). This therefore presents economic opportunities, but will need to be</p>	<p>Amendment sought by ECC. (Representation RPLP/1690)</p>



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			<p>managed carefully in order to ensure it does not have negative consequences for the local highway network and/or land values. <u>Following statutory consultation in 2018 on design changes to the preferred route, a Development Consent Order (DCO) application is scheduled to be submitted to the Planning Inspectorate in 2019.</u></p>	
OM4.4	Paragraph 4.15 – 6 <sup>th</sup> Bullet	15	<p>The Lower Thames Crossing - A preferred route for this crossing has been identified by the Government running through the neighbouring Thurrock Borough to the M25, between junctions 29 and 30. It will have a junction with the A13 to the west of the current Orsett Cock junction (A13/A128). This therefore presents economic opportunities, but will need to be managed carefully in order to ensure it does not have negative consequences for the local highway network and/or land values. <u>Potential impacts will also need to be managed for the wider highway network in the surrounding area, including strategic routes. Following statutory consultation in 2018 on design changes to the preferred route, a Development Consent Order (DCO) application is scheduled to be submitted to the Planning Inspectorate in 2019.</u></p>	<p>Amendment sought by Transport for London. (Representation RPLP/1868)</p>
OM5.1	Paragraph 5.2 - Education and Skills – 3 <sup>rd</sup> bullet	16	<p>To attract <u>high quality</u>, qualified and motivated <u>professionals including</u> teachers <del>that</del> <u>who</u> are flexible to meet the needs of learners;</p>	<p>Amendment sought by ECC. (Representation RPLP/1691)</p>

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OM5.2	Paragraph 5.3 – SO1 – Second Point	17-18	Protect, enhance, conserve, increase and positively manage the Borough's biodiversity resources through the protection, enhancement, restoration and creation of habitats and green and blue infrastructure opportunities <u>to achieve a net measurable gain in biodiversity.</u>	Amendment sought by Essex Wildlife Trust. (Representation RPLP/1830)
OM5.3	Paragraph 5.3 – SO3 – First Point	18	Promote the efficient use of resources by embracing sustainable patterns of development including maximising the use of previously developed land, improving energy and water efficiency, increasing the use of renewable energy technologies and minimising pollution including <del>greenhouse gas emissions</del> <u>air, noise, water and light pollution.</u>	Amendment sought by resident.
OM5.4	Paragraph 5.3 – SO3 – Third Point	18	Ensuring people can be protected from the effects of flooding <u>by identifying reasonable and accountable standards to meet the preventive approach to mitigate flood risk.</u>	Amendment sought by ECC and resident. (Representation RPLP/1692)
OM5.5	Paragraph 5.3 – SO5 – First Point	18	Maintain the Borough's position as a sub-regional economic hub by providing enough land in suitable locations <u>whilst recognising physical and environmental constraints,</u> with supporting infrastructure to accommodate business needs, both big and small, and support the diversification of the Borough's employment sector mix.	Amendment sought by resident.
OM5.6	Paragraph 5.3 – SO6 – First Point	18	Identify <del>enough</del> suitable land for new housing to meet Objectively Assessed Needs, whilst recognising the challenges to do so in respects of	Amendment sought by Southern and Regional Development Ltd.

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			physical and environmental constraints and infrastructure phasing.	(Representation RPLP/2083)
OM5.7	Paragraph 5.3 – SO8	18	Ensure access to leisure, sport, green and blue space, recreation and cultural facilities is maintained <u>for all user groups</u> to encourage active and healthier lifestyles.	Amendment sought by Essex Bridleways Association. (Representation RPLP/355)
OM5.8	Paragraph 5.3 – SO10 – Second Point	19	Promote a reduction in car use and out commuting where possible and encourage the use of public transport, walking and cycling to minimise the impact of the Borough's growth on transport infrastructure, <u>by improving connectivity between the sustainable transport networks (including public transport) and maximising linkages between sustainable transport modes.</u>	Amendment sought by ECC. (Representation RPLP/1693)
OM5.9	Paragraph 5.3 – SO10 – Third Point	19	Ensure all developments are supported by the necessary transport, utility, green, education, health and community infrastructure in an effective and timely manner to make the development sustainable and minimise its effect upon existing communities, <u>and where necessary developments make the suitable contributions towards requisite infrastructure upgrades to ensure the deliverability of developments.</u>	Amendment sought by Southern and Regional Development Ltd. (Representation RPLP/2085)
OM6.1	Paragraph 6.5	20	<u>The JSP therefore provides an effective mechanism for addressing any unmet needs arising from authorities in the South Essex Housing Market Area. The EPOA Unmet Housing Need Protocol and the</u>	Clarification which addresses concerns raised by Chelmsford City Council.

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			<p><u>separate EPOA Unmet Gypsy, Traveller and Travelling Showpeople Needs Protocol both expect appropriate opportunities to address development needs to be exhausted at a local, then at a housing market area level, before seeking support from authorities in neighbouring housing market areas. By looking to the JSP to provide the effective mechanism for unmet needs, Basildon is therefore complying with the EPOA unmet need protocols. Given the Joint Strategic Plan is still in development and covers two housing market areas (South Essex and Brentwood), there is therefore no expectation with regard to neighbouring housing market areas to accommodate any unmet need arising through this plan.</u></p>	<p>(Representation RPLP/1641)</p>
OM6.2	Paragraph 6.18	22	<p>Significantly boosting the supply of housing in England is a key focus for <u>the</u> Government, and local planning authorities are expected to identify their local housing need and <u>make sufficient provision to meet this need in their Local Plans. meet this objectively assessed need in full for market and affordable housing.</u></p>	<p>Clarification which addresses concerns raised by a resident.</p>
OM6.3	Paragraph 6.30	24	<p>“...The Local Plan can do little more than recognise the need for improvements to strategic infrastructure, such as the A127, A13 and A130 and two railway lines, to support the cumulative impacts of growth in South Essex <u>in combination with sustainable transport solutions.</u> The Joint Strategic Plan will</p>	<p>Clarification which addresses concerns raised by ECC. (Representation RPLP/1694)</p>

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			therefore provide a new opportunity for infrastructure to be considered at a strategic level, rather than just at a local level, and consequently, different approaches to infrastructure provision may be identified in the future. This may give rise...”	
OM6.4	Paragraph 6.37	26	Sites which potentially risked the coalescence of Basildon urban area with Thundersley to the east and West Horndon to the west were considered to cause significant harm to the openness of the Green Belt and the purposes of including land within it, and have therefore been retained within the Green Belt. <u>In respects of the coalescence risk with West Horndon, this assessment by the Council does not seek to pre-empt, or constrain any decisions which may be made by the neighbouring local planning authority, Brentwood Borough Council, concerning the potential for a garden village to the west of Basildon being explored in the Brentwood Borough Local Plan. In the event that a garden village is allocated for development and released from the Green Belt, the Council will engage with Brentwood Borough Council to ensure any potential adverse effects on the Basildon Borough are adequately mitigated.</u>	Clarification which addresses concerns raised by CODE Development Planners Ltd. (Representation RPLP/1935)
OM6.5	Paragraph 6.39	26	“...As such, it represents a sustainable location for growth within the Borough, with the opportunity to <u>facilitate strategic infrastructure provision to the other housing and employment allocations</u> and	Clarification which addresses concerns raised by ECC. (Representations

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			service provision to the existing population of Bowers Gifford and North Benfleet.	RPLP/1698 & RPLP/1706)
OM6.6	Paragraph 6.45	28	“At this time, there are a number of constraints, <u>including transport, utility, environmental and historic</u> affecting both these areas...”	Clarification which addresses concern raised by Historic England. (Representation RPLP/2143).
OM6.7	Policy SD2 – Point 1	28 - 29	Table Row - Green Belt Infill - <del>145 463</del> Table Row – TOTAL - <del>17,773</del> 17,794	Amendment to discrepancy raised by Countryside Properties (UK) Ltd. (Representation RPLP/1317)
OM6.8	Policy SD2 – Point 4	28 - 29	4. “...To ensure that new development is sustainable, new homes within these areas should be accompanied by supporting <u>strategic and local</u> infrastructure including as <u>set out in E6, T2 and H11</u> , including <u>highways</u> , open spaces, community facilities and local services.”	Clarification which addresses concerns raised by ECC. (Representation RPLP/1701)
OM6.9	Paragraph 6.61	31	“...but there remains a need for a further 1,350 additional dwellings, <u>with supporting infrastructure</u> , to be provided on the remaining land to the east of Basildon.”	Clarification which addresses concerns raised by ECC. (Representation RPLP/1703)
OM6.10	Policy SD3 – Point 3	33	“3. The Bowers Gifford and North Benfleet, and Ramsden Bellhouse Neighbourhood Areas are allocated the following minimum housing targets <u>and</u>	Clarification which addresses concerns raised by ECC.

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			<u>any necessary strategic and local infrastructure,</u> which must be delivered through their respective Neighbourhood Plans...”	(Representations RPLP/1703 & RPLP/1706)
OM7.1	Policy E1 - Point 1	37	1. As part of the Local Plan’s objective to deliver at least 20,000 additional jobs, the Council will seek to deliver at least 14,150 additional B-Class full time equivalent jobs <u>and associated employment generating sui generis uses</u> within the Borough over the period of this plan through sustainable growth of the local economy, supported by the provision of a flexible supply of employment land and premises to meet the varying needs of different B-class economic sectors. This will be achieved by: ....	Amendment requested by ECC. (Representation RPLP/1709)
OM7.2	Policy E3	39	<p>1. 8ha of land at Dunton, as identified on the Policies Map, will be safeguarded for employment purposes falling within use class B1 (a) and (b) <u>and ancillary employment, commercial and leisure developments.</u></p> <p>2. The test track associated with the Ford Technical Centre, will be protected specifically for the purposes of automotive research and development purposes only.</p> <p>3. 1.8ha of land to the north and west of the test track will be protected for any appropriate proposals falling within use class B1 (a) and (b).</p>	Amendment sought by Ford Motor Company to allow for complementary land uses within site. (Representation RPLP/1999)



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			<u>4. The Council will work with Ford to develop a Local Development Order (LDO).</u>	Amendment requested by Ford Motor Company. (Representation RPLP/1998)
OM7.3	Policy E5 - Part d	41	d. Employment proposals are subject to a <del>Traffic</del> <u>Transport</u> Assessment to establish what mitigation is required to the local or strategic highway network to enable the development to take place; and	Amendment requested by ECC. (Representation RPLP/1713)
OM7.4	Paragraph 7.37	42	...It is expected that this capacity will be provided through the provision of a new <u>grade separated junction on the A127/Pound Lane and Cranfield Park/Tresco Way</u> , which will also serve housing development to the east of Basildon and across Wickford...	Clarification which addresses concerns raised by ECC. (Representation RPLP/1733)
OM7.5	Paragraph 7.38	42	It is expected that all of the remaining need for employment land that cannot be met from other allocations, or the intensification of uses within Existing Employment Areas is met in this location. Given its proximity to the existing residential areas of Pitsea to the south, and new housing development proposed between Pitsea and Bowers Gifford in policy H11 <u>and the 1,350 homes allocated the Bowers Gifford and North Benfleet Neighbourhood Area</u> , this site is therefore well located to contribute	Amendment sought by ECC to reflect all future residential development in the area around Policy E6. (Representation RPLP/1717)

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			towards a more balanced and sustainable mix of development.	
OM7.6	Paragraph 7.39	42	...Due to the nature of the existing Burnt Mills Road, which is a narrow, winding country lane with limited verge that is prone to flooding, it will be served by a new access road between Pound Lane and Courtauld Road, <u>connecting to the new grade separated junction on the A127</u> , providing improved HGV access to the site, and a more effective connection to the existing employment area...	Clarification which addresses concerns raised by ECC. (Representation RPLP/1733)
OM7.7	Insert new paragraph after paragraph 7.40	42	<u>17.41 Development in this location must not cause harm to the setting of the listed buildings within the vicinity of the site. The setting of all historic assets should be respected in the layout and design of the development proposed.</u>	Amendment requested by Historic England. (Representations RPLP/2147 and RPLP/2132)
OM7.8	Policy E6 - Point 1, part c	43	1. c. Employment proposals are subject to a <del>Traffic</del> <u>Transport</u> Impact Assessment to establish what additional mitigation is required to the local or strategic highway network to enable the development to take place; and	Amendment requested by ECC. (Representation RPLP/1719)
OM7.9	Policy E6 insert new text after point 1c and renumber existing 1d to 1e	43	<u>d. The design and layout of development must respect the setting of designated historic assets surrounding the site including several Grade II listed buildings.</u>	Amendment requested by Historic England. (Representation RPLP/2147 and RPLP/2132)

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OM7.10	Policy E7 - Point 1	44	1. To support the rural economy and provide greater flexibility to the employment land supply, the following existing Rural Enterprise Sites, as identified on the Policies Map, will be retained for B-class employment purposes <u>and associated employment generating sui generis uses</u> as appropriate to their location: ....	Amendment requested by ECC. (Representation RPLP/1720)
OM8.1	Paragraph 8.35	55	To support the regeneration of Basildon Town Centre, the Council have identified a minimum dwelling capacity of 1,036 units (see policy SD2) within the boundaries of the town centre through the latest HELAA and maximising densities. This corresponds with the opportunity to deliver up to <u>around</u> 2,128 homes which is based on the 1,500 to 2,000 homes outlined in the <i>Basildon Town Centre Masterplan</i> , which itself covers a larger area than the defined town centre, and an uplift of 6.4% based on higher density residential development being delivered historically than originally anticipated within the <i>Masterplan</i> , as set out in the <i>Town Centre Masterplan Residential Audit Paper</i> . There have also been a number of residential schemes that have already come to fruition since the approval of the <i>Masterplan</i> , including several office to residential conversions at Regent House, <del>Kelting</del> <u>Kelting</u> House and Trafford House. There is an expectation that further opportunity sites will be realised over the	Minor amendment to provide flexibility regarding residential development, as requested by Arcadis and Infrared. (Representations RPLP/2130 & RPLP/2200)  Typo

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			course of the plan period, focused however on more purpose built accommodation.	
OM8.2	Policy R2 - Point 2	56	2. The town centre will be regenerated with the aim of providing the majority of the additional retail floorspace required for the Borough, alongside leisure and entertainment floorspace, a new hotel, up to around 2,128 residential units, a further education college, and a mix of business, community and open space uses. These will all be delivered as guided by the most up to date Town Centre Masterplan.	Minor amendment to provide flexibility regarding residential development, as requested by Arcadis and Infrared. (Representations RPLP/2130 & RPLP/2200)
OM8.3	Paragraph 8.48	58	The town centre benefits from good public transport links providing connections to Basildon and the wider Essex area and it has adequate car parking provision. Wickford train station is located towards the northern end of the town centre and there are a number of bus routes that terminate at the station and in The Broadway. <u>Recent enhancements to the forecourt of the train station have improved accessibility for buses and provided new cycle storage which contributes positively to promoting sustainable transport.</u>	Minor amendment to reflect the most up to date evidence available, as requested by ECC. (Representation RPLP/1724).
OM8.4	Paragraph 8.61	60	Whilst the town centre has a high quality environment with interesting architectural diversity, the <i>Basildon Retail and Commercial Leisure Capacity Study</i> did identify there being very few public spaces and an over dominance of traffic. There is a need to ensure the ongoing success of	Minor amendment to reflect the most up to date evidence available, as requested by ECC.

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			<p>Billericay Town Centre by considering opportunities to improve the public realm, particularly for pedestrians <u>by promoting the use of, and improvements to, sustainable transport including public transport,</u> and <u>to</u> ease capacity issues on the road network.</p>	<p>(Representation RPLP/1725).</p>
OM8.5	Paragraph 8.118	71	<p>The <i>Hot Food Takeaway Assessment (2015)</i> draws together information about the impact of hot food takeaway shops in Basildon and provides the evidence base for this policy. The report details the national and local health concerns, associated existing evidence and how this policy can support health improvements. <u>The report also supports the requirement for all applications relating to development falling with the A5 use class to be accompanied by Health Impact Assessments, which is stipulated within Policy HC1.</u></p>	<p>Minor amendment to reference the requirement of Health Impact Assessments, as requested by ECC. (Representation RPLP/1727).</p>
OM8.6	Paragraph 8.119	71	<p>Obesity prevalence in the Borough is significantly greater than regional and national rates according to the Basildon Joint Strategic Needs Assessment (JSNA) (<del>2012</del><u>2018</u>) produced to support Clinical Commissioning Groups (CCG). The Basildon and Brentwood CCG has identified within their Strategic Prevention Implementation Plan 2014-2019 a need to focus on some actions to reduce obesity within the area, and considers that planning services in the Borough may have a role to play in reducing obesity through better control of the location, prevalence and</p>	<p>Minor amendment to reflect the most up to date evidence available, as requested by ECC. (Representation RPLP/1727).</p>

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			proliferation of hot food takeaways. There is therefore scope, within the context of national planning policy and wider policy related to health and well-being, to consider the role the local plan could play in reducing obesity.	
OM8.7	Insert new paragraph after Paragraph 8.97	67	<u>8.98 The southern part of the land adjacent to Basildon Golf Course is wooded and forms part of the wider Vange Hill and Golf Local Wildlife Site. In accordance with policy NE3 the Council will support proposals that seek to maintain and enhance biodiversity within the local designation but where this is not possible appropriate mitigation in accordance with policy NE4 will be required.</u>	Minor amendment to better reflect the findings of the Sustainability Appraisal, as requested by Natural England. (Representation RPLP/2549).
OM8.8	Amend Policy R13 - Point 1, parts e and f	67	<p>e. The design, scale, massing and layout of the proposal is sympathetic to the character of the surrounding area, <u>including the setting of any listed buildings,</u> and should be no taller than four storeys; and</p> <p>f. All other relevant policies in this plan have been complied with, in particular, those policies in chapter 16 of this plan <u>with regards to biodiversity within the area designated as a Local Wildlife Site.</u></p>	<p>Minor amendment to ensure the setting of a nearby listed building is considered, as requested by Historic England. (Representation RPLP/2150)</p> <p>Minor amendment to better reflect the findings of the Sustainability</p>

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				Appraisal, as requested by Natural England. (Representation RPLP/2549).
OM9.1	Paragraph 9.7	75	<p>Whilst Essex County Council is the local Highway Authority for Basildon, and also Castle Point and Rochford, Southend-on-Sea and Thurrock are both unitary authorities responsible for their own highway matters. Consequently, transport planning in South Essex requires a greater degree of coordination than in other areas. Joint working through the South Essex Growth Partnership, <del>and previously through the Thames Gateway South Essex Partnership,</del> <u>Opportunity South Essex, South Essex Active Travel Partnership and the Association of South Essex Authorities (ASELA)</u> helps to provide this coordination, and also helps to identify infrastructure investment priorities for the area which help to support growth and the delivery of strategic infrastructure projects in the wider area. <u>More recently, a Task Force of local MPs and Council Leaders has been set up to work together and contribute towards a long-term vision for the A127 economic growth corridor.</u> A Strategic Transport Board has been established for South Essex which also includes private sector transport providers such as the rail operators, the ports and the airport. There</p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1728)



Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			is also ongoing engagement with bus operators. This interaction with the private sector is important for delivering improvements to sustainable transport modes.	
OM9.2	Paragraph 9.10	75	<p>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. Following a route consultation which took place from 26 January to 24 March 2016, in April 2017 the Secretary of State for Transport announced the preferred route for a Lower Thames Crossing, <u>a tunnel under the River Thames east of Gravesend and Tilbury (Location C, route 3 with the Western-Southern Link)...</u></p> <p><u>...Subject to the outcome of a second public consultation on the scheme design held at the end of 2018,</u> the application for the Development Consent Order will be submitted to the Planning Inspectorate’s National Significant Infrastructure Project in 2019, with approval expected in late 2020 or early 2021. The Lower Thames Crossing is then expected to open to traffic in 2027 subject to planning consent and finance arrangements.</p>	Clarification which addresses concerns raised by ECC and Thurrock Council. (Representations RPLP/1730 & RPLP/856)
OM9.3	Paragraph 9.11	75	At a local level, the Borough’s Community Strategy aligns with the NPPF, and the Essex Transport Strategy, <u>and the public transport mitigation</u>	Clarification which addresses concerns raised by ECC and

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

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM9.6	Paragraph 9.21	77	<p>In terms of sustainable transport modes, the Council has worked with Essex County Council to develop a local Cycling Strategy, as part of its duties under the Education Act 1996. A strategic approach to cycling is essential to get more people using cycling as a travel choice, bringing wider travel, health and well-being benefits. Within Basildon (including Laindon and Pitsea) there is a well-developed network of cycleways, which were installed through the development of the New Town, but this is not the case in Billericay and Wickford to the north. Despite this, the proportion of people travelling to work by bicycle is below the national average. It is therefore necessary to deliver improvements to the existing network and secure parking facilities within new development to increase participation. <u>In addition to the Essex Cycling Strategy (Nov 2016) and the Basildon Borough Cycling Action Plan (Nov 2017), strategies including ECC Sustainable Modes of Transport Strategy (Aug 2016) and the work of South Essex Active Travel will also provide improvements to and incentives for the use of more sustainable modes of transport.</u></p>	<p>Clarification which addresses concerns raised by ECC. (Representation RPLP/1736)</p>
OM9.7	Paragraph 9.22	77	<p>In terms of public transport provision, the Basildon Integrated Transport Package will deliver public transport improvements within the Borough around bus and railway stations. Similarly, Basildon Council in partnership with Essex County Council and</p>	<p>Clarification which addresses concerns raised by ECC. (Representation RPLP/1737)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>Greater Anglia rail franchise plan to improve public transport integration around Billericay and Wickford railway stations. The Local Plan will expect <u>new developments to include provision for sustainable modes of transport including public transport as part of the highway and transportation mitigation measures identified in the Basildon Local Plan policies and/or accompanying Transport Assessments.</u> The opportunity for public transport provision <u>is expected</u> to be extended into new developments where practical to encourage the use of this travel mode. The ongoing engagement of bus and rail operators will be necessary for these improvements to successfully be delivered in a way that influences an overall modal shift.</p>	
OM9.8	Policy T1 – Part b	77	<p>b. Working with businesses, <u>developers</u> and community service providers to improve accessibility to key services and facilities through the use of travel plans, and to ensure that new premises <u>and</u> facilities <u>and residential developments</u> are readily accessible by sustainable modes of travel</p>	<p>Clarification which addresses concerns raised by ECC. (Representation RPLP/1738)</p>
OM9.9	Policy T1 – Part d. ii.	77	<p>d. ii. Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved <u>multi-user routes including</u> pedestrian and cycling networks;</p>	<p>Clarification which addresses concerns by Essex Bridleways Association. (Representation RPLP/360)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM9.10	Section Header for Policy T2	78	<p>Policy T2: Improvements to Carriageway <u>Highway</u> Infrastructure.</p> <p>All other references to carriageway infrastructure will be changed to highway infrastructure.</p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1739)
OM9.11	Paragraph 9.26	78	<p>The Essex Transport Strategy, the A127 Corridor for Growth: An Economic Plan, and future route based strategy for the A13, propose a number of highway schemes for the Borough, in order to address issues with the existing highway network’s capacity and resilience. It should be noted that whilst funding has been secured for some of these improvements, some others will be the subject of future bids <u>and will be brought forward as part of a range of transport packages including sustainable transport and public transport packages.</u></p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1741)
OM9.12	Paragraph 9.31	79	<p><u>Ongoing work between BBC and ECC is being undertaken in relation to</u> the UK Air Quality Action Plan for Nitrogen Dioxide, <u>which</u> is particularly relevant at this junction, as national modelling indicates the potential for Nitrogen Dioxide levels to exceed European limits in this location.</p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1743)
OM9.13	Paragraph 9.32	79	<p>A new grade separated junction on the A127 at Pound Lane: This junction is required to serve the development proposed to the east of Basildon (policies E6 and H11) and in Wickford (policies H12, H13, H14 and H15) <u>and for development coming forward as part of the Bowers Gifford &amp; North</u></p>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1745)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>Benfleet Neighbourhood Plan as set out in policies SD2 and SD3.</u> These sites combined will provide around 5,000 homes and over 3,300 jobs. The new junction will also improve access to the A127 Enterprise Corridor by providing a new easterly access point, reducing pressure at the A132 Nevendon Interchange. It will also reduce flows north-south along the A132 through Wickford, reducing congestion at junctions through the town and freeing up capacity for local traffic. This junction will provide significant benefits, <u>including a link road from Pound Lane to Cranfield Park Road/Tresco Way in Wickford to the north, to Courtauld Road and the employment Corridor to the west, and from Pound Lane to the B1464 to the south.</u> <del>above and beyond those, which can be offered by alternative rejected 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.</del> However, this proposal is substantially more expensive, and will require support from neighbouring authorities and funding support to supplement developer contributions from the SELEP/DfT.</p>	
OM9.14	Paragraph 9.33	79	A relief route to the south/south-west of Billericay, between Laindon Road and the A129 London Road: Currently traffic accessing the west of Billericay must	Clarification which addresses concerns by Essex Bridleways

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			travel through the southern part of the historic Billericay Town Centre. Junctions in this location experience capacity issues. It is proposed that sine roads are provided running through site H17 to provide an alternative <u>full multi-user</u> route to the west, avoiding the town centre.	Association. (Representation RPLP/356)
OM9.15	Paragraph 9.33	79	...It is expected that The costs of this route will be met by developers as they bring forward their sites for development	Clarification which addresses concerns raised by resident.
OM9.16	Paragraph 9.36 (list)	80	<ul style="list-style-type: none"> <li>• <del>A13 Haywain junction, Vange</del></li> <li>• A176/Dry Street Interchange, Basildon (in delivery 2018)</li> <li>• <u>Cranes Farm Road/A176 Upper Mayne</u>/St Nicholas Lane junction, Basildon</li> <li>• A127/A176 Pippis Hill <u>Noak Bridge</u> Interchange <u>North &amp; South</u>, Basildon</li> <li>• B1464 London Road/High Road/Clay Hill Road, Basildon</li> <li>• A13/A176 Five Bells Interchange North &amp; <u>South</u>, Basildon</li> <li>• A13/<u>A132</u> Pitsea Interchange, Basildon</li> <li>• A129/Mountnessing Road/London Road roundabout, Billericay</li> <li>• B1007/A129 Sun Corner junction, Billericay</li> <li>• B1007/<del>Norsey Road</del>/High Street/<u>Norsey Road</u>/Western Road, Billericay</li> </ul>	Clarification which addresses concerns raised by ECC. (Representations RPLP/1740)



Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> <li>• A129/Southend Road/Outwood Common Road, Billericay</li> <li>• A129/Southend Road/Hickstars Lane, Billericay</li> <li>• A132/Runwell Road/A132 junction, Wickford</li> <li>• A1245/Chelmsford Road/A129 London Road, Wickford</li> <li>• A132/Golden Jubilee Way/Radwinter Avenue/<u>A129 London Road</u>, Wickford</li> <li>• A129/London Road/Nevedon Road/High Street, Wickford</li> </ul>	
OM9.17	Paragraph 9.39	80	<p>Add para after 9.39 <u>It will also be necessary to adopt safeguards to ensure the protection and enhancement of the historic environment, where appropriate, at an early stage of development of these projects in order to identify suitable mitigation against any negative impacts that may arise.</u></p>	<p>Clarification which addresses concerns by Historic England. (Representation RPLP/2151)</p>
OM9.18	Policy T2 – Point 1	80 - 81	<p>1. In order to manage congestion and reduce the effects of pollution on key routes, and at key junctions within the Borough, the Council will work with SELEP, Essex County Council and developers to secure the following improvements and alterations to carriageway infrastructure in the Borough, alongside new development, during the plan period up to 2034:</p> <p>a. Improvements to the A127/A130 Fairglen Interchange;</p>	<p>Clarification which addresses concerns raised by ECC. (Representations RPLP/1740 &amp; RPLP/1746)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> <li>b. Widening of the A127 in line with the A127 Corridor for Growth: An Economic Plan;</li> <li>c. Improvements to the A176 Upper Mayne junction with the A127;</li> <li>d. Improvements to the A13 in line with the A13 Route Management Strategy;</li> <li>e. Improvements to the A127/<u>High Road</u> 'Fortune of War' junction;</li> <li>f. the provision of a new grade separated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road/Tresco Way; <u>and a link road to the B1464.</u>;</li> <li>g. The provision of a south/south-west relief route for Billericay alongside new housing development;</li> <li>h. The provision of a link road from West Mayne to site H8, providing multi-modal connections to Laindon Town Centre;</li> <li>i. Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan;</li> <li>j. Various individual improvement schemes:               <ul style="list-style-type: none"> <li>i. <del>A13 Haywain junction, Vange</del></li> <li>ii. A176/Dry Street Interchange, Basildon (in delivery 2018)</li> <li>iii. <u>Cranes Farm Road/A176 Upper Mayne</u>/St Nicholas Lane junction, Basildon</li> </ul> </li> </ul>	

Reference Number	Paragraph/Policy/Figure/Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> <li>iv. A127/A176 Pipp's Hill <u>Noak Bridge</u> Interchange <u>North &amp; South</u>, Basildon</li> <li>v. B1464 London Road/High Road/Clay Hill Road, Basildon</li> <li>vi. A13/A176 Five Bells Interchange <u>North &amp; South</u>, Basildon</li> <li>vii. A13/<u>A132</u> Pitsea Interchange, Basildon</li> <li>viii. A129/Mountnessing Road/London Road roundabout, Billericay</li> <li>ix. B1007/A129 Sun Corner junction, Billericay</li> <li>x. B1007/<del>Norsey Road</del>/High Street/<u>Norsey Road</u>/Western Road, Billericay</li> <li>xi. A129/Southend Road/Outwood Common Road, Billericay</li> <li>xii. A129/Southend Road/Hickstars Lane, Billericay</li> <li>xiii. A132/Runwell Road/A132 junction, Wickford</li> <li>xiv. A1245/Chelmsford Road/A129 London Road, Wickford</li> <li>xv. A132/Golden Jubilee Way/Radwinter Avenue/<u>A129 London Road</u>, Wickford</li> <li>xvi. A129/London Road/Nevendon Road/High Street, Wickford</li> </ul>	
OM9.19	Policy T2 – Point 3	81	3. Detailed assessment of the potential impact of any new or improved transport scheme on the <u>historic</u> <u>or</u> natural environment, including SSSI and adjacent	Clarification which addresses concerns by Historic England.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			Local Wildlife Sites will be required, and where adverse effects are predicted, appropriate mitigation will need to be identified and undertaken.	(Representation RPLP/2151)
OM9.20	Policy T3 – Point 2	83	<p>2. The Council will work with partners including Essex County Council to secure the funding necessary to deliver the infrastructure improvements, <u>including necessary public realm and landscaping</u>, set out in the <i>Essex Transport Strategy</i>, <i>Public Rights of Way Improvement Plan</i> and the <i>Basildon Cycling Action Plan</i>. It will also expect development proposals to support their implementation by:</p> <ul style="list-style-type: none"> <li>a) Retaining and improving any existing foot paths, footways, cycleways, bridleways and other Public Rights of Way passing through or adjacent to their site;</li> <li>b) Providing additional <u>multi-user routes</u> <del>footpaths, cycleways and bridleways</del> which link up with the existing network and address any gaps in the network, thereby providing access to nearby residential, commercial, retail, education and leisure opportunities, as well as access to the countryside;</li> <li>c) Providing facilities for <u>multi-user</u> routes including pedestrians, and cyclists access, equestrians and the disabled, including the provision of cycle</li> </ul>	Clarification which addresses concerns raised by ECC and Essex Bridleway Association. (Representations RPLP/1748 & RPLP/361)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>parking, in both residential development and non-residential development; and                      d) Contributing to facilities for pedestrian and cycle access at nearby public transport hubs.</p>	
OM9.21	Paragraph 9.56	84	<p>There is also an opportunity to take advantage of the benefits of the new Elizabeth Line, being delivered by the Crossrail project. <del>It is a new pan-London non-stop rail service which will be operating from Shenfield in the neighbouring Borough of Brentwood from December 2018. This is only one stop westwards from Billericay on the existing Greater Anglia mainline.</del> <u>In 2019, Crossrail services will be fully operational from Shenfield, one stop west of Billericay, linking with Maidenhead and Heathrow Airport, via Central London.</u> The Elizabeth Line will open up the opportunity for people travelling to, or through London to take the train from Wickford and Billericay and connect to Crossrail services at Shenfield, with <b>faster</b>, more frequent and smoother services through London without the need to change trains.</p>	<p>Clarification which addresses concerns raised by ECC, Transport for London and residents. (Representations RPLP/1749, RPLP/1869, RPLP/2687 &amp; RPLP/4601)</p>
OM9.22	Policy T4 – Point 4	85	<p>4. Expect development proposals to, where appropriate, support the establishment of new public transport services for their occupants/users, and be designed to meet the needs of public transport operators and users. In particular, <u>where appropriate, proposals should have regard to the following objectives to support this:</u></p>	<p>Clarification which addresses concerns by multiple developers. (Representations RPLP/1870, RPLP/1872,</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>a. Road layouts should accommodate direct, convenient and safe bus routes;</p> <p>b. Bus priority measures and parking restrictions which enable the safe passage of buses should be implemented, where necessary;</p> <p>c. The layout of development should ensure all <b>any</b> homes <b>and or</b> other frequently accessed forms of development are within 400m of a bus stop; and</p> <p>d. Bus waiting facilities should be suitably sheltered, have good pedestrian and disabled access and benefit from passive surveillance.</p>	<p>RPLP/1930, RPLP/1961, RPLP/2074 &amp; RPLP/2213)</p>
OM9.23	Paragraph 9.63	85	<p>A number of projects identified in policies T2, T3 and T4 as identified in the Essex Transport Strategy and the Publication Local Plan THIA require land to be made available to enable transport improvements to take place in the future. In particular, these include:</p> <ul style="list-style-type: none"> <li>• Improvements to the A127/A130 Fairglen Interchange;</li> <li>• Widening of the A127 in line with the A127 Corridor for Growth: An Economic Plan;</li> <li>• Improvements to the A132 Nevendon junction;</li> <li>• Improvements to the A176 Upper Mayne junction with the A127;</li> <li>• Improvements to the A13 in line with the A13 Route Management Strategy;</li> </ul>	<p>Clarification which addresses concerns raised by ECC. (Representation RPLP/1752)</p>

Reference Number	Paragraph/Policy/Figure/Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> <li>• Improvements to the A127/<u>High Road</u> 'Fortune of War' junction;</li> <li>• The provision of a new grade separated junction on the A127 at Pound Lane, including a link road to the A130;</li> <li>• The provision of a south/south-west relief route for Billericay alongside new housing development;</li> <li>• The provision of a link road from West Mayne to site H8, providing multi-modal connections to Laindon Town Centre;</li> <li>• Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan;</li> <li>• Various individual improvement schemes:               <ul style="list-style-type: none"> <li>○ <del>A13 Haywain junction, Vange</del></li> <li>○ A176/Dry Street Interchange, Basildon (in delivery 2018)</li> <li>○ <u>Cranes Farm Road/A176 Upper Mayne</u>/St Nicholas Lane junction, Basildon</li> <li>○ A127/A176 <del>Pipps Hill</del> <u>Noak Bridge</u> Interchange <u>North &amp; South</u>, Basildon</li> <li>○ B1464 London Road/High Road/Clay Hill Road, Basildon</li> <li>○ A13/A176 Five Bells Interchange <u>North &amp; South</u>, Basildon</li> </ul> </li> </ul>	

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<ul style="list-style-type: none"> <li>○ A13/<del>A132</del> Pitsea Interchange, Basildon</li> <li>○ A129/Mountnessing Road/London Road roundabout, Billericay</li> <li>○ B1007/<del>Norsey Road</del>/High Street/<del>Norsey Road</del>/Western Road, Billericay</li> <li>○ A129/Southend Road/Hickstars Lane, Billericay</li> <li>○ A132/Runwell Road/A132 junction, Wickford</li> <li>○ A1245/Chelmsford Road/A129 London Road, Wickford</li> <li>○ A132/Golden Jubilee Way/Radwinter Avenue/<del>A129 London Road</del>, Wickford</li> <li>○ A129/London Road/Nevedon Road/High Street, Wickford</li> </ul>	
OM9.24	Paragraph 9.63	85	A number of projects identified in policies T2, T3 and T4 as identified in the <i>Essex Transport Strategy</i> , <i>ECC Sustainable Modes of Travel Strategy</i> , and the <i>Publication Local Plan THIA</i> require land to be made available to enable transport improvements to take place in the future.	Clarification which addresses concerns raised by ECC. (Representation RPLP/1754)
OM9.25	Paragraph 9.64	85	...It is important that the land requirements of these transport improvement projects are taken into account when assessing development proposals in order to ensure that the development does not prevent necessary highway improvements from occurring, reducing their effectiveness, <u>causing</u>	Clarification which addresses concerns by Essex Bridleways Association. (Representation RPLP/357)



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			<u>severance between communities</u> , or substantially increasing the cost of delivering such a project.	
OM9.26	Paragraph 9.65	86	Detailed assessment of the potential impact of any new or improved transport scheme on the <u>historic or</u> natural environment, including SSSI and adjacent Local Wildlife Sites will be required, and where adverse effects are predicted, appropriate mitigation will need to be identified.	Clarification which addresses concerns by Historic England. (Representation RPLP/2152)
OM9.27	Paragraph 9.69	87	The NPPF stipulates that all development which generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan, <u>which includes Travel Plans for business, residential and schools...</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1755)
OM9.28	Policy T6 – Point 1	87	1. All development proposals that are likely to generate significant amounts of movements must be accompanied by a Transport Statement or Transport Assessment <u>and a Travel Plan.</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1756)
OM9.29	Policy T6 – Point 2	87	2. The assessment/statement must demonstrate how the impacts of the development on the highway network will be mitigated to limit significant effects on highway and junction capacity in order to satisfy the requirements of the Highway Authority. <u>Where a site is located close to the borough boundary, or may have transport implications beyond the borough boundary by virtue of its scale, the Transport Assessment/Statement must consider the transport</u>	Clarification which addresses concerns raised by Chelmsford City Council. (Representation RPLP/1644)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>implications and mitigation measures (where appropriate) necessary in the adjoining local planning authority areas.</u>	
OM9.30	Paragraph 9.75	88	<u>Ongoing work between BBC and ECC is being undertaken in relation to</u> the UK Air Quality Action Plan for Nitrogen Dioxide, <u>which</u> is also relevant in the Borough, as national modelling indicates the potential for Nitrogen Dioxide levels to exceed European limits on the A127 at the Fortune of War junction. Congestion management has a role to play in addressing that issue.	Clarification which addresses concerns raised by ECC. (Representation RPLP/1757)
OM9.31	Paragraph 9.76	89	Promoting a safe travelling environment is important to the delivery of the Essex Transport Strategy, which highlights that in order to promote greater public transport use or healthier travel choices such as walking or cycling, we need to make sure that people will be safe when travelling. <u>This also applies to other users such as equestrians or the disabled...</u>	Clarification which addresses concerns by Essex Bridleways Association. (Representation RPLP/362)
OM9.32	Policy T7 – Point 4	89	4. Where a development requires a Transport Assessment or Transport Statement it must also be accompanied by a Travel Plan, setting out how sustainable travel behaviours will be encouraged. <u>This should have regard to the ECC Sustainable Modes of Travel Strategy, which contains different thresholds for Travel Plans to the thresholds for Transport Statements or Transport Assessments as referenced in the ECC Development Management Policies.</u> In relation to	Clarification which addresses concerns raised by ECC. (Representations RPLP/1758 & RPLP/1759)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			residential developments, particular regard should be given as to how residents will access the nearest primary and secondary school provision by <del>feet</del> <u>a range of sustainable modes of transport other than the private car</u> , ensuring that the route is safe and convenient.	
OM9.33	Paragraph 9.80	90	The NPPF <del>allows</del> <u>states that if</u> local planning authorities <del>to</del> <u>are</u> setting local parking standards for residential and non-residential development policies <del>taking</del> <u>should</u> take into account:	Clarification which addresses concerns by a resident.
OM9.34	Paragraph 9.81	90	The Essex Parking Standards – Design and Good Practice (2009) currently sets out vehicle parking standards for Essex taking into account those matters identified in national policy. It is considered that these parking standards, or any subsequent future iteration of these standards are appropriate in the Borough because they promote minimum requirements for parking for residential developments, but maximum requirements for parking in non-residential developments and is consistent with the approach taken with other authorities in Essex. <u>Any application of these standards will need to consider the requirements for electric vehicle charging standards as set out in Policy H10 of this plan.</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1760)
OM9.35	Policy T8 – Point 2	90	2. Locations that are considered to be more sustainable and well served by public transport may	Clarification which addresses concerns by Arcadis and a

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			be considered appropriate for lower levels of <u>car parking</u> provision.	resident. (Representation RPLP/2204)
OM9.36	Paragraph 9.87	91	The Council will continue to promote sustainable forms of travel through policy and by working in partnership with providers, <u>with particular regard to the provision of and improvements to sustainable transport, as set out in the ECC Sustainable Modes of Travel Strategy...</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1761)
OM9.37	Paragraph 9.99	92	...Such an approach is in line with practice established in the London Plan and by other planning authorities. <u>Ongoing work is being undertaken by BBC and ECC in response to the UK air Quality Action Plan for Nitrogen Dioxide, including recent funding for early measures secured through DEFRA.</u>	Clarification which addresses concerns raised by ECC. (Representation RPLP/1762)
OM9.38	Paragraph 9.99	92	Add paragraph after 9.99: <u>Electric Vehicle Charging infrastructure includes the provision of both 'active' and 'passive' charging points. An active charging point is fully wired and ready to use, whereas for passive charging points, the infrastructure is installed but electricity supply not activated. The necessary charging equipment may not be supplied but could be added at a later date at the property owners' expense.</u>	Clarification which addresses concerns by Redrow Homes Ltd. (Representation RPLP/2214)
OM9.39	Paragraph 9.104	93	...Therefore, any new developments that will require regular servicing by HGVs should not be designed in such a way that they could potentially add to the	Clarification which addresses concerns raised by ECC.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			congestion issues already experienced, <u>including air quality issues</u> , or present a concern for highway safety. <u>Ongoing work is being undertaken by BBC and ECC in response to the UK air Quality Action Plan for Nitrogen Dioxide and developers should work with the relevant authorities to ensure that scheme design does not conflict with the aspirations of the Council's in this regard.</u>	(Representation RPLP/1763)
OM10.1	Policy COM3	98	<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 digital telecommunications network demand and infrastructure needs arising from the development, and ensure that these are addressed in reasonable time to serve the proposed development from first occupation;</p> <p>b. <u>Facilitate or contribute to the development of enabling infrastructure</u> <del>Include provision</del> for connection to superfast broadband and 4G mobile phone coverage across the site, as a minimum;</p>	Minor amendment to provide clarification on the role of the developer sought by multiple developers. (RPLP/1319, RPLP/1348 & RPLP/2046)
OM11.1	Paragraph 11.24	104	Part M4 Category 2 of the Building Regulations on adaptable and accessible homes provides the	The modification sought by a number

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			opportunity for people to live in their homes for longer as they can be adapted to accommodate changing needs in terms of accessibility. The Council will require a <u>10%</u> of new homes to be constructed to Part M4 Category 2 within major developments proposals <u>as set out in policy H25.</u>	of developers in respect of paragraph 11.24 clarifies what is meant and stated in policy H25. (RPLP/1873, RPLP/1936, RPLP/2076, RPLP/2080, RPLP/1321, RPLP/1783 & RPLP/2020)
OM11.2	Paragraph 11.46	108	The Council will therefore work closely with the neighbourhood area, where the community includes Gypsy and Travellers to ensure that growth arising from within these area is accommodated within their Neighbourhood Plans. The Council will also continue to work with neighbouring authorities, <u>having regard to the EPOA Unmet Gypsy, Traveller and Travelling Showpeople Accommodation Needs Protocol,</u> to identify a strategic approach to meeting the needs of Gypsies, Travellers and Travelling Showpeople in accordance with the requirements of national policy.	Clarification which addresses concerns raised by Chelmsford City Council. (Representation RPLP/1643)
OM11.3	New topic heading and Paragraph 11.47	108	<u><b>Transit Site Provision</b></u>  <u>11.47 The BBLNAA has not identified a need for transit sites in Basildon Borough to accommodate temporary pitches, as it suggests that current data</u>	Clarification sought by Rochford District Council. (Representation RPLP/1658)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>does not provide a detailed enough spatial view on where and how much provision is needed across the whole of Essex. The Council will therefore work closely with other Essex authorities and other relevant bodies to identify the need for future transit provision in Greater Essex.</u></p>	
OM11.4	Policy H3: Gypsy, Traveller and Travelling Showpeople Accommodation Strategy - Point 1, parts a and b	108	<p>1. a. <del>Securing</del> <u>Safeguarding</u> 25 existing authorised public urban pitches and 116 private pitches currently authorised, with temporary planning permission or tolerated.</p> <p>b. <del>Securing</del> <u>Safeguarding</u> the 2 existing authorised Travelling Showpeople plots.</p>	Word correction.
OM11.5	Paragraph 11.56	111	<p>Any sports provision that would otherwise be lost on site through redevelopment must be relocated commensurate and prior to any residential or employment development taking place that would otherwise effect it. <u>The management arrangements for relocated sports facilities must be at least equivalent to the existing arrangements in relation to matters such as security of tenure, maintenance costs, management charges and community accessibility.</u></p>	Clarification sought by Sport England. (Representation RPLP/818)
OM11.6	Paragraph 11.57	111	<p>There is also opportunity to consolidate the sports facilities remaining on site to create a central community sports hub that serves both residents of the new development and the wider community. <u>Any sports provision that would otherwise be lost on site through redevelopment must be relocated</u></p>	Clarification sought by Sport England. (Representation RPLP/818)

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



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

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			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.	accordance with the March 2018 Transport and Highway Impact Assessment) (Representation RPLP/1324)
OM11.12	Policy H8 – Point 1	115	1. 20ha of land to the west of Basildon, as identified on the Policies Map with the notation H8, will be developed to provide around 300 high quality homes at a density of around 30dph, as well as open space including <u>a site for</u> a 7.8ha sports hub.	Clarity sought by Countryside Properties Ltd. (Representation RPLP/1322)
OM11.13	Policy H8 – Point 2	116	2. The on-site open space provision will be located to the eastern part of the site. It <del>should</del> will provide land <u>for</u> a new sports hub <del>incorporating</del> <u>which will incorporate</u> the relocated sports pitches from Gardiners Lane South, in accordance with policy H5, and <del>additional provision that meets</del> <u>will also meet</u> the <u>formal open space</u> needs arising from this development.	Clarity sought by Countryside Properties Ltd. (Representation RPLP/1322)
OM11.14	Paragraph 11.100	120	The loss of sports pitches, particularly grass pitches, will be resisted by the Council in accordance with the <i>NPPF</i> , <i>PPG</i> and advice by Sports England. Any sports provision that would otherwise be lost on site through redevelopment must be relocated prior to any residential development taking place. <u>The development of the area proposed for residential should be planned to minimise residential amenity</u>	Clarification sought by Sport England. (Representation RPLP/820)

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			<p><u>impact associated with the operation of Bowers &amp; Pitsea FC facilities. The Masterplan/Development Brief being informed by the Council's Playing Pitch Strategy and Built Facilities Strategy</u></p>	
OM11.15	Paragraph 11.103	120	<p>There is opportunity to relocate an existing primary school to the hub in order to meet existing needs and those arising from the new development or to provide an additional 1 form of entry primary school and associated early years provision.</p>	<p>Clarification sought by ECC. (Representation RPLP/1769)</p>
OM11.16	Policy H11 – Point 4	121	<p>4. A new community hub providing leisure facilities and land for D1 educational use will be located to the north of the allocation. <u>2.1ha for a primary school (including associations early years and childcare) and a 10 ha Secondary school site meeting the criteria set out in ECCs Developers Guide to Infrastructure Contributions (2016</u></p>	<p>Clarification sought by ECC to ensure the delivery of necessary infrastructure. (Representation RPLP/1766)</p>
OM11.17	Policy H11 – Point 4	121	<p>4. ...In terms of leisure provision, the hub will comprise of the relocated Eversley Leisure Centre while the strategic open space will be expected to provide a community playing pitch provision that meets the needs arising from the residential development in H11 in accordance with HC2, as well as offset the loss of playing fields from elsewhere in H11 and accommodate the relocated sports pitches from Gardiners Lane, as set out in policy H5. The strategic open space will remain within the extent of the Green Belt. It is <u>required</u> expected that any relocated provision will be replaced with equivalent</p>	<p>Clarification sought by Sport England. (Representation RPLP/820)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			or better facility provision both in terms of quality and quantity. <u>The management arrangements for the relocated sports facilities must be at least equivalent to the existing arrangements in relation to matters such as security of tenure and equivalent or better community access arrangements. Relocated facilities must meet Sport England design guide.</u>	
OM11.18	Policy H11 – Point 6	121	6. The design and layout of development must respect the designated historic <u>heritage</u> assets on the London Road, and ensure that elements of the historic environment and their setting are adequately protected from harm.	Clarification in line with NPPF requested by Historic England. (Representation RPLP/2159)
OM11.19	Policy H13 – Point 4	125	4. Proposals must be informed by Odour Plume Modelling to the satisfaction of Anglian Water if new homes are to be located within 400m of the Shotgate Water Recycling Centre, <u>where there is a risk of odour and amenity issues</u> , any mitigation works required to enable development closer to the centre must be completed and operational, prior to the site's residential occupation.	Clarification proposed by Anglian Water. (Representation RPLP/2124)
OM11.20	Paragraph 11.119	124	Insert after Paragraph 11.119 <u>Development in this location must not cause harm to the setting of the two grade II listed buildings at Shot Farm to the east of the site.</u>	Clarification sought by Historic England. (Representation RPLP/2160)
OM11.21	Policy H14 – Point 3	126	3. The Barn Hall Recreation Ground will be relocated to the west of the development area on land identified as open space and Green Belt on the Policies Map. Its relocation must be commensurate	Clarification sought by Sport England. (Representation RPLP/821)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>to the redevelopment of its current site and it should form part of the new strategic open space for north Wickford with new connections to the existing Public Rights of Way. It is expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity. It will be in addition to any sports provision required to meet the needs arising from the new development. <u>The management arrangements for the relocated sports facilities must be better or at least equivalent to the existing arrangements in relation to matters such as security of tenure and equivalent or better community access arrangements. Relocated facilities must meet Sport England design guide.</u></p>	
OM11.22	Policy H16 – Point 2	129	<p>2. Access to this site must be secured from Potash Road, <del>utilising existing access points</del> <u>in accordance with the policies of the Highways Authority.</u></p>	<p>Clarity on how access will be secured for this site sought by the promoter, P and A Investments. (Representation RPLP/2012)</p>
OM11.23	Policy H16 – Point 4	129	<p>4. The design and layout of development must take into account the existing fuel pipelines <u>which traverse the site and</u> in close proximity to the site. Consideration will be given to the requirements of CLH Pipeline System, in order to ensure safe working in close proximity to buried CLH-PS</p>	<p>For the purpose of clarity stating that the design and layout of development must take into account the existing fuel pipelines.</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			pipelines.	
OM11.24	Paragraph 11.146	129	The relief road, stretching from the A129/London Road <u>junction</u> heading towards Brentwood, south-eastwards to the junction of the B1007/Laindon Road with A176/Noak Hill Road, is <del>key to the release of land for development in this location</del> <u>required to deliver this allocation as a whole, with each housing allocation needing to deliver that part of the road that falls within or adjacent to it.</u>	Clarification sought by Redrow Homes to make clear that each land parcel will be expected to deliver its part of the road. (Representation RPLP/2217)
OM11.25	Paragraph 11.149	130	The site is capable of delivering around 540 new homes alongside open space provision. Development will be expected to retain, <u>where possible</u> , and enhance existing tree belts, field boundaries, hedgerows and the PRoW crossing the site.	Clarification sought by Redrow Homes. (Representation RPLP/2217)
OM11.26	Paragraph 11.150	130	The loss of sports pitches will be resisted by the Council in accordance with the <i>NPPF</i> , <i>PPG</i> and advice by Sports England. Any sports provision that would otherwise be lost on site through redevelopment must be relocated and be in operational use prior to any development taking place. <u>The development of the area proposed for residential should be planned to minimise residential amenity impact associated with the operation of Billericay FC facilities. The Masterplan/Development</u>	Clarification sought by Sport England. (Representation RPLP/841)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>Brief being informed by the Council's Playing Pitch Strategy and Built Facilities Strategy.</u>	
OM11.27	Paragraph 11.155	130	In addition to contributions to the provision of the relief road, new development will also be expected to make a contribution towards the improvements to the local and strategic road network as appropriate. This is in order to ensure that there is sufficient highways capacity within the local area to accommodate growth in this location. Proportionate contributions towards improvements to walking, cycling and public transport access <u>(including the potential for new bus routes)</u> within the vicinity of each site in order to facilitate a modal shift towards active and sustainable transport modes will also be required.	Clarification sought by ECC. (Representation RPLP/1775)
OM11.28	Policy H17 – Point 1, part b	131	1.b. 2.1ha for D1 education <u>and childcare provision</u> uses within H17b.	Clarification sought by ECC. (Representation RPLP/1766)
OM11.29	Policy H17 – Point 2	131	2. Development as part of this <u>allocation may come forward in phases but</u> must be informed by an up to date Masterplan <u>submitted for approval to the Local Planning Authority</u> , which considers the strategic matters to deliver the site's policy requirements, including its scale and layout, massing, <u>infrastructure and</u> supporting facilities, open space, ecology, drainage, and internal highway and transport network, <u>including the alignment of the relief road.</u>	Amendments sought by Gleeson Developments Ltd and Taylor Wimpey to improve the clarity of the policy and to ensure the policy is delivered in a coordinated manner.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				(Representation RPLP/1846 & RPLP/1908)
OM11.30	Policy H17 – Point 3	131	3. The relocation of the cricket club and tennis club will be accommodated on land to the west of the residential allocations, as identified on the Policies Map. It is <u>required</u> expected that any relocated provision will be replaced with equivalent or better facility provision both in terms of quality and quantity. <u>The management arrangements for the relocated cricket and tennis club facilities must be at least equivalent to the existing arrangements in relation to matters such as security of tenure and community access arrangements.</u> This land will remain within the extent of the Green Belt and the facilities should have access arrangements which meet the satisfaction of the Highway Authority.	Clarification sought by Sport England. (Representation RPLP/841)
OM11.31	Policy H17 – Point 5	132	5. Land south of London Road, as identified on the Policies Map with the notation H17b, will form a residential extension of around 290 new homes and include 2.1ha of land for D1 education <u>and childcare provision</u> uses.	Clarification sought by ECC. (Representation RPLP/1766)
OM11.32	Policy H17 – Point 8	132	8. Tree belts, hedgerows and other natural landscape features should also be retained and enhanced <u>as far as is practical, using ecological and arboriculture surveys to identify and protect the most important features.</u>	Clarification sought by Redrow Homes. (Representation RPLP/2217)



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OM11.33	Paragraph 11.164	133	This site will require community infrastructure provision to support the level of growth proposed. There will be a requirement for contributions towards early years, <u>childcare</u> and primary school provision in the local area.	Clarification sought by ECC. (Representation RPLP/1812)
OM11.34	Paragraph 11.167	134	This allocation will expand the neighbourhoods of Sunnymede and South Green in Billericay through two residential extensions, as well as create a 16ha extension <u>of publicly accessible recreational open space to amongst other things help off-set recreational pressures to on</u> the existing Mill Meadows Nature Reserve.	Clarification sought by Commercial Estates Group. (Representation RPLP/2253)
OM11.35	Paragraph 11.168	134	<u>Where practical, having regard to ecology and arboricultural surveys, to ensure protection of the most important features, existing hedgerows will be retained and enhanced.</u> Landscape buffers will be required along the southern boundary of H19a and the northern boundary of H19b to screen development from the new strategic open space which will be located on land between the two development areas. The strategic open space <u>will form the extension to Mill Meadows Nature Reserve and provide locally accessible public open space for the wider area of Billericay as well as meet the needs arising from this allocation, relieving pressure on the neighboring Mill Meadows Nature Reserve. As well as meet the needs arising from this allocation.</u>	Clarification sought by Commercial Estates Group to make clear the Council’s intention for this to be a publicly accessible space. (Representation RPLP/2253)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM11.36	Policy H19 – Point 3	135	3. Land between H19a and H19b, as identified on the Policies Map as public open space, will provide the 16ha of <u>publically accessible informal and formal recreational open space</u> extension to Mill Meadows Nature Reserve as a strategic open space provision. It will remain within the extent of the Green Belt and be multi-functional, incorporating open land, <u>informal and</u> formal recreational open space, and ecological and surface water management benefits.	Clarification sought by Commercial Estates Group to make clear the Council’s intention for this to be a publically accessible space. (Representation RPLP/2253)
OM11.37	Policy H19 – Point 4	135	4. The extension to Mill Meadow Nature Reserve <u>area of land identified for strategic open space provision</u> must be gifted to the Council, or a third party agreed by the Council, prior to the first occupation of any development, and mechanisms to ensure the ongoing maintenance of this open space for a minimum period of 20 years will need to be secured.	Clarification sought by Commercial Estates Group to make clear the Council’s intention for this to be a publically accessible space. (Representation RPLP/2253)
OM11.38	Paragraph 11.183	137	The first site is land east of Laindon Road, Billericay, hereafter referred to as H21a. It is 0.8ha in size and capable of delivering around 6 self-build homes. Access will be taken from Laindon Road with a new internal road serving the new homes. <u>Development on this site will need to be designed mindful of the nearby Billericay Conservation Area.</u>	Clarification sought by Historic England. (Representation RPLP/2166)
OM11.39	Paragraph 11.184	137	The second site is 1.5ha of land at Maitland Lodge, Great Burstead, hereafter referred to as H21b. The site is capable of delivering around 20 self-build	Clarification sought by Historic England.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			homes which are served by a new internal road that is accessed from Southend Road. <u>Development on the site will need to be designed mindful of the nearby Great Burstead Conservation Area.</u>	(Representation RPLP/2166)
OM11.40	Policy H21 – Point 3	137	3. The development must be sensitive to the nearby Norsey Wood for its ecological and historic asset designations ( <u>Scheduled Monument</u> ). Access will be taken from The Mount, subject to approval by the Highways Authority.	Clarification sought by Historic England. (Representation RPLP/2166)
OM11.41	Paragraph 11.216	143	The Independent Living Programme recommends that specialist accommodation schemes for older people should consist of a minimum of 60 units to a maximum of 300 units for reasons of affordability and the ability to create and support an active community. <u>It is recognised that private led schemes may be viable at a smaller scale that that which can be delivered via the Independent Living Programme.</u> According to viability testing carried out as part of the Local Plan preparation some sites can deliver a minimum of 45 retirement units or 30 extra-care units and remain viable. <u>It is noted that extra-care units may require larger scale schemes to meet the expectations of extra care.</u>	Clarification sought by The Consortium of Renaissance Retirement, Pegasus Life, McCarthy and Stone and Churchill Retirement House Builders. (Representation RPLP/2684)
OM11.42	Paragraph 11.219	144	The <i>NPPF</i> defines affordable housing <u>as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with</u>	Amendment to align with current NPPF.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>one or more of the definitions within Annex A: Glossary of the NPPF</u> <del>social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market.</del> 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.</p>	
OM11.43	Policy H26 – Point 2	147	<p>2. The tenure split of affordable housing provision is 70% affordable rent accommodation at 60% market value <u>rent</u>, and 30% intermediate housing.</p>	<p>Clarification sought by Commercial Estates Group. (Representation RPLP/2255)</p>
OM11.44	Policy H26 – Point 6	147	<p>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:</p> <ul style="list-style-type: none"> <li>a) Flatted development schemes of around 150 units in Basildon Town and Wickford;</li> <li>b) Housing development schemes of around 150 units in Basildon Town and Wickford; and</li> <li>c) Other schemes <u>(including strategic housing sites identified in policies H5-H20 of this plan)</u> only where there are exceptional development costs.</li> </ul>	<p>Clarification sought by Gleeson Developments Ltd. (Representation RPLP/1881)</p>

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OM12.1	Paragraph 12.7	150	The way places are designed affects the way residents and users behave. Active Design (2015) published by Sport England in conjunction with Public Health England highlights the way design can be used to encourage greater levels of activity amongst residents and users of development. It sets out nine 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 <del>walking and cycling</del> <u>access to PRow</u> for short journeys and introducing space for sport and recreation within development proposals.	Amendment sought by the Essex Bridleway Association to ensure access for all vulnerable road users. (Representation RPLP/365)
OM12.2	Policy DES1 – Point 2, part f	152	2. f. Create the conditions <del>for walking and cycling to</del> <u>access PRow</u> between locations within and beyond the development, and prioritise these travel modes through the safe integration of <del>walking and cycling routes</del> <u>PRow</u> . Opportunities for new <del>walking and cycling routes</del> <u>PRow</u> will be sought when the existing permeability is poor;	Amendment sought by the Essex Bridleway Association to ensure access for all vulnerable road users. (Representation RPLP/365)
OM12.3	Paragraph 12.7	150	The way places are designed affects the way residents and users behave. Active Design (2015) published by Sport England in conjunction with Public Health England highlights the way design can be used to encourage greater levels of activity amongst residents and users of development. It sets out <del>nine</del> <u>ten</u> principles that can be applied when	Amendment sought by Sport England to ensure accuracy of text. (Representation RPLP/823)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			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.	
OM12.4	Policy DES1 - Point 3	153	3. Where appropriate, <u>up-to-date</u> design guidance, development briefs, masterplans, regeneration strategies, public realm strategies, and design guidance in Supplementary Planning Documents <u>adopted and/or endorsed by the Council</u> will be prepared and used to consider new development proposals to ensure that new development is well designed to reflect its context and respond to future needs. When new development proposals are brought forward within a designated neighbourhood area, the local design policies and guidance within the adopted Neighbourhood Plan will be applicable.	Rochford District Council sought reference to the Essex Design Guide. (Representation RPLP/1665)
OM12.5	Policy DES1 – Point 2, part b	152	2. b. Correspond with the natural features and historic quality of the area that contributes to its special interest including all heritage assets together with their settings, in accordance with <u>appropriate guidance and</u> those policies in chapters 16 and 17 of this plan;	Historic England sought reference to the ‘Streets for All’ guidance. (Representation RPLP/2167)
OM12.6	Policy DES4	156-157	<b>High Quality Buildings</b>	Amendment sought by Historic England to reflect the historic

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>1. Buildings should be designed to a high standard, responding appropriately to their location and reflecting their function and role in relation to the public realm. Proposals for new buildings, extensions, and alterations to existing buildings will be expected to:</p> <p><u>a. Conserve and enhance any historic fabric, features and assets, having regard to appropriate guidance;</u></p> <p><del>a</del>b. Use good quality and durable building materials, that are appropriate to the context of the development;</p> <p><del>b</del>c. Be clearly organised in terms of their form and internal layout and circulation to reflect the hierarchy of function they will accommodate, the uses they will serve and the context they will address;</p> <p><del>c</del>d. Establish a coherent and consistent building line that relates to the existing street alignment;</p> <p><del>d</del>e. Incorporate active frontages to the public realm that emphasise corners, establishes new, or reinforces the most prominent existing frontages, and provide natural surveillance over all publicly accessible spaces;</p>	<p>environment. (Representation RPLP/2170)</p> <p>Reordered to improve clarity.</p>

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



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

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

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			<p><u>maintenance of public realm they provide, or is provided nearby in order to make a development acceptable in planning terms.</u> Where appropriate, a Planning Obligation may be used to secure off-site public realm improvements.</p>	<p>(Representations RPLP/1864, RPLP/1946, RPLP/1972 &amp; RPLP/2104)</p>
OM12.13	Policy DES5 – Point 2, part c	159	<p>2. c. Conserve and enhance any historic fabric, features and assets, <u>having regard to appropriate guidance</u>;</p>	<p>Historic England sought reference to the ‘Streets for All’ guidance. (Representation RPLP/2171)</p>
OM12.14	Policy DES5 – Point 3, part d	159	<p>3.d. Integrates measures to manage climate change, improve air quality and promote biodiversity, <u>such as the incorporation of multi-functional Green Infrastructure within urban development</u>;</p>	<p>Amendment sought by Natural England. (Representation RPLP/2554)</p>
OM13.1	Paragraph 13.5	162	<p>Essex County Council has a statutory duty to ‘improve the health of their local populations’ and <u>are is</u> responsible for public health across the county. A local Health and Well-being Board has been established in the Borough to facilitate delivery, alongside the Essex Health and Well-being board. The <u>Essex Joint Health and Well-being Strategy for Essex (2012)</u> established a strategy for achieving this statutory duty. <u>This has since been updated and the Board are now working to deliver the Joint Health and Wellbeing Strategy 2018 – 2022.</u> Basildon Council is one of the partners that has joined up with Active Essex, a publicly funded organisation hosted</p>	<p>Grammatical amendment</p> <p>Minor amendment to update position of related strategy, as requested by ECC. (Representation RPLP/1777 and RPLP/1727)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			by Essex County Council, to be part of the ‘Active Essex Strategy 2017 – 2021’, which has received national lottery funding to create innovative partnerships to make it easier for people to access sport and physical activity within Essex, therefore improving health and well-being.	
OM13.2	Policy HC1 – Point 1, part b	164	1. b. Providing opportunities for people to <del>walk and cycle</del> <u>access public rights of way (PROW)</u> , both for recreation purposes, and also as part of their day to day activities.	Amendment sought by the Essex Bridleway Association to ensure access for riders. PROW include bridleways. (Representation RPLP/366)
OM13.3	Policy HC1 - Point 4	165	4. Ensure new development is designed and located to promote good health, and avoid sources of harm by: <del>a. Requiring all developments of 50 homes or more, 1,000m<sup>2</sup> of floorspace or more, or falling within the A5 use class, set out in policy R16, to be accompanied by a Health Impact Assessment prepared in accordance with local guidance;</del> <del>b. a.</del> Requiring good quality design in new developments, including design which incorporates active design principles; <del>and</del> <del>c. b.</del> Avoiding development in locations which may cause harm to human health by way of disturbance to the quality of life, or pollution; <u>and</u>	Clarity requested by developers as to the test that will be applied to HIAs when submitted. (Representations RPLP/1867/1950/ 1974/2106)  Reordered to improve clarity.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>c. Requiring all developments of 50 homes or more, 1,000m2 of floorspace or more, or falling within the A5 use class as set out in policy R16, to be accompanied by a Health Impact Assessment prepared in accordance with local guidance which demonstrates how the development promotes positive health outcomes and avoids sources of harm to health. Where harm to health may arise, and is not adequately addressed by the development proposals, the proposal may be refused.</u></p>	
OM13.4	Paragraphs 13.20 and 13.21	165 – 166	<p>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. However, over the course of time circumstances change. For example, the demand for indoor gymnasium facilities has outstripped expectations due to the competitive success of local athletes and the legacy of the London 2012 Olympic and Paralympic games. Furthermore, the number of homes planned for in this Local Plan is greater than that anticipated in 2010-2012. It has therefore been necessary to commission a review of this evidence</p>	<p>Minor amendment to update position of the evidence regarding the Playing Pitch and Built Facilities Assessments and Strategies, as requested by Sport England. (Representation RPLP/824)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>base, and it is likely to be the case that this need will arise again through the lifetime of the Local Plan.</p> <p>The most recent work to assess and plan for <del>open spaces</del>, playing pitches and indoor sports facilities has been undertaken at a South Essex level <u>resulting in Basildon specific and South Essex wide Playing Pitch and Built Facilities Strategies completed in 2018 and adopted by the Council in November 2018.</u> This has enabled the consideration of cross-boundary movements for sport and recreation to take place, recognising that some facilities, such as Basildon Sporting Village, have a 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 <del>standards</del> <u>requirements</u> that they contain, which will be applicable when developers are seeking to bring forward residential development proposals within the Borough which generate an additional need for <del>open space</del>, playing pitches and indoor sports facilities. <u>A South Essex wide Green Infrastructure Strategy is due to commence in 2019, and this will update the position in relation to the provision of other types of open space going forward.</u></p>	
OM13.5	Paragraph 13.24	166	In addition to formally identified open spaces, the wider network of Green Infrastructure in the Borough	ECC sought reference to the

Reference Number	Paragraph/Policy/Figure/Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>and beyond provides the opportunity for outdoor recreation such as walking and cycling. PRow, <u>including proposals for a Thames Estuary Path</u>, and the cycle network therefore have an important role to play in ensuring the health and well-being of Borough residents. Furthermore, the provision of high quality local opportunities to walk and cycle will help to stop local residents from travelling for such activity, protecting sensitive habitats on the Essex coast from disturbance, and also reducing the need to travel. Ensuring new developments are connected to the PRow network and the delivery of the <i>Basildon Cycling Action Plan</i> are therefore also essential to the Council's approach to leisure and recreation.</p>	<p>Thames Estuary Path in paragraph 13.24. (Representation RPLP/1779)</p>
OM13.6	Policy HC2 – Point 1, part b	167	<p>1. b. Seek improvements to the quality, quantity and sustainability of playing pitch provision in the Borough through the implementation of the <i>Playing Pitch Strategy</i>. Where necessary playing pitch provision will be secured on strategic housing sites as identified in policies H5 to H20. All other residential developments will be expected to contribute towards off-site provision in accordance with <del>local standards for playing pitch provision</del> <u>the approach set out in the <i>Playing Pitch Strategy</i></u>.</p>	<p>Consistent with the most recent evidence set out in the <i>Playing Pitch Strategy</i> which advocates use of the Sport England Calculators. (Representation RPLP/825)</p>
OM13.7	Policy HC2 – Point 1, part c	167	<p>1. c. Seek improvements to the quality, quantity and sustainability of indoor sports facilities in the</p>	<p>Consistent with the most recent evidence</p>

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			<p>Borough through the implementation of the <i>Built Facilities Strategy</i>. Unless on-site provision is specified within a strategic housing site allocation policy (H5 to H20), all residential developments will be expected to contribute towards off-site provision in accordance with local standards for indoor sports provision <del>provision</del> <u>the approach set out in the <i>Built Facilities Strategy</i>.</u></p>	<p>set out in the Built Facilities Strategy which advocates use of the Sport England Calculators. (Representation RPLP/825)</p>
OM13.8	Paragraph 13.28	167	<p>Evidence demonstrates that the Borough will need to improve existing educational facilities to create a more balanced distribution of occupied school places, in order to raise aspirations and diversify the skills of the workforce, as well as strengthening the economy to ensure local people can make the most of any new job opportunities that arise. This will contribute towards the health and well-being of local residents by helping to reduce employment deprivation. Education facilities includes, but are not limited to nurseries, pre-schools, Essex Child and Well-being Service, children's centres, schools = <u>including special educational needs provision,</u> colleges, libraries, youth facilities and other community learning spaces. The Local Plan recognises that the level of population growth will result in the need to improve existing educational facilities throughout the Borough, including new provision where sites are at capacity.</p>	<p>Clarification sought from ECC. (Representation RPLP/1780)</p>



Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM13.9	Paragraphs 13.28 and 13.29	167 - 168	<p>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 strengthen the economy to ensure local people can make the most of any new job opportunities that arise. This will contribute towards the health and wellbeing of local residents by helping to reduce employment deprivation. Education facilities includes, but are not limited to nurseries, pre-schools, Essex Child and Wellbeing Service, children’s centres, schools <u>(including Special Education Needs)</u>, colleges, libraries, youth facilities and other community learning spaces. The Local Plan recognises that the level of population growth will result in the need to improve existing educational facilities throughout the Borough, including new provision where sites are at capacity.</p> <p>The Borough is currently generally well served by school provision. However, <i>Commissioning School Places in Essex (2017-2022)</i> shows that many of the primary schools in the Borough are operating close to, or at, capacity. There is some capacity within the secondary school provision in the Basildon urban area given an outflow of pupils from Basildon. As a result, the secondary schools in Billericay and Wickford are at capacity, and some pupils also travel</p>	<p>Amendment requested by ECC to reflect the changing position over time and the need to cover Special Educational Needs. (Representations RPLP/1782 &amp; RPLP/1784)</p>

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			<p>outside of the Borough to schools in Benfleet and Thundersley in neighbouring Castle Point to the east. However, efforts have been made by the schools in Basildon, through partnership working, to raise educational attainment in the town and <del>most</del> <u>all</u> of the secondary schools are now <del>on the path to achieving an</del> <u>rated</u> OfSted Good <u>or outstanding</u> rating. This will help to stem the outflow of pupils from Basildon, and any impacts it consequently has on traffic and congestion. This will potentially see some secondary school capacity within Billericay and Wickford freed up to accommodate local growth, but will see the capacity of the secondary schools in Basildon to accommodate growth reduced as existing pupils stay within the town for their secondary education.</p>	
OM13.10	Policy HC3 - Point 3	170	<p>3. In order to ensure sufficient school place provision to align with growth, <u>a new primary school and early years provision will be secured in the Bowers Gifford Neighbourhood Area through the preparation of a Neighbourhood plan. Other new schools will be secured on strategic housing sites as specified within the site allocation policies set out in Chapter 11</u> <del>as identified in policies H5 to H20</del>. All other residential developments, where there is not a site specific requirement within a site allocation policy, will be expected to contribute towards off-site</p>	<p>Clarification that there is a need for a primary school in Bowers Gifford which will be secured through the Neighbourhood Plan and not a strategic site allocation. Requested By BGNB Parish Council.</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			provision in accordance with Essex-wide standards for education and early years contributions.	(Representation RPLP/3695)  Clarification to reflect most of the site allocations do not require on site provision as sought by countryside Properties (UK) Ltd and Gleeson Developments/Avant Homes. (Representations RPLP/1331 & RPLP/1362)
OM13.11	Paragraphs 13.56 and 13.57	171 - 172	The Council’s most recent <i>Open Space Assessment (2010) and Playing Pitch Strategy (2018) Review and Technical Addendum (2011)</i> considered the quantity, quality and accessibility of open spaces, and playing pitches, in the Borough and advised on the approach that should be taken to each site. In particular it highlighted where open spaces should be retained for leisure and recreation purposes. They also set standards for the quantity, quantity and accessibility of open space and <u>identify the approach that should be taken to secure new</u> playing pitch provision.	Updated supporting text to reflect recently completed Playing Pitch Strategy, as requested by Sport England. (Representation RPLP/828)

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			<p>Whilst the <i>Playing Pitch Strategy (2018)</i> reflects the level of growth set out in this plan, the <i>Open Space Assessment (2010)</i> did not assess the level of growth now planned for. <del>As set out in respect of policy HC2, the level of growth now proposed in the Local Plan is greater than that considered in 2010, and consequently both the <i>Open Space Assessment</i> and <i>Playing Pitch Assessment</i> are subject to review at a South Essex level.</del> However, it is clear from evidence set out in the <i>Planning for Health and Wellbeing Topic Paper</i> that the projected growth in population is such that open spaces will become more important resources for the future rather than less, and therefore the ongoing protection of those open spaces identified in 2010 remains justified. It will however be necessary to consider the most up to date local <i>Open Space Strategy/Playing Pitch Strategy</i> when considering the appropriateness of proposals for the redevelopment of public open spaces, as these will contain the most up to date evidence. <del>local standards.</del></p>	
OM13.12	Policy HC5 – Point 3, part b	172	<p>3. b. The open space is replaced with an equivalent or better facility, <u>in terms of quantity and quality</u>, either on-site as part of the new development, or off-site in a suitable location;</p>	<p>Amendment to align with NPPF requested by Sport England. (Representation RPLP/828)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM13.13	Paragraph 13.75	175	There are a range of private and voluntary club facilities within the Borough which offer a greater or lesser degree of community use for their activities. Sports clubs and other private facilities make an important contribution to open space provision in the Borough. The venues, activities, opportunities and sports development work offered by various sports clubs are identified within the <i>Playing Pitch Strategy (2018) Review (2011)</i> . Private sports clubs are extremely important in the provision of playing pitches for football, rugby, cricket and bowls greens offering opportunities for community sport and recreation.	Updated supporting text to reflect recently completed Playing Pitch Strategy, as requested by Sport England. (Representation RPLP/831)
OM13.14	Policy HC9 – Point 4	176	4. The principle of pitch relocation will apply to any proposal for development on allocated private open spaces, where such proposals would involve the loss of private pitches, in order to maintain the security of local playing pitch provision in the Borough. Private open spaces including ancillary facilities, should be replaced with an equivalent or better facility, <u>in terms of quantity and quality</u> , in a suitable location.	Amendment to align with NPPF requested by Sport England. (Representation RPLP/831)
OM13.15	Paragraph 13.79	176	<u>Evidence related to the need for new and enhanced facilities is set out in a number of documents, and will change over time as the aims and ambitions of service providers change. The Education Authority for example prepare an annual Commissioning School Places assessment which directs the need for school provision. There is a Playing Pitch</u>	Updated supporting text to reflect recently completed Playing Pitch Strategy, and Built Facilities Strategy as requested by Sport England.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>Strategy and a Built Facilities Strategy to direct the provision of sporting facilities, and the CCG and NHS are developing an Estates Strategy to direct the provision of new health care facilities. These not only deal with growth but also address</u> There are long term infrastructure issues which need to be addressed such as the need for increased provision of certain types of facility to accommodate population growth in the Borough as set out in this plan. This growth will require the provision of additional community facilities and services in order to ensure communities can meet their day to day needs. As such, new development proposals should exploit the potential for enhancement and extension of community facilities to serve future residents and other users.</p>	(Representation RPLP/832)
OM13.16	Paragraph 13.85	177	<p>Basildon is generally well provided with open space, and benefits from a range of outdoor recreational facilities which provide locations for activities such as team sports, walking, cycling, nature conservation, horse-riding, fishing and golf. However, the Borough's <i>Open Space Assessment</i> highlights substantial open space deficiencies when recommended standards of provision are applied to the existing and projected future population of the Borough, particularly in Billericay and Wickford. <u>Deficits in the provision of certain types of sports pitches and built sports facilities are also identified by the <i>Playing Pitch</i></u></p>	Updated supporting text to reflect recently completed Playing Pitch Strategy, and Built Facilities Strategy.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>Strategy (2018) and the Built Facilities Strategy (2018) respectively, which means existing provision needs to be protected in many instances.</u></p> <p><b>[INSERT PARAGRAPH BREAK]</b> There is also an uneven distribution of community centres around the Borough and some areas are deficient in the provision of such facility. However, an analysis of usage indicates that there may well be over provision of community centres due to a lack of demand for services, particularly in the smaller community centres.</p>	
OM14.1	New Paragraphs 14.82 to 14.83	194	<p><u>14.82 The Basildon Playing Pitch Strategy Assessment Report (2018), Basildon Playing Pitch Strategy and Action Plan (2018), South Essex Playing Pitch Strategy Overarching Strategy and Action Plan (2018) and the Basildon Indoor Sports Facilities Strategy and Action Plan (2018), Basildon Indoor and Build facilities Needs Assessment (2018) and South Essex Indoor Sports Facilities Overarching Strategy and Action Plan (2018) identify current levels of provision within Basildon across the public, education, voluntary and commercial sectors and compare this with current and likely future levels of demand. The strategies then go on to provide a strategic framework that ensures the provision of outdoor sports facilities and indoor built facilities meets the local needs of existing and future</u></p>	Sport England recommend that the recent sporting evidence base should be referenced under policy GB11. (Representation/835)

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			<p><u>residents, ensuring residents have the opportunity to be physically active and healthier and where appropriate develop their sporting ambitions within their local community.</u></p> <p><u>14.83 The strategies provide an evidence base for planning decisions and funding bids and background evidence to support Local Plan policies in relation to formal recreation. They ensure that this evidence is sound, robust and capable of being scrutinised through examination and meets the requirements of the National Planning Policy Framework (NPPF, 2018).</u></p>	
OM14.2	Paragraph 14.29	183 - 184	<p>Accordingly, and in the light of the Green Belt Study Review, the Local Plan proposes that there should be some modification of the boundary of the Green Belt. The Local Plan retains 6,551ha of land as Green Belt which it considers should continue to be protected for Green Belt purposes. Exceptionally it proposes that 399ha be removed from the Green Belt. The extent of the Green Belt as set out in this Local Plan is 59% of the land area of the Borough, a reduction of 4% <u>in the total land area and 6% of the Green Belt</u>. It should be noted that in the event that a Neighbourhood Area revises its Green Belt boundaries through a Neighbourhood Plan, these figures will be adjusted. This will be reported through the Authority Monitoring Report.</p>	Amended for accuracy as sought by a resident.



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OM15.1	Paragraph 15.1	196	The NPPF is clear that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting <u>planning positively for</u> the delivery of renewable and low carbon energy and associated infrastructure.	Amendment to reflect revised NPPF better, and to further justify approach to renewable energy as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)
OM15.2	Paragraphs 15.5 and 15.6	196	It is widely recognised that a primary cause of climate change is the release of CO <sub>2</sub> emissions into the atmosphere. Whilst there are natural sources of CO <sub>2</sub> emissions, and intensive agriculture can also result in significant emissions, the primary cause of excess emissions is the burning of fossil fuels such as coal and gas to produce energy. The <i>SAscope</i> reports that in 2005 396kT CO <sub>2</sub> was generated domestically in the Borough., <del>equivalent to 8% of the Essex domestic total.</del> <u>However, since that time measures have been taken to reduce such emissions. National statistics reporting on CO<sub>2</sub> emissions for 2016 indicate this has reduced to 262kT.</u> In addition, 497kT of CO <sub>2</sub> originated from industrial and	Amendment to reflect recently published statistics in the supporting text, as requested by ECC. (Representation RPLP/1794)

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			<p>commercial sources <u>in 2005</u> -11% of the Essex Industrial and Commercial total. <u>This had reduced to 262kT in 2016. In 2016,</u> road transport accounted for <u>297kT. This has not decreased as significantly as emissions from other sources. Overall, CO<sub>2</sub> emissions in Basildon Borough have decreased from 6.7t per capita in 2005 to 4.3t per capita in 2016. In 2016 the national average was 4.7t per capita. CO<sub>2</sub> emissions in Basildon are therefore below average.</u> the smallest proportion of emissions at 289kT, which equalled 7% of the Essex total.</p> <p>The SAScope also reports changes which have occurred since 2005 in terms of energy consumption within the Borough. <u>The recently published national statistics reporting on CO<sub>2</sub> emissions update this.</u> Between 2005 and <u>2016</u><sup>4</sup>, the average <u>total domestic electricity and gas consumption emissions</u> of a Borough resident fell by <u>490kWh and 4,560kWh, by 93kT and 50.4kT</u> respectively. <u>This represents percentage reductions of 51% and 23% respectively and is therefore significant. This is a consequence of domestic electricity and domestic gas consumption both falling in Basildon, as set out in the sub-national electricity and gas consumption statistics 2005 to 2017.</u> Domestic electricity consumption is <u>100kWh per person lower than the national average, whereas domestic gas consumption is 750kWh less than the national</u></p>	

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			<p>average. Between 2005 and <del>2016</del> 2014, the average <u>total</u> industrial and commercial energy consumer in the Borough reduced their electricity consumption <u>reduced by 55% from 283.7kT to 127.3kT, whilst gas consumption reduced by 32% from 92.6kT to 62.6kT. These reductions are significant, but the consumption levels indicate that there are still opportunities to go further in minimising fuel consumption and CO<sub>2</sub> emissions.</u> by 17MWh, bringing the total annual amount to 79MWh, which is still 4MWh higher than the national average. Industrial and commercial gas consumption went up slightly over the same time period from 544MWh to 564MWh; however the 2011 total is still 16MWh lower than the average national commercial and industrial consumer.</p>	
OM15.3	Paragraph 15.8	197	<p>The same research by BRE also showed that the greatest lifetime reduction in CO<sub>2</sub> emissions is achieved through the implementation of renewable energy sources i.e. by increasing the amount of energy being produced from renewable sources within the Borough. This approach saves 4.2 times more CO<sub>2</sub> emissions than energy efficiency alone. <del>The SAScope reports that between June 2010 and March 2013, the number of domestic solar photovoltaic installations increased by 23,000% from 3 to 692.</del> <u>The Renewable and Low Carbon Energy Constraints and Opportunities Assessment</u></p>	<p>Clarity around justification for approach to renewable energy as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 &amp; RPLP/2227)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>concludes that on-site micro generate of energy from renewable sources such as solar and ground source heating could generate up to 39% of the borough's energy supply by the end of the plan period, through a combination of retro-fitting to existing buildings, and through integration into the fabric of new development. It identifies.</u> <del>The development of new properties presents an as a key opportunity to integrate on-site micro generation of energy within a buildings fabric. The widely applied Merton Rule seeks all new development with a floorspace of 500m<sup>2</sup> or one or more residential units to incorporate on-site renewable energy equipment to achieve a percentage reduction in CO2 emissions from the site. BRE recommends that a fabric first approach should be taken with energy efficiency savings of 10% achieved in the first instance through improvements to the building fabric and services, accompanied by a further 10% reduction in energy use through the implementation of renewable energy technologies.</del></p>	
OM15.4	Paragraph 15.9	197	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	Clarity around justification for approach to renewable energy as sought by multiple developers. (Representations

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>include, and are not limited to, large scale onshore wind turbines, Combined Heat and Power (CHP) plants, solar voltaic, and <u>as well as</u> micro-generation. <u>It should however be noted that there are Green Belt constraints on the potential for some of these sources which means that micro-generation is critical to the overall approach to renewable energy generation in Basildon Borough. There is however potential for CHP in non-Green Belt locations.</u> <del>In relation to CHP, and other forms of energy generated from waste,</del> Consideration has been given as to how this <u>CHP</u> could be secured in a sustainable and deliverable way within Basildon Borough...</p>	<p>RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 &amp; RPLP/2227)</p>
OM15.5	Paragraph 15.10	197	<p>Whilst transport formed the smallest component of CO<sub>2</sub> emissions from the Borough in 2005 <u>its proportional contribution increased to exceed that of both domestic and industrial and commercial sources by 2016. This is a consequence of a,</u> <del>there has been</del> growth in transport movements since that time. Going forward, transport movements are expected to increase at a national level, and this is reflected in industry standard (TEMPRO) growth forecasts. The Borough's highways impact modelling shows that a number of junctions within the Borough already operate at, or over their design capacity which is increasingly resulting in congestion. The modelling shows that the growth proposed in this</p>	<p>Amendment to reflect recently comments by ECC. (Representation RPLP/1794)</p>

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			<p>plan will result in greater levels of congestion. Whilst Chapter 9 seeks to address this through mitigation, congestion and the resultant emissions from vehicles has the potential to increase over this period, impacting on the Borough's contribution to climate change. Therefore, the approach to climate change is intrinsically linked to the approach to sustainable transport set out in Chapter 9.</p>	
OM15.6	Paragraph 15.14	198	<p>The <i>South Essex Surface Water Management Plan (SWMP) (2012)</i> <u>was first prepared in 2012 and defines</u> the extent and components of Critical Drainage Areas (CDAs) within the Borough. <u>The modelling for the SWMP was updated in 2018, and made some revisions to the extent of the CDAs informed by more detailed information about the drainage systems, and revised rainfall scenarios reflecting new advise from the Environment Agency arising from experience of flooding in other parts of the country.</u> A CDA is an area over which combined flood risk sources (pluvial, groundwater, sewer, main river and/or tidal) may result in the accumulation of flood waters affecting some people, property or infrastructure located within the CDA during a severe rainfall event. Modelling of CDAs within the Borough within the <i>SWMP</i> shows that the number of properties at risk from flooding is likely to increase as a consequence of climate change.</p>	<p>Amendment requested by ECC to reflect newly arising modelling for the SWMP. (Representation RPLP/1795)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM15.7	Policy CC1 – Point 1, part d	199	1. d. Seeking high quality sustainable design of new homes, commercial and industrial buildings that <u>through a 'fabric first approach'</u> promote energy, thermal and water efficiency and opportunities for natural cooling <del>as set out in policies CC5 and CC6.</del>	Requirement for fabric first approach appropriately relocated in policy to align with energy and thermal efficiency as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)
OM15.8	Policy CC1 – Point 1, parts e and f	199	e. Seeking the reduction of CO <sub>2</sub> emissions <del>from</del> <u>arising from activities within the Borough by securing local sources of renewable energy generation. This will be achieved by:</u> <u>i. As the principal means, securing on-site micro-generation within new development, and encouraging the retro-fitting of on-site micro-generation within existing buildings where appropriate;</u> <u>ii. Supporting and promoting the implementation of Eco-Industrial Park (EcoIP) principles within the A127 Enterprise Corridor; and</u>	Clarify the Council's approach to renewable energy within the strategic policy as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 & RPLP/2227)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>iii. Supporting other proposals for renewable and low carbon energy generation schemes where they comply with the other policies of the plan.</u></p> <p><del>buildings through the use of a “fabric first” approach and through provision of commercial scale renewable energy and decentralised energy as part of development proposals in appropriate locations. The Council will require all developments, either new build or conversions with a combined floorspace of 500m<sup>2</sup> or more, or with one or more residential units, to incorporate the fabric first approach and on-site renewable energy equipment to reduce predicted CO<sub>2</sub> emissions by at least 20%. If the percentage target is technically unfeasible, or can be proven to make the development financially unviable, off-site generation should be employed as an alternative approach; and</del></p> <p><del>f. Supporting and promoting the implementation of Eco-Industrial Park (EcoIP) principles within the A127 Enterprise Corridor.</del></p>	
OM15.9	Paragraph 15.18	199	<p>The <i>NPPF</i> states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. It expects that Local Plans are supported by <i>SFRA</i> and set out policies to manage flood risk from all sources, taking account of advice from the Environment Agency and</p>	<p>Clarification sought by ECC. (Representation RPLP/1797)</p>



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			<p>other relevant flood risk authorities<sup>14</sup> such as Lead Local Flood Authorities, and internal drainage boards <u>and Anglian Water</u>. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.</p>	
OM15.10	Paragraph 15.22	200	<p>The <i>TE2100 Plan</i> sets out the Environment Agency's <u>and its partners aspirations</u> and approach to flood risk management within this part of the Borough. It states that policy P4 should be applied to the Bowers Marshes area (<u>policy unit</u>). This means that further action will be taken to keep up with climate and land use change so that flood risk does not increase. In order to achieve this, <u>the Plan for the sea defences and mechanical flood barriers protecting this area will be maintained and improved to respond to future sea-level rise</u>. <del>it proposes that the sea defences and mechanical structures protecting this area will be maintained and improved to respond to sea-level rises.</del> However, it also expects that some parts of Bowers Marsh, Vange Marsh and/or Fobbing Marsh, where limited development is present, will be turned into inter-tidal marsh (i.e. some inundation by the River Thames will be permitted) <u>The Plan advocates policy P3 for Vange marshes, to continue with existing or alternative actions to manage flood risk accepting</u></p>	<p>Clarifications to the supporting text requested by the Environment Agency. (Representation RPLP/2625)</p>

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			<p><u>that the likelihood of flooding will increase because of climate change. As outlined in section 15.15, the TE2100 Plan aspires to deliver intertidal habitat creation opportunities across its three phases to 2100</u> in order to off-set the loss of such habitat resulting from climate change. <del>This may mean that some mechanical structures such as the East Haven and Fobbing Horse barriers may not be maintained in the future, in order to allow for inundation. This will require a revised approach to flood risk management in this part of the Borough.</del> <u>and there is the opportunity for consideration of candidate sites on the marshes currently upstream of the existing East Haven and Fobbing Horse tidal flood barriers. This may mean a review of the most appropriate means of delivering the aspired tidal flood risk management policy for the given policy unit in this part of the Borough in conjunction with the Environment Agency and partners.</u> The <i>TE2100 Plan</i> requires the preparation <u>development</u> of a Riverside <u>Strategy</u> es in order to improve floodplain management in the vicinity of the river, to create better access to the riverside and improve the riverside environment. The <u>development</u> preparation of a Riverside Strategy <u>approach</u> for Bowers and Vange Marshes should potentially be developed in line with similar strategies <u>across the south Essex and wider Thames Estuary area,</u> for Fobbing Marsh in Thurrock and</p>	

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			<p>West Canvey Marsh in Castle Point, and should seek to address the <del>issues</del> <u>challenges</u> posed by the long-term requirement to create new intertidal habitat, and the <u>any required</u> changes to <u>the means of</u> flood risk management <del>this will require</del>.</p>	
OM15.11	Paragraph 15.25	201	<p>Whilst there are nine CDAs where surface water flood risk is significant, the initial modelling work within the SWMP identified a total of 22 CDAs within the Borough, covering much of the urban extent. Therefore, whilst actions to mitigate surface water flood risk will be directed towards those areas most at risk, there is a need for surface water management to be a consideration in all new development proposals within the Borough. Both the SFRA and the SWMP promote the use of Sustainable Drainage Systems (SuDS) to manage surface water flood risk, however both also note that the underlying geology of the Borough will not allow for the successful function of infiltration SuDS <u>across the majority of the borough. Infiltration testing at the site design stage will determine if infiltration SuDS is possible for a development. Where it is not,</u> <del>As such</del> further flood attenuation areas such as the washlands should be provided alongside new development to manage this risk.</p>	<p>Clarification that infiltration SuDS is not suitable across the majority of the area, rather than all of the area as requested by ECC. (Representation: RPLP/1800)</p>
OM15.12	Policy CC4 - Point 5	204	<p>5. All development proposals, including the redevelopment of existing buildings, must <u>demonstrate that adequate foul water</u></p>	<p>Clarification sought by Anglian Water to ensure all sources of</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>treatment and disposal already exists or can be provided in time to serve the development, and must</u> incorporate Sustainable Drainage Systems (SuDS) which attenuate surface water on-site, and slow run off rates to natural levels. Proposals should seek to reduce the risk of flooding and ensure that it is not increased. SuDS must be designed in accordance with the <i>National Standards for SuDS</i> , and the principles and local standards for SuDS design set out at Appendix 7, and incorporated into the development to offer multi-functional benefits. <u>Furthermore, suitable access for the maintenance of foul and surface water drainage infrastructure should be maintained through the development layout.</u> Where surface water cannot be attenuated fully on-site, a proportional contribution towards an off-site 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.</p>	<p>flood risk were covered including foul drainage. (Representation RPLP/2133)</p>
OM15.13	Paragraph 15.46	205	<p>This can <u>should</u> be complemented with the provision of on-site decentralised and renewable or local carbon energy sources, which reduce the demand for mains generated electricity, and can be most effectively integrated into the design and construction of new buildings. <u>Policy CC1 requires</u></p>	<p>Clarify how the Council justifies securing 20% on-site renewable energy generation within development</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p><u>on-site micro-generation to be secured within new developments to support a reduction in local CO<sub>2</sub> emissions. The widely applied Merton Rule seeks all new development with a floorspace of 500m<sup>2</sup> or one or more residential units to incorporate on-site renewable energy equipment to achieve a percentage reduction in CO<sub>2</sub> emissions from the site. Viability testing has indicated that a 20% requirement for on-site micro-generation is generally achievable in Basildon Borough. It should be noted that the 20% requirement is calculated once energy efficiency measures to the buildings fabric have been taken into account.</u></p>	<p>proposals as sought by multiple developers. (Representations RPLP/1333, RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 &amp; RPLP/2227)</p>
OM15.14	Policy CC5 – Point 1, part b	206 - 207	<p>5. b. The design of all new development should incorporate measures for achieving high levels of energy efficiency and the use of decentralised energy sources, consistent with the requirements of policy CC1. Development is expected to demonstrate how its design, siting and layout has been maximised the opportunities for solar gain, daylight penetration, measures encompassed as part of the fabric first approach <u>for improving the energy efficiency of the buildings fabric have been maximised</u> and <u>how the use of decentralised energy sources will be incorporated into the development.</u> As a minimum:</p>	<p>Clarify the Council's approach to securing the requirement for on-site renewable energy generation, distinct from energy efficiency requirements which are covered by building regulations as sought by multiple developers. (Representations RPLP/1333,</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>i. Residential development should achieve <u>at least</u> the energy efficiency requirements set out in Part L of the Building Regulations; and</p> <p>ii. Non-residential developments should achieve at least 50% of the credits available for reduction in CO2 emissions (Ene1) under the relevant BREEAM scheme for the development proposed; <u>and</u></p> <p><u>iii. All developments of 500m<sup>2</sup> or more, or one or more residential units should incorporate further energy efficiency improvements to the fabric of the building, or on-site renewable energy equipment which reduces the predicted emissions from the development by a further 20%, calculated once building regulation compliant energy efficiency measures have been taken into account. If this percentage target is technically unfeasible, or would make the development financially unviable off-site renewable energy generation should be employed as alternative approaches.</u></p>	<p>RPLP/1334, RPLP/1363, RPLP/1364, RPLP/2184 &amp; RPLP/2227)</p>
OM16.1	Paragraph 16.8	210	<p>In order to move away from a net loss of biodiversity towards achieving the <u>measurable</u> gains expected by the <i>NPPF</i>, local planning authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. It expects particular regard to be had to those sites which sit higher on the nature conservation hierarchy. Of the greatest importance are Ramsar and Natura 2000 sites (Special</p>	<p>Clarification sought by ECC. (Representation RPLP/1801)</p>

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			<p>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.</p>	
OM16.2	Policy NE1 – Point 3, part c	213	<p>3. c. Secure a <u>measurable</u> net increase in biodiversity across the Borough's area with a focus on priority habitats and priority species;</p>	<p>Clarification sought by Essex Wildlife Trust. (Representation RPLP/1836)</p>
OM16.3	Paragraph 16.32	215	<p>Planning policies should promote the preservation, <u>enhancement</u>, restoration and re-creation of priority habitats and ecological networks and minimise the impacts on biodiversity. Plans should distinguish between the hierarchy of international, national and local designation and the level of protection afforded to them should be commensurate to their status. Planning permission</p>	<p>Clarification sought by ECC. (Representation RPLP/1803)</p>

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			should be refused for development where significant harm cannot be avoided, adequately mitigated or as a last resort compensated for.	
OM16.4	Paragraph 16.33	215	The <i>NPPF</i> states that potential and designated Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites should be given the highest level of protection. Additionally, planning permission should be refused for developments resulting in the loss of irreplaceable wildlife habitats or landscapes such as Ancient Woodlands due to their irreplaceable features. Where a proposal <u>may</u> affects an SPA, SAC or Ramsar site, a habitat regulation assessment <del>may</del> <u>will</u> be required in accordance with the <i>Conservation of Habitats and Species Regulations 2010</i> <u>in order to determine if the impact would be adverse, and whether options exist to avoid or mitigate harm.</u>	Clarification sought by ECC. (Representation RPLP/1804)
OM16.5	Paragraph 16.35	215	Although there are no International or European protected habitats within the Borough, Natura 2000 sites which comprise Ramsar, SPA and SAC sites are situated within 5km of the Borough's boundaries. These sites are designated for their inter-tidal habitats and/or the presence of rare and migratory bird species, therefore consideration must also be given to the impact that development within the Borough may have indirectly on these fragile ecosystems as harm to these sites should normally	Clarifications sought by ECC. (Representations RPLP/1806 & RPLP/1807)



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			<p>be avoided, consistent with the <i>NPPF</i>. The Habitat Regulations Assessment prepared to accompany the Local Plan identified a potential for population growth arising from the Borough, in combination with that arising elsewhere in Essex, to have <b>an in-combination</b> <del>a cumulative</del> 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 the Borough <u>to ensure these recreation pressures are appropriately avoided or mitigated</u>. Contributions to <del>contribute</del> towards the <i>Essex Coast Recreation Avoidance and Mitigation Strategy (RAMS)</i> <u>will be required to secure this mitigation</u>. <del>to ensure these recreation pressures are appropriately avoided or mitigated.</del></p>	
OM16.6	Paragraph 16.37	216	<p>Beyond designated sites for nature conservation, biodiversity can be found throughout the rural and built environment. This includes species protected by law including badgers, bats <u>water voles</u> and Great Crested Newts. Harm to these protected species will also need to be avoided or otherwise fully mitigated or compensated.</p>	<p>Clarification sought by the Environment Agency. (Representation RPLP/2649)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
OM16.7	Policy NE4 - Point 1	216	1. Proposals which can demonstrate a resultant <u>measurable</u> net gain in biodiversity will in principle be supported, subject to compliance with other relevant policies in this plan.	Clarification sought by Essex Wildlife Trust. (RPLP/1838)
OM16.8	Policy NE4 - Point 2	216	2. Proposals resulting in any direct <u>adverse</u> impact to biodiversity within Ramsar sites, Special Protection Areas, potential Special Protection Areas, Special Areas of Conservation, Sites of Special scientific interest and/or Ancient Woodland will be refused unless it can be shown that <u>the relevant tests which enable development to be exceptionally permitted, as set out in legislation and national planning policy, can be met.</u> <del>there is an overriding public interest which necessitates that development occurring in that location.</del>	Clarification which ensures the correct test is applied to the different types of designations, responding to representations from the Woodland Trust and Natural England. (Representations RPLP/767 & RPLP/2560)
OM16.9	Policy NE4 – Point 4, part e	216	4. e. As a last resort, if the harm to biodiversity in terms of both quantity and quality have not been fully addressed through a), b), c) and d) off-site compensation which would result in a <u>measurable</u> net gain in biodiversity will be required. A compensation site must be identified which has the potential to be broadly equivalent to that habitat being lost, and a management plan prepared. Arrangements must be put in place to deliver that plan over a period of at least 20 years.	Clarification sought by Essex Wildlife Trust. (Representation RPLP/1838)
OM16.10	Paragraph 16.51	219	The <i>Environment Act 1995</i> gives local authorities the responsibility to periodically review and assess local	Clarification sought by ECC.

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			<p>air quality and where air quality objectives are unlikely to be achieved, to designate Air Quality Management Areas (AQMAs). 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 (PM<sub>10</sub>), Dust and Sulphur Dioxide (SO<sub>2</sub>). There are no AQMAs designated in the Borough, and industrial and residential land uses are largely separated thereby minimising potential instances of air quality conflicts. The main source of air pollution in the Borough is therefore from traffic emissions, particularly along major routes and at key junctions. The <i>UK Air Quality Plan</i> identifies a stretch of the A127 where modelling indicates that EU Limit Values for Nitrogen Dioxide emissions are at risk of being exceeded up until 2023. Ongoing primary data collection is therefore underway to assess the extent of this harm <u>and Basildon Borough Council is working with Essex County Council to develop a local action plan for reducing pollution on this stretch of road in the shortest possible time</u>. As the type and location of new development will influence traffic generation and the pattern and volume of vehicular movement, impact on the potential for EU Limit Values to be exceeded, the Council will look to locate</p>	<p>(Representation RPLP/1809)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<p>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.</p>	
OM16.11	Paragraph 16.58	220	<p>National policy places great importance on safeguarding the health of the environment and the public from contaminated land. <i>Part IIA of the Environmental Protection Act 1990</i> defines contaminated land as “<i>any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that: (a) significant harm is being caused or there is a significant possibility of such harm being caused; or (b) pollution of controlled waters is being, or is likely to be caused</i>”. With regard to contaminated land and the pollution of controlled waters the Environment Agency recommends that consideration is given to their guidance on <del><i>Groundwater Protection: Principles and Practice (GP3)</i></del> <u><i>Environment Agency's Approach to Groundwater Protection 2018</i></u>, the</p>	<p>Reference to the most up to date guidance by the Environment Agency. (Representation RPLP/2650)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<i>Model Procedures for the Management of Land Contamination (CLR11) and Guiding Principles for Land Contamination.</i>	
OM16.12	Paragraph 16.70	222	Whilst most non-residential uses are considered to be suitable within 400m of water recycling centres, there may be some uses which may be affected by odour, such as <b>offices</b> , retail, takeaways or schools, and which may also not be appropriate within the 400m 'cordon sanitaire'.	Identification of additional receptor for odour, as set out in representation from Anglian Water. (Representation RPLP/2136)
OM16.13	Policy NE8 – Point 1	222	1. Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where a new hazardous installation development is proposed, or where proposed development falls within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will <b>normally</b> be refused.	Clarification by Council to ensure Positively prepared test is met in relation to this policy.
OM16.14	Policy NE8 – Point 2	222	2. Anglian Water will be consulted on development proposals falling within use classes A, <b>B1c</b> , C and D where they fall within 400m of a water recycling centre....	Identification of additional receptor for odour, as set out in representation from Anglian Water. (Representation No. RPLP/2136)
OM17.1	Paragraph 17.3	224	The NPPF recognises the importance of all heritage assets and defines them as buildings, monuments, sites, places, areas or landscapes identified as	To provide further clarity on the evidence reporting

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			<p>having a degree of significance meriting consideration in planning decisions, because of a heritage interest. A heritage asset includes designated heritage assets, such as listed buildings, conservation areas and scheduled monuments, and non-designated assets identified by the local planning authority, including those on a local list <u>and on the Essex Historic Environment Record</u>.</p>	<p>non-designated assets, as requested by ECC. (Representation RPLP/1810)</p>
OM17.2	Paragraph 17.9	225	<p>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 <del>non-</del><u>locally</u> designated <del>local</del> assets. Development proposals should also have regard to the impact they could have on non-designated but locally important heritage assets.</p>	<p>Clarification which ensures the correct type of designation is being referred to, as requested by Gladman Developments. (Representation RPLP/2030)</p>
OM17.3	Policy HE1	226	<p>1. The Council will seek to protect, conserve and enhance the Borough's historic environment. This includes <u>both designated and non-designated</u> all heritage assets <u>and their settings</u> including <u>Listed Buildings</u>, historic <del>buildings</del> and structures, Conservation Areas, landscapes and archaeology.                  2. Development proposals should be sensitively designed and should not cause harm to the historic environment. All development proposals which would have an impact on the historic environment, or</p>	<p>Clarification, as requested by Historic England. (Representation RPLP/2172)</p>

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			any features of the historic environment, will be expected to: a. <del>Safeguard</del> <u>Conserve</u> , or where appropriate enhance, the significance, character, setting and local distinctiveness of heritage assets;	
OM17.4	Policy HE2 - Point 1	227	1. Development within or affecting the setting of the Borough's Conservation Areas, as defined on the Policies Map, including views in or out, should preserve or enhance the character <del>and</del> <u>or</u> appearance of the area. Consideration must be given to the streetscape, plot and frontage sizes, materials and relationships between all existing buildings, structures and spaces. Proposals should have particular regard to the special features and key characteristics identified within the relevant character appraisal and management plan for the Conservation Area.	Change ensures that the policy better reflects legislation, as requested by Historic England. (Representation RPLP/2173)
OM17.5	Paragraph 17.26. Last sentence of the paragraph.	228	The substantial harm to, or loss of a grade II Listed Building, grade I <del>and</del> II* registered parks or gardens would be exceptional and should still be resisted	Correction.
OM17.6	Paragraph 17.47	231	To ensure that the Borough's, as yet, undiscovered archaeological heritage is not lost, the Council will put in place measures to have potential areas of archaeological importance investigated and documented <u>within a Heritage Statement</u> before proposals are determined. This may be initially indicated by the identification of archaeological finds previously on the site, or in the surrounding area, <u>as</u>	Provides further clarity on what evidence should be used to support the preparation of Heritage Statements, as requested by ECC.

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<u>listed within the Historic Environment Record</u> , or through other evidence supporting the Local Plan.	(Representation RPLP/1811)
OM17.7	Policy HE4 - Point 2	231	2. Scheduled Monuments and other important archaeological sites and their settings will be preserved in situ. <del>Mitigating</del> <u>Mitigation</u> measures must be taken to ensure the preservation of all remains of archaeological importance, and to avoid harm being caused to the important archaeological remains if they are to be preserved in situ. Where this is not possible proposals would need to demonstrate that the public benefits of redevelopment including securing a site's optimum viable use, outweighs the harm or loss caused by not preserving the archaeological remains in situ.	Correction as requested by Historic England. (Representation RPLP/2174)
OM17.8	Delete paragraph 17.54 and insert new paragraph after paragraph 17.52	232	<u>17.53 For applications that are likely to impact, either directly or indirectly, on the significance of a non-designated heritage asset the local planning authority should make a balanced judgement taking into consideration the scale of any harm or loss and the significance of the heritage asset.</u> <del>17.54 For all identified heritage assets, there should be a presumption in favour of their conservation and the more significant the asset, the greater the presumption in favour of its conservation should be. The loss of the asset, or harm to its significance will only be acceptable if it can be demonstrated that there are overriding public</del>	Change to ensure compliance with NPPF, as requested by Historic England and Gladman Developments. (Representation RPLP/2030 & RPLP/2175)



Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			<del>benefits and it is not viable, or feasible to retain the asset within the development.</del>	
OM17.9	Policy HE5 - Point 2	232	2. Where locally identified heritage assets are <u>directly or indirectly</u> affected by development proposals, their significance should be retained within development wherever reasonably practicable. <u>Where this is not practicable, consideration will be given to the scale of any harm or loss of the heritage asset and to the significance of the heritage asset when determining the application.</u> <del>Development resulting in harm to, or loss of significance of a locally identified asset will only be acceptable where: a. there are demonstrable and overriding benefits associated with the development; and b. any identified harm or loss to the asset is minimised through mitigation.</del>	Change to ensure compliance with NPPF, as requested by Gladman Developments. (Representation RPLP/2030)
OM18.1	Policies IMP1 –IMP4		Insert a Monitoring Framework – <b>THIS IS INCLUDED AT THE END OF THIS SCHEDULE FOR CONSIDERATION</b>	Response to representation by ECC, required to comply with National Policy. (Representation RPLP/1814)
OM18.2	Paragraph 18.12	235	In terms of identifying the requirements for obligations the Council will use the information and evidence in the Infrastructure Delivery Plan for 2018 and any subsequent updated version of the plan. This will be backed up by consultation and	Amendments sought by ECC for clarification to avoid misinterpretation. The reference to "early

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			discussions with service providers at the time applications are made. Information was provided by the major infrastructure providers such as Essex County Council for education (including early years <u>and</u> childcare) and highways, the local Clinical Commissioning Group/Community Health Partnerships/NHS England for health, Anglian Water, the Environment Agency and the Lead Local Flood Authority for flood protection and water management.	years childcare" should be changed to "early years and childcare" To avoid the exclusion of other early years and childcare provision such as breakfast clubs, after school clubs etc. (Representation RPLP/1812)
OM18.3	Policy IMP1 – Point 2	234	2. In order to deliver growth on identified development sites, the Council will work with developers to bring forward development proposals that accord with the requirements of this plan. Where necessary, these proposals will need to identify any measures that need to be secured on-site to ensure the delivery of the required mix of development (including the mix of housing), the mitigation of environmental harm, and/or the provision of infrastructure as identified in the Infrastructure Delivery Plan <u>and up to date information from infrastructure providers</u> . Where appropriate planning conditions or planning obligations will be used to secure on-site measures.	Clarification sought by developers. (Representations RPLP/1882 & RPLP/2051)
OM18.4	Policy IMP2 – Point 1	236	1. New development will be expected to fully mitigate its impact on infrastructure, services and the	Clarification sought by ECC in order to

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change			
			environment. Such mitigation may be secured through a planning obligation <del>where it is not possible to secure it through or</del> the Community Infrastructure Levy or a planning condition, subject to an obligation meeting the requirements of the relevant legislation and national policy.	remove the implied assumption that CIL is the mechanism of choice for. (Representation RPLP/1813)			
OM19.1	Glossary	244	<u>A Health Impact Assessment (HIA) seeks to identify and improve the health consequences of any defined policy or proposed development, including unintended and unanticipated consequences. A HIA includes explicit consideration of how impacts may affect different groups in the population. It includes recommendations to mitigate any harm to health and enhance any benefits. A HIA should not only identify potential harms to be mitigated but should also identify and support positive aspects of a development that bring opportunities for good health.</u>	Other modification as requested by ECC to Include a definition of HIA in the glossary. (Representation RPLP/1815)			
OM19.2	Appendix 1: Evidence Base	255	<table border="1" data-bbox="925 1011 1644 1086"> <tr> <td><del>Basildon Borough Green Belt Study</del></td> <td><del>Basildon Borough Council</del></td> <td><del>201-3</del></td> </tr> </table>	<del>Basildon Borough Green Belt Study</del>	<del>Basildon Borough Council</del>	<del>201-3</del>	Minor Amendment as per response to remove superseded evidence from the evidence list. (Representation RPLP/2802)
<del>Basildon Borough Green Belt Study</del>	<del>Basildon Borough Council</del>	<del>201-3</del>					
OM19.3	Appendix 1: Evidence Base	255	<table border="1" data-bbox="925 1273 1644 1385"> <tr> <td><del>Basildon Borough Green Belt Study Review</del></td> <td><del>Basildon Borough Council</del></td> <td><del>201-5</del></td> </tr> </table>	<del>Basildon Borough Green Belt Study Review</del>	<del>Basildon Borough Council</del>	<del>201-5</del>	Minor Amendment as per response to remove superseded evidence from the
<del>Basildon Borough Green Belt Study Review</del>	<del>Basildon Borough Council</del>	<del>201-5</del>					

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change			Reason for Change
						evidence list. (Representation RPLP/2802)
OM19.4	Appendix 1 Evidence Base Table	257	Basildon Joint Strategic Needs Assessment	Clinical Commissioning Group	<del>201</del> <u>2-20</u> <u>18</u>	Minor amendment to reflect the most up to date evidence available, as requested by ECC. (Representation RPLP/1727).
OM19.5	Appendix 1: Evidence Base	257	<u>Basildon Council - Playing Pitch Strategy &amp; Action Plan</u>	<u>Knight Kavanagh and Page Ltd</u>	<u>201</u> <u>8</u>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
OM19.6	Appendix 1: Evidence Base	257	<u>Basildon Council - Playing Pitch Strategy Assessment Report</u>	<u>Knight Kavanagh and Page Ltd</u>	<u>201</u> <u>8</u>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change			
OM19.7	Appendix 1: Evidence Base	257	<table border="1"> <tr> <td data-bbox="925 379 1249 603"><a href="#"><u>South Essex Playing Pitch Strategy Overarching Strategy &amp; Action Plan</u></a></td> <td data-bbox="1249 379 1552 603"><a href="#"><u>Knight Kavanagh and Page Ltd</u></a></td> <td data-bbox="1552 379 1704 603"><a href="#"><u>2018</u></a></td> </tr> </table>	<a href="#"><u>South Essex Playing Pitch Strategy Overarching Strategy &amp; Action Plan</u></a>	<a href="#"><u>Knight Kavanagh and Page Ltd</u></a>	<a href="#"><u>2018</u></a>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
<a href="#"><u>South Essex Playing Pitch Strategy Overarching Strategy &amp; Action Plan</u></a>	<a href="#"><u>Knight Kavanagh and Page Ltd</u></a>	<a href="#"><u>2018</u></a>					
OM19.8	Appendix 1: Evidence Base	257	<table border="1"> <tr> <td data-bbox="925 715 1249 863"><a href="#"><u>Basildon Council - Indoor Sports Facilities Strategy &amp; Action Plan</u></a></td> <td data-bbox="1249 715 1552 863"><a href="#"><u>Knight Kavanagh and Page Ltd</u></a></td> <td data-bbox="1552 715 1704 863"><a href="#"><u>2018</u></a></td> </tr> </table>	<a href="#"><u>Basildon Council - Indoor Sports Facilities Strategy &amp; Action Plan</u></a>	<a href="#"><u>Knight Kavanagh and Page Ltd</u></a>	<a href="#"><u>2018</u></a>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
<a href="#"><u>Basildon Council - Indoor Sports Facilities Strategy &amp; Action Plan</u></a>	<a href="#"><u>Knight Kavanagh and Page Ltd</u></a>	<a href="#"><u>2018</u></a>					
OM19.9	Appendix 1: Evidence Base	257	<table border="1"> <tr> <td data-bbox="925 1050 1249 1198"><a href="#"><u>Basildon Council - Indoor &amp; Built Facilities Needs Assessment</u></a></td> <td data-bbox="1249 1050 1552 1198"><a href="#"><u>Knight Kavanagh and Page Ltd</u></a></td> <td data-bbox="1552 1050 1704 1198"><a href="#"><u>2018</u></a></td> </tr> </table>	<a href="#"><u>Basildon Council - Indoor &amp; Built Facilities Needs Assessment</u></a>	<a href="#"><u>Knight Kavanagh and Page Ltd</u></a>	<a href="#"><u>2018</u></a>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
<a href="#"><u>Basildon Council - Indoor &amp; Built Facilities Needs Assessment</u></a>	<a href="#"><u>Knight Kavanagh and Page Ltd</u></a>	<a href="#"><u>2018</u></a>					

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change			Reason for Change			
OM19.10	Appendix 1: Evidence Base	257	<table border="1"> <tr> <td data-bbox="925 379 1249 564"><a href="#">South Essex Indoor Sports Facilities Overarching Strategy &amp; Action Plan</a></td> <td data-bbox="1249 379 1552 564"><a href="#">Knight Kavanagh and Page Ltd</a></td> <td data-bbox="1552 379 1704 564"><a href="#">2018</a></td> </tr> </table>			<a href="#">South Essex Indoor Sports Facilities Overarching Strategy &amp; Action Plan</a>	<a href="#">Knight Kavanagh and Page Ltd</a>	<a href="#">2018</a>	Other modification as requested by Sport England to list new playing pitch strategy and built facilities strategies in the list of evidence base. (Representation RPLP/838)
<a href="#">South Essex Indoor Sports Facilities Overarching Strategy &amp; Action Plan</a>	<a href="#">Knight Kavanagh and Page Ltd</a>	<a href="#">2018</a>							
OM19.11	Appendix 1: Evidence Base	258	<table border="1"> <tr> <td data-bbox="925 715 1249 788"><a href="#">Rights of Way Improvement Plan</a></td> <td data-bbox="1249 715 1552 788"><a href="#">Essex County Council</a></td> <td data-bbox="1552 715 1704 788"><a href="#">2013</a></td> </tr> </table>			<a href="#">Rights of Way Improvement Plan</a>	<a href="#">Essex County Council</a>	<a href="#">2013</a>	Other modification as requested by Essex Bridleways Association to list Rights of Way Improvement Plan in the list of evidence base. (Representation RPLP/371)
<a href="#">Rights of Way Improvement Plan</a>	<a href="#">Essex County Council</a>	<a href="#">2013</a>							
OM19.12	Appendix 1 Evidence Base table	260	<table border="1"> <tr> <td data-bbox="925 1050 1249 1161">Essex Joint Health &amp; Well-Being Strategy</td> <td data-bbox="1249 1050 1552 1161">Essex County Council</td> <td data-bbox="1552 1050 1704 1161"><del>201</del> <a href="#">2-2018</a></td> </tr> </table>			Essex Joint Health & Well-Being Strategy	Essex County Council	<del>201</del> <a href="#">2-2018</a>	Minor amendment to reflect the most up to date evidence available, as requested by ECC. (Representation RPLP/1727).
Essex Joint Health & Well-Being Strategy	Essex County Council	<del>201</del> <a href="#">2-2018</a>							
OM19.13	Appendix 5 List of Open Spaces	273				Minor Amendment as per response to			

Reference Number	Paragraph/Policy/Figure/Table/Map Reference	Local Plan Page No.	Proposed Change					Reason for Change
			<del>Land South of Hannakins Farm Recreation Ground</del>	<del>Linda Gardens</del>	<del>Billericay &amp; Burstead</del>	<del>Private</del>	<del>Natural and Semi-natural Open Space</del>	remove land at Linda Gardens from the schedule of public open spaces, as it is private land and the land owner has no intention of providing this site for public open space. (Representation RPLP/1826)
OM19.14	Appendix 5 List of Open Spaces	277	<del>Land at Chesterford Gardens/ Craylands</del>	<del>Chesterford Gardens</del>	<del>Basildon</del>	<del>Public</del>	<del>Amenity Space</del>	Minor Amendment as per response to remove Site shown as HC5 is part of the Craylands Regeneration programme. (Representation RPLP/4965)
OM19.15	Appendix 7: Essex SuDS Design Guide Principles and Local Standards	288	To be updated as per the Lead Local Flood Authority's revised SuDS Guidance published in 2016 and the subsequent revisions to the Revised Critical Drainage Areas (2018)					Other modification as requested by ECC to update to refer to and reflect the Lead Local Flood Authority's revised SuDS Guidance published in 2016 and the

Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
				subsequent revisions to the Revised Critical Drainage Areas (2018)
OM19.16	DES2: Areas of Special Development Control	Policies Map	Amend Special Development Control Area Policy DES2 around Ramsden Bellhouse.	Factual Correction. Special Development Control Area around Ramsden Bellhouse not readjusted after removal of allocations. (Representation RPLP/1816)
OM19.17	HC5: Public Open Spaces	Policies Map	Amend boundary to Mill Meadows Nature Reserve to not include land in private ownership.	Other modification as requested by Landowner to remove land in private ownership. (Representation RPLP/3291)
OM19.18	HC5: Public Open Spaces	Policies Map	Remove land at Linda Gardens from the schedule of public open spaces, as it is private land and the land owner has no intention of providing this site for public open space.	Other modification as requested by Millwood Designer Homes Ltd. (Representation RPLP/1826)
OM19.19	HC5: Public Open Spaces	Policies Map	Remove Land at Chesterford Gardens ID260 from Policy HC5 as site is part of the Craylands	Other modification as requested by Swan



Reference Number	Paragraph/Policy/Figure/ Table/Map Reference	Local Plan Page No.	Proposed Change	Reason for Change
			Regeneration programme which has extant permission	Housing. (Representation RPLP/4965)
OM19.20	HC5: Public Open Spaces	Policies Map	Remove Land adjacent to Laindon Link, Laindon ID246 from Policy HC5 as site is part of the Laindon Town Centre Regeneration programme which has extant permission	Other modification as requested by Swan Housing. (Representation RPLP/4965)
OM19.21	HC6: Local Green Spaces	Policies Map	Amend the two areas within LGS50 Kent View Recreation ground to include as part of HC6: Local Green Spaces.	Minor amendment to reflect the change of LDS designation as a response to (representation RPLP/24, RPLP/624)
OM19.22	HC8: Playing Fields Associated with Education Facilities	Policies Map	Amend playing field to show the changed extent of the playing field at Beauchamps School as part of the field is no longer in the ownership of the school.	Other modification as requested by Sport England. (Representation RPLP/830)
OM19.23	HC8: Playing Fields Associated with Education Facilities	Policies Map	Remove Fryerns School playing field ID 53 from HC8 as site is part of the Craylands Regeneration programme which has extant permission	Other modification as requested by Swan Housing. (Representation RPLP/4965)
OM19.24	HC9: Private Open Spaces - Conditional Access	Policies Map	Amend to include Private Open Spaces on Policies Map HC9.	Factual Correction.



## Minor Modification OM18.1

## Basildon Council - Local Plan Monitoring Framework - Nov 2018

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

Schedule of Other Modifications

Regulation 34	Requirement	Indicator	Source
monitoring report must—	(b) Include a statement of— (ii) the steps (if any) that the local planning authority intend to take to secure that the policy is implemented.	Details of steps taken to rectify non implementation	Update from Planning Policy team
(3) Where a policy specified in a local plan specifies an annual number, or a number relating to any other period of net additional dwellings or net additional affordable dwellings in any part of the local planning authority's area, the local planning authority's monitoring report must specify the relevant number for the part of the local planning authority's area concerned—	(a) in the period in respect of which the report is made, and	Net Dwelling units completed	Residential Land Availability Study
		Net Affordable Dwelling units completed	Residential Land Availability Study
	(b) Since the policy was first published, adopted or approved.	Total dwellings completed since policy adopted	Residential Land Availability Study
(4) Where a local planning authority have made a neighbourhood development order or a neighbourhood development plan	The local planning authority's monitoring report must contain details of these documents.	List of Designated Neighbourhood Areas	Update from Planning Policy team
		Date of designation	Update from Planning Policy team
		Stage reached in neighbourhood plan preparation	Update from Planning Policy team
		List of Neighbourhood Development Orders	Update from Planning Policy team
(5) Where a local planning authority have prepared a report	The local planning authority's monitoring report must contain the information specified in	the total CIL receipts for the reported year	CIL Report
		the total CIL expenditure for the reported year	CIL Report

Schedule of Other Modifications

Regulation 34	Requirement	Indicator	Source
pursuant to regulation 62 of the Community Infrastructure Levy Regulations 2010	regulation 62(4) of those Regulations.	the items of infrastructure to which CIL (including land payments) has been applied	CIL Report
		the amount of CIL expenditure on each item,	CIL Report
		the amount of CIL applied to repay money borrowed, including any interest, with details of the infrastructure items which that money was used to provide (wholly or in part),	CIL Report
		the amount of CIL applied to administrative expenses pursuant to regulation 61, and that amount expressed as a percentage of CIL collected in that year in accordance with that regulation; and	CIL Report
		The total amount of CIL receipts retained at the end of the reported year.	CIL Report
(6) Where a local planning authority have co-operated with another local planning authority, county council, or a body or person prescribed under section 33A of the Act, the local planning authority's monitoring report must give details of what action they have taken during the period covered by the report.	An update on duty to cooperate	List of Organisations	Update from Planning Policy team

Schedule of Other Modifications

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
Contextual Indicators	Provide background information		Population	N/A	ONS	
			Average House Prices	N/A	Hometrack	
			First time buyers seeking to buy homes (Number of entries on the Basildon Council Help to Buy Register)	N/A	Basildon Borough Council	
SO1: Protecting and Enhancing the Quality of the Local Environment	Enhance the quality of the Borough's natural, historic and built environment through spatial planning and design, conservation of heritage assets, and the improvement of the character and appearance of its landscapes, including green corridors, to secure the future of the Borough's distinctiveness and sense of place.	SA1	Ha of new Green Infrastructure secured through development	N/A	S.106 Contribution report.	NE1, IMP2
		SA1	Area of country park provision	N/A	Basildon Borough Council	NE2
		SA1	S.106 contributions to open space	N/A	Basildon Borough Council	HC5, IMP2
		SA1	Area of open space provision.	N/A	Basildon Borough Council	HC5, HC6, HC7, HC8, HC9
		SA2	Number of Listed Buildings	No decrease	Historic England	HE1, HE3
		SA2	Number of Scheduled Monuments	No decrease	Historic England	HE1, HE4
		SA2	Number of Listed Buildings on the Essex Heritage at Risk Register	Decrease, with the target of Nil	Historic England and Essex County Council Heritage at Risk Registers (HARR)	HE1, HE3

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	Protect, conserve, increase and positively manage the Borough's biodiversity resources through the protection, renewal and creation of habitats and green infrastructure opportunities.	SA2	Number of heritage assets in the Borough on the Essex Heritage at Risk Register (HARR) for more than 5 years	Decrease, with the target of Nil	Historic England and Essex County Council Heritage at Risk Registers (HARR)	HE1
		SA2	Ha of Ancient Woodland	No decrease	Natural England	NE4
		SA3	Number and hectares of SSSIs	No decrease	Natural England	NE4
		SA3	% of Boroughs SSSIs in a favourable stable/improving condition	N/A	Natural England	NE4
		SA3	% of Boroughs SSSIs in a unfavourable declining condition	N/A	Natural England	NE4
		SA3	% of Local Wildlife Sites (LoWS) under positive management	Increase	EECOS, Basildon Borough Habitat and Biodiversity Report, with annual monitoring of change by Basildon Borough Council	NE3
		SA3	Number and Ha of Local Wildlife Sites (LoWS)	No net decrease	Essex Wildlife Trust	NE3
		SA3	Area of new (additional) land brought under	Increase	Basildon Borough Council	NE1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
			management for nature conservation purposes.			
SO2: Improve the Quality and Value of the Green Belt	Ensure the Borough's Green Belt continues to serve its purposes, whilst accommodating Objectively Assessed Needs.	SA1	Ha of Green Belt Land	Maintain at least 59 ha	Basildon Borough Council	GB1, GB2
		SA1	Proactively manage the use of land in the Green Belt (Ha of open space located in the Green Belt)	N/A	Basildon Borough Council	GB3, GB11
	Pro-actively manage the use of land in the Green Belt so that it benefits local communities.  Continue to enforce against unauthorised development.	SA1	Net dwelling completions on Green Belt infill	Not more than 135 Net dwelling completions over the plan period	Residential Land Availability Monitoring	GB4
SO3: Minimise our Impact on the Environment	Promote the efficient use of resources by embracing sustainable patterns of development including maximising the use of previously	SA12	Proportion of net dwelling completions on brownfield sites	N/A	Residential Land Availability Monitoring	SD1, SD2, H1, H23
		SA12	Proportion of net dwellings completed at	95%	Residential Land Availability Monitoring	SD1, SD2, H1



Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	<p>developed land, improving energy and water efficiency, increasing the use of renewable energy technologies and minimising pollution, including greenhouse gas emissions.</p> <p>Designing local environments so that they are of a high quality, more resilient to a changing climate and benefit from integrated environmental systems for drainage and waste management.</p> <p>Ensuring people can be protected from the effects of flooding.</p>		densities of 30 dph or more			
		SA12	Employment completions on brownfield sites	N/A	Non Residential Land Availability Monitoring	SD1, E1
		SA13	Major Planning Applications approved, where the Environment Agency has an Outstanding Objection on Flood Risk Grounds	Nil	Environment Agency	CC2, CC4
		SA13	Major Planning Applications approved, where the Lead Local Flood Authority has an Outstanding Objection on Flood Risk Grounds	Nil	Basildon Borough Council	CC2, CC4
		SA16	Water pollution incidents recorded by Environment Agency	Decrease, with the aim of Nil	Environment Agency	CC1
		SA15	Air Quality (Nitrogen Dioxide concentrations)	Maintain below 40 µgm-3/yearly mean	Basildon Council Air Quality Annual Status Report (ASR)	NE6

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	Improve water quality.	SA17	Proportion of new homes completed on sites with an approved SUDs scheme.	Increase	Basildon Borough Council	CC2
SO4: Creating Vibrant and Thriving Town Centres	Maintain Basildon Town Centre's role as a Regional Centre by ensuring it contributes to the Borough's overall growth targets and becomes the prime focus for new retail and leisure developments.	SA5	Number of Town centre vacant retail units	Decrease	Shopping frontage/Retail Survey	SD1, R1, R2, R3, R4, R5
		SA5	Net additional square metres of total retail floor space	Comparison floor space – 24,100 over the plan period Convenience floor space – 4,900sqm over the plan period	Non Residential Land Availability Monitoring	SD1, R1
	Conserve the distinct identities of the Borough's other town centres, whilst improving their local community roles and functions through mixed-use developments that provide a better range of shopping, leisure, educational	SA5	Gross additional food and drink (A3, A4 and A5)	9,300sqm over the plan period	Non Residential Land Availability Monitoring	R1
		SA5	% of shop units that comprise hot food takeaways (use class A3) within town centres	No more than 10% of shop units should comprise hot food takeaways	Shopping frontage/Retail Survey	R16

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	and employment opportunities, alongside an enhanced transport infrastructure and public realm.	SA5	% of shop units that comprise hot food takeaways (use class A3) within local centres	a. Within local centres comprising 6 or less shop units, no more than 50% of the shop units should comprise hot food takeaways; b. Within local centres comprising 7 to 14 shop units, no more than 30% of the shop units should comprise hot food takeaways; and c. Within local centres comprising 15 or more units, no more than 20% of the shop units should comprise hot food takeaways.	Shopping frontage/Retail Survey	R16

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
		SA5	% of A1 Use Class within town centre retail frontage	1. Within Primary shopping frontage A1 retail uses at ground floor level should not fall below: i. 75% in Basildon town centre; or ii. 60% in Billericay, Pitsea or Wickford town centres.  2. And 30% within Secondary shopping frontage for all town centres	Shopping Frontage/Retail Survey	R8, R9
		SA5	Distance between betting offices ( Applies to new applications only)	400m buffer zone	Non Residential Land Availability Monitoring	R17
		SA5	Net Dwelling completions per annum within town centres	Basildon Town Centre up to around 2,128 dwellings  Laindon Town Centre – at least 224 dwellings	Residential Land Availability Monitoring	R2, R3, R5

Schedule of Other Modifications

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
				Wickford Town Centre – 15-100 dwellings		
SO5: Strengthening the Competitiveness of the Local Economy	Maintain the Borough's position as a sub-regional economic hub by providing enough land, in suitable locations, with supporting infrastructure to accommodate business needs, both big and small, and support the diversification of the Borough's employment sector mix. Improve the	SA4	Net additional square metres of Office space (B1a)	N/A	Non Residential Land Availability Monitoring	SD1, E1, E2, E7, E11, E14
		SA4	Net square metres of B1b Research and Development	N/A	Non Residential Land Availability Monitoring	E3
		SA4	Net square metres of General Industrial Development (B2-B8)	N/A	Non Residential Land Availability Monitoring	SD1, E1- E8
		SA4	Net square metres of B class uses lost to Non B-Class Uses in B class Employment Areas	N/A	Non Residential Land Availability Monitoring	E10

Schedule of Other Modifications

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	<p>robustness of the local economy by ensuring opportunities to maintain and enhance business support programmes, access to early, primary, secondary, further &amp; higher education and skills training are available to improve investor confidence in locating to or remaining in the Borough.</p> <p>Promote the Borough on a local, national, European and international scale as an attractive base for businesses.</p>	SA4	Economic productivity - GVA	Maintain Basildon's position as the dominant economic area within South Essex	ONS	SD1, E1, E13
		SA4	Unemployment rates	Decrease	ONS	SD1, E1, E11
SO6: Delivering New Homes	Identify enough suitable land for new housing to meet	SA7	5 Year Housing Land Supply ( Expressed as a % and Years)	5 years	5 Year Housing Land Supply Report	SD1, H1

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	<p>Objectively Assessed Needs.</p> <p>Provide sufficient housing, in a range of types and tenures that meet the Borough's needs, including specialist provision.</p>	SA7	Net Dwelling completions per annum	15,465 dwellings over the plan period	Residential Land Availability Monitoring	SD1, H1
		SA7	Net Dwelling completions by area	As identified in the Local Plan	Residential Land Availability Monitoring	SD2
		SA7	Net Dwelling completions by housing allocation	Targets in individual allocation policies H5 – H22	Residential Land Availability Monitoring	H5 - H22, SD3
			Units of specialist accommodation (use class C3) completed for vulnerable adults (excluding older people).	N/A	ECC Adult Social Care	H2
		SA7	Units of specialist housing accommodation (use class C2) completed for Older People and Disabled Adults	1,491 units over the plan period	Residential Land Availability Monitoring	H2

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
		SA7	Residential care / nursing beds (use class C2) provided for older people.	598 bed spaces over the plan period	Residential Land Availability Monitoring	H2
		SA7	Affordable dwelling completions expressed as a percentage of total dwelling completions on developments of 11 units or more.	31% affordable housing provision will be required on all sites of 11 units or more	Residential Land Availability Monitoring	H26
		SA7	Affordable homes secured via S106 expressed as a percentage of total homes granted permission on sites of 11 units or more	31% affordable housing provision will be required on all sites of 11 units or more	Residential Land Availability Monitoring	H26
		SA7	Affordable Housing need	Decrease	Basildon Borough Council – Housing Strategy Evidence Base Annual Review	SD1, H1
		SA7	Gypsy & Traveller pitches granted consent	44 pitches over the plan period	Residential Land Availability Monitoring	H3, H4
		SA7	Travelling Show people plots granted consent	3 plots over the plan period	Residential Land Availability Monitoring	H3, H4



Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
		SA7	Total number of Traveller pitches with permanent planning permission	Total number of existing pitches plus new pitches granted consent	Residential Land Availability Monitoring	H3, H4
SO7: Capitalising on Local Tourism Opportunities	Extend the Borough's leisure tourism offer by promoting its cultural and environmental assets.  Securing the provision of high quality accommodation and support facilities in the Borough to satisfy demand for businesses.	SA4	Net Square metres of hotel (C1) floor space (Granted Planning Permission)	Increase	Non Residential Land Availability Monitoring	SD1, E1, R13
SO8: Helping Local People Maintain Healthier Lifestyles	Provide an environment that is attractive, enjoyable, safe, accessible and easy to live and work in.	SA8	Obesity rates of adults and children	Decrease	Sport England Local Sport Profiler	HC1
		SA11	% of adult participation in sport	Increase	Sport England Local Sport Profiler	HC1, IMP2
		SA11	S.106 contributions secured for investment in leisure facilities.	As per requirements of the Infrastructure Delivery Plan (IDP)	Basildon Borough Council	HC1, IMP2

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	Ensure access to leisure, sport, recreation and cultural facilities is maintained to encourage active and healthier lifestyles.	SA11	Change in Ha of Open Space/ 1000 people	7.52ha of open space per 1000 residents	Basildon Borough Council	HC5, HC6, HC7, HC9, HC11
SO9: Enhancing the Quality of Life for All	Foster a dynamic and prosperous local economy, employing a highly trained, skilled and educated local workforce.	SA11	Change in the provision of Community Facilities (sqm)	N/A	Basildon Borough Council	HC4, HC10, HC11
		SA2	S.106 contributions secured for investment in art and culture	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	DES6, IMP2
	Reduce inequalities in employment by improving access to all levels of education, training and skills enhancement.	SA6	Net additional square metres of educational floor space by primary, secondary, further, higher, and vocational levels.	As per requirements of the Infrastructure Delivery Plan (IDP)	Basildon Borough Council	HC3
	Addressing social exclusion and inequality in healthcare and	SA6	Capacity in primary and secondary schools	N/A	Commissioning School Places Report (Essex County Council)	HC3

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	<p>education by ensuring good quality health, education and community support and cultural facilities are accessible to the Borough's residents of all ages.</p> <p>Improve access to, and the provision of community, sports and cultural facilities, together with sufficient local infrastructure to ensure healthier and stronger communities develop.</p> <p>Nurture stronger and safer communities, increasing peoples' safety and well-being by designing out crime, reducing</p>	SA6, SA8, SA11	S.106 contributions secured for a) education, b) health and c) communities services	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	HC2, HC3, HC4, HC10, HC11, IMP2
		SA6, SA8, SA11	Average minimum travel time to 8 key services by public transport	New developments to be within 30 minutes public transport travel time of key services	<a href="https://www.gov.uk/government/statistical-data-sets/journey-times-to-key-services-jts01">https://www.gov.uk/government/statistical-data-sets/journey-times-to-key-services-jts01</a>	H1, IMP1, IMP3
		SA7, SA8, SA9, SA10, SA11	Performance against index of multiple deprivation	Reduce deprivation levels	<a href="https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015">https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015</a>	SD1, H1, H2, E1, HC1

Schedule of Other Modifications

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	disorder and its causes, encouraging community involvement and instilling civic pride.					
SO10: Securing the Delivery of Supporting Infrastructure	Ensure that all developments are in accessible locations to minimise the need to travel.	SA11	% of population within 30 minute public transport time of key services	95%	<a href="https://www.gov.uk/government/statistical-data-sets/journey-times-to-key-services-by-local-authority-its04">https://www.gov.uk/government/statistical-data-sets/journey-times-to-key-services-by-local-authority-its04</a>	T4, IMP3
	Promote a reduction in car use and out commuting where possible and encourage the use of public transport, walking and cycling to minimise the impact of the Borough's growth on transport infrastructure.	SA11	S.106 contributions accumulated per annum for Improvements to Public Transport Infrastructure & Services	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	T4, CC1, IMP1, IMP2
		SA19	S.106 contributions accumulated per annum for highway works	As per requirements of the Infrastructure Delivery Plan (IDP)	Essex County Council	T1, T2, T3, TS5, T6, IMP1, IMP2

Schedule of Other Modifications

Strategic Objective	Strategic objective Aims	Sustainability Appraisal Objective	Monitoring Indicator	Target/ Trend	Source	Policy Coverage
	Ensure all developments are supported by the necessary transport, utility, green, education, health and community infrastructure in an effective and timely manner to make the development sustainable and minimise its effect upon existing communities.	SA19	List of key routes where work is underway or completed, compared to IDP	100% completion of works listed in IDP by end of plan period.	Essex County Council	T1, T2, T5, T6, IMP1
		SA19	CIL contributions (Information provided in Section A)	As per requirements of the Infrastructure Delivery Plan (IDP)	Basildon Borough Council	T1, COM1, HC1, IMP1