



GREAT BURSTEAD AND SOUTH GREEN VILLAGE COUNCIL

**BASILDON BOROUGH LOCAL PLAN 2023-2043
REGULATION 19 CONSULTATION**

**GREAT BURSTEAD AND SOUTH GREEN
VILLAGE COUNCIL (GB&SGVC)
RESPONSE**

17th September 2026

Executive summary:

Great Burstead and South Green Village Council strongly believe that the 4 development proposals contained within the boundaries of our parish are individually and collectively unsound, unjustified and totally inappropriate.

Currently the village has approximately 2,500 households and the planned collective developments would add over 1,000 additional households to our village make up. This massive increase of 40% will destroy the character and dynamic of our village forever and would result in our historical parish being swamped and assimilated into a soulless urban sprawl. This proposed increase is so disproportionate that it will tear away the fabric, way of life and cohesion that exists in Great Burstead and South Green that is so cherished by our residents and has been decades in the making.

The proposed developments will also individually and collectively eradicate much of the green belt that has been intertwined within our village make up for centuries. The dramatic and negative impact to the abundant wild life that thrive within our parish and the wellbeing and mental health of the villagers that use and cherish these green spaces will be profound.

Infrastructure for utilities such as water, sewage and traffic management and also health care and educational needs already struggle to meet the demands from the current population. Adding more stress to our public services, with no clear plan to increase infrastructure resources is reckless and totally avoidable if developments are introduced in a measured and considered way. Infrastructure to support new developments must surely be at the forefront of the Local Plan and not an afterthought once the damage that these new developments will bring has already been inflicted upon the local population, wild life and environment in general.

The Village Council is not opposed to development in principle, but that does not mean that every site, scale or access arrangement is acceptable. These proposals would represent a substantial and irreversible urbanisation of actively farmed land and the green belt in general.

In our view, it is overdevelopment without the transport, drainage, healthcare and educational infrastructure needed to support it.

H1 – South East Billericay (Including Foots Farm)

Summary

This majority of this proposed development is adjacent to the Southend Road (A129), a very busy connection to Basildon and Wickford. Wherever it is chosen that vehicles enter or exit this development, either during construction or after residents have moved in, will have a huge impact on the traffic flow of this already very busy road.

The proposal to allocate a number of Gypsy and Traveller pitches on the northern boundary of this development and to have access to these pitches via Coxes Farm Road, is ill thought through due to the existing issues in navigating Coxes Farm Road due to its width, existing drainage issues and general state of disrepair.

Those who live on the development may choose not to drive towards Billericay along the A129, but travel along Coxes Farm Road and Outward Farm Road which are both winding country lanes that also have to accommodate the traffic to and from St Peters RC Primary School, as most pupils arrive by private vehicle.

The majority of the land is agricultural or designated green belt and the loss of this land will have a profound negative impact on the people and wildlife that use it.

Chapter 3 - Vision and Strategic Objectives

The National Planning Policy Framework (NPPF) 2026 stresses the importance of infrastructure, however, this Local Plan is unsound as it is not accompanied by an Infrastructure Development Plan. GB&SGVC maintains that supporting infrastructure should underpin the Local Plan and that infrastructure should not be delayed and left to developers to add infrastructure at a later date - infrastructure which unfortunately may never happen. The lack of an IDP is a major discrepancy in the Local Plan and applies to SO1 - SO10. The NPPF states:

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“Achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure.”

SO1 “Protect and enhance the quality of the local environment.”

- Developments at H1, H2A, H2B plus the cumulative effects of developments that have already recently taken place and those planned in adjoining parishes such as H4, H5, H6, H26, and 28 will destroy the quality of the local environment and are unsound. The opposite will be the outcome – a lower quality of life.

These developments will:

- Create urban sprawl.
- Merge distinctive settlements.
- Add burdens to the already overstretched transport infrastructure.
- Affect the quality of the environment due to extra vehicle emissions.
- Result in the felling of trees and hedgerows to the detriment of the environment
- Agricultural land will be decimated by over development and a vital food source will be lost for ever.

SO2 *"Improve the Quality and Value of the Green Belt"*

- Green belt is the chosen land for these development sites which will definitely not improve its quality but will result in the elimination of green belt.
- Green belt will be lost for future generations to over development.
- When convenient green belt is classed as grey belt even though it has been agricultural land for hundreds of years.

SO3 *"Minimise our impact on the environment"*

- Over development will maximise detrimental effects on our village.
- Higher density traffic will bring higher emissions and more congestion.
- Currently Essex imports water from surrounding counties. Over development will create unsustainable demands on our water supply. (*Essex County Council – Water Strategy for Essex 2024*)
- Wildlife is being driven from natural habitats.
- More traffic will create excessive pressure on parking which is already causing serious problems.
- Existing and new residents will experience a lower quality environment.

SO7 *"Mitigate against the effects of climate change"*

- Although public transport is essential it is not and will not be the preferred mode of travel. Public transport is predominantly used by those who are time rich. People carrying heavy loads of shopping, or going to work will of necessity use vehicles. UK winters are wet and windy, standing at cold bus stops waiting for buses trapped in the increased traffic congestion due to the developments is not an option for most people. Some bus routes only have an hourly bus ending at 6pm.
- Over development does not mitigate the effects on climate it exacerbates them.

SO9 *"Enhance the quality of life for all"*

This is not correct and is unsound:

- Merging parishes will mean the loss of the distinctive character of towns and villages.
- Heritage assets, such as St Mary Magdalene Church, Great Burstead, one of the only Grade 1 listed buildings in the Borough, will be badly affected by urban sprawl.
- Quality of life will suffer because of the highway's issues of over development. The amount of extra vehicles on our roads, which are not substantial enough to cope now, means there is no spare capacity for more vehicles.
- Schools are oversubscribed now; education will be badly affected.
- Basildon Hospital has been classed as "*inadequate*" and was placed in "special measures," when serious overcrowding was found. "*Deeply upsetting' corridor care is region's worst*" BBC report 5th August, 2026.
- Basildon hospital cannot cope now; more development will only add extra pressures.
- The only GP surgery in the village closed in March 2025. 3,000 patients were moved to a surgery the other side of Billericay. There are no plans for a replacement surgery in the village.
- New and current residents will not benefit from roads, health care and schools that are insufficient.
- Current infrastructure is not capable of adequately providing residents with safe and accessible environments. Over development will further decrease residents' ability to enjoy the village.
- Developments in Kennel Lane (off the A176) and Southend Road (A129) have already affected residents' quality of life:
- A gas main was severed during construction resulting in 45 residents being evacuated from their homes.
- Traffic jams have resulted from temporary lights at construction sites.
- Residents have experienced nuisance from the excessive noise and dust of construction sites.
- Residents have been anxious about what will happen in the long term to the village.

SO10 "Secure the delivery of supporting infrastructure"

As the Local Plan did not include an Infrastructure Delivery Plan there is little confidence infrastructure will be added later. GB&SGVC recognises the need for growth and development but not on this scale with no additional infrastructure.

Chapter 4 – Meeting our Growth Needs

There is no evidence that the growth needs of our village, nor the wider population within the Basildon district requires the creation of 910 additional homes of the kind being proposed to be built on this site.

The proposal to allocate a number of Gypsy and Traveller pitches at the northern boundary of this development is also ill thought through and unnecessary due to the proposed creation of 300 Gypsy and traveller pitches already contained within the Local Plan.

Chapter 5 – Build a Strong and Competitive Economy

There is little industrial accommodation proposed on this site and most of the residents that move into the area will work in the larger towns around Billericay or commute to London.

Therefore, all this influx of new residents will achieve is probably a distribution of wealth out of Billericay and into the areas where they work and socialise.

Chapter 6 – Meeting Housing Needs

There is no need for 910 houses and 8 Gypsy and Traveller pitches within our village. The majority of houses being proposed are going to be priced at market valuation level and these are certainly not going to be purchased by current residents who are looking to find a first home. There is limited need for the quantity of market priced houses within the local area, as evident by the challenges encountered when trying to sell existing houses in the local area on the open market.

There should be more focus on affordable housing to enable local young residents to stay in the village. Not build more expensive houses, which are out of reach of the younger local population and will just be a vehicle to bring people from outside into the village and push younger local residents out.

Chapter 7 – Ensuring the Vitality of Town Centres

Billericay High Street has a relatively small economic and industrial footprint. There is little room for the availability of commercial properties to increase and therefore this influx of nearly 1,000 new homes is unlikely to generate a substantial increase in the number, variety or revenue opportunities of commercial endeavours within the Town.

Chapter 8 – Meeting the Challenge of Climate Change

The proposed development will actually increase the negative impacts of climate change. Green field and agricultural land are scientifically proven to be carbon sponges and remove the elements from the atmosphere that add to climate change acceleration. Once this site has been repurposed for development, that safety net is removed and replaced by a more global warming impacting environment.

The applicant's own Travel Plan lists Tesco Express at approximately 1.4 kilometres from the centre of the site—an estimated 18-minute walk—and Billericay station at 3.4 kilometres, or approximately 46 minutes on foot. The South Green shopping parade has constrained parking and cannot simply be assumed to absorb routine shopping trips generated by another 910 homes. Barleylands is principally a leisure and visitor destination, not a substitute for a full range of everyday shops and services.

It is therefore unrealistic to assume that most healthcare, shopping, school and station trips will be made on foot or by bicycle. A substantial proportion will remain car-based.

Chapter 9 – Achieving Well Designed Places

If this proposal is developed, the ecological character and nature within the area will be erased. The houses may look nice to begin with and there may be some carefully manicured landscaping within the site, to appeal to the eye and be easy to maintain. But this is not going to better the natural environment that exists today and supports eco diversity and human wellbeing.

The proposed community hub comprises only approximately 450 square metres of flexible Class E floorspace, with no confirmed occupiers or commitment that it will contain a convenience shop, healthcare facility, pharmacy or dentist.

The application also only safeguards education land for a possible future nursery and primary school; safeguarding land does not guarantee that a school will be funded, built, staffed or opened at the point it is needed.

More concerningly, the applicant says that the first phase of homes may begin while strategic roads and drainage are only expected to be completed before Phase 2. Essential infrastructure should be operational before the population and traffic that require it arrive, not delivered after the first phase is occupied.

South Green Primary school is already oversubscribed, St Peters RC Primary School, Coxes Farm Road, is already oversubscribed. The secondary school catchment area is Billericay School. However, there are many developments planned nearer to Billericay school. Since those who live nearest will have a greater opportunity to attend Billericay School those who live on the H1 site may have to attend both primary and secondary schools distant to their homes and outside their catchment area. Creating more traffic, more school runs. Policy HC3 of the Local Plan states "The NPPF places great importance on ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are expected to take a proactive, positive and collaborative approach to promoting development that will widen choice in education by giving great weight to the need create, expand or alter schools." Investment in schools is of paramount importance and developers should be required to contribute.

Chapter 10 – Healthy Communities

Pollution from vehicle exhaust fumes will increase and the extra vehicles from over 900 new homes will have a detrimental effect on air quality. The school run at St. Peter's school, which at times brings roads in the area to a standstill, will not only create more fumes but more congestion. The health of residents, particularly children, who attend St. Peter's primary school or live in the local area will be affected by increased pollution.

The Local Plan seeks to encourage sustainable travel but it is a fact that this proposed development is not within a reasonable walking distance of local shops, Billericay town centre nor the Railway Station. Therefore, it can only be assumed that new residents will use their own vehicles to travel locally. Electric cars currently make up only 6.2% of road vehicles. Assuming that new residents are not hugely misrepresentative of the national statistics, these new developments can only result in a sharp rise in vehicle driven pollution.

Under the Environment Act 1995 it is the responsibility of local authorities to review air quality.

The proposed destruction of green spaces and the increase in noise, traffic and human activity in general will have a real and sustained negative impact on the mental health and wellbeing of residents who currently rely on the relative calm within our village to maintain their equilibrium.

There is no GP surgery or NHS dentistry serving the parish and the Local Plan gives little indication of concrete proposals regarding health provision.

Nearby housing and other developments have already been approved or commenced, but corresponding improvements to healthcare are not yet evident on the ground. The existing local healthcare services are already under pressure, while the application provides no committed GP surgery, dental practice or other healthcare facility.

There is already extensive surface-water ponding on Coxes Farm Road during ordinary rainfall. This is an existing, observable problem rather than a theoretical future risk.

The applicant states that the development will have safe, dry access via Southend Road during the design flood event. That does not adequately address the Traveller pitches, which would have their separate operational access from Coxes Farm Road.

A specific assessment is required of:

- Existing ponding on Coxes Farm Road;
- Roadside ditches, culverts and pipes;
- Runoff from the pitches and their hardstandings;
- Overland and exceedance flows;
- The effect of new raised tables and highway works on drainage;
- Emergency access during heavy rainfall; and
- The cumulative effect of this and the other approved developments.

Residents have already witnessed repeated drainage sewer-related incidents, a significant gas leak requiring residents to be evacuated by the emergency services and road closures in the immediate area. Those incidents should be independently checked and considered as evidence of the resilience of the existing infrastructure.

The applicant says Anglian Water has confirmed foul-network and treatment capacity, subject to use of an identified connection point. That is relevant, but the Council should require confirmation that the assessment includes the cumulative effect of the 99-home development, care home, White Farm business park, this proposal and the wider planned growth in the H1 area.

Drainage and sewer issues may be capable of being mitigated, but only if the necessary works are identified, funded and completed. Permission for this development should therefore not be permitted until:

- Drainage, foul-water and utility upgrades are identified and completed.
- Issues with clean water supply and pressure to existing homes had been assessed and remediated.
- Required surface-water infrastructure is complete.
- Coxes Farm Road safe access has been demonstrated; and
- The relevant statutory bodies confirm that the necessary infrastructure capacity and resilience is in place.

A general condition requiring further investigation after permission would not be adequate and a specific health plan that provides accurate figures of future users should be undertaken. **This plan must provide for adequate GP, hospital and other local health care provision including social care, prior to the application being considered.**

Chapter 11 – Conserving the Local Environment

Wild life which abounds in the area will be affected and the ecological character and nature of the area will be damaged. SA Policy H21 states that self-build allocations scores ‘... significant adverse effects on SA objectives 1 (landscape, countryside and green spaces), 2 (cultural heritage) and 3 (biodiversity)’ with no positive effects noted. **The HRA states "Loss of land, particularly agricultural land uses or semi-natural habitat has the potential to affect the bird SPA and Ramsar bird populations which rely on offsite habitats for foraging and loafing."**

This is not derelict, previously developed or unused land. It is actively farmed every year: oilseed rape was grown in 2025 and wheat is being grown in 2026. The applicant itself confirms that the remaining land continues to be farmed and that the application covers 56.89 hectares of agricultural land.

The applicant’s own Planning Statement records that the Council’s **2025 Green Belt Study** assessed the proposed development land as making a **strong contribution to Green Belt**

purpose and checking unrestricted sprawl. The applicant disputes the Council's methodology, but that disagreement does not remove the Council's evidence.

That finding directly undermines the claim that the land is grey belt. The proposal would replace open countryside with a major urban extension of up to 910 homes, associated roads, lighting, hardstanding and other development. Once this openness is lost, it cannot be restored through landscaping or financial contributions.

The agricultural evidence is also significant. The applicant's own table records:

- 4.8 hectares, or 9%, as Grade 2;
- 34.3 hectares, or 61%, as Subgrade 3a; and
- Only 26% as Subgrade 3b.

Therefore, approximately **70% of the site is Grade 2 or Subgrade 3a**, the higher-quality categories of agricultural land.

The fact that similar good-quality land exists elsewhere around Billericay does not make the permanent loss of this site insignificant. Food production, agricultural resilience and the cumulative loss of productive farmland should carry genuine weight in the planning balance.

The applicant's own ecological evidence confirms that this is not ecologically empty farmland. The site contains priority hedgerows and woodland, a watercourse, mature and veteran trees, and habitat used by protected and notable species. Dormouse presence has been confirmed in woodland and hedgerows in the north-east of the site. The surveys also record commuting and foraging bats, reptiles, breeding birds and numerous red-listed or priority bird species, including Skylark, Linnet, Starling and Yellowhammer.

The effects of 910 homes cannot be considered solely through a headline Biodiversity Net Gain percentage. Construction, lighting, new roads, noise, increased human activity and domestic pets all create risks of disturbance and fragmentation of established habitat networks.

Particular scrutiny should be given to the northern boundary, where the Gypsy and Traveller pitches and possible transport connection are proposed close to woodland and hedgerows used by protected species. Any permission would require secured habitat buffers, dark corridors, long-term management and monitoring, but these measures would not remove the wider permanent loss of open agricultural habitat.

SA Policy H20 states that this development '...scores significant adverse effects on SA objective 3 (biodiversity). This is because the allocation is within 1km of Mill Meadows SSSI and within 1-2km of Norsey Wood SSSI.'

Chapter 12 – Conserving and Enhancing the Historic Environment

Great Burstead and South Green is an historic village and any development plan must ensure that our parish does not lose its identity and become smothered by the proposed urban sprawl of the H1 proposal. Urbanisation and the damage to the rural aspect of the area will have a huge detrimental effect on existing residents and wildlife that abounds.

The full Green Belt, agricultural-land and ecological harm should be given substantial weight and the wildlife should be treated as part of the essence of our village and its surroundings.

H1 represents a plan that will erode and destroy the character and very existence of our village, as a stand-alone valuable parish. Once the separation of our village from the wider urbanisation proposed by this development is lost, it cannot be replaced.

Chapter 13 – Improving Air Quality and Mitigating Pollution

Pollution from vehicle exhaust fumes will be increased. 910 extra dwellings and 8 Gypsy and Traveller pitches will have a significant detrimental effect on air quality. The school run, which at times brings roads in the area to a standstill, will not only create more fumes but more congestion. The health of residents, particularly children, who attend the two oversubscribed primary schools will be affected by increased pollution. The Local Plan (page 219 - 16.51) states "The main source of air pollution in the Borough is therefore from traffic emissions, particularly along major routes and at key junctions." Under the Environment Act 1995 it is the responsibility of local authorities to review air quality. The Local Plan seeks to encourage sustainable travel but it is a fact that the new proposed developments are not within a reasonable walking distance to local shops, Billericay town centre nor the Railway Station. Therefore, it can be assumed that new residents will use their own vehicles to travel locally. Electric cars currently make up only 6.2% of road vehicles. So assuming that new residents are not hugely misrepresentative of the national statistics, these new developments can only result in a sharp rise in vehicle driven pollution.

The development would be built over several years and would operate alongside other construction already taking place locally. St Peter's Primary School and nearby homes are sensitive receptors.

The applicant's Construction Environmental Management Plan acknowledges noise from bulldozers, generators, concrete mixers, rollers and increased construction traffic. Any construction strategy must therefore:

- Prohibit construction access from Coxes Farm Road;
- Prevent HGV movements during school arrival and collection periods;
- Control dust, mud, vibration and noise;
- Provide wheel-washing and road-cleaning arrangements;

- Coordinate with other live construction sites; and
- Include effective monitoring, enforcement and resident liaison.

These matters should not be left to an outline commitment without clear routes, hours and controls.

Integrated road network plans which include more in-depth modelling also covering minor routes as major routes become clogged minor routes are used while addressing the resultant pollution.

Chapter 14 – Sustainable Transport and Infrastructure

Rail services are crucial to village residents many of whom commute to London from Billericay station. SA Chapter 3, paragraph 3.127 states '16% of residents travel by train. London being the predominant location.' The rail services are already overstretched with no increased services planned or noted in the plan. Crossrail has not alleviated capacity problems within the local rail services, as there is still a need to travel to one of the connecting hubs, in order to join the network. Vehicular access to Billericay station is gridlocked at peak times. The roads around the station were not built to accommodate current traffic levels. The access points to the station are log jammed and difficult to negotiate. The tight, restricted space has to accommodate traffic into the fully booked car park, traffic to a dropping off point, a zebra crossing, a taxi rank, buses, pedestrians accessing the station and an exit point into which all the exiting traffic then has to filter out onto the busy Radford Way Road. The station cannot cope now and further developments will exacerbate the existing problems. Other towns preceding Billericay are also planned to develop causing the trains to be packed with extra passengers before they reach Billericay station. Great Anglia cannot provide projected figures for future rail usage. Basildon Borough Council's Local Plan acknowledges (page 84 - 9.57) "As with the Borough's strategic road network, significant investment in the railway network passing through the Borough is needed to alleviate existing capacity and reliability problems and to ensure that there is sufficient capacity in future to accommodate growth in rail travel."

Paragraph 6.6 of the Transport Assessment refers to vehicles entering and leaving St Peter's Catholic Primary School through separate gates. That describes the school's internal arrangement but is materially incomplete as an account of how the public road actually operates.

Many parents park on Coxes Farm Road and walk to the school. This frequently reduces the road to a single effective lane, requiring vehicles to wait for opposing traffic while children and parents cross or walk close to moving vehicles.

Separate published transport evidence reinforces these concerns. The Fairview care-home assessment, prepared for a different applicant, records that Essex Highways required

footway widening to reduce conflict with schoolchildren and additional parking controls and school restrictions. It forecasts 138 daily movements and a 16% increase in traffic on the relevant section of Coxes Farm Road.

The application is submitted with all matters reserved **except points of access**, meaning the safety and suitability of the Coxes Farm Road access must be demonstrated now and cannot simply be left until reserved matters.

Paragraph 7.3 of the applicant's **Transport Assessment dated 29 June 2026, contained within Environmental Statement Technical Appendices Volume 3, Appendix 4.1**, states that two vehicular accesses are proposed from Coxes Farm Road: one for the Traveller pitches and one associated with a possible public-transport through-route. However, the Access and Movement Parameter Plan does not clearly identify and distinguish both access points. It shows a northern primary access and an indicative vehicular corridor, but the separate pitch access described in the Transport Assessment is not clearly labelled or dimensioned.

There is also no adequate evidence demonstrating:

- The precise position, width, radii and visibility of the pitch access;
- Tracking for a car towing a representative full-size caravan;
- The complete route from Southend Road along Coxes Farm Road;
- Safe passage through sections narrowed by parked cars;
- Entry and exit without reversing onto the public road;
- Refuse and emergency access; or
- Safe operation during school arrival and collection periods.

The applicant has provided detailed drawings and swept paths for the principal Southend Road junctions, but no equivalent assessment has been identified for the access that would accommodate towing vehicles on Coxes Farm Road.

The White Farm business park assessment, again for a separate applicant, records that Coxes Farm Road is approximately 4.8 metres wide near that site, has no footway and requires pedestrians to walk in the carriageway. It forecasts a further 124 daily movements, including 24 movements in each peak hour.

Neither the care home nor White Farm business park is identified in the applicant's published committed-development table, despite both placing traffic directly onto Coxes Farm Road. Their combined effect must be assessed alongside the approved 99 homes, school traffic, existing residents, servicing vehicles, construction traffic and the proposed pitches.

The applicant's documents also leave the possible northern public-transport connection unresolved. They safeguard a connection towards the wider H1 area, but the Transport Assessment acknowledges that this route may not be forthcoming and proposes an alternative internal shuttle-loop arrangement. The purpose of the additional northern access should therefore be settled before permission is granted.

Therefore, the purpose and design of the possible northern transport access should be resolved before permission and the transport assessment should be updated to include all live and approved developments affecting Coxes Farm Road;

Integrated travel plans that require rail companies to submit projected numbers of future rail users, costs and how the excess of passengers will be accommodated.

A plan that outlines in detail the amount of vehicles, traffic volume, new residents, rail passengers, students and patients that will be generated by housing developments and acknowledges the extreme challenges that will arise with the current plan.

Chapter 15 - Site Allocation Housing

The proposed allocation of 910 houses and 8 Gypsy and Traveller pitches is of huge concern, for all of the reasons previously noted.

The loss of green belt land and the urbanisation of the area, by the introduction of 910 new houses, will lose our village's identity forever.

Our objection to the location and access arrangements for the Gypsy and Traveller pitches is not to the principle of meeting an evidenced need for Traveller accommodation within the wider Borough. Our objection is to the location of, and proposed access route, into the allotted Gypsy and Traveller pitches.

The appropriate solution is to delete the separate Traveller-pitch access from Coxes Farm Road. The pitches should either be relocated to a suitable position within the main development, accessed through the new internal highway network and Southend Road, or removed from this application if no safe internal location is available. **Therefore, the separate Traveller-pitch access from Coxes Farm Road should be deleted.**

H2A – Land at Kennel Lane

Summary

This site is adjacent to Noak Hill Road (A176) and Kennel Lane. As its name suggests Kennel Lane is an ancient lane. It dips, winds and twists its way to the A176. The road structure in this area is part of the ancient history of the area. As it would need to be upgraded to accommodate housing on this site part of the ancient character of the area would be lost. 180 houses would possibly have in excess of 350 vehicles all of which would be exiting onto the A176, a road which is already at capacity

Wherever it is chosen that vehicles enter or exit this development, either during construction or after residents have moved in, will have a huge impact on the traffic flow of this already very busy road.

All of the roads adjacent to this proposed development are already gridlocked at multiple times each day, including weekends, and adding to the existing traffic volume will result in access to other areas within the borough being hugely impacted, including for emergency vehicles.

The majority of the land is designated green belt and the loss of this land will have a profound negative impact on the people and wildlife that use it.

Water, Sewerage and Flooding are major concerns in Kennel Lane and in the very recent past, houses at the lower end of Kennel Lane have been flooded necessitating the attendance of fire appliances to pump them out. Essex County Council planned at one time to introduce flooding lakes to take the excess water but this plan is now in abeyance.

The HRA states "reduced water quality effects cannot be ruled out in the absence of mitigation." The HRA goes on to state "Development on this greenfield location could create impermeable surfaces and thereby increase surface drainage rates. This has the potential to increase flood risk at downstream sites, in combination with other greenfield development proposed by the Local Plan.

Chapter 3 – Chapter 3: Vision and Strategic Objectives

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This is not correct and is unsound:

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There is no evidence that the growth needs of our village, nor the wider population within the Basildon district requires the creation of 180 additional homes of the kind being proposed to be built on this site.

Chapter 5 – Build a Strong and Competitive Economy

There is no industrial accommodation proposed on this site and most of the residents that move into the area will work in the larger towns around Billericay or commute to London.

Therefore, all this influx of new residents will achieve is probably a distribution of wealth out of Billericay and into the areas where they work and socialise.

Chapter 6 – Meeting Housing Needs

There is no need for 180 houses within our village. The majority of houses being proposed are going to be priced at market valuation level and these are certainly not going to be purchased by current residents who are looking to find a first home. There is limited need for the quantity of market priced houses within the local area, as evident by the challenges encountered when trying to sell existing houses in the local area on the open market.

There should be more focus on affordable housing to enable local young residents to stay in the village. Not build more expensive houses, which are out of reach of the younger local population and will just be a vehicle to bring people from outside into the village and push younger local residents out.

Chapter 7 – Ensuring the Vitality of Town Centres

Billericay High Street has a relatively small economic and industrial footprint. There is little room for the availability of commercial properties to increase and therefore this creation of 180 new homes is unlikely to generate a substantial increase in the number, variety or revenue opportunities of commercial endeavours within the Town.

Chapter 8 – Meeting the Challenge of Climate Change

The proposed development will actually increase the negative impacts of climate change. Green field land is scientifically proven to be a carbon sponge and remove the elements from the atmosphere that add to climate change acceleration. Once this site has been repurposed for development, that safety net is removed and replaced by a more global warming impacting environment.

Chapter 9 – Achieving Well Designed Places

If this proposal is developed, the ecological character and nature within the area will be erased. The houses may look nice to begin with and there may be some carefully manicured

landscaping within the site, to appeal to the eye and be easy to maintain. But this is not going to better the natural environment that exists today and supports eco diversity and human wellbeing.

South Green Primary school is already oversubscribed, St Peters RC Primary School, Coxes Farm Road, is already oversubscribed. Primary schools outside the catchment area may be the only alternative creating more traffic, more school runs. Policy HC3 of the Local Plan states "The NPPF places great importance on ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are expected to take a proactive, positive and collaborative approach to promoting development that will widen choice in education by giving great weight to the need create, expand or alter schools." Investment in schools is of paramount importance and developers should be required to contribute.

Chapter 10 – Healthy Communities

The proposed destruction of green spaces and the increase in noise, traffic and human activity in general will have a real and sustained negative impact on the mental health and wellbeing of residents who currently rely on the relative calm within our village to maintain their equilibrium.

There is no GP surgery or NHS dentist serving parish. The Local Plan gives little indication of concrete proposals regarding health provision.

Nearby housing and other developments have already been approved or commenced, but corresponding improvements to healthcare are not yet evident on the ground.

The existing local healthcare services are already under pressure, while the application provides no committed GP surgery, dental practice or other healthcare facility.

This plan must provide for adequate GP, hospital and other local health care provision including social care, prior to the application being considered.

There is already extensive surface-water ponding on Kennel Lane during ordinary rainfall. This is an existing, observable problem rather than a theoretical future risk.

A specific assessment is required of:

- Existing ponding on Kennel Lane;
- Roadside ditches, culverts and pipes;
- Runoff from the pitches and their hardstanding;
- Overland and exceedance flows;
- The effect of new raised tables and highway works on drainage;
- Emergency access during heavy rainfall; and
- The cumulative effect of this and the other approved developments.

Residents have already witnessed repeated drainage incidents in the immediate area. Those incidents should be independently checked and considered as evidence of the resilience of the existing infrastructure.

Drainage issues may be capable of being mitigated, but only if the necessary works are identified, funded and completed. Permission for this development should therefore not be permitted until:

- Drainage upgrades are identified and completed.
- Required surface-water infrastructure is complete.
- Kennel Lane safe access has been demonstrated; and
- The relevant statutory bodies confirm that the necessary infrastructure capacity and resilience is in place.

A general condition requiring further investigation after permission would not be adequate and a specific health plan that provides accurate figures of future users should be undertaken.

Chapter 11 – Conserving the Local Environment

Wild life which abounds in the area will be affected and the ecological character and nature of the area will be damaged. SA Policy H21 states that self-build allocations scores ‘... significant adverse effects on SA objectives 1 (landscape, countryside and green spaces), 2 (cultural heritage) and 3 (biodiversity)’ with no positive effects noted. **The HRA states "Loss of land, particularly agricultural land uses or semi-natural habitat has the potential to affect the bird SPA and Ramsar bird populations which rely on offsite habitats for foraging and loafing."**

The site currently contains priority hedgerows and woodland, mature and veteran trees, and habitat and is used by commuting and foraging bats, reptiles, breeding birds and numerous red-listed or priority bird species, including Skylark, Linnet, Starling and Yellowhammer

This site will create an urbanising effect on what is currently open countryside. There will be damage to and erosion of the green belt. In fact, Policy H18 states that this development ‘... scores significant adverse effect on SA objective 3 (biodiversity)...because these allocations are located on greenfield land designated as a Species Alert Area and within 1km of Mill Meadows SSSI and 1-2km of Norsey Wood SSSI.’

Chapter 12 – Conserving and Enhancing the Historic Environment

This site is in the parish of Great Burstead and South Green but will create housing on the edge of Billericay Town parish. The plan should not accommodate developments that merge distinct and separate areas. The village will be subject to urban sprawl if this site is

developed. Urbanisation and the damage to the rural aspect of the area will have a detrimental effect on residents.

H2A represents a plan that will erode and destroy the character and very existence of our village, as a stand-alone valuable parish. Once the separation of our village from the wider urbanisation proposed by this development is lost, it cannot be replaced.

Chapter 13 – Improving Air Quality and Mitigating Pollution

Pollution from vehicle exhaust fumes will be increased. 180 extra dwellings will have a significant detrimental effect on air quality. The school run, which at times brings roads in the area to a standstill, will not only create more fumes but more congestion. The health of residents, particularly children, who attend the two oversubscribed primary schools in the parish will be affected by increased pollution. The Local Plan states "The main source of air pollution in the Borough is therefore from traffic emissions, particularly along major routes and at key junctions." **Under the Environment Act 1995 it is the responsibility of local authorities to review air quality.**

Electric cars currently make up only 6.2% of road vehicles. So, assuming that new residents are not hugely misrepresentative of the national statistics, these new developments can only result in a rise in vehicle driven pollution.

Chapter 14 – Sustainable Transport and Infrastructure

Rail services are crucial to village residents many of whom commute to London from Billericay station. SA Chapter 3, paragraph 3.127 states '16% of residents travel by train. London being the predominant location.' The rail services are already overstretched with no increased services planned or noted in the plan. Crossrail has not alleviated capacity problems within the local rail services, as there is still a need to travel to one of the connecting hubs, in order to join the network. Vehicular access to Billericay station is gridlocked at peak times. The roads around the station were not built to accommodate current traffic levels. The access points to the station are log jammed and difficult to negotiate. The tight, restricted space has to accommodate traffic into the fully booked car park, traffic to a dropping off point, a zebra crossing, a taxi rank, buses, pedestrians accessing the station and an exit point into which all the exiting traffic then has to filter out onto the busy Radford Way Road. The station cannot cope now and further developments will exacerbate the existing problems. Other towns preceding Billericay are also planned to develop causing the trains to be packed with extra passengers before they reach Billericay station. Great Anglia cannot provide projected figures for future rail usage. Basildon Borough Council's Local Plan acknowledges "As with the Borough's strategic road network, significant investment in the railway network passing through the Borough is needed to alleviate

existing capacity and reliability problems and to ensure that there is sufficient capacity in future to accommodate growth in rail travel."

There must be an integrated travel plan that requires rail companies to submit projected numbers of future rail users, costs and how the excess of passengers will be accommodated, before this development can be considered.

There should also be a plan that outlines in detail the amount of vehicles, traffic volume, new residents, rail passengers, students and patients that will be generated by this housing development.

Chapter 15 - Site Allocation Housing

The proposed allocation of 180 houses is of huge concern, for all of the reasons previously noted.

The loss of green belt land and the urbanisation of the area, by the introduction of 180 new houses, will noticeably change our village's identity forever.

H2B – Land west of Great Burstead (Rear of Church Street)

Summary

This site is adjacent to Kennel Lane and South Green and Great Burstead, which are already being proposed for overdevelopment and H2B will only serve to further the urbanisation of the area and increase the existing urban sprawl which will erase the memory of our village, as we know it.

The proposed development of 225-250 new homes, on green belt land will also continue to squeeze the wildlife habitats, which will further reduce biodiversity, as suitable environments needed for wild life to exist are destroyed forever.

Wherever it is chosen that vehicles enter or exit this development, either during construction or after residents have moved in, will have a huge impact on the traffic flow on the already very busy local roads.

Flooding is a already major issue in the Kennel Lane area and this development will further remove "soak away" land and replace it with hard surfaces. This can only have a detrimental impact on the existing problems in Kennel Lane itself.

Chapter 3 – Vision and Strategic Objectives

The National Planning Policy Framework (NPPF) 2026 stresses the importance of infrastructure, however, this Local Plan is unsound as it is not accompanied by an Infrastructure Development Plan. GB&SGVC maintains that supporting infrastructure should underpin the Local Plan and that infrastructure should not be delayed and left to developers to add infrastructure at a later date - infrastructure which unfortunately may never happen. The lack of an IDP is a major discrepancy in the Local Plan and applies to SO1 - SO10. The NPPF states:

NPPF Item 17 – Page 5

“Achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure.”

SO1 “Protect and enhance the quality of the local environment.”

- Developments at H1, H2A, H2B plus the cumulative effects of developments that have already recently taken place and those planned in adjoining parishes such as H4, H5, H6, H26, and 28 will destroy the quality of the local environment and are unsound. The opposite will be the outcome – a lower quality of life.

These developments will:

- Create urban sprawl.
- Merge distinctive settlements.
- Add burdens to the already overstretched transport infrastructure.
- Affect the quality of the environment due to extra vehicle emissions.
- Result in the felling of trees and hedgerows to the detriment of the environment
- Agricultural land will be decimated by over development and a vital food source will be lost for ever.

SO2 “Improve the Quality and Value of the Green Belt”

- Green belt is the chosen land for these development sites which will definitely not improve its quality but will result in the elimination of green belt.
- Green belt will be lost for future generations to over development.
- When convenient green belt is classed as grey belt even though it has been agricultural land for hundreds of years.

SO3 “Minimise our impact on the environment”

- Over development will maximise detrimental effects on our village.
- Higher density traffic will bring higher emissions and more congestion.

- Currently Essex imports water from surrounding counties. Over development will create unsustainable demands on our water supply. (*Essex County Council – Water Strategy for Essex 2024*)
- Wildlife is being driven from natural habitats.
- More traffic will create excessive pressure on parking which is already causing serious problems.
- Existing and new residents will experience a lower quality environment.

SO7 “Mitigate against the effects of climate change”

- Although public transport is essential it is not and will not be the preferred mode of travel. Public transport is predominantly used by those who are time rich. People carrying heavy loads of shopping, or going to work will of necessity use vehicles. UK winters are wet and windy, standing at cold bus stops waiting for buses trapped in the increased traffic congestion due to the developments is not an option for most people. Some bus routes only have an hourly bus ending at 6pm.
- Over development does not mitigate the effects on climate it exacerbates them.

SO9 “Enhance the quality of life for all”

This is not correct and is unsound:

- Merging parishes will mean the loss of the distinctive character of towns and villages.
- Heritage assets, such as St Mary Magdalene Church, Great Burstead, one of the only Grade 1 listed buildings in the Borough, will be badly affected by urban sprawl.
- Quality of life will suffer because of the highway’s issues of over development. The amount of extra vehicles on our roads, which are not substantial enough to cope now, means there is no spare capacity for more vehicles.
- Schools are oversubscribed now; education will be badly affected.
- Basildon Hospital has been classed as “*inadequate*” and was placed in “special measures,” when serious overcrowding was found. “*Deeply upsetting’ corridor care is region’s worst*” BBC report 5th August, 2026.
- Basildon hospital cannot cope now; more development will only add extra pressures.
- The only GP surgery in the village closed in March 2025. 3,000 patients were moved to a surgery the other side of Billericay. There are no plans for a replacement surgery in the village.
- New and current residents will not benefit from roads, health care and schools that are insufficient.
- Current infrastructure is not capable of adequately providing residents with safe and accessible environments. Over development will further decrease residents’ ability to enjoy the village.
- Developments in Kennel Lane (off the A176) and Southend Road (A129) have already affected residents’ quality of life:

- A gas main was severed during construction resulting in 45 residents being evacuated from their homes.
- Traffic jams have resulted from temporary lights at construction sites.
- Residents have experienced nuisance from the excessive noise and dust of construction sites.
- Residents have been anxious about what will happen in the long term to the village.

SO10 “Secure the delivery of supporting infrastructure”

As the Local Plan did not include an Infrastructure Delivery Plan there is little confidence infrastructure will be added later. GB&SGVC recognises the need for growth and development but not on this scale with no additional infrastructure.

Chapter 4 – Meeting our Growth Needs

There is no evidence that the growth needs of our village, nor the wider population within the Basildon district requires the creation of 225-250 additional homes of the kind being proposed to be built on this site.

Chapter 5 – Build a Strong and Competitive Economy

There is no industrial accommodation proposed on this site and most of the residents that move into the area will work in the larger towns around Billericay or commute to London.

Therefore, all this influx of new residents will achieve is probably a distribution of wealth out of Billericay and into the areas where they work and socialise.

Chapter 6 – Meeting Housing Needs

There is no need for a further 225-250 houses within our village. The majority of houses being proposed are going to be priced at market valuation level and these are certainly not going to be purchased by current residents who are looking to find a first home. There is limited need for the quantity of market priced houses within the local area, as evident by the challenges encountered when trying to sell existing houses in the local area on the open market.

There should be more focus on affordable housing to enable local young residents to stay in the village. Not build more expensive houses, which are out of reach of the younger local population and will just be a vehicle to bring people from outside into the village and push younger local residents out.

Chapter 7 – Ensuring the Vitality of Town Centres

Billericay High Street has a relatively small economic and industrial footprint. There is little room for the availability of commercial properties to increase and therefore this influx of over 200 new homes is unlikely to generate a substantial increase in the number, variety or revenue opportunities of commercial endeavours within the Town.

Chapter 8 – Meeting the Challenge of Climate Change

The proposed development will actually increase the negative impacts of climate change. Green field and agricultural land are scientifically proven to be carbon sponges and remove the elements from the atmosphere that add to climate change acceleration. Once this site has been repurposed for development, that safety net is removed and replaced by a more global warming impacting environment.

Chapter 9 – Achieving Well Designed Places

If this proposal is developed, the ecological character and nature within the area will be erased. Landscaping within the site may appeal to the eye and be easy to maintain. But this is not going to better the natural environment that exists today and supports eco diversity and human wellbeing.

South Green Primary school is already oversubscribed, St Peters RC Primary School, Coxes Farm Road, is already oversubscribed. The secondary school catchment area is Billericay School. However, there are many developments planned nearer to Billericay school. Since those who live nearest will have a greater opportunity to attend Billericay School those who live on the H1 site may have to attend both primary and secondary schools distant to their homes and outside their catchment area. Creating more traffic, more school runs. Policy HC3 of the Local Plan states "The NPPF places great importance on ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are expected to take a proactive, positive and collaborative approach to promoting development that will widen choice in education by giving great weight to the need create, expand or alter schools." Investment in schools is of paramount importance and developers should be required to contribute.

Chapter 10 – Healthy Communities

Pollution from vehicle exhaust fumes will increase and the extra vehicles from over 200 new homes will have a detrimental effect on air quality. The school runs bring roads in the area to a standstill and additional vehicles will not only create more fumes but more congestion. The

health of residents, particularly children who live in the local area will be affected by increased pollution.

The Local Plan seeks to encourage sustainable travel but it is a fact that this proposed development is not within a reasonable walking distance of local shops, Billericay town centre nor the Railway Station. Therefore, it can only be assumed that new residents will use their own vehicles to travel locally. Electric cars currently make up only 6.2% of road vehicles. Assuming that new residents are not hugely misrepresentative of the national statistics, these new developments can only result in a sharp rise in vehicle driven pollution.

Under the Environment Act 1995 it is the responsibility of local authorities to review air quality.

The proposed destruction of green spaces and the increase in noise, traffic and human activity in general will have a real and sustained negative impact on the mental health and wellbeing of residents who currently rely on the relative calm within our village to maintain their equilibrium.

There is no GP surgery or NHS dentistry serving the parish and the Local Plan gives little indication of concrete proposals regarding health provision.

Nearby housing and other developments have already been approved or commenced, but corresponding improvements to healthcare are not yet evident on the ground. The existing local healthcare services are already under pressure, while the application provides no committed GP surgery, dental practice or other healthcare facility.

There is already extensive surface-water ponding on Kennel Lane during ordinary rainfall. This is an existing, observable problem rather than a theoretical future risk.

There must be an assessment of the cumulative effect of this and the other proposed nearby developments on the existing drainage capacity in the area.

A general condition requiring further investigation after permission to develop will not be adequate.

Chapter 11 – Conserving the Local Environment

Wild life which abounds in the area will be affected and the ecological character and nature of the area will be damaged. SA Policy H21 states that self-build allocations scores ‘... significant adverse effects on SA objectives 1 (landscape, countryside and green spaces), 2 (cultural heritage) and 3 (biodiversity)’ with no positive effects noted. **The HRA states "Loss of land, particularly agricultural land uses or semi-natural habitat has the potential to affect the bird SPA and Ramsar bird populations which rely on offsite habitats for foraging and loafing."**

The site contains priority hedgerows, a waterbody, mature and veteran trees and habitat used by protected and notable species. These include commuting and foraging bats, reptiles, breeding birds and numerous red-listed or priority bird species, including Skylark, Linnet, Starling and Yellowhammer.

The effects of over 220 homes cannot be considered solely through a headline Biodiversity Net Gain percentage. Construction, lighting, new roads, noise, increased human activity and domestic pets all create risks of disturbance and fragmentation of established habitat networks.

Chapter 12 – Conserving and Enhancing the Historic Environment

Great Burstead and South Green is an historic village and any development plan must ensure that our parish does not lose its identity and become smothered by the proposed urban sprawl of the HI proposal. Urbanisation and the damage to the rural aspect of the area will have a huge detrimental effect on existing residents and wildlife that abounds.

The full Green Belt, agricultural-land and ecological harm should be given substantial weight and the wildlife should be treated as part of the essence of our village and its surroundings.

This plan will erode and destroy the character and very existence of our village, as a stand-alone valuable parish. Once the separation of our village from the wider urbanisation proposed by this and other developments is lost, it cannot be replaced.

Chapter 13 – Improving Air Quality and Mitigating Pollution

Pollution from vehicle exhaust fumes will be increased. An extra 200 plus dwellings will have a significant detrimental effect on air quality. The school run, which at times brings roads in the area to a standstill, will not only create more fumes but more congestion. The health of residents, particularly children, who attend the two oversubscribed primary schools will be affected by increased pollution. The Local Plan states "The main source of air pollution in the Borough is therefore from traffic emissions, particularly along major routes and at key junctions." **Under the Environment Act 1995 it is the responsibility of local authorities to review air quality.** The Local Plan seeks to encourage sustainable travel but it is a fact that the new proposed developments are not within a reasonable walking distance to local shops, Billericay town centre nor the Railway Station. Therefore, it can be assumed that new residents will use their own vehicles to travel locally. Electric cars currently make up only 6.2% of road vehicles. Assuming that new residents are not hugely misrepresentative of the national statistics, these new developments can only result in a sharp rise in vehicle driven pollution.

Integrated road network plans, which include more in-depth modelling and also cover minor routes as major routes become clogged resulting in additional pollution, should be undertaken prior to this proposed development being considered.

Chapter 14 – Sustainable Transport and Infrastructure

Rail services are crucial to village residents many of whom commute to London from Billericay station. SA Chapter 3, paragraph 3.127 states '16% of residents travel by train. London being the predominant location.' The rail services are already overstretched with no increased services planned or noted in the plan. Crossrail has not alleviated capacity problems within the local rail services, as there is still a need to travel to one of the connecting hubs, in order to join the network. Vehicular access to Billericay station is gridlocked at peak times. The roads around the station were not built to accommodate current traffic levels. The access points to the station are log jammed and difficult to negotiate. The tight, restricted space has to accommodate traffic into the fully booked car park, traffic to a dropping off point, a zebra crossing, a taxi rank, buses, pedestrians accessing the station and an exit point into which all the exiting traffic then has to filter out onto the busy Radford Way Road. The station cannot cope now and further developments will exacerbate the existing problems. Other towns preceding Billericay are also planned to develop causing the trains to be packed with extra passengers before they reach Billericay station. Great Anglia cannot provide projected figures for future rail usage. Basildon Borough Council's Local Plan acknowledges (page 84 - 9.57) "As with the Borough's strategic road network, significant investment in the railway network passing through the Borough is needed to alleviate existing capacity and reliability problems and to ensure that there is sufficient capacity in future to accommodate growth in rail travel."

Paragraph 6.6 of the Transport Assessment refers to vehicles entering and leaving St Peter's Catholic Primary School through separate gates. That describes the school's internal arrangement but is materially incomplete as an account of how the public road actually operates.

There must be an integrated travel plan that requires rail companies to submit projected numbers of future rail users, costs and how the excess of passengers will be accommodated, before this development can be considered.

There should also be a plan that outlines in detail the amount of vehicles, traffic volume, new residents, rail passengers, students and patients that will be generated by this housing development.

Chapter 15 - Site Allocation Housing

The proposed allocation of over 200 houses is of huge concern, for all of the reasons previously noted.

The loss of green belt land and the urbanisation of the area, by the introduction of up to 250 new houses, will lose our village's identity forever.

H3 – Land south of Great Burstead (Rear of Mill Road)

Summary

This majority of this proposed development is adjacent to the existing proposed developments of H1 and H2B. This can only further the urbanisation and general sprawl that is being proposed in our village.

The Southend Road (A129), which this development will feed in to is a very busy connection to Basildon and Wickford. Wherever it is chosen that vehicles enter or exit this development, either during construction or after residents have moved in, will have a huge impact on the traffic flow of this already very busy road.

Those who live on the development may choose not to drive towards Billericay along the A129, but travel along Coxes Farm Road and Outward Farm Road which are both winding country lanes that also have to accommodate the traffic to and from St Peters RC Primary School, as most pupils arrive by private vehicle.

The majority of the land is agricultural or designated green belt and the loss of this land will have a profound negative impact on the people and wildlife that use it.

Chapter 3 – Vision and Strategic Objectives

The National Planning Policy Framework (NPPF) 2026 stresses the importance of infrastructure, however, this Local Plan is unsound as it is not accompanied by an Infrastructure Development Plan. GB&SGVC maintains that supporting infrastructure should underpin the Local Plan and that infrastructure should not be delayed and left to developers to add infrastructure at a later date - infrastructure which unfortunately may never happen. The lack of an IDP is a major discrepancy in the Local Plan and applies to SO1 - SO10. The NPPF states:

NPPF Item 17 – Page 5

“Achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure.”

SO1 "Protect and enhance the quality of the local environment."

- Developments at H1, H2A, H2B plus the cumulative effects of developments that have already recently taken place and those planned in adjoining parishes such as H4, H5, H6, H26, and 28 will destroy the quality of the local environment and are unsound. The opposite will be the outcome – a lower quality of life.

These developments will:

- Create urban sprawl.
- Merge distinctive settlements.
- Add burdens to the already overstretched transport infrastructure.
- Affect the quality of the environment due to extra vehicle emissions.
- Result in the felling of trees and hedgerows to the detriment of the environment
- Agricultural land will be decimated by over development and a vital food source will be lost for ever.

SO2 "Improve the Quality and Value of the Green Belt"

- Green belt is the chosen land for these development sites which will definitely not improve its quality but will result in the elimination of green belt.
- Green belt will be lost for future generations to over development.
- When convenient green belt is classed as grey belt even though it has been agricultural land for hundreds of years.

SO3 "Minimise our impact on the environment"

- Over development will maximise detrimental effects on our village.
- Higher density traffic will bring higher emissions and more congestion.
- Currently Essex imports water from surrounding counties. Over development will create unsustainable demands on our water supply. (*Essex County Council – Water Strategy for Essex 2024*)
- Wildlife is being driven from natural habitats.
- More traffic will create excessive pressure on parking which is already causing serious problems.
- Existing and new residents will experience a lower quality environment.

SO7 "Mitigate against the effects of climate change"

- Although public transport is essential it is not and will not be the preferred mode of travel. Public transport is predominantly used by those who are time rich. People carrying heavy loads of shopping, or going to work will of necessity use vehicles. UK winters are wet and windy, standing at cold bus stops waiting for buses trapped in the increased traffic congestion due to the developments is not an option for most people. Some bus routes only have an hourly bus ending at 6pm.
- Over development does not mitigate the effects on climate it exacerbates them.

SO9 “Enhance the quality of life for all”

This is not correct and is unsound:

- Merging parishes will mean the loss of the distinctive character of towns and villages.
- Heritage assets, such as St Mary Magdalene Church, Great Burstead, one of the only Grade 1 listed buildings in the Borough, will be badly affected by urban sprawl.
- Quality of life will suffer because of the highway’s issues of over development. The amount of extra vehicles on our roads, which are not substantial enough to cope now, means there is no spare capacity for more vehicles.
- Schools are oversubscribed now; education will be badly affected.
- Basildon Hospital has been classed as “*inadequate*” and was placed in “special measures,” when serious overcrowding was found. “*Deeply upsetting' corridor care is region's worst*” BBC report 5th August, 2026.
- Basildon hospital cannot cope now; more development will only add extra pressures.
- The only GP surgery in the village closed in March 2025. 3,000 patients were moved to a surgery the other side of Billericay. There are no plans for a replacement surgery in the village.
- New and current residents will not benefit from roads, health care and schools that are insufficient.
- Current infrastructure is not capable of adequately providing residents with safe and accessible environments. Over development will further decrease residents’ ability to enjoy the village.
- Developments in Kennel Lane (off the A176) and Southend Road (A129) have already affected residents’ quality of life:
- A gas main was severed during construction resulting in 45 residents being evacuated from their homes.
- Traffic jams have resulted from temporary lights at construction sites.
- Residents have experienced nuisance from the excessive noise and dust of construction sites.
- Residents have been anxious about what will happen in the long term to the village.

SO10 “Secure the delivery of supporting infrastructure”

As the Local Plan did not include an Infrastructure Delivery Plan there is little confidence infrastructure will be added later. GB&SGVC recognises the need for growth and development but not on this scale with no additional infrastructure.

Chapter 4 – Meeting our Growth Needs

There is no evidence that the growth needs of our village, nor the wider population within the Basildon district requires the creation of 1,360 – 1,450 homes of the kind being proposed to be built on this site.

The proposal to allocate a number of Gypsy and Traveller pitches on this development is also unnecessary due to the proposed creation of 300 Gypsy and traveller pitches already contained elsewhere within the Local Plan.

Chapter 5 – Build a Strong and Competitive Economy

There is little industrial accommodation proposed on this site and most of the residents that move into the area will work in the larger towns around Billericay or commute to London.

Therefore, all this influx of new residents will achieve is probably a distribution of wealth out of Billericay and into the areas where they work and socialise.

Chapter 6 – Meeting Housing Needs

There is no need for between 1,300 and 1,400 houses and a provision for Gypsy and Traveller pitches within our village. The majority of houses being proposed are going to be priced at market valuation level and these are certainly not going to be purchased by current residents who are looking to find a first home. There is limited need for the quantity of market priced houses within the local area, as evident by the challenges encountered when trying to sell existing houses in the local area on the open market.

There should be more focus on affordable housing to enable local young residents to stay in the village. Not build more expensive houses, which are out of reach of the younger local population and will just be a vehicle to bring people from outside into the village and push younger local residents out.

Chapter 7 – Ensuring the Vitality of Town Centres

Billericay High Street has a relatively small economic and industrial footprint. There is little room for the availability of commercial properties to increase and therefore this influx of over 1,300 new homes is unlikely to generate a substantial increase in the number, variety or revenue opportunities of commercial endeavours within the Town.

Chapter 8 – Meeting the Challenge of Climate Change

The proposed development will actually increase the negative impacts of climate change. Green field and agricultural land are scientifically proven to be carbon sponges and remove the elements from the atmosphere that add to climate change acceleration. Once this site has been repurposed for development, that safety net is removed and replaced by a more global warming impacting environment.

Chapter 9 – Achieving Well Designed Places

If this proposal is developed, the ecological character and nature within the area will be erased. The houses may look nice to begin with and there may be some carefully manicured landscaping within the site, to appeal to the eye and be easy to maintain. But this is not going to better the natural environment that exists today and supports eco diversity and human wellbeing.

The application also only safeguards education land for a possible future nursery and primary school; safeguarding land does not guarantee that a school will be funded, built, staffed or opened at the point it is needed.

South Green Primary school is already oversubscribed, St Peters RC Primary School, Coxes Farm Road, is already oversubscribed. The secondary school catchment area is Billericay School. However, there are many developments planned nearer to Billericay school. Since those who live nearest will have a greater opportunity to attend Billericay School those who live on the H1 site may have to attend both primary and secondary schools distant to their homes and outside their catchment area. Creating more traffic, more school runs. Policy HC3 of the Local Plan states "The NPPF places great importance on ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are expected to take a proactive, positive and collaborative approach to promoting development that will widen choice in education by giving great weight to the need create, expand or alter schools." Investment in schools is of paramount importance and developers should be required to contribute.

Chapter 10 – Healthy Communities

Pollution from vehicle exhaust fumes will increase and the extra vehicles from over 900 new homes will have a detrimental effect on air quality. The school run at St. Peter's school, which at times brings roads in the area to a standstill, will not only create more fumes but more congestion. The health of residents, particularly children, who attend St. Peter's primary school or live in the local area will be affected by increased pollution.

The Local Plan seeks to encourage sustainable travel but it is a fact that this proposed development is not within a reasonable walking distance of local shops, Billericay town

centre nor the Railway Station. Therefore, it can only be assumed that new residents will use their own vehicles to travel locally. Electric cars currently make up only 6.2% of road vehicles. Assuming that new residents are not hugely misrepresentative of the national statistics, these new developments can only result in a sharp rise in vehicle driven pollution.

Under the Environment Act 1995 it is the responsibility of local authorities to review air quality.

The proposed destruction of green spaces and the increase in noise, traffic and human activity in general will have a real and sustained negative impact on the mental health and wellbeing of residents who currently rely on the relative calm within our village to maintain their equilibrium.

There is no GP surgery or NHS dentistry serving the parish and the Local Plan gives little indication of concrete proposals regarding health provision.

Nearby housing and other developments have already been approved or commenced, but corresponding improvements to healthcare are not yet evident on the ground.

The existing local healthcare services are already under pressure, while the application provides no committed GP surgery, dental practice or other healthcare facility.

A general condition requiring further investigation after permission would not be adequate and a specific health plan that provides accurate figures of future users should be undertaken. **This plan must provide for adequate GP, hospital and other local health care provision including social care, prior to the application being considered.**

Chapter 11 – Conserving the Local Environment

Wild life which abounds in the area will be affected and the ecological character and nature of the area will be damaged. SA Policy H21 states that self-build allocations scores ‘... significant adverse effects on SA objectives 1 (landscape, countryside and green spaces), 2 (cultural heritage) and 3 (biodiversity)’ with no positive effects noted. **The HRA states "Loss of land, particularly agricultural land uses or semi-natural habitat has the potential to affect the bird SPA and Ramsar bird populations which rely on offsite habitats for foraging and loafing."**

The site contains priority hedgerows and woodland, watercourses, mature and veteran trees, and habitat used by protected and notable species. It also contains several listed buildings and the ancient church of St. Mary Magdalene.

Dormouse presence has been confirmed in woodland and hedgerows on the site. The site is also used by commuting and foraging bats, reptiles, breeding birds and numerous red-listed or priority bird species, including Skylark, Linnet, Starling and Yellowhammer.

The effects of over 1,300 homes cannot be considered solely through a headline Biodiversity Net Gain percentage. Construction, lighting, new roads, noise, increased human activity and domestic pets all create risks of disturbance and fragmentation of established habitat networks.

Chapter 12 – Conserving and Enhancing the Historic Environment

Great Burstead and South Green is an historic village and any development plan must ensure that our parish does not lose its identity and become smothered by the proposed urban sprawl of the HI proposal. Urbanisation and the damage to the rural aspect of the area will have a huge detrimental effect on existing residents and wildlife that abounds.

The full Green Belt, agricultural-land and ecological harm should be given substantial weight and the wildlife should be treated as part of the essence of our village and its surroundings.

H3 represents a plan that will erode and destroy the character and very existence of our village, as a stand-alone valuable parish. Once the separation of our village from the wider urbanisation proposed by this development is lost, it cannot be replaced.

Chapter 13 – Improving Air Quality and Mitigating Pollution

Pollution from vehicle exhaust fumes will be increased. Over 1,300 extra dwellings and a number of Gypsy and Traveller pitches will have a significant detrimental effect on air quality. The school run, which at times brings roads in the area to a standstill, will not only create more fumes but more congestion. The health of residents, particularly children, who attend the two oversubscribed primary schools will be affected by increased pollution. The Local Plan states "The main source of air pollution in the Borough is therefore from traffic emissions, particularly along major routes and at key junctions." **Under the Environment Act 1995 it is the responsibility of local authorities to review air quality.**

The Local Plan seeks to encourage sustainable travel but it is a fact that the new proposed developments are not within a reasonable walking distance to local shops, Billericay town centre nor the Railway Station. Therefore, it can be assumed that new residents will use their own vehicles to travel locally. Electric cars currently make up only 6.2% of road vehicles. So, assuming that new residents are not hugely misrepresentative of the national statistics, these new developments can only result in a sharp rise in vehicle driven pollution.

Integrated road network plans which include more in-depth modelling also covering minor routes as major routes become clogged minor routes are used while addressing the resultant pollution.

Chapter 14 – Sustainable Transport and Infrastructure

Rail services are crucial to village residents many of whom commute to London from Billericay station. SA Chapter 3, paragraph 3.127 states '16% of residents travel by train. London being the predominant location.' The rail services are already overstretched with no increased services planned or noted in the plan. Crossrail has not alleviated capacity problems within the local rail services, as there is still a need to travel to one of the connecting hubs, in order to join the network. Vehicular access to Billericay station is gridlocked at peak times. The roads around the station were not built to accommodate current traffic levels. The access points to the station are log jammed and difficult to negotiate. The tight, restricted space has to accommodate traffic into the fully booked car park, traffic to a dropping off point, a zebra crossing, a taxi rank, buses, pedestrians accessing the station and an exit point into which all the exiting traffic then has to filter out onto the busy Radford Way Road. The station cannot cope now and further developments will exacerbate the existing problems. Other towns preceding Billericay are also planned to develop causing the trains to be packed with extra passengers before they reach Billericay station. Great Anglia cannot provide projected figures for future rail usage. Basildon Borough Council's Local Plan acknowledges "As with the Borough's strategic road network, significant investment in the railway network passing through the Borough is needed to alleviate existing capacity and reliability problems and to ensure that there is sufficient capacity in future to accommodate growth in rail travel."

There is no adequate evidence demonstrating:

- The precise position, width, radii and visibility of the Gypsy and Traveller pitches access;
- Tracking for a car towing a representative full-size caravan;
- Safe passage through existing roads;
- Entry and exit without reversing onto the public road;
- Refuse and emergency access; or

There must be an integrated travel plan that requires rail companies to submit projected numbers of future rail users, costs and how the excess of passengers will be accommodated, before this development can be considered.

There should also be a plan that outlines in detail the amount of vehicles, traffic volume, new residents, rail passengers, students and patients that will be generated by this housing development.

Chapter 15 - Site Allocation Housing

The proposed allocation of over 1,300 houses and a number of Gypsy and Traveller pitches is of huge concern, for all of the reasons previously noted.

The loss of green belt land and the urbanisation of the area, by the introduction of over 1,300 new houses, will lose our village's identity forever.

**Response from Great Burstead and South Green Village Council.
Submitted 17th September 2026**