

BOWERS GIFFORD & NORTH BENFLEET NEIGHBOURHOOD PLAN

DRAFT PRE-SUBMISSION PLAN POLICIES

AUGUST 2020

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VISION:

‘One Village’

OBJECTIVES:

1. combine and extend the settlements of Bowers Gifford and North Benfleet to create a single, sustainable settlement inset from the Green Belt
2. deliver a wide range of plots for new homes of all types and tenures, suited to large and small house builders and self-builders
3. deliver new shops and services, a primary school, a health centre and a country park with access for all
4. protect and improve important green spaces for biodiversity value and rural character
reduce the effects of traffic on Pound Lane on safety, air quality and congestion
5. make it easy to walk and cycle around and out of the new village and improve local bus services

BG1 GREEN BELT

The Neighbourhood Plan defines the Green Belt in the Parish on the Policies Map. Inappropriate development in the Green Belt will be refused unless it can be demonstrated there are very special circumstances.

This policy defines the Green Belt in the Parish on its Policies Map and modifies the Local Plan Policies Map in respect of its Policy GB2. The existing boundary excludes Bowers Gifford from the Green Belt between Pound Lane and Page Road/Homestead Road. The new boundary releases more land from the Green Belt to accommodate the proposed site allocations of Policies BG2 – BG6 that are required to meet the Local Plan Policy SD3 targets. Development in the Green Belt will continue to be managed in line with national and Local Plan policies.

There is no available land that is not currently in the Green Belt to serve this purpose. A separate Green Belt Review report has assessed the site options against the national criteria for releasing land from the Green Belt, with Policy SD3 having already established the exceptional circumstances for doing so.

That report also concluded that the North Benfleet Plotlands may also be released from the Green Belt so that the same approach to design control could be established there that also applies to the rest of the village. This is considered essential if the overall vision of creating 'one village' is to be successful. To ensure that the character of the village is not significantly altered, Policy BG7 proposes a set of four design codes to operate across the new village.

There are two fundamental outcomes of these decisions. Firstly, they will enable a new village to be created over the next decade comprising Bowers Gifford and North Benfleet with the new schemes stitched into this village to provide a major improvement to the range and capacity of local shops and services.

Secondly, it is considered that the proposals represent the full and final scale of change in the Parish for the next few decades. The removal of land from the Green Belt is considered to be the maximum extent to which this is possible without undermining the essential integrity of the Green Belt and the strategic gaps it maintains between the new village and its larger neighbours. Unless and until the Borough Council proposes the merger of Pitsea/Eversley with the village and with South Benfleet, which will continue to be resisted by the local community, there should be no need for any further incremental Green Belt loss.

BG2 HALL FARM, POUND LANE

A. The Neighbourhood Plan allocates land at Hall Farm, as shown on the Policies Map, for a residential-led development scheme comprising approx. 650 homes, a 2FE primary school, a local community centre, public car parking, a country park and a village green.

Development proposals will be supported provided they:

- **Seek planning consent for the whole scheme with masterplan showing the location of the land uses and the layout;**
- **The developable area is confined to land outside the Green Belt;**
- **Locate the primary school and the community centre in close proximity to the Pound Lane frontage in the south-west corner of the site only with the provision of sufficient public car parking;**
- **Deliver the primary school within an agreed phasing plan and make available the land at no cost to Essex County Council for its ongoing operation;**
- **Deliver the community centre within an agreed phasing plan and on its completion they either enter into a lease with the community-led management body of Policy BG15 or an equivalent whereby that body will make available and sub-let the community centre on reasonable terms to appropriate operators;**
- **Make provision for approx. 60 homes as specialist accommodation for older people comprising either sheltered housing or extra care accommodation;**
- **Make provision for a minimum of 5% of the total number of homes as serviced self-build plots to be delivered in a single part of the developable area over the duration of the plan period;**
- **Provide a vehicular, pedestrian and cycle access from a Pound Lane including using the existing North Benfleet Hall Road;**
- **Comprise a layout and arrangement of plots that reflect the character of the adjoining built up area of North Benfleet opposite and to its south, most notably in fronting buildings on to the street in regular north-south and east-west patterns and plot widths and depths, with the exception of the Pound Lane frontage, where plot character may differ to allow buildings of a different character to accommodate the commercial, business and service uses with residential apartments above of no more than two storeys in total;**
- **Comprise a layout and design whereby each street as a regular appearance in terms of building line and building form, allowing for a mix of streets that will contain detached buildings of two storeys, of one and a half storeys and of bungalows;**
- **As part of the Green Ring of Policy BG8, they:**
 - **Lay out a new village green on the Pound Lane frontage to serve as a play and amenity area, to be integral to the flood risk management strategy and to contain biodiversity value;**
 - **Lay out a country park on the non-developable land between the defined developable area and the A130 comprising a mix of recreational, biodiversity, agricultural and other related uses that are deemed appropriate development in the Green Belt;**
 - **Provide amenity land within the developable area in accordance with development plan standards;**
 - **Retain and improve the existing PRoW 146, PRoW 182 and PRoW 150 footpaths and byways and connect them to a new pedestrian and cycle network with connections into the developable area, into the land allocated in Policy BG6 at Alpha Close/Eric Road and into the existing**

built up area at Clarence Road, Lee Road, and/or Bowers Court Drive and to provide low level lighting for their safe use of a design that minimises their urbanising effect in the Green Belt and potential for light pollution;

- **Plant new woodlands of at least 5 Ha on land that will remain in the Green Belt and that is suited to meeting the specification of the Woodland Carbon Code for carbon sequestration purposes; and**
- **In the event that the PassivHaus Standard is not adopted as per Policy BG12, the buildings optimise their solar access through their orientation and building design.**

B. The Neighbourhood Plan safeguards land at Hall Farm, as shown on the Policies Map, in order to meet longer-term development needs beyond the plan period. In accordance with the National Planning Policy Framework, the safeguarded land is not allocated for development. Planning permission for the permanent development of safeguarded land will only be granted following an update to either the Local Plan or the Neighbourhood Plan.

This policy allocates land for approx. 650 new homes and other uses on land west and south of Hall Farm and safeguards land for another 200 new homes on land north of Hall Farm for development beyond 2034. It is the largest of the sites proposed for allocation, making up more than half of the total housing allocation capacity.

The policy defines the developable area on the Policies Map and sets out a series of essential development requirements in terms of the mix of uses, design principles and phasing, and of how its many commercial and community assets will be delivered and looked after in perpetuity.

An essential feature of the scheme will be the creation of a new country park comprising all of the non-developable land from the farm to the A130 and Rushbottom Lane down to London Road. This will become a significant recreational asset for the local community as part of the Green Ring (Policy BG8), as well continuing to operate a farm shop, some farm working and new woodlands.

The housing scheme will comprise a wide range of types and tenures in line with Local Plan policy, including affordable homes and specialist accommodation for older people in line with Local Plan Policies H25 and H26. The site is also large enough to deliver a small number of serviced self-build plots for those interested in building their own homes. The new primary school and community facilities are essential for serving the new village population; the masterplan with the outline planning application will set out at what point in the scheme phasing they will be delivered, but it is expected that the new community facility will be delivered in the first phase to act as a hub of new community life, not just for this scheme but for the other schemes in the village. These facilities will be located in the south-west corner of the site off Pound Lane so they lie within a reasonable walking distance of the large majority of the population in line with Local Plan Policy HC10.

The additional safeguarded land north of the farm buildings will provide the final phase of development of the new village at some point after 2034. The Green Belt Review report concluded that with the proposed scale of change at Hall Farm and at Bradfields Farm (as per Local Plan Policy E6) opposite on Pound Lane, and with the topography and character of the land, it will no longer contribute to essential openness of the Green Belt and warranted release. However, another 200 homes are not required now by Policy SD3 and so the land can be released from the Green Belt to avoid having to undertake another review in a few years' time. But, national policy makes clear that safeguarded land should not be developed until it is required.

BG3 LITTLE CHALVEDON HALL FARM, POUND LANE

The Neighbourhood Plan allocates land at Little Chalvedon Hall Farm, as shown on the Policies Map, for a residential-led development scheme comprising approx. 195 homes, commercial, business and service uses, a hot food takeaway, public car parking and a village green.

Development proposals will be supported provided they:

- *Seek planning consent for the whole scheme with masterplan showing the location of the land uses and the layout;*
- *The developable area is confined to land outside the Green Belt as defined by Policy BG1;*
- *Locate all of the small number of new commercial, business and service uses on the Pound Lane frontage only with sufficient public car parking;*
- *Deliver the commercial, business and service units within an agreed phasing plan and on completion of the units, they enter into a lease with the community-led management body of Policy BG15 or an equivalent agent whereby that body or agent will make available and sub-let the units on reasonable terms to appropriate operators;*
- *Make provision for a minimum of 5% of the total number of homes as serviced self-build plots to be delivered in a single part of the developable area over the duration of the plan period;*
- *Provide a vehicular, pedestrian and cycle access from a single point on Pound Lane with a road arrangement that diverts Pound Lane into the site using a new T junction;*
- *Comprise a layout and arrangement of plots that reflect the character of the adjoining built up area, most notably in fronting buildings on to the street in regular north-south and east-west patterns and plot widths and depths, with the exception of the Pound Lane frontage, where plot character may differ to allow buildings of a different character to accommodate the commercial, business and service uses with residential apartments above of no more than two storeys in total;*
- *Comprise a layout and design whereby each street as a regular appearance in terms of building line and building form, allowing for a mix of streets that will contain detached buildings of two storeys, of one and a half storeys and of bungalows;*
- *Make provision in the layout for the potential of future pedestrian and cycleway connectivity with Katherine Road and Westlake Avenue;*
- *As part of the Green Ring of Policy BG8, they:*
 - *lay out a new village green on the Pound Lane frontage to serve as a play and amenity area, to be integral to the flood risk management strategy and to contain biodiversity value;*
 - *Lay out a public park on land between the defined developable area and Westlake Park with provision for a new pedestrian and cycle access to connect the two parks;*
 - *Provide amenity land within the developable area in accordance with development plan standards;*
 - *Plant a new woodland of at least 1 Ha on land that will remain in the Green Belt and that is suited to meeting the specification of the Woodland Carbon Code for carbon sequestration purposes;*
 - *Install at least two new pedestrian and cycleway routes from the developable area to connect with the PRow 143 and with the new development proposed at Pitsea and Eversley (Local Plan Policy H11)*

and to provide low level lighting for their safe use of a design that minimises their urbanising effect in the Green Belt and potential for light pollution; and

- ***In the event that the PassivHaus Standard is not adopted as per Policy BG12, the buildings optimise their solar access through their orientation and building design.***

This policy allocates land for approx. 195 new homes and some retail uses on a relatively small part of the much larger farm land that separates the village from Pitsea/Eversley. It is the second largest of the sites proposed for allocation, making up a fifth of the total housing allocation capacity.

The policy defines the developable area on the Policies Map and sets out a series of essential development requirements in terms of the mix of uses, design principles and phasing, and of how its commercial assets will be delivered.

The scheme will enable the diversion of Pound Lane into the site above Homestead Road to create a new T junction, around which a new village green and shops will be located. This change to the carriageway will play an important role in managing the speed of traffic on Pound Lane as part of the package of measures in Policy BG10.

As with Hall Farm, the site will deliver a wide range of homes, including self build, and will enable a key part of the Green Ring to be delivered in the open fields that will remain in the Green Belt. The land connects with the Local Plan (Policy H11) proposals immediately outside the Parish boundary at Pitsea/Eversley and, as the land is under the same ownership, it is proposed to put in place new footpath and cycleway routes across the gap. This will enable residents of the village to access the proposed improved leisure facilities and a new secondary school at Eversley without having to use a car.

The policy includes provision for a small number of commercial units on the Pound Lane frontage. Those units are intended to be used for a mix of uses that now fall within Class E of the Use Classes Order, with the exception of R&D (formerly B1(b)) or an industrial process (formerly B1(c)), and must include at least one unit for a shop (formerly A1). To ensure that these specific uses are delivered and retained on the site, it is expected that the Borough Council will impose a planning condition restricting their change of use within the new Class E. In addition, a unit may be occupied by a hot food takeaway, as the site is centrally located in the new village and there are no existing takeaways in the village.

BG4 SMILERS FARM, POUND LANE

The Neighbourhood Plan allocates land at Smiler's Farm, as shown on the Policies Map, for a residential-led development scheme comprising approx. 120 new homes, a GP surgery, a day care facility, commercial, business and service uses, public car parking and a village green.

Development proposals will be supported provided they:

- *Seek planning consent for the whole scheme with masterplan showing the location of the land uses and the layout;*
- *Confine all residential uses to that part of the site in Flood Zones 1 and 2 and/or to the upper floors of buildings in other ground floor uses in Flood Zone 3, with a flood risk assessment demonstrating how the uses will be made safe for their lifetime taking account of their vulnerability to flood risk events and how the scheme will not increase flood risk elsewhere;*
- *Locate all of the proposed commercial, business and service uses in Flood Zone 3 and on or towards the Pound Lane frontage with sufficient public car parking;*
- *Do not include provision for a hot food takeaway within the scheme;*
- *In respect of the land to be used for commercial, business and service uses, they enter into a lease with the community-led management body of Policy BG15 or an equivalent agent whereby that body or agent will make available that land on reasonable terms to appropriate operators for the duration of the plan period;*
- *Make provision for a minimum of 5% of the total number of homes as serviced self-build plots to be delivered in a single part of the developable area over the duration of the plan period;*
- *Use the existing vehicular access of Cat Tree Lane and they provide a new vehicular, pedestrian and cycle access on Pound Lane;*
- *Make provision in the layout for a new road access to adjoining land in the north-west corner of the site and for the potential of future pedestrian and cycleway connectivity with adjoining development schemes at Lower Avenue and at Grange Road;*
- *Comprise a layout and arrangement of plots that reflect the character of the adjoining built up area, most notably in fronting buildings on to the street in regular north-south and east-west patterns and plot widths and depths, with the exception of the Pound Lane frontage, where plot character may differ to allow buildings of a different character to accommodate the commercial, business and service uses with residential apartments above of no more than two storeys in total;*
- *Comprise a layout and design whereby each street as a regular appearance in terms of building line and building form, allowing for a mix of streets that will contain detached buildings of two storeys, of one and a half storeys and of bungalows;*
- *As part of the Green Ring of Policy BG8, they:*
 - *lay out a new village green on the Pound Lane frontage to serve as a play and amenity area, to be integral to the flood risk management strategy and to contain biodiversity value; and*
 - *provide amenity land within the developable area in accordance with development plan standards;*
- *In the event that the PassivHaus Standard is not adopted as per Policy BG12, the buildings optimise their solar access through their orientation and building design.*

This policy allocates land at Smilers Farm on Pound Lane for approx. 120 new homes, a GP surgery, a day care facility, new shops and a village green opposite the new public open space proposed at Hall Farm. The scheme will also create an opportunity to put in place a new road link from Pound Lane to Lower Avenue to improve the wider infrastructure of the Plotlands.

It is the third largest of the sites proposed for allocation, making up 10% of the total housing allocation capacity. The policy defines the developable area on the Policies Map and sets out a series of essential development requirements in terms of the mix of uses, design principles and phasing, and of how its commercial and community assets will be delivered and looked after in perpetuity.

The policy acknowledges that approx. one third of the site lies in Flood Zone 3a (subject to the highest risk) and another third lies in Flood Zone 2 (subject to more than normal risk). A 'sequential test' has been carried out (see the Site Assessment report) to ensure that the proposed land uses are located on the site in a way that minimises the effects of future flooding. The Flood Risk Assessment required at the planning application stage will set out how this has been achieved in detail. In practice, it means that the housing uses are confined to those parts of the site that are at a lower or no flood risk, with the other uses and public open space located in the higher risk area, as required by the test.

The site is well located within the new village for a new GP surgery building as well as providing a new childcare facility and additional shop units. They will be located at the front of the site in line with Local Plan Policy HC10. These uses now fall within Class E of the Use Classes Order and to ensure they are delivered and retained on the site, it is expected that the Borough Council will impose a planning condition restricting their change of use within the new Class E to exclude their use for R&D (formerly B1(b)) or an industrial process (formerly B1(c)). The condition will also require that at least one unit is occupied by a shop use (formerly A1), one unit is occupied by a health centre use and one unit is occupied by a day nursery use. As the site will lie within 400m of the new primary school at Hall Farm, it is not an appropriate location for a hot food take away use, as per Local Plan Policy R16.

BG5 SITES SOUTH OF LONDON ROAD

The Neighbourhood Plan allocates the following sites South of London Road, as shown on the Policies Map, for residential development schemes:

- 1. Land West of Old Church Road for approx. 40 homes as specialist accommodation for older people*
- 2. Land East of Old Church Road for approx. 20 homes*
- 3. Land East of St. Margaret's Primary School for approx. 15 homes*

Development proposals at each site will be supported provided they:

- Accord with an outline masterplan prepared to cover all three sites that determines how the development of the sites will be co-ordinated, with special regard paid to vehicular access, layouts and provisions to accommodate the Green Ring provisions of Policy BG8;*
- Comprise a landscape scheme that includes a noise attenuation buffer to the A13, as appropriate, and that accommodates the Green Ring provisions of Policy BG8 in respect of enabling a new footpath connection to the adjoining allocation site(s); and*
- Comprise a mix of detached, semi-detached and bungalow building forms of no more than two storeys in height;*
- Adopt a layout and design of the public realm that prioritises pedestrians over vehicles with buildings arranged to provide an active frontage or surveillance to the Green Ring;*
- Incorporates SUDS provision with the landscape scheme and ecological features; and*
- In the event that the PassivHaus Standard is not adopted as per Policy BG12, the buildings optimise their solar access through their orientation and building design.*

This policy allocates three sites on London Road for a total of approx. 75 new homes, including 40 homes for independent (55+) living. The sites adjoin one another on either side of Old Church Road and are bounded by the A13 to their south and by some existing large buildings fronting London Road.

The policy defines the developable area on the Policies Map and sets out a series of essential development requirements in terms of design principles, including how they will each deliver their Green Ring elements in tandem with scheme phasing. Given their close inter-relationship, which may extend to having to share site accesses, the policy requires that their proposals are co-ordinated at the planning application stage through a masterplan covering all three sites.

BG6 SMALL – MEDIUM DEVELOPMENT SITES

The Neighbourhood Plan allocates the following sites, as shown on the Policies Map, for residential development schemes:

- 1. 245 Pound Lane for approx. 30 homes***
- 2. Alpha Close/Eric Road for approx. 25 homes***

Development proposals will be supported provided they:

- Comprise a layout and arrangement of plots that reflect the character of the adjoining built up area, most notably in fronting buildings on to the street in regular north-south and east-west patterns and plot widths and depths;***
- Comprise a layout and design whereby each street as a regular appearance in terms of building line and building form, allowing for a mix of streets that will contain detached buildings of two storeys , of one and a half storeys +and of bungalows; and***
- As part of the Green Ring of Policy BG8, they make provision in their layouts for pedestrian and cycleway access through the sites to connect the adjoining roads at the rear of their sites; and***
- In the event that the PassivHaus Standard is not adopted as per Policy BG11, the buildings optimise their solar access through their orientation and building design.***

This policy allocates two sites at Alpha Close and at 245 Pound Lane that have been made available for development in the plan period. Both currently lie in the Green Belt and are considered to be suitable for release so they may contribute to the overall vision and to meeting the Local Plan target.

In each case, the policy defines the developable area of each site on the Policies Map and sets out a series of essential development requirements in terms of design principles. Both the Alpha Close and 245 Pound Lane sites will open up access from the village to the Green Ring and the policy makes it a requirement that such provision is made within their proposed layouts. Their design must also fit with the strong character of the roads and plots that they adjoin.

At 245 Pound Lane, much of the land is subject to occasional surface water flooding. This has been taken into account in the definition of the developable area, which is only half of the gross site area to allow for SUDS provision. The land was also originally earmarked for demolition to allow a new bus road to be constructed from Pound Lane to Eversley to serve the potential new secondary school. With the provisions for new walking and cycling across the strategic gap to the school and Pitsea as part of Policy BG3, that road is no longer considered necessary.

BG7 DESIGN CODES

The Neighbourhood Plan defines a Design Code for each of the following zones as shown on the Policies Map:

- 1. Bowers Gifford Area***
- 2. North Benfleet South Area***
- 3. North Benfleet West Area***
- 4. Burnt Mills Road Area***

All proposals for minor development, as defined by the National Planning Policy Framework, are required to comply with the Design Code for the zone in which they are located, as set out in Appendix A.

With the exception of the sites allocated for development in the Neighbourhood Plan, all other proposals for major development, as defined by the National Planning Policy Framework, are required to demonstrate that they have had full regard to the Design Code(s) relevant to their location in defining the site context and in shaping their design proposals.

This policy replaces Local Plan Policies DES2 and DES3 in the Parish by establishing four distinct design codes to manage windfall schemes of 10 or fewer new homes in the new village. Three of the codes cover the Plotlands and one covers the remainder of the new village. These distinctions reflect the subtle difference in character between different parts of the village. Each code is set out in Appendix A and is derived from a character appraisal report prepared for the BGNBNP by independent consultants in 2019.

The policy will be implemented by a Neighbourhood Development Order (NDO), which will grant automatic planning permission for proposals that fully accord with the relevant design code, subject to conditions and to S106 agreement contributions to the Green Ring, to the Village Green Travel Strategy and to the Essex Coast RAMS. Schemes of more than 10 homes or for non-housing uses will not be eligible to come through the NDO route but must have full regard to the design code relevant to their location.

BG8 THE GREEN RING

A. The Bowers Gifford & North Benfleet Green Ring comprises a strategic network of green infrastructure assets, as shown on the Policies Map, and other open space and amenity land defined in the site allocation policies.

B. Development proposals that are otherwise appropriate in the Green Belt must not undermine the multi-functional value of the Green Ring by way of their location, use or design.

C. All development proposals will be required to make proportionate financial contributions to the community-led management body of Policy BG15 to invest in the maintenance and improvement of the Green Ring unless they have made on-site provision for those elements of the Green Ring that are requirements of their site allocation policy.

D. Where the Green Ring is delivered on site as a requirement of a development proposal, the applicant will be required to enter into a lease with the community-led management body of Policy BG15 whereby that body will keep and maintain the Green Ring land for the benefit of the public.

E. Prior to the occupation of the scheme, the applicant will also be required to contribute the equivalent of the 25-year management and maintenance cost in the form of a dowry to the community-led management body of Policy BG15 for the sole purpose of maintaining the Green Ring in perpetuity.

This policy defines the Green Ring which comprises a network of existing and new green infrastructure assets and an improved and extended network of footpaths and cycleways. It seeks to protect their special value for the local community to use and enjoy and their biodiversity and climate change mitigation value.

The Green Ring will become an important feature of the Basildon Green Infrastructure Strategy and of the Essex Coast Recreation Avoidance & Mitigation Strategy set out in Local Plan Policy NE1 (and see also Policy BG16). Its network of new and improved footpaths and cycleways will make a significant difference to walking and cycling within the village and for trips to Pitsea/Eversley and beyond in line with Local Plan Policy T3.

Importantly, it also puts in place a way for these assets to be managed and maintained by a single body (as proposed in Policy BG15) for the benefit of the community in perpetuity, rather than allow for a number of small, private management companies to look after the Green Ring and other new public realm. The largest sites of policies BG2 and BG3 and the London Road sites of BG6 will deliver their parts of the Green Ring on site - the new management body will be financed by these developments to be able to look after it for the foreseeable future.

BG9 LOCAL GREEN SPACES

The Neighbourhood Plan designates the following Local Green Spaces, as shown on the Policies Map:

- 1. London Road Allotments*
- 2. London Road Playing Field*

Inappropriate development within a Local Green Space will be refused unless it can be demonstrated there are very special circumstances.

This policy designates two Local Green Spaces on London Road for the purpose of giving them the same status as the Green Belt. Both Spaces are currently in the Green Belt but will become part of the inset village with the surrounding development sites on London Road and so this policy maintains their current status. Each site is considered to meet the national policy tests for designation and will also form part of the Green Ring of Policy BG8.

BG10 POUND LANE TRAFFIC MANAGEMENT

All development proposals will be required to make proportionate financial contributions to a package of traffic management measures on Pound Lane between Burnt Mills Road and London Road to be agreed with the highways authority.

This policy defines Pound Lane as a location for essential traffic management measures to ensure that it is safe for pedestrians and cyclists as well as vehicle users. It already forms the 'backbone' to the village and this role will become increasingly important with the many development proposals along its length.

All of those proposals will place new demands on Pound Lane with the traffic they generate from new homes and that they attract, e.g. the school and shops. Although the Green Travel Strategy of Policy BG11 should go a long way to reducing the need to travel by car within the village, the levels of local traffic will increase. The purpose of the measures, which will form part of a wider package of investments as per Local Plan Policy T1, will be to favour local trips and to discourage rat-running between the A127 and London Road by those that neither live nor work in the village. A key part of the proposals will be delivered directly by the realignment of the road as part of the Chalvedon scheme of Policy BG3.

BG11 GREEN TRAVEL STRATEGY

A. All development proposals will be required to make proportionate financial contributions to implement a Green Travel Strategy that will invest in upgrading bus services from the village to neighbouring towns and in other measures to encourage and enable walking and cycling.

B. All new buildings will be required to include an electric vehicle charging point and a cycle storage facility. All new commercial, business and service uses will be required to provide secure cycle racks/pods as part of their public realm.

This policy requires all new development proposals – the site allocations and future windfall schemes – to contribute to the successful delivery of a Green Travel Strategy for the village. It is expected the strategy will comprise a package of leading edge initiatives to encourage walking, cycling and using local bus services, as well as requiring electric car charging points etc in line with various Local Plan policies (e.g. T1, T3, T4).

The strategy is necessary to put in place measures to ensure the new village is as sustainable as possible in terms of its travel behaviours and impacts. An assessment has been carried out of the whole BGNBNP using the 'Transport for New Homes' checklist (see separate document) and in order to secure a 'good' score, it is essential that there is a step change in how the local communities travels within and outside the new village. It is proposed that the strategy will be implemented by the new community-led enterprise of Policy BG15 as it will be well placed as a local organisation to fine tune initiatives to meet local needs and to incentivise sustainable travel behaviours.

BG12 CLIMATE CHANGE MITIGATION: NEW BUILDINGS

A. On development schemes where it is proposed that at least 50% of the building units will be certified to a PassivHaus standard, development proposals will not be required to:

- ***Carry out a Whole Life-Cycle Carbon Emissions Assessment of the actions to be taken to reduce life-cycle carbon emissions;***
- ***Provide a BREEAM Assessment with the planning application;***
- ***Make provision for on-site renewable energy generation or make a financial contribution to any off-site renewable energy generation proposal;***
- ***Make any off-site or other financial contribution to the Carbon Sink Fund;***
- ***Calculate carbon emissions from any other part of the development; or***
- ***Make a financial contribution to meeting the costs of the Green Travel Plan or of any other climate change mitigation measure that would otherwise be required by a development scheme not proposing to deliver PassivHaus standard buildings.***

B. All planning permissions granted for new dwellings will include a planning condition to require the provision of a Post Occupancy Evaluation Report to the local planning authority within a specified period, unless exempted by Clause A. Where the report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be considered to be discharged.

C. Unless exempted by Clause A, all planning applications for non-householder development are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment setting out how the proposal will:

- i. minimise energy demand, how energy will be supplied how renewable energy technologies will be used; and***
- ii. capture its unregulated emissions, its embodied emissions and emissions associated with maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal.***

This policy is intended to deliver a step change in the carbon emission performance of all new developments in the Parish and, in doing so, to encourage and incentivise the use of the PassivHaus standard of building design. By focusing on reducing the need for energy, achieving this standard will make the most significant contribution to mitigating climate change that the Neighbourhood Plan can deliver.

The policy is in three parts. Its Clause A provides an alternative means of meeting the ambitions of the Government's proposed Future Homes Standard. The Standard will be applied nationally and will focus on ensuring that the country's new building stock will be net

carbon neutral. Development proposals will therefore be expected to comply with the Standard, which will replace any local discretion.

However, although the Standard will be an improvement in the requirements made of new build schemes, its contribution to mitigating climate change through the application of the 'energy hierarchy' is not generally regarded as being as effective as delivering buildings to a PassivHaus standard. Such buildings are proven to create healthy and comfortable buildings in which to live or work and they will dramatically reduce the requirement for grid and storage enhancements and halving the amount of renewable generation capacity required. Reducing the heating energy demand through the application of passive design measures and a 'fabric first' approach is therefore the only practical way to achieve zero carbon homes in reality. Whilst the Policy cannot therefore make the PassivHaus standard a requirement, it can and should offer landowners and developers with the option of an alternative that more than meets the Standard and provide a clear incentive to maximise the number of new buildings that are certified to PassivHaus standard.

For applicants that are proposing to use this standard for at least 50% of the building units, the policy removes the need to meet the requirements of Clause A that will apply to schemes using the conventional route. Such requirements serve purposes that are either not relevant to the PassivHaus standard (i.e. by proposing an energy reduction strategy) or where climate change mitigation impacts will be significantly lower and indirect, i.e. contributing to the Carbon Offset Fund or funding the full cost of travel plan measures. These requirements are mitigation measures that have been put in place to make good the inadequacies of conventional building schemes, that are not necessary to apply to PassivHaus buildings.

Its Clause B requires the developer of a consented housing development scheme of any size to carry out a post-occupancy evaluation (POE) including actual energy use, and to submit the report to the local planning authority. It will be implemented by attaching a planning condition, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer. A quarter of UK carbon emissions derive from housing. Despite good intentions to reduce this, many new and refurbished homes have been found to use twice the amount of energy aimed for. Without suitable systems for standard setting, predicting, measuring, feedback and learning from the outcomes, this poor performance will continue. On the other hand, PassivHaus certified schemes will not fail in this way and they are therefore exempted from this policy.

Its Clause C requires all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment. The Borough Council does not currently require such an assessment in its Validation Checklist for outline and full planning applications but its Local Plan Policy CC5 expects such information to be provided. Until such a time that there is a Borough-wide requirement, this Assessment will be required in the Parish to ensure Policy CC5 has been applied.

Every new build or redevelopment project in the Parish provides an opportunity to make a difference and a contribution towards meeting our climate change targets for 2050. This new information requirement need not be an unreasonable expectation of even the smallest schemes for new buildings. Land values are high relative to build costs and ought to be sufficient to ensure requirements to tackle improving carbon performance are viable.

BG13 CLIMATE CHANGE MITIGATION: CARBON SINKING

With the exception of the development schemes allocated by policies BG2 and BG3, all development proposals are required to make a financial contribution to the Carbon Sink Fund, which will be used by the community-led management body of Policy BG16 to invest in the improvement, extension and maintenance of new woodlands delivered by the development schemes allocated by policies BG2 and BG3.

This policy requires that all proposals for new buildings contribute to carbon sequestration ('sinking') projects in the Parish. It applies to all buildings of any land use type as every new building will have a carbon footprint that will need to be mitigated.

A 'carbon sink' is a natural or artificial reservoir that accumulates and stores some carbon-containing chemical compounds for an indefinite period. The Carbon Sink Fund will be invested in making improvements, in extending and in maintaining those elements of the Green Ring that will function as a carbon sink.

They will be primarily the planting of certain types of woodland species in the new Hall Farm country park and at Little Chalvedon Hall Farm. As such, those two schemes are required by their respective allocation policies (BG2 and BG3) to include woodland planting of a type and long-term management that meets the Woodland Carbon Code standards. For the other smaller allocation schemes and the windfall schemes that cannot meet the Code on-site, this policy requires them to make a financial contribution to the provision of Code-compliant woodland planting through a new Carbon Sink Fund. Contributions will be made in proportion to their size (as measured by sq.m. gross internal floorspace area).

The operations of the Fund will be set out in a forthcoming supplementary planning document, using the Woodland Carbon Code as their basis. The contribution will be made via a S106 agreement. The Fund operator will secure agreements with the relevant landowners prior to the Fund opening and operating. Contributions will not be required until the Fund is operational.

BG14 AFFORDABLE HOMES FOR SALE

In addition to meeting the Local Plan requirements for affordable rented housing, proposals for major housing development, as defined by the National Planning Policy Framework, are required to deliver on site a minimum of 5% of their total number of homes for discounted market sales housing and a minimum of 5% of their total number of homes for a type of shared ownership defined by the National Planning Policy Framework.

This policy requires that a proportion of the affordable housing to be delivered on major housing sites (of more than 10 homes as currently defined by national policy) should be affordable homes for sale. This is a relatively new form of lower cost homes that are available for sale rather than rent, for which there is considerable demand in this region. The policy requires such homes are delivered equally as discounted sales (of no more than 80% of local market rates) and as shared ownership homes, of which there are a number of variants.

BG15 BUILDING THE NEW VILLAGE COMMUNITY

A. The Neighbourhood Plan proposes that a community-led management body will be responsible for securing the long term operation and management of green, social and other infrastructure for the benefit of the new village community.

B. For the benefit of all existing and new residents, the community-led management body will:

- ***manage all of the designated Green Ring of Policy BG8; and***
- ***implement the Green Travel Strategy of Policy BG11; and***
- ***implement the Carbon Sink Fund of Policy BG13; and/or***
- ***seek to manage all new amenity land within the developable areas of the allocated major development sites;***
- ***provide an option to make available all or some of the new commercial, business and service units and community facilities to be delivered by the allocated major development sites;***
- ***seek to manage the delivery and operation of other community assets as appropriate.***

C. The community-led management body will be incorporated within 12 months of the making of the Neighbourhood Plan. Proposals to implement the site allocations of Policies BG2, BG3 and BG4 will be required to make provision in their planning obligations for a financial contribution to the start-up costs and working capital of the community-led management body.

D. Proposals to use private management companies for the management of land in the Green Ring of Policy BG8 will not be supported.

This policy proposes the creation of a new community-controlled enterprise to own, manage and/or operate a potentially wide range of essential assets and infrastructure for the long term benefit of the community.

At the outset it is considered vital to the sustainability success of the new village that the enterprise manages and maintains the Green Ring and is responsible for adopting and delivering the Green Travel Strategy. Both require co-ordination and will benefit from the economies of scale of there being only one body, rather than a plethora of different private and public bodies.

Thereafter, the enterprise may also negotiate leases with the developers of policies BG2, BG3 and BG4 to sub-let and manage the non-housing premises to be delivered as part of their mixed-use schemes. This arrangement may be more likely to secure tenants for the premises and ensures that the premises are successfully occupied.

The main benefits of this approach to long term community stewardship elsewhere in the country are that they achieve stronger community spirit, wider participation and greater environmental care. They help secure a closer integration of the new residents with the existing community who are encouraged to have a stake in the long-term success of new development. It may also be a distinctive feature in marketing to prospective occupants and is likely to achieve quicker sales and house price premiums across the bands. And it is more likely to achieve the stretching environmental targets and to avoid non-compliance penalties, e.g. transport modal shift.

BG16 ESSEX COAST RECREATION AVOIDANCE & MITIGATION STRATEGY (RAMS)

[NOTE: THIS POLICY IS ONLY NECESSARY IF THE GREEN RING OF POLICY BG8 DOES NOT QUALIFY AS A MITIGATION MEASURE IN THE RAMS – TO BE AGREED WITH NATURAL ENGLAND]

A. All proposals for residential development will be required to make a financial contribution towards the mitigation measures agreed in the Essex Coast RAMS to avoid adverse in-combination recreational disturbance effects on European Sites.

B. In the interim period, before the Essex Coast RAMS is completed, all residential development will be required to deliver all measures identified through the Habitat Regulations Assessment of the Neighbourhood Plan to mitigate any recreational disturbance impacts.

This policy has been recommended by Natural England for inclusion in all neighbourhood plans in the Essex Coast area. The strategy (RAMS) will be the means by which the effects of new development in that area can be managed to avoid causing harm its internationally important habitats. The strategy is not yet in place and may not be agreed until after the BGNBNP is made, and so the policy includes an interim measure of complying with the provisions of the BGNBNP's own Appropriate Assessment.

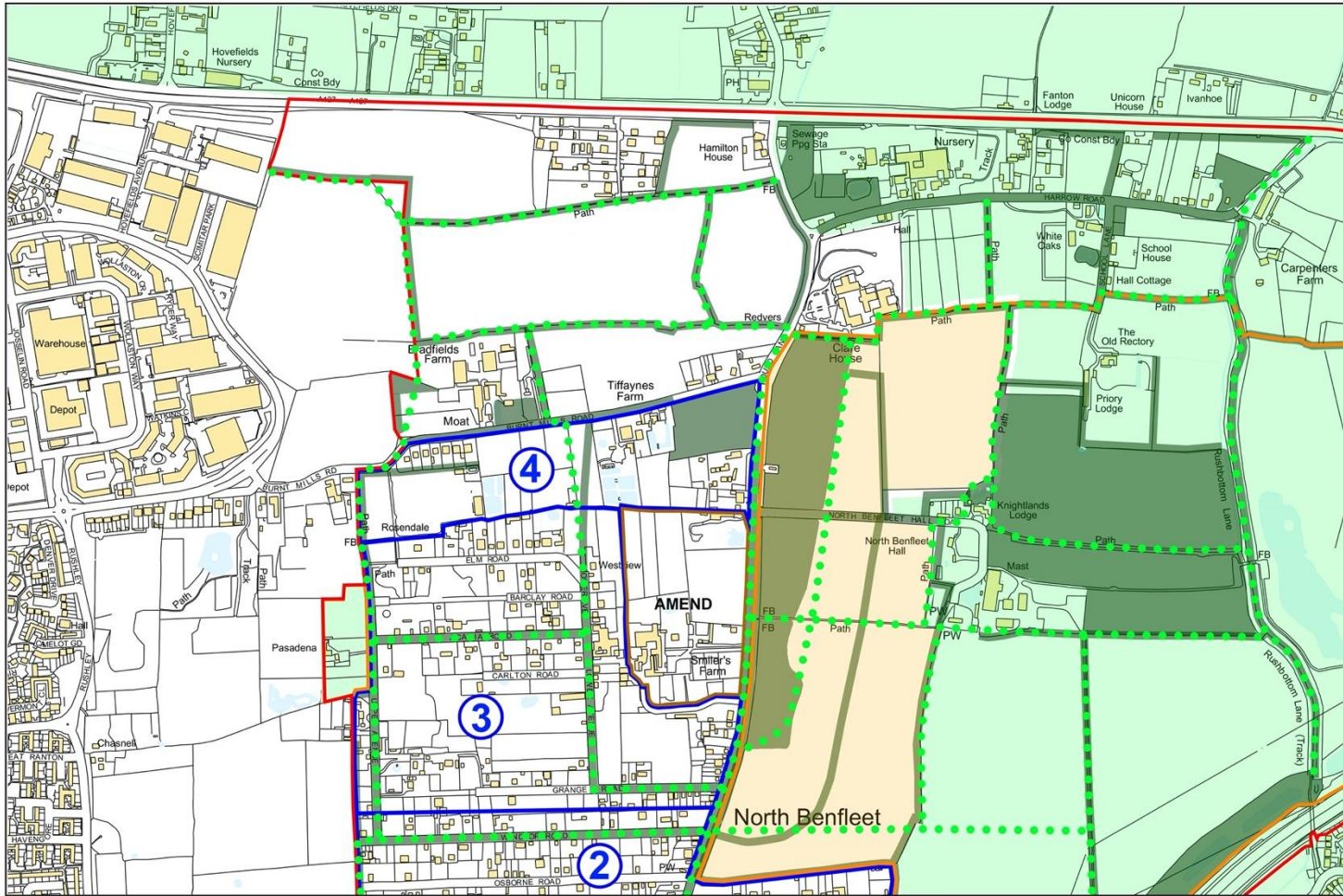
However, it is possible that the Green Ring proposals of Policy BG8 will be included in the RAMS as one of its avoidance and mitigation projects. If so, then this policy will no longer be necessary and policy BG8 may be modified before the making of the BGNBNP to ensure it serves that purpose effectively.

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APPENDIX A: DESIGN CODES

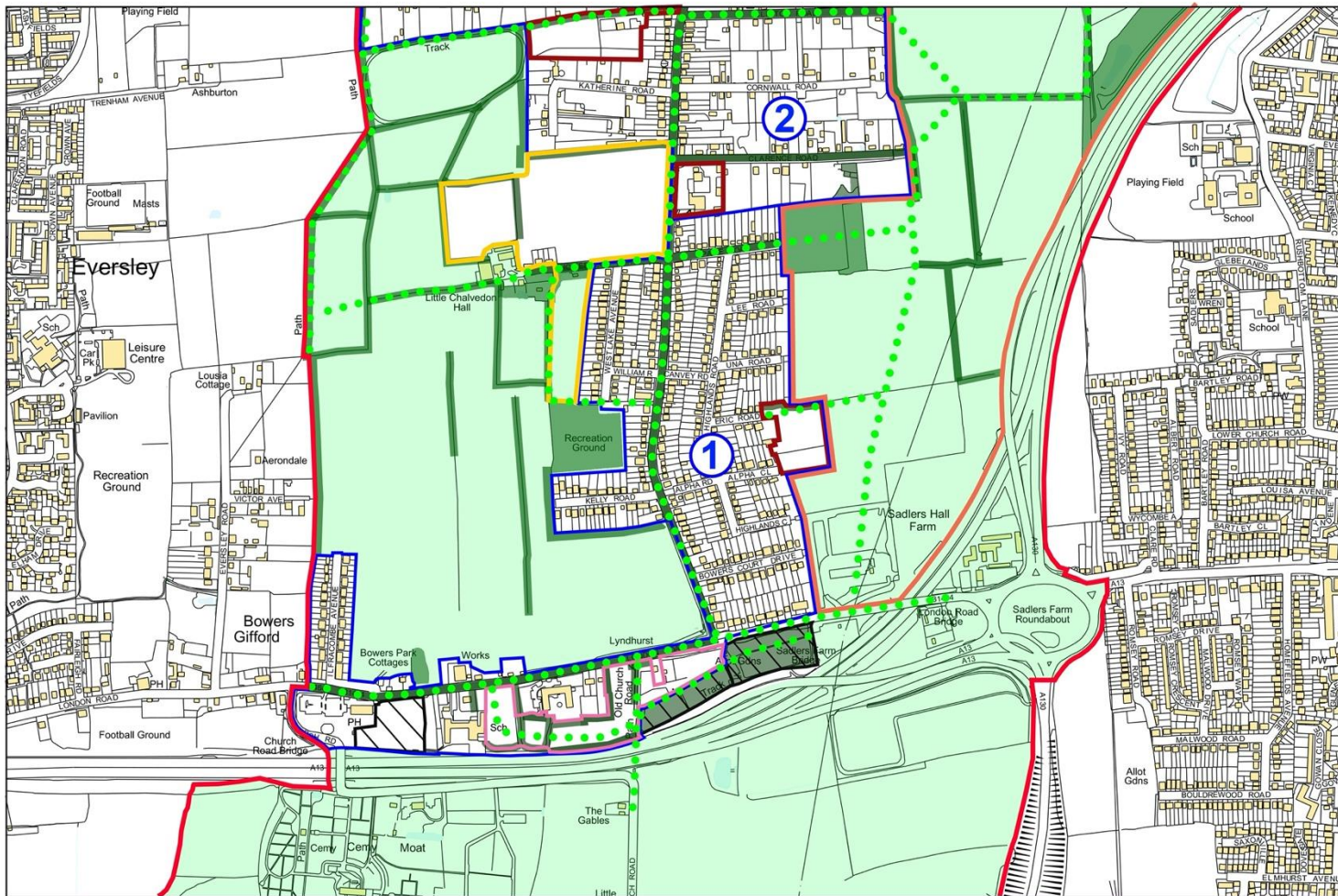
[TO BE COMPLETED]

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**Bowers Gifford Neighbourhood Plan
Policies Map Inset 1 North - September 2020**

- | | | | | | | |
|-----------------------------|----------------|---------------|-------------------|-------------------------|---|---|
| Neighbourhood Area Boundary | BG1 Green Belt | BG2 Hall Farm | BG4 Smiler's Farm | BG7 Village Design Code | BG8 The Green Ring: Green Infrastructure Assets | BG8 The Green Ring: Cycleway and Footpath Network |
|-----------------------------|----------------|---------------|-------------------|-------------------------|---|---|



**Bowers Gifford Neighbourhood Plan
Policies Map Inset 2 South - September 2020**

- | | | | | | |
|---|---|---|--|---|--|
|  Neighbourhood Area Boundary |  BG1 Green Belt |  BG2 Hall Farm |  BG3 Little Chalvedon Hall Farm |  BG5 Land South of London Road |  BG6 Small - Medium Development Sites |
|  BG7 Design Code |  BG8 The Green Ring: Green Infrastructure Assets |  BG8: The Green Ring Cycleway and Footpath Network |  BG9 Local Green Spaces | | |