



Castle Point Plan
Initial Community and Stakeholder
Engagement

Engagement Report

November 2023

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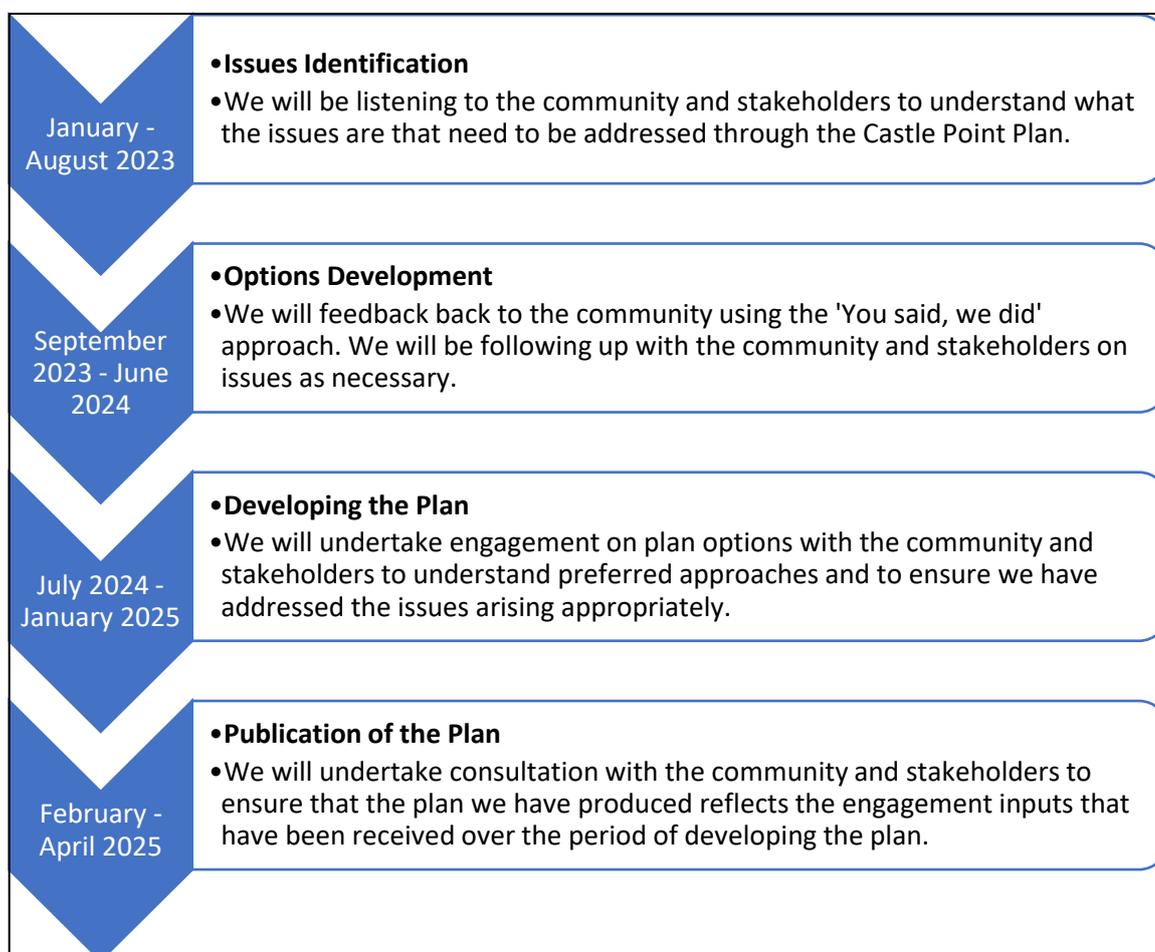
1. Introduction

- 1.1. The Local Development Scheme, which sets out the programme for preparing the Castle Point Plan, places considerable emphasis on engagement throughout.
- 1.2. This report sets out the details of the initial round of engagement that occurred between March 2023 and September 2023 for the Castle Point Plan, and the outcomes of that engagement.
- 1.3. This stage of engagement was focused on determining the scope of issues to be addressed through the Castle Point Plan by engaging residents, key service providing stakeholders and local businesses on the key things that need to be addressed to deliver sustainable growth and improve the quality of places in Castle Point.
- 1.4. There will be further rounds of engagement, both formal and informal, as the plan is progressed to ensure that we are capturing and responding to the issues raised by the community and stakeholders.
- 1.5. Other groups of stakeholders will be engaged at appropriate stages as the plan is progressed.

2. Engagement Strategy

2.1. An engagement strategy has been prepared to guide the way in which the Council involves the community and stakeholders in the preparation of the Castle Point Plan.

2.2. It sets out the following programme of engagement to support the development of the plan.



2.3. It is the goal of the strategy to achieve meaningful engagement with the community that influences and shapes the Castle Point Plan. Engagement is critical to ensuring that the plan meets the needs of local people, serves the priorities of the community, protects the places and spaces that they value, and lays the foundation for successful implementation of the plan once it is adopted. The engagement goals are as follows:

- Engaging with and collecting input from a diverse range of voices and perspectives.
- Empowering the community with information and knowledge to enable their effective engagement and involvement in the preparation of the Castle Point Plan.
- Utilising digital technology to provide a multifaceted approach to engagement which provides different audiences with different ways to get involved.
- Ensuring that all those who take the time to engage know how their input has influenced the Castle Point Plan.

2.4. The following stakeholder groups are identified in the strategy:

- Local residents
- Businesses
- Local Community/Interest Groups
- Key Service Providers
- Neighbouring authorities
- Statutory bodies
- Government departments
- Strategic Infrastructure Providers
- Landowners and Developers

2.5. To date the engagement has focused on residents, businesses, local community and interest groups, key service providers, neighbouring authorities, and statutory bodies. Later rounds of engagement will pick up the strategic infrastructure providers outside the borough and landowners and developers. This reflects the differing roles of these stakeholder groups in setting the scope for the plan.

2.6. The strategy sets out the following metrics in relation to engagement. These metrics are intended to measure the success of engagement. These metrics have been set for the entire programme of engagement, not just the initial engagement, so we would expect to see progress against the metrics at each stage although not necessarily full success at this stage:

Metric	How it is measured	Target
Number of individuals engaged in the process	<ul style="list-style-type: none"> • Number of engagement responses received. • Number of people attending/partaking in engagement events 	At least 3,000 individuals
Number of individuals deeply involved in the process	<ul style="list-style-type: none"> • Number of individuals responding at more than one stage. • Number of viewers of committee meetings 	At least 500 individuals
Diversity of interests	Sectoral representation in engagement activity	Multiple connections with community members from each group of stakeholders identified above.
Inclusivity	<ul style="list-style-type: none"> • Age • Gender • Race • Ethnicity • Religion • Disability 	Participation in engagement activities reflects Castle Point's demographics

3. Engagement with the Community

- 3.1. Engagement with the community occurred between the 3rd of March and the 31 August 2023. It took the form of an online survey supported by a series of in person engagement events in community spaces across the borough. Residents without access to the internet were able to complete and return hard copy surveys.

Promotion of the Engagement

- 3.2. This engagement activity invited young people to the elderly and was promoted using a Poster display (Appendix 1) and Leaflet (Smaller version) distribution. Both contained a Link and QR code which took the recipient directly to the 'Castle Point Plan – Your Community, Your Views' On-Line survey.
- 3.3. The Poster was displayed on:
- All 16 of Castle Point Borough Council's Public notice boards,
 - All six of Canvey Island Town Council's notice boards,
 - All 21 prominent Supermarkets/Shops customer notice boards (Including Knightswick Shopping Centres six notice boards,
 - All the four Libraries,
 - All 29 Churches/Religious venues,
 - All 13 Doctors Surgeries waiting areas,
 - All nine Dental Surgery waiting areas,
 - All four Veterinary Surgery waiting rooms,
 - All eight Sheltered Housing site notice boards,
 - The 40 most prominent locations around the Borough where the community gather in one form or another,
 - All 19 primary schools, seven secondary schools (Including two for physically and mentally handicapped pupils) and the SEEVIC sixth form college were approached to gain the views of young people,
 - The only two identifiable Disabled venues within the community.
- 3.4. Social Media was also exploited to reach as many of the community as possible. In addition to the Council's own forums, the Leaflet was posted twice on each of the main Facebook Groups within the Borough. It was also distributed to the Canvey and Benfleet Neighbourhood Watch Group being and seen by tens of thousands of residents of the Boroughs Community. The Leaflet was also prominently advertised in the free 'Keep it Local' magazine (Appendix 1) during the May, June, July, and August editions and distributed to the majority of households in the Borough each month. Finally, to promote the Survey and ensure every household within the borough received notice of the engagement, a letter was sent to all Council Tax registered properties in the borough.

- 3.5. Response to the engagement was monitored throughout the process. It became evident that the response from the younger age groups was low, and therefore further engagement attempts to gain the views of the younger demographic were conducted by colleagues in the Council's Leisure Service. They used their social media channels and paid social media to engage with a younger demographic which resulted in an uptick in the responses for those 25 to 34 but did not impact significantly on younger age groups.

Engagement Activities

- 3.6. In addition to the display of the Posters, engagement activity was carried out on two separate occasions during the two busiest times at:
- Morrisons, Hadleigh
 - Morrisons, Canvey
 - Knightswick Shopping Centre
 - Runnymede Leisure Centre
 - Waterside Leisure Centre
- 3.7. During these engagement activities 1,868 leaflets were issued to customers leaving each venue. These included elderly residents with mobility scooters.
- 3.8. A series of Community Workshops were conducted across the Castle Point Borough to establish the Community's views in their respective areas as well as the Borough in general. Venues across the Borough were identified and chosen to enable as many of the Borough's Community to be able to attend as possible. A booking system was set up in advance, again to ensure residents had sufficient time to arrange to attend.
- 3.9. The ten Community Workshops were held in the following areas/locations/dates:
- Canvey Island @ The Paddocks on 8th June @ 7:30pm
 - Thundersley @ Runnymede Hall on 13th June @ 7:30pm
 - South Benfleet @ Richmond Hall on 14th June @ 7:30pm (A Second Workshop was offered due to the time constraints)
 - Benfleet @ St Georges Hall on 20th June @ 7:30pm
 - Canvey Island @ The Paddocks on 22nd June @ 7:30pm
 - Hadleigh @ St Barnabas Church Hall on 29th June @ 7:30pm
 - Hadleigh @ Hadleigh Methodist Church on 6th July @ 7:30pm
 - Daws Heath @ Daws Heath Social Hall on 12th July @ 7:30pm
 - Daws Heath @ Daws Heath Social Hall on 14th July @ 2:00pm (This Second Workshop was arranged due to over-subscription)
 - South Benfleet @ Richmond Hall on 14th June @ 7:30pm (This was the Second Workshop offered following the initial session on 17th of July @ 7:30pm)
- 3.10. Summaries of the outcomes of these Community Workshops can be found at Appendix 3.

Engagement Outcomes

- 3.11. As a result of the Engagement work every member of the community was given the opportunity to complete the survey. A total of **1489** responses were received. These were predominantly completed online but hard copies (Appendix 1) were also issued to those members of the community without internet access. Resident's requests for hard copies were made by telephone and a survey was subsequently sent by post. 146 hard copy surveys were sent out in response to telephone requests, and approximately six were handed out during the Community Workshops. Most, if not all were returned once completed. Each response was then manually inputted on the respondent's behalf and analysed along with the 'Online' responses. Once completed and returned, each respondent's response was then manually inputted on their behalf and analysed with the online responses.
- 3.12. The Citizens Space 'Castle Point Plan – Your Community, Your Views' Survey contained four questions designed to elicit what the recipient's felt were most important to them about where they live. These questions were:
1. Choose up to five words that describe the area in which you live?
 2. What is most important to you about the area in which you live?
 3. If you could change any aspect of the local area in which you live, what would it be?
 4. Is there anything else you want to tell us about the local area in which you live?
- 3.13. When the survey ended, the responses were subsequently analysed to ascertain the main issues affecting the community. In some instances, respondents had provided an answer to a question which either did not apply to that question, provided an answer which could not be understood by the analyst, provided an inappropriate answer, or did not provide an answer to that question. Despite these exceptions, the analyst chose the most appropriate interpretation of the answer provided to ensure the respondents views were still recorded. When reading each answer the analyst created a new 'tag' specific to the respondents answer or selected an existing 'tag' if one had already been recorded.
- For example, for the following response:
"I would like to see a reduction in crime and to feel safe".
'Crime-Reduction' and 'Safe' tags were created and selected each time a respondent gives a response that fell into that category.
- 3.14. The following 'Heading' tags were also selected which most reflect what a Tag refers to. This serves as a means of summarising what respondents have mentioned most. These Heading tags were Population, Transport, Environment, Infrastructure, Crime, Economy, Housing. Using the example, 'CRIME' would additionally be selected to represent 'Crime-reduction' and/or 'Safe'. (See Appendix 1)
- 3.15. For transparency, each respondent's name and their answers will be published in due course unless the respondent requested to remain anonymous.
- 3.16. Age and Gender were also provided (Unless the respondent selected 'Preferred not to say'). These and the areas where the respondents reside enabled the analyst to identify the key issues for different age groups, for different genders in respect of where people live.

- 3.17. The analyses will provide the summary views of the Community situated in each of the following areas: Benfleet, Canvey Island, Daws Heath, Hadleigh, South Benfleet and Thundersley.

4. Business Engagement

- 4.1. On 21st of September, Engagement with Businesses within the Castle Point Borough commenced. This was by way of an emailed invite to all Businesses (four occasions) and a hand delivered hard copy version (Appendix 3) of the same invite to generate as much interest as possible. The two Business Engagement sessions were held in the following areas/locations/dates:
- Hadleigh @ The Old Fire Station, Hadleigh on the 27th September @ 8:00am (Appendix 4)
 - Canvey Island @ International House Business Centre, Charfleets, Canvey Island on 28th September @ 5:00pm (Appendix 4)

5. Engagement with Internal Council Services

- 5.1. The Castle Point Plan will be a place-making document that will impact on how services are delivered across the borough. To this end, the managers of services across the Council were invited to set out what they would like to see delivered through the Castle Point Plan, and to identify those specific considerations that would help them deliver their services better.
- 5.2. A total of 28 service managers were invited to contribute to the engagement. Ten responded setting out areas where they would like to see some consideration given. These are set out in appendix 5.
- 5.3. Whilst some external facing services were able to provide some detailed views on things that need to be considered, other services providing internally focused activities or specialist activities were able to provide fewer, but nonetheless valuable comments and perspectives that would otherwise have been missed.
- 5.4. Some comments received related to the process and production of the plan rather than the content of the plan itself. It is great to capture these at this early stage as there is scope to ensure that these needs are met as the plan is developed.

6. Engagement with Service Providing Stakeholders and Neighbours

- 6.1. A total of 78 organisations with an interest in Castle Point, either as a neighbouring authority, an authority in Essex or a service provider in the local area were contacted in May 2023. The organisations were asked to complete factsheets explaining their interest and ambitions in relation to Castle Point, and how the Castle Point Plan could help them achieve their vision.

6.2. A schedule of those organisations contacted is included at appendix 6 and was derived through contact lists held by the Council for planning and community engagement purposes and by the Mayors Secretary.

6.3. Completed responses were received from the following 29 organisations:

- Mid and South Essex ICB (incorporating the Southeast Essex Health Alliance and the East of England Ambulance Service)
- Essex Police
- Essex County Fire and Rescue
- Environment Agency
- The Marine Management Organisation
- Anglian Water
- Essex and Suffolk Water
- Port of London Authority
- National Highways
- Essex Bridleways Association
- Active Essex
- Sport England
- Essex County Cricket
- Estuary Festival
- Metal Culture
- Hadleigh Old Fire Station
- Castle Point Association of Voluntary Services
- Canvey Island Youth Project (Yellow Door)
- Trust Links
- TCHC Group
- The MegaCentre Rayleigh
- The Salvation Army
- Canvey Kenilla Ltd
- RSPB
- Essex Wildlife Trust
- Canvey Island Town Council
- Bowers Gifford and North Benfleet Parish Council
- Thurrock Council
- Essex County Council

6.4. Separately, the Coal Authority, which is a statutory consultee confirmed that they would not be engaging in the preparation of the Castle Point Plan, and Historic England confirmed that they had no comments to make at this time.

6.5. National Grid confirmed that they are not the gas and electricity infrastructure network provider in Castle Point and referred the Council to UK Power Networks. UK Power Networks maintain a data rich website which provides information on infrastructure capacity and demand in the borough. New contacts are being generated with UK Power Networks.

- 6.6. Because of the engagement, officers are also working with the Alzheimer's Society to understand how the needs of people with dementia could be incorporated within the plan, and in terms of setting up a group of people with dementia as part of the engagement for the plan ongoing. An additional factsheet/s will arise as these discussions progress.
- 6.7. Whilst there is good sectoral representation from a range of different stakeholders including those who do not normally engage in the production of a local plan such as the community sector, there is a clear gap in the response from neighbouring authorities and other authorities in Essex that need to be addressed through additional engagement in Autumn 2023.
- 6.8. The responses from those organisations that did complete factsheets are included at appendix 7 and identify a range of different matters that need to be addressed to improve placemaking, the quality of places, and people's ability to access services through the Castle Point Plan.
- 6.9. There are clear opportunities through the plan to work in partnership with other organisations to put in place robust policies which improve places and the quality of outcomes for local people. There are also opportunities to help those involved in health provision and those in the sports and community sectors to deliver better facilities for local people.

7. Broadening Engagement by Addressing Gaps

- 7.1. Based on the engagement undertaken to date there are three key areas where further engagement activities are needed to ensure that the Castle Point Plan is based on an understanding of local people and key stakeholders. These include young people, our neighbouring authorities and local businesses. Details of how we intend to broaden our engagement by capturing the views of these groups is set out below.

Young people

- 7.2. There are two elements to this work.
- 7.3. Firstly, we will be looking to engage with schools and youth groups again, with the aim of identifying a group or groups of young people willing to engage with us on the preparation of the plan. We will use the outcomes of this engagement as a starting point to see if young people agree or disagree with the outcomes, and whether there are any specific issues that have been missed. We will also look to see if there are any youth groups in the community or in schools interested in specific matters such as the natural environment or climate change with whom we can engage. This engagement will occur in the latter part of 2023.
- 7.4. Secondly, we will be undertaking a programme of engagement through art which will specifically target young people, disabled people and other people in the community who are interested in art and creativity. This will provide alternative routes for young people specially to engage with the plan. This engagement will commence in the latter part of 2023 but will extend through the plan-making process to March 2025. It will therefore supplement future engagement activities also.

Neighbouring Authorities

- 7.5. Officers have scheduled to meet with the officers of other South Essex Authorities later in October 2023 to identify and discuss the cross-boundary issues that exist, and which should be addressed through the Castle Point Plan. This will broaden the list of matters from those identified by Thurrock in the factsheets they completed.

Local Businesses

- 7.6. The Council has recently strengthened its capacity around economic development, so there is now scope to broaden engagement with local businesses. We have achieved some limited input into the initial engagement for the Castle Point Plan, and it is proposed that we build on this engagement moving forward to support both plan-making and the development of economic policies and business support programmes to meet the needs of local businesses. This will be an on-going programme of engagement.

8. Appendix 1: Evidence of Promotion of Engagement

Poster/Leaflet:



Castle Point Together
Your community your views

The Castle Point Plan

*“Tell us what you value and what you would like to see improve in your area.
This will help determine what will happen where you live up to 2050”*

Have your say, help shape your community

WE VALUE YOUR INVOLVEMENT

To complete a few short questions for our survey,
Please either visit us at
consultation.castlepoint.gov.uk
or scan the following QR code:



#CastlePointTogether #CastlePointPlan #YourCommunityYourViews

Castle Point Plan - Your Community, Your Views

1 What is your name?

Name *(Required)*

2 What town do you live in?

(Required)

Please select only one item

- Benfleet
- Canvey Island
- Daws Heath
- Hadleigh
- South Benfleet
- Thundersley
- Other (Please specify)

Box to provide the name of the town if 'other' selected

3 Choose up to five words that describe the local area in which you live.

- _____
- _____
- _____
- _____
- _____

4 What is most important to you about the local area in which you live?

5 If you could change any aspect of the local area in which you live, what would it be?

6 Is there anything else you want to tell us about the local area in which you live?



Castle Point Plan - Your Community, Your Views

Overview

Closes 31 Aug 2023

Opened 20 Mar 2023

Understanding what people value and would like to see improve in their area, will be at the heart of a plan to guide development up to 2050.

Once complete the Castle Point Plan will act as a framework to help inform planning decisions and the Council has pledged to give the communities in Castle Point a strong voice in determining what will happen where they live.

The plan will be about much more than simply coming to a figure for the number of houses needed in the district. It will ensure that any development, be it housing, commercial or industrial, meets the needs of the communities in Castle Point and reflects the vision of local people for the area.

The plan will define what the needs of residents are including:

- The types of industrial and commercial spaces required.
- Infrastructure requirements such as roads, shops and healthcare services.
- What green space and outdoor amenities should be protected and, where possible, enhanced.
- The types and sizes of homes and affordable housing.

It will also outline where the most appropriate locations are to accommodate these needs.

A plan such as this can only be created with broad and in-depth engagement with all sections of the Castle Point community at every stage of its development.

Why your views matter

This survey is the start of a series of engagement activities that will take place between March and July 2023 to help the Council understand what local residents and local communities think about their towns and the places where they live.

We want to find out what what people value about where they live, as well as what they would like to see improve in their area. We want to put these things at the heart of the Castle Point Plan.

This is about your community and we want to hear your views. We value your involvement and look forward to receiving your comments.

Give us your views

[Online Survey >](#)

TAG's (Attributed to main HEADING's) – Q3

Question 3: 'Choose up to five words that describe the local area in which you live'

Heading – POPULATION

Tag's:

- Age-Diversity
- Aggressive
- Annoyed
- AtCapacity
- Caring
- Children
- Community/
- CommunityX
- Community-Spirit
- CommunityEroding
- Commuter
- Crowded
- Demographics
- Disadvantaged
- Disrespectful
- Diverse
- Elderly
- Family
- Family-Orientated
- Friendly
- Happy
- Helpful
- Hopeful
- Ignored
- Inclusive
- Individualistic
- LocalPeople
- Loyal
- Neighbourly
- NeighboursX
- Non-Diverse
- Not-Inclusive
- Not-Neighbourly
- Over-Crowded
- Over-Population
- People

- Population
- Population-Ageing
- Proud
- Respectful
- Retired
- Saturated
- Settled
- Social
- Uncrowded
- Under-Represented
- Unfriendly
- Upset
- Welcoming
- YoungPeople

Heading – TRANSPORT

Tag's:

- Boats
- Bridleways
- Buses/
- BusesX
- Busy/
- BusyX
- Car-Oriented
- Cheap
- Congestion
- Connected
- Cycling
- Dangerous
- Disgraceful
- Footpath
- Frustrating
- Gridlock
- Horses
- Isolated
- Junctions
- New-Road
- Noisy
- Parking
- ParkingX
- ParkingAbuse
- Parking-Free
- Parking-LackOf
- ParkingCharges-Excessive
- Passing-Through
- Pathways-More

- Pavements-ConditionX
- Pedestrians
- Pot-Holes
- Public-Transport
- PublicTransport-Poor
- Race-Track
- Rat-Run
- Road-ConditionX
- Road-System
- RoadAccess-Poor
- RoadNoise
- Roads-Narrow
- RoadSystem-Improved
- Roadworks
- Route
- RoutesX
- Speeding
- Third-Road
- Thoroughfare
- Traffic
- Transport
- Transport-Links
- Unpleasant

Heading – ENVIRONMENT

Tag's:

- Accessible
- Air-Pollution
- Beach
- Beautiful
- Bland
- Boring
- Calm
- Castle
- Changing/
- ChangingX
- Characterless
- Charming
- Clean-Air
- Coastal
- Common
- Concrete
- Conservation
- CountryPark
- Countryside
- Declining

- Demoralising
- Depressing
- Desirable
- Deteriorating
- Different
- Dog-Fouling
- Drainage
- Dreary
- Dull
- Dying
- Environment
- Established
- Estuary
- Featureless
- Fields
- FreshAir
- GolfCourse
- Green
- Green-Belt
- Green-Space
- GreenBelt-Protection
- GreenSpace-Eroding
- Grey
- Hilly
- Historic
- Horrible
- Island
- Lifeless
- Light-Pollution
- Losing
- Lovely
- Mediocre
- Nature
- Neglected
- Nice
- Normal
- Nostalgic
- Not-Nice
- Old-Fashioned
- Open-Space
- Park
- Peaceful
- Picturesque
- Pleasant
- Popular
- Preserved
- Pretty
- Prominent

- Quiet
- Relaxing
- Riverside
- Run-Down
- Rural
- Sad
- Scarificed
- Seafront
- Seaside
- Semi-Rural
- Scenery
- Smelly
- Spacious
- Sparse
- Spoiled
- Spoilt
- Suberb
- Suburban
- Tranquil
- Trees
- Underappreciated
- Undervalued
- Underwhelming
- Un-Green
- Unique
- Unspoilt
- Urban
- Verdant
- Vibrant
- Vulnerable
- Walks
- Was-Nice
- Wildlife
- Woods
- Wonderful

Heading – INFRASTRUCTURE (Services)

Tag's:

- Activities
- Amenities/
- AmenitiesX
- Broken
- CannotCope
- Child-Activities
- Clean
- Dark

- Dental-Surgeries
- Dilapidated
- Dirty
- Disfunctional
- Disrepair
- Doctors-Surgeries
- Embarassing
- Facilities/
- FacilitiesX
- Failing
- FlyTipping
- Forgotten
- GolfCourse
- Grass-Maintenance/
- Grass-MaintenanceX
- Grass-UpKeep
- Improvement
- Infrastructure
- InfrastructurePoor
- Lacking
- Lake
- Litter
- Maintained-Poorly
- Maintenance
- ManagedDecline
- Medical-Facilities
- Mismatched
- Not-Maintained
- Outdated
- Overgrown
- Oversubscribed
- Playground
- Pollution
- Poor
- Resourceful
- Schools
- Scruffy
- Services/
- ServicesX
- Sewerage
- Shabby
- Sport
- Strained
- Street-Lighting
- Tatty
- Tidy
- Tired
- Underfunded

- Underfunding
- UnderResourced
- Undesirable
- Unkempt
- Untidy
- Updating
- Utilities
- Water
- WaterLeaks
- Weeds

Heading – CRIME

Tag's:

- AntiSocial-Behaviour
- Bad-Reputation
- Burglaries
- Crime
- Crime-Increased
- Crime-Low
- Drug-Abuse
- Graffiti
- Lawless
- Police-Numbers
- Police-PresenceX
- PoliceOfficer-Visibility
- Safe
- Unsafe
- Vanalism
- Vandalism
- Worrying
- Yobs

Heading – ECONOMY

Tag's:

- Banks-None
- Business-Orientated
- Businesses-Local
- Café
- Commercial
- EmptyShops
- Entertainment
- Exploited
- HighStreet
- Industrial

- Investment
- Investment-Lacking
- Modernising
- Nail-BarsX
- Potential
- Pubs
- Rejuvenation
- Restaurants
- Retail-Variety
- ShopRent-TooHigh
- Shops
- Shops-Accessible
- Shops-Poor
- Soulless
- Stagnant
- Town
- Town-CentreX
- Varied
- Variety
- Village

Heading – HOUSING

Tag's:

- Affluent
- Appearance
- Architecture
- Balanced
- Built-Up
- Bungalow
- Cluttered
- Condensed-Housing
- Compact
- Convenient
- Deprived
- Detached-Properties
- Developers
- Developing-Fast
- Development
- Development-Responsible
- Development-Threatened
- Estate
- Expanding
- Expensive
- Flats
- Gate-Community
- Growing

- Growth
- Home
- HousesTooFew
- HousesTooMany
- Housing-UnfairPolicies
- Housing/
- HousingX
- Infilled
- Local
- Location
- Low-Rise
- Mismatch
- Moving
- Nimby
- Over-Developed
- Overwhelming
- Paved
- Private
- Privileged
- Promising
- Residential
- Social-Housing
- Threatened(Development)
- Traditional
- Un-Development
- Underdeveloped
- Unplanned
- Upmarket
- Urban-Sprawl

TAG's (Attributed to main HEADING's) – Q4

Question 4: 'What is most important to you about the local area in which you live?'

Heading – POPULATION

Tag's:

- AdverselyAffecting
- Ageing
- AtCapacity
- Balance
- Balance-ToThrive
- Children
- Community
- Community/
- Community-Spirit
- Diversity-Encouragement
- Elderly
- Equality
- Family
- Friendly
- Happiness
- Health
- Inconsiderate
- LikeMindedPeople
- LocalPeople
- Mental-Health
- Neighbours
- NotBeingOvercrowded
- Over-Crowded
- Overcrowding-Prevention
- People
- Populating-Stop
- Population
- Proud
- QualityOf-Life
- Quieter-Life
- Recognition
- Retirement
- Respected
- Social
- Vulnerable-People
- Wellbeing
- Young-People

Heading – TRANSPORT

Tag's:

- Boy-Racers
- Bus-Frequency
- Bus-Service
- Buses/
- BusesX
- BusService-Improve
- Commute
- Congested
- Connected
- Cycling
- Cycle-Routes
- Dangerous
- Emergency-EgressX
- Enforcement-Lacking
- Evacuation-Procedures?
- Fourth-Road(Emergency)
- Free-Parking
- Gridlock
- Health&Safety-Children
- Horses
- LessStressful
- Main-Roads
- NaturalDisaster-Worry
- Noise-Reduction
- Parking
- Parking-Abuse
- Parking-BusinessSupport
- Parking-Free
- Pathway-CyclingX
- Pathway-EScootersX
- PathwaySystem-Upgraded
- Pathway-Maintenance
- Pedestrian-Safety
- Poor-Condition
- Potholes
- Public-Transport
- Racetrack
- Rat-Run
- Road-Access
- Road-Improvements
- Road-Maintenance
- Road-Safety
- Road-Works
- RoadMaterial
- RoadNoise

- Roads-Local
- Roads-NewX
- Roads-SignsUnreadable
- RoadSystem-Improved
- RoadSystem-Poor
- Route-Options
- Safe-Roads
- SafePaths
- Speeding
- Speed-Reduction
- Third-Road
- ThirdRoad-First
- Traffic-Calming
- Traffic-Flow
- Traffic-Reduction
- Traffic-Management
- Transport
- TransportLinks
- Unaffected-Journeys

Heading – ENVIRONMENT

Tag's:

- Access
- Accessibility
- Ambience
- Appearance
- Atmosphere
- BarkingDogs
- Beach
- Beauty
- Cables-Bury
- Castle
- Character
- Child-Friendly
- Clean
- Clean-Air
- ClimateCrisis-Support
- Coast
- Common
- Conservation
- Country-Park
- Countryside
- Countryside-Access
- Declining
- Duck-Feeding/Faeces
- Eroded
- Environment

- Green
- Green-Belt
- GreenBelt-Protection
- Green/Housing-Balance
- Green-Spaces
- Greenery-Improvement
- Greenfields
- GreenSpace-Balance
- GreenSpace-Increase
- Health
- Heritage
- HistoryProtection
- Lake
- LessChange
- Location
- Meadows
- Natural-Habitat
- Nature
- Nature-Protection
- Neglected
- Nice
- Not-Changed
- Old-Fashioned
- Open-Space
- Parks
- Peaceful
- Plants
- Pleasant
- PreserveNature
- Protect
- Quiet
- Relaxing
- Rural-Feel
- Scenery
- Seafront
- Semi-Rural
- Space/
- SpaceX
- Suburban
- TownAccess
- Tranquil
- Trees
- Vibrant
- Views
- VillageAtmosphere
- Walking
- Wildlife
- Woodland

Heading – INFRASTRUCTURE (Services)

Tag's:

- Activities
- Allotments
- Amenities/
- AmenitiesX
- Amenities
- Basics
- CannotCope
- ChildrensPark
- Church
- Clean&Tidy
- Cleanliness
- Community-Hub
- Community-Venues
- Dental-Surgeries
- Doctors-Surgeries
- Drainage
- Education
- Emergency-Services
- Enforcement-Lacking
- Entertainment-Needed
- Events
- Facilities
- Fire-Service
- Flood-Risk
- GolfCourse
- Grass-Maintenance/
- Grass-MaintenanceX
- Healthcare
- Hospital
- Improvements
- Infrastructure
- Infrastructure-Appropriate
- InfrastructureFirst
- Insufficient
- LakeUpKeep
- Leisure-Activities
- Library
- Leisure
- Local
- Maintained
- Medical-Services
- Pollution
- PlayAreas
- RefuseCollection
- Rubbish

- Run-Down
- Schools
- Services
- Services-ImproveAccess
- Services-Struggling
- Street-Cleaners
- Street-Lighting
- Street-Scene
- Swimming
- Tidy
- Upkeep
- WaterSupply
- Weeds
- WheelyBins-NotBags
- Workmanship
- Youth-Activities

Heading – CRIME

Tag's:

- AntiSocial-Behaviour
- Crime
- Crime-Prevention
- Crime-Reduction
- Drug—Abuse
- Enforcement-Lacking
- Exhausts-Illegal
- Law&Order
- Littering/Fly-tipping
- Nuisance
- Police-Presence
- Police-Service
- Police-Station
- PoliceOfficer-Visibility
- PoliceOFFICERS-More
- Policing-Poor
- Safe
- Safe-Feeling
- Security
- Travellers
- Unsafe
- Vandalism
- Yob-Free

Heading – ECONOMY

Tag's:

- Bank
- Businesses-Local
- Cafes
- Cinema
- Commercial-Encroaching
- Economy
- Good-TownPlanning
- IndustrialEstate-Relocate
- Investment
- Jobs
- Local-Business
- Modern
- Pubs
- Re-Develop
- Regenerate
- Restaurants
- Retail-Variety
- Self-Funding
- Shops
- Shops-Quality
- Small-Businesses
- Town
- Town-Centre/
- TownCenter-Changing
- Village
- Work
- WorkOpportunities

Heading – HOUSING

Tag's:

- Affordable-Housing
- Affordable-Rental
- Big-Houses
- Brownfields
- Building/InfrastructureBalance
- Bungalows
- Care-Homes
- Convenience
- Development-Continues
- Development-Earmarked
- Eco/Bio-Approach
- Estates
- Fairness
- Gardens

- GardensReplaced-Control
- Houses-NotBig
- Housing
- Housing-Adequate
- Housing-GoodQuality
- Housing-NewBuildsX
- Housing-VariouSizes
- HousingCovenant
- HousingLocalsFirst
- IndustrialEstate-Relocate
- InKeeping
- LandBankingX
- LessFlats
- Less-Housing
- Local-Convenience
- Managed-Well
- NotBuiltUp
- Over-Developed
- Planning-Better
- Proximity
- Reduce-Building
- ReduceUrbanSprawl
- Residential
- Residential-Area
- Social-Housing
- Stop-Building
- StopBuilding-Flats
- UrbanSprawl

TAG's (Attributed to main HEADING's) – Q5

Question 5: 'If you could change any aspect of the local area in which you live, what would it be?'

- Tag: Nothing

Heading – POPULATION

Tag's:

- Border-Residents
- Closer-CommunityConstituents
- Community-Improvement
- Community-NotConsidered
- Crowded
- Diverse
- Elderley
- Family-Needs
- Happy
- Inclusion
- Inconsiderate
- Less-Crowded
- Mental-Health
- Migrants
- Move
- Neighbourliness
- OverCrowding
- Population
- Population-Capping
- Population-Reduction
- Pride-Lacking
- Proud-Of
- QualityOf-Life
- Residents
- Stop-Populating
- Wellbeing
- Young-Families
- YoungPeople

Heading – TRANSPORT

Tag's:

- Ban
- Bridleways-More
- BusDepot-Relocate
- Bus-ServiceImprovement

- Buses-FreeUnder10
- Buses-MoreAffordable
- Buses-RouteAdditions
- Buses-ServiceExtended
- BusService-Inadequate
- Businesses-ParkingPermitProvisos
- BicyclesMotorised
- Car-ChargingPoints
- Car-Numbers
- Car-Oriented
- CarUse-Reduce
- Charfleets-Access
- Congestion
- Congestion-AddingTo
- Connectivity
- Cycling
- CyclingFacilities/Routes
- CyclingOnPavements
- CycleLanes-Improved
- Cycling-UnlawfulUse
- Dangerous
- Disgraceful
- ECC
- ECC-ParkingDeptX
- Enforcement
- EScooters
- Exhausts-Illegal
- Fourth-Road
- Gridlock
- Health&Safety
- Horses
- HorseRiding-Provisions
- Improve-TrafficFlow
- Improvements
- Inconsiderate-Driving
- KennethRoad/LondonRoad
- Motorbikes
- New-Road
- NoisyExhausts-Illegal
- Overdue
- OverFiftiesFree
- Parking
- Parking-Abuse
- Parking-Expensive
- Parking-Free
- Parking-OnRoad
- Parking-PaymentMethods
- Parking-Permits

- ParkingPolicies-Businesses
- ParkingSpaces-More
- Pathway-Improvements
- Pathway-Maintenance
- Pedestrianization
- Pot-Holes
- Public-Transport
- Race-Track
- Rat-Run
- ResidentsPermits
- Road-Access
- Road-Improvements
- Road-Maintenance
- Road-Noise
- RoadNoise
- Roads-OpenCulDeSacs
- Road-Safety
- Road-Signs
- Road-System
- Roads-Wider
- RoadSystem-Improved
- RoadSystem-Poor
- Roadworks
- Roadworks-NoWork
- RoadWorks-PeakTimesX
- RoadWorks-UtilitiesTogether
- Route-Options
- Speed-Reduction
- Speeding
- SubstandardRepairs
- Third-Road
- Thoroughfare-FeelX
- Traffic-Access
- Traffic-Calming
- Traffic-Flow
- Traffic-Increasing!!!
- Traffic-Management
- Traffic-Pollution
- Traffic-Reduction
- Traffic-SolveFirst
- TrafficLights-PeakTimesOnly
- TrafficManagement-PeakTimes
- TrafficPollution
- TrafficRestrictions
- TrainStation-New
- Transport
- Transport-Links
- Travel-Options

- WoodmansArms-Junction
- Workmanship
- ZebraCrossings
- 20mph-Streets

Heading – ENVIRONMENT

Tag's:

- Access
- Accessibility
- Air-Quality
- Air-QualityX
- Appearance
- Badgers-Unprotect
- Beach
- Beauty-Eroding
- Bonfires
- Cables-Bury
- Change-Dont
- Character
- ClimateCrisis-Plan
- ConcreteJungle
- Conservation
- Countryside
- CreatGreenCorridor
- Creek
- Deteriorated
- DisabledAccessibility-Poor
- Don't-Change
- Environment
- Farm-Land
- Fields
- Grass-UpKeep
- Green-Belt
- Green-Spaces
- GreenBelt-Protection
- Greenery
- GreenSpace-Increase
- GreenSpace-Restoration
- IndustrialEstate-Noise
- Island
- LandLocked
- Landscapre-Changing
- LightPollution-Reduction
- Nature-Protection
- Neglected
- Noise-TradingEstate
- Noisy

- Nostalgic
- Open-Spaces
- OpenSpaces-Retain
- OverheadCables-Burried
- Preservation
- Quiet
- Run-Down
- Sad
- Save-GreenBelt
- Scenery
- Seafront
- Trees
- Trees-Protect
- Vibrant
- Walks
- Wildlife-Habitat
- Woodland

Heading – INFRASTRUCTURE (Services)

Tag's:

- Activities
- Amenities/
- AmenitiesX
- AmenityImprovement
- CannotCope
- Clean
- Clean/Tidy-Up
- Community-Hub
- CompostableBags-Free
- CottageHospital
- Dental-Surgeries
- Dirty
- Doctors-Surgeries
- Dog-Fouling
- Drainage
- Duck-Feeding/Faeces
- Emergency-Services
- Entertainment
- Events
- Facilities
- Fire-Service
- FloodScare/Prevention
- FlyTipping
- Future-NotPresent
- GardensOvergrown-Pathways
- Health-Services
- Heathcare-Local

- Healthcare-Options
- Improve-Services
- Improvements
- Infrastructure
- Infrastructure-First
- Infrastructure-Overstretched
- Infrastructure-Repairs
- InfrastructureWeakened
- Kept-Clean
- Lacking
- LakeUpKeep
- Leaks
- LeisureActivities
- Library-Keep
- Litter
- Litter-Bins
- ManagedDecline
- Maintenance
- Mobility-Issues
- NHS-Access
- Not-Sustainable
- Obstruction
- Park
- Park-Improvements
- Park-Maintenance
- Parks-More
- Planting
- Play-Areas
- Pollution
- Promenade-New
- Pruning
- PublicToilet-Maintenance
- RainWater-CollectionSystem
- Refuse-BulkyCosts
- Refuse-Tip
- RefuseCollected-Weekly
- RefuseCollection/
- RefuseCollectionX
- RefuseCollectors-LeaveLitter
- Repairs-Needed
- Repairs-QuickerResponse
- RestOfCounty-Links
- Schools
- Services
- Services-Overstretched
- ServicesImprovement
- Sewerage
- Shabby

- Smell
- Sport
- Street-Cleaners
- Street-Lighting
- ThePaddocks-Revitalize
- Tidy-Up
- Tip-Appointments
- Toilets
- TreeLined-Streets
- Untidy
- Upgrade-OldSewers
- Upkeep
- Waterways-Utilized
- Weeds
- WheelyBins-NotBags
- Youth-Activities

Heading – CRIME

Tag's:

- AntiSocial-Behaviour
- Community-Policing
- Crime
- Crime-Prevention
- Crime-Reduction
- Criminal-Activity
- Drug-Abuse
- Enforcement
- Feel-Safer
- Overdue
- Police-Presence
- Police-Service
- Police-Station
- PoliceNumbers-Increase
- PoliceOfficer-Visibility
- PoliceService-Poor
- Policing-Priorities
- Safer
- Travellers
- Vandalism
- Worrying

Heading – ECONOMY

Tag's:

- Architecture
- Bank

- Banking-Hub
- Barbers/HairdressersX
- Bars
- Business--Appearance
- Business-Development
- Business-Reduction
- Business-Support
- Businesses
- Businesses-ParkingPermitProvisos
- BrightenUp
- Café
- Economy
- EmptyCommercialBuildings
- Focal-Point
- IndustrialEstate-Relocated
- Investment
- Jobs
- Make-MoreInviting
- Market
- Modernisation
- MoreChoice
- Nail-BarsX
- Overdue
- Pub
- Re-Develop
- Regenerate
- Rejuvenate
- Residential-BusinessesX
- Restaurants
- Retail-Variety
- Shops
- ShopAppearance
- Shopping-Encourage
- Shops-NotEmpty
- SmallBusinesses
- Take-AwaysX
- Town-Centre
- TownCentre-Outdated
- Unitary-Authority

Heading – HOUSING

Tag's:

- Actually-Affordable
- Affordable-Housing
- Brownfields
- Buildings-KeepExisting
- Built-Up

- Bungalows
- Bungalows-RoofEscapes
- Compulsory-Purchase
- ConcreteJungle
- Conditions-NotMet
- Convenient
- Derelict-Eyesore
- Detrimental
- Developers
- Development-Threatened
- Eco/Bio-Approach
- EmptyCommercialBuildings
- Expensive
- Extensions
- Extensions-2ndFloor
- Few-NewBuilds
- Flats
- Flats=FutureSlums
- For-All
- Houses-ForFamilies
- Houses-Smaller
- Housing
- Housing-LessDensity
- Housing-LocalsFirst
- Housing-NOTAffordable
- Housing-NotNearA13/A127
- Housing-PublicSectorPriority
- Housing-VariouSIZES
- Impact-OnCommunity
- Impact-OnInfrastructure
- InFillOnly
- InKeeping
- LessFlats
- Less-Housing
- Local
- Local-Convenience
- Merging
- New-buildsX
- NewTowns
- NoLargeDevelopments
- NoMoreFlats
- NoNewEstates
- Over-Developed
- Over-DevelopX
- Paving-Stop
- PlanningApplications-ReduceApprovals
- PurposeBuilt-Elderly/Families
- Quality-NotQuantity

- Replace-NotNew
- RetirementProperties
- Reverse-Development
- Social-Housing
- SolarPanels-NewBuilds
- Stop
- Stop-Development
- Stop-Paving
- StopBuilding-Flats
- Sustainable-Developments
- Thorney-BayX
- Unfair-Allocations
- UrbanSprawl
- Urbanise
- WrongLocationsDeveloped

TAG's (Attributed to main HEADING's) – Q6

Question 6: 'Is there anything else you want to tell us about the local area in which you live?'

Tag: None

Heading – POPULATION

Tag's:

- AtCapacity
- Atmosphere-LackPositive
- Better-Life
- Childcare
- Children
- Community
- Community-Input
- Community-Spirit
- Community-Eroded
- Community/
- CommunityX
- Diverse
- Elderly
- Families-Encourage
- Family-Feel
- Family-Needs
- Friendly
- Happy
- Immigrants
- Inclusive
- Inconsiderate
- Integration-None
- Lucky
- Migrants
- Neighbourly
- NobodyCares
- NooneListens
- NotConsidered
- Over-Crowded
- People
- Population
- Population-Increased
- Pride-Gone
- Pride-Lacking

- QualityOfLifeX
- Religion
- Religion-Included
- SaturationPoint
- Social
- Unfriendly
- WantToMove
- Welfare
- Wellbeing
- YoungPeople

Heading – TRANSPORT

Tag's:

- 20mph-Streets
- Bridleways
- Bus-ServicesX
- BusDepot-Relocate
- Buses-RouteAdditions
- Buses/Trains-Harmonised
- Busier
- BusLanes-Dispense
- BusService-Improve
- BusyX
- Cars-TooMany
- Commute
- Congested
- Congested-Junctions
- Connected
- Cycling
- Cycling-UnlawfulUse
- Cyclists-Protection/Provision
- Dangerous
- Disgraceful
- Disgusting
- Disrepair
- Driving-Inconsiderately
- ECC
- Emergency-EgressX
- EnforcementLacking
- EScooters
- Gridlocked
- Hadleigh-CCTV!
- Health&Safety
- HorseRiding-Provisions
- Horses
- Morrisons-FreeParking

- NoHouses-NoCars
- Noise
- Overdue
- Overall
- Parking
- Parking-Abuse
- Parking-Charges
- Parking-MakeFree
- Parking-Permits
- Parking-Prioritize
- Parking-Restrictions
- Parking-Spaces
- Pathway-CyclingX
- Pathway-Maintenance
- Pathways
- Pavement-ConditionX
- PeakTimes
- Pedestrian-Safety
- Pedestrianization
- Pedestrians
- Pot-Holes
- Public-Transport
- PublicTransport-Cheaper/Better
- Race-Track
- Rat-Run
- Repair-Properly
- Repairs-Needed
- Road-Crossings
- Road-Improvements
- Road-Maintenance
- Road-Safety
- RoadMarkings-Clearer
- RoadNoise
- RoadNoise-A130
- Roads
- Roads-ConditionX
- Roads-NotHouses
- RoadSystem-Improved
- RoadsX
- Roadworks-AtNight
- RoadWorks-Endless
- Roadworks-PeakTimesX
- Roadworks-PoorPlanning
- Route-Options
- Scooters-Illegal
- Speed-Reduction
- Speeding
- Tarpots/SadlersFarm

- Third-Road
- ThirdRoad-First
- Traffic
- Traffic-Calming
- Traffic-Management
- Traffic-Reduction
- Transport
- Transport-Links
- UnadoptedRoads-Busy
- UnsafeCondition
- Upgrade
- Verges-Damaged
- WoodmansArms-Junction

Heading – ENVIRONMENT

Tag's:

- Access
- Accessibility
- Air-QualityX
- Beach
- Beautiful
- Borough-DontRuin
- Character-Eroding
- Changed-ForWorse
- Conservation
- CountryPark
- Countryside-Feel
- Decline
- Depressing
- Deteriorating
- Devastating
- DisabledAccessibility-Poor
- Drab
- Dying
- Environment
- Estuary
- Fresh-Air/
- Good-Area
- Green-Belt
- Green-Spaces
- GreenBelt-Protection
- GreenInitiatives-Needed
- GreenSpace-Eroding
- GreenSpace-Increase
- History-Protection
- In-Decline

- Increase-NotDecrease
- Island
- Landlocked
- LessDesirable-Place
- Lovely
- Nature
- Nature-Protection
- NatureReserve
- Neglected
- Nice
- Oasis
- Open-Space
- PeacefulNoLonger
- Pleasant
- Quiet
- Promote-Canvey
- Ruined
- Run-Down
- Rural
- Sanctuary
- Semi-Rural
- Soul-Destroying
- StopTheRot
- TerriblePlace
- Tranquil
- Tree-Protection
- Trees
- Views
- Vital
- Walking
- Wildlife
- Wildlife-Ignored
- Wildlife-Protection
- Woodland
- Wonderful-Place

Heading – INFRASTRUCTURE (Services)

Tag's:

- A&E-Struggling
- Act-Now
- AdvertisingBoards-Unecessary
- Amenities/
- AmenitiesX
- Amenity-Increase
- Appearance
- Ashamed

- Beach-CommercialisedX
- Benches
- CannotCope
- CanveyIncluded
- Carelessness
- ChildrensPark
- Clean
- Community-Hub
- CottageHospital
- Council-Tax?
- Dental-Surgeries
- Doctors-Surgeries
- Dirty&Unkempt
- Disarray
- Dog-Fouling
- Drainage
- EducationalNeeds
- Embarassing
- Emergency-Services
- Entertainment
- Events
- Facilities
- Failing
- Fair-Improvements
- Fire-Service
- Fire-Station
- Flooding
- FlyTipping
- Foul-Bins
- Fox-Problem
- Foxes
- Future-LooksBad
- Grass-Maintenance/
- Grass-MaintenanceX
- Grass-UpKeep
- HealthServices
- HealthServices-Capacity
- HealthServicesAvailability
- Improvements
- Inadequate
- Infrastructure
- Infrastructure-CantCope
- Infrastructure-Repairs
- InfrastructureFirst
- InfrastructureFirst-MeansFIRST
- Lacking
- LakeUpKeep
- Leaks

- Leisure
- Libraries
- Litter
- Litter-Bins
- Maintenance
- MakingItWorse
- Meeting-Points
- Messy
- Outpatient-Services
- Over-Subscribed
- Park-Improvements
- Park-Maintenance
- Parks
- Planting
- PlayAreas
- Pollution
- Prioritize
- Problems-Increased
- Problems-Unaddressed
- RecyclingCentre-Appointments
- RefuseCollected-Weekly
- RefuseCollection/
- RefuseCollectors-LeaveLitter
- Rubbish
- SchoolPlaces
- Schools
- Scruffy
- Sea-Defence
- Seafront
- Services/
- ServicesX
- Sewerage
- Soul-Destroying
- Street-Cleanliness
- Street-Lights
- ThePaddocks-Revitalize
- Tidy
- Toilets-Public
- Unacceptable
- Unjust
- Unrepaired
- Unsustainable
- Unsustainable-Risk
- Untidy
- Upkeep
- Venues
- Verges-Damaged
- Water

- Weeds
- WheelyBins-NotBags
- YouthClubs
- YouthServices

Heading – CRIME

Tag's:

- Alcohol-Abuse
- Anti-Bullying
- AntiSocial-Behaviour
- Crime
- Crime-Increased
- Crime-Prevention
- Crime-Reduction
- Crime-Education
- DontFeelSafe
- Drug-Abuse
- EnforcementLacking
- Police-NotParkingAttendants
- Police-Presence
- Police-Service
- Police-Station
- PoliceOfficer-Visibility
- Policing-Poor
- Safety
- Unsafe
- Worried

Heading – ECONOMY

Tag's:

- Bank-Needed
- Bar
- BrightenUp
- Business-LocalsFirst
- Business-Support
- Business-Variety
- Café
- CommercialDevelopment
- Colour
- Derelict
- Economy
- EmptyShops
- HOFs-Retain
- Investment

- InvestmentLacking
- Jobs
- Local-Shop
- LocalBudget-NotECC
- Market
- Potential
- Re-Develop
- Rejuvenation
- Reinvent
- Restaurant-Variety
- Restaurants
- Retail-Variety
- RetailPark-CopyinTown
- Shops
- Shops-EncourageTennants
- Small-Town
- Town-Centre
- Town-Identity
- TownCentre-Outdated
- Underfunded
- Unsightly
- VillageFeeling

Heading – HOUSING

Tag's:

- Affordable-Housing
- Affordable-NotCheap
- AffordableHousing-Not
- Bad-Tennants
- Brownfield-Preferred
- Build-Elsewhere
- Bungalows-ForElderley
- Claustrophobic
- CommunityAffected
- CommunityConsideration-Impact
- Convenient
- Densely-Populated
- Detrimental
- Development-Sympathetic
- Development-Threatened
- Developments
- DevelopmentsResponsible
- DisusedBuildings
- DontBuild-WhereBuiltUp
- Driveways-NoGrass
- EmptyBuildings-Use

- ExpandOut-NotIn
- Eyesore
- Flats
- Flats-Parking
- FlatsAfterHouseX
- Houses-VariousSizes
- Housing-ClaustrophobicFeel
- Housing-FormulaNeeded
- Housing-Increased
- Housing-LocalsFirst
- HousingEstates-NewX
- HousingUnaffordable
- Housing/
- Identification
- Justification
- LocalPeopleOverlooked
- LPAFlouting
- MoreHousing
- OccupyExistingFirst
- Over-Developed
- Planning-Poor
- Pointless
- Proximity
- RaleighRoad-East
- Reduce-Development
- ShelteredAccommodation
- Social-Housing
- SolarPanels-Newbuilds
- Stop-Development
- Stop-Paving
- StopBuilding-Flats
- Suitable-Housing
- Sustainable-Developments
- Targets
- Thorney-BayX
- TooExpensive
- Unreasonable
- Unsuitable
- UrbanSprawl

Keep it Local Magazine (Containing Full page spread Advert of 'Leaflet'):

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Benfleet | Thundersley Village | Hadleigh

Business Engagement Leaflet:



Castle Point Together
Your community your views

The Castle Point Plan - Business Engagement
Have your say, help shape your community
WE VALUE YOUR INVOLVEMENT

The Council is preparing a plan that will guide development in Castle Point up to 2050. In order to shape this plan we are listening to local communities and local stakeholders to ensure that their views are central to what the plan proposes. We are looking to understand what local people value about their local areas and what they would like to see improved.

We would like to invite all our local businesses to engage with us on the Castle Point Plan, to hear your views and help us to define what the needs of businesses are to create an ideal environment and infrastructure to support your business. The types of things we'd like to hear about are:

- The types of industrial and commercial spaces required
- Infrastructure requirements such as roads, internet connectivity and energy
- What can be done to the public spaces in high streets and industrial estates to support businesses
- What can be done to ensure you have the skilled staff you need for your business
- What business support services you need to help your business grow

The Business engagement sessions are to be held on Canvey and in Hadleigh.

To register for either of the engagement sessions please email us with your name, email address and business details at: business@castlepoint.gov.uk

Date: Wednesday 27th September

Time: 8.00am

Location: Hadleigh Old Fire Station, High Street, Hadleigh, Essex SS7 2PA (car parking is available on site)

Date: Thursday 28th September

Time: 5.30pm

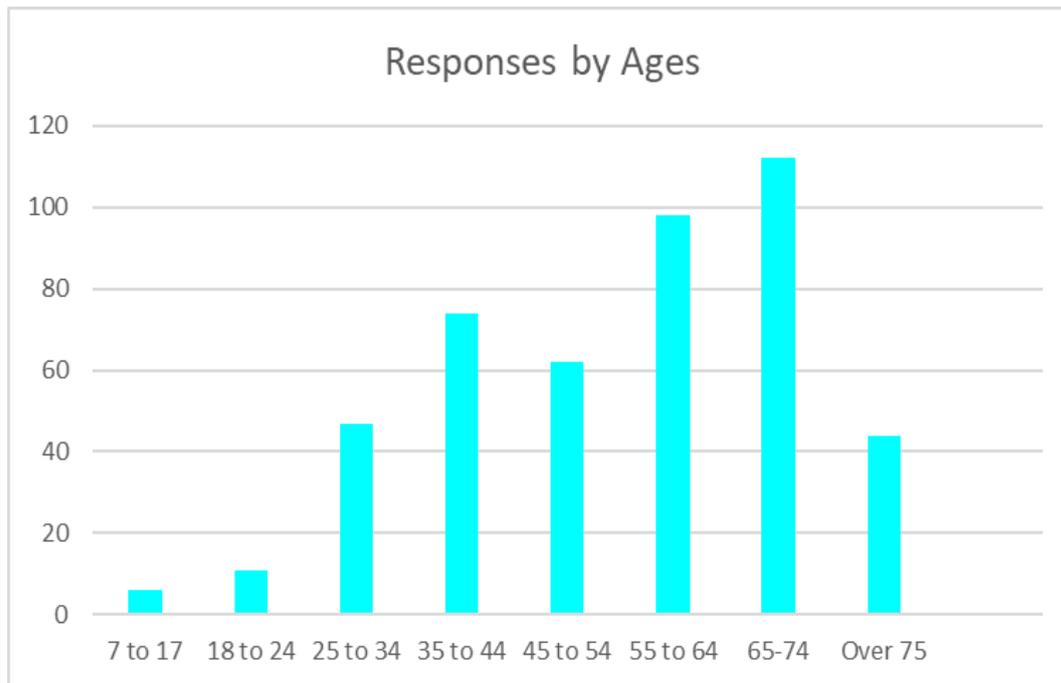
Location: International House Business Centre, International House, Charfleets Road, Canvey Island, Essex SS8 0PQ (car parking is available on site)



9. Appendix 2: Analysis of Community Engagement Survey

Canvey Island:

9.1. 458 residents responded to the survey. Of these 197 were male and 252 were female. Responses were received from the following age brackets:



9.2. With reference to the four questions, the top five tags from Canvey Island resident's responses are as follows:

A. Choose up to five words that describe the area in which you live?

1. Friendly (*Population*) - 19.87%
2. Community (*Population*) - 15.07%
3. Over-Crowded (*Population*) - 12.23%
4. Congestion (*Transport*) - 10.70%
5. Quiet (*Environment*) - 10.26%

B. What is most important to you about the area in which you live?

1. Safe (*Crime*) - 19.21%
2. Shops (*Economy*) - 8.30%
3. Green-Spaces (*Environment*) - 6.99%
4. Stop-Building (*Housing*) - 5.90%
5. Third-Road (*Transport*) - 5.90%

Respondent(s) notable comments:

- "Having adequate infrastructure, not just sufficient highways and footpaths in good repair but libraries, schools, doctors surgeries and healthcare, dentist, public transport etc. Having sufficient open and green spaces including flower and fauna for wildlife and for the local population to enjoy, an environment to promote wellness".

C. If you could change any aspect of the local area in which you live, what would it be?

1. Third-Road (*Transport*) - 22.27%
2. Stop-Development (*Housing*) - 13.32%
3. Road System-Improvements (*Transport*) - 12.45%
4. Road-Maintenance (*Transport*) - 8.95%
5. Road-Improvements (*Transport*) - 8.08%

Respondent(s) notable comments:

- "There remains considerable scope to compulsory purchasing existing abandoned and run-down buildings before over developing flattened development with inadequate parking facilities on previously open areas".
- "Get rid of the eyesore as you come over the bridge on the right of old barges, boats, sheds it's messy. Doesn't bode for a good impression coming onto Canvey".
- "The removal of the footpath to central wall path from Bradley Close to eliminate pick up and run drug dealing"
- "Changes need to be made to a Roscommon Way. Boy racers constantly racing up and down causing noise disturbances in the middle of the night. "
- "Stop all development in the area till improved access to Canvey Island, urgently required".

D. Is there anything else you want to tell us about the local area in which you live?

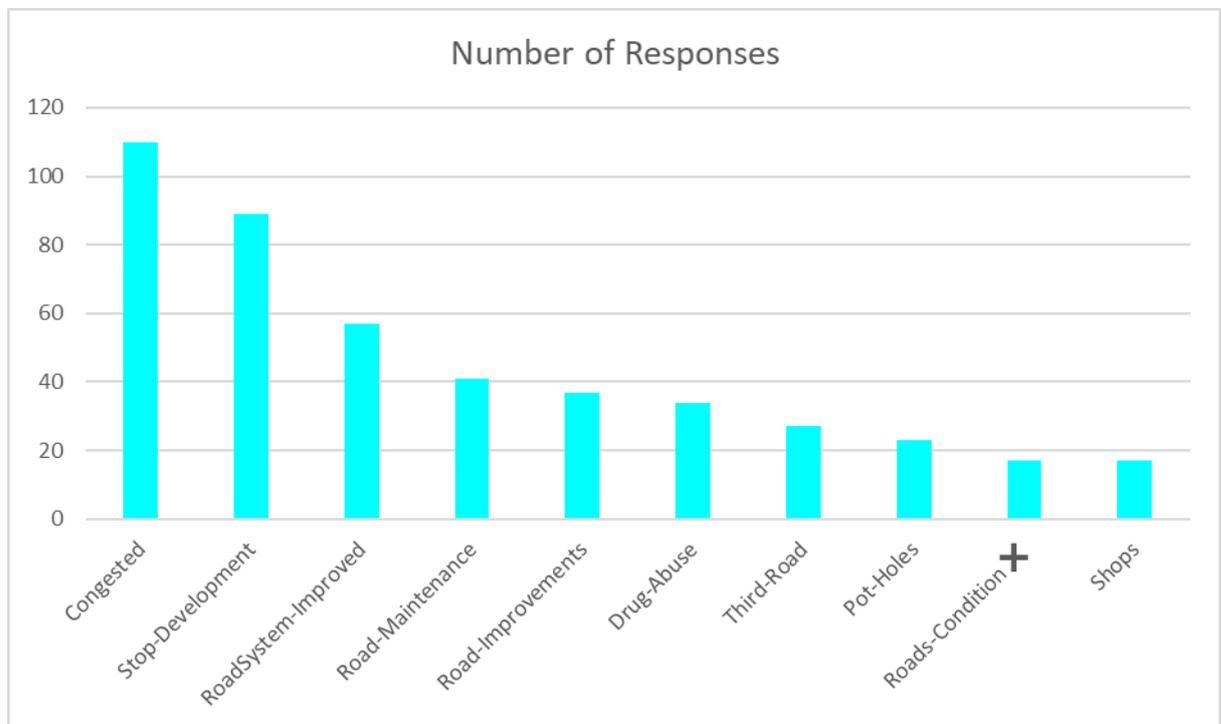
1. Third-Road (*Transport*) - 7.21%
2. Stop-Development (*Housing*) - 6.11%
3. Congested (*Transport*) - 5.90%
4. Pot-Holes (*Transport*) - 5.02%
5. Roads-Condition (*Transport*) - 3.71%

Respondent(s) notable comments:

- "There is too much traffic and congestion.....continual adding of new residential properties many of which are priced out of the reach of local people"
- "A small hospital outpatient unit would be good as at present it can take all day to visit South-end or Basildon hospitals for an appointment if you rely on public transport due to traffic."

- “The area is a nice place to live but there are too many houses being built without any thought being given to the infrastructure”.
- “Rebuild the paddocks and make it a local hub for services such as a library and citizens advice etc”.
- “Thorney Bay (Sandy Bay) is over developed again with residents moving onto the Island, Canvey does not have the infrastructure of doctors, healthcare, hospitals to cater for the residents of the 900+ chalet homes being developed”.
- “We need the ambulance service and fire service moved to the centre of the Island. Due to the increase in violence, and knife crime in particular we need a police presence 24 hour 365 days a year on Canvey. With over 45000 residents the neglect of services on Canvey Island is a crime in itself”
- “We live on the back of green belt. None of the local residents want any more houses to an already overcrowded area. We have hardly any green spaces and are already at risk of flooding, more housing is just a ridiculous idea. Develop more on what is already here... We have a run-down town with hardly any shops, the sea front is popular all year round, invest in those areas and build another route off and on!”
- “So much has changed for the worse as a resident of Canvey over the past 25 years. Lack of investment has seen a lack of police presence, waste and recycling collections becoming fortnightly, lights out at night, which is extremely dangerous in some areas, changes to the recycling centre (which I believe has led to an increase in fly-tipping) and general maintenance of public areas non-existent (roads full of potholes, pavements cracked, grass verges overgrown). If seeking opportunity to change, responses of residents need to be heard (which has not happened in recent years)”.
- “The high street is dying; more should be done to support the shops and free easy parking”.
- “Please bring in the e scooters. I don't know how Chelmsford and Basildon managed to grab them, but we need some of that action. Again, these could be used as a mechanism to improve the road infrastructure to include these with cycle lanes, so residents won't need to jump in their cars to get around”.
- “It's a nightmare I can't bear to go out. I worry so much for my son seeing his friends”.

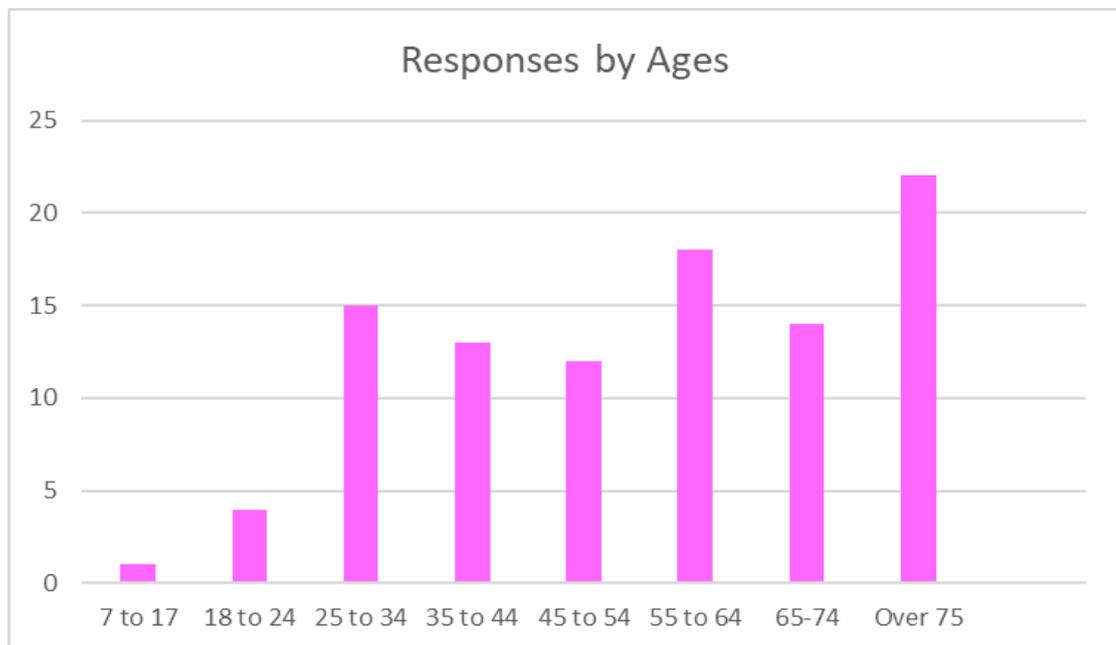
9.3. Using the same 'tag' method from the resident's responses, the following Tags reveal what matters most to the 458 respondents from Canvey Island:



(Congested/Congestion(110), Stop-Development(89), RoadSystem-Improved(57), Road-Maintenance(41), Road-Improvements(37), Drug-Abuse(34), Third-Road(27), Pot-Holes(23), Roads-ConditionX(17), Shops(17)

South Benfleet:

9.4. 100 residents responded to the survey. Of these 45 were male and 53 were female. Responses were received from the following age brackets:



9.5. With reference to the four said questions, the top five tags from South Benfleet resident's responses are as follows:

A. Choose up to five words that describe the area in which you live?

1. Friendly (*Population*) - 20.00%
2. Congestion (*Transport*) - 16%
3. Quiet (*Environment*) - 16.00%
4. Green (*Environment*) - 12.00%
5. Potholes (*Transport*) - 12.00%

B. What is most important to you about the area in which you live?

1. Green-Space (*Environment*) - 21.00%
2. Open Spaces (*Environment*) - 14.00%
3. Safe (*Crime*) - 14.00%
4. Road Maintenance (*Transport*) - 13.00%
5. Shops (*Economy*) - 11.00%

Respondent(s) notable comments:

- "At the present time the Borough of Castle Point, Hadleigh, Benfleet and Canvey need to be maintained before any grand scheme is started. Buildings maintained that belong to Council".
- "To stop more flats and houses, as too much traffic and not enough infrastructure, doctors etc, more development = less nature and open spaces = more pollution and waste"

C. If you could change any aspect of the local area in which you live, what would it be?

1. Road Maintenance (*Transport*) - 16%
2. Stop Development (*Housing*) - 16%
3. Congestion (*Transport*) - 11%
4. Pot Holes (*Transport*) - 11%
5. Green Belt Protection (*Environment*) - 9%

Respondent(s) notable comments:

- "Rethink the traffic flow, more use of one-way streets, and Electric School Busses, to reduce the number of cars on the road".
- "There needs to be an additional zebra crossing along the high road closer to croft road/Appleton as this is a danger to all road users and pedestrians during school term"
- "...more focus on walking (like better priority for pedestrians crossing at Tarpots)"
- "New playground. Splash Park, Crazy Golf and maybe a cafe in the park. Look at Maldon Prom Park or St George's Park Brentwood. Highways need repairing. Dog training field. Community and children's allotments. Petting animals. More doctors."
- "Better bus services, running later in the evening."
- "More strictly enforce existing parking restrictions through better and more rigorous patrolling, take local parking control away from the ridiculous 'parking partnership' that patrols car parks and all the 'easy pickings' sites and leaves local streets at the mercy of the thoughtless and lazy. Prosecute litter louts and dog-mess polluters who foul our town. Do more to keep the high Street litter-free and tidy. Fine shopkeepers and businesses that pollute. Make all side streets off the A & B roads a strict 20MPH limit and enforce it with cameras and heavy fines. Too many of our streets are 'racetracks' for a certain demographic. Put the streetlights back on at night to deter burglary & vehicle theft".

D. Is there anything else you want to tell us about the local area in which you live?

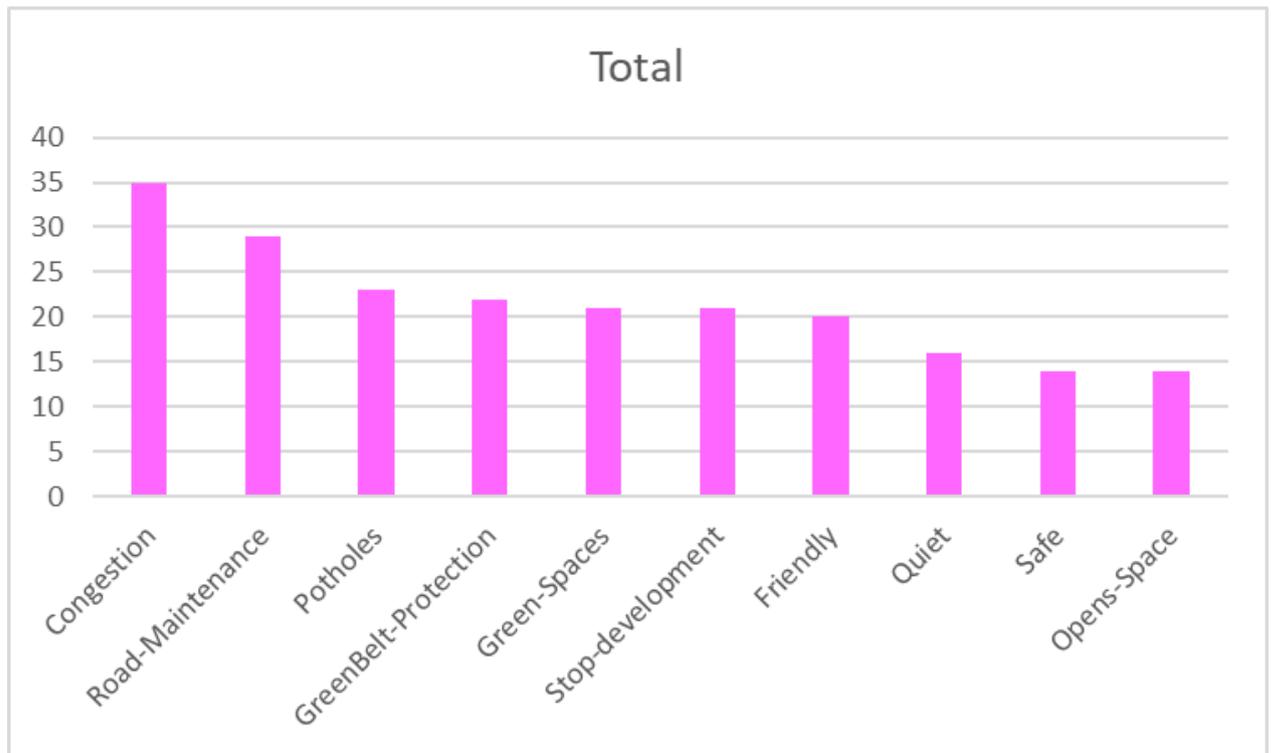
1. Pot Holes (*Transport*) - 11%
2. Congested (*Transport*) - 10%
3. Roads Condition (*Transport*) - 10%
4. Pavements Condition (*Transport*) - 6%
5. Road Improvements (*Transport*) - 6%

Respondent(s) notable comments:

- "Street cleanliness, noticeable a decline in the area since moving here 15 years ago. No street cleaner for approx 2 years, Dog fouling is also getting worse".
- "Having known Castle Point for many years and lived on Canvey and Benfleet for 73yrs there has been some progress, but now we seem that nobody cares any more".
- "housing that isn't necessarily for local people. Too expensive for first time buyers".
- "...using recycling sacks instead of storing it in a bin also increases the amount of unnecessary plastic waste."
- "Lack of police to patrol areas where the Bird Estate is like a racetrack and regular inconsiderate motor bike riders not wearing crash helmets causing disturbance."
- "Green spaces need to be protected.....They are valuable to both residents and wildlife".

- “Castle Point is over-populated. Needs a local plan that addresses the problems of traffic congestion, lack of access routes, too many houses already for the services available. A local plan needs to solve the current concerns not just add more houses and cars which will add to the problem. More medical facilities, schools, by-pass roads (difficult) etc are needed, not more people/house/cars. It’s obvious really and leave the greenbelt areas alone!”

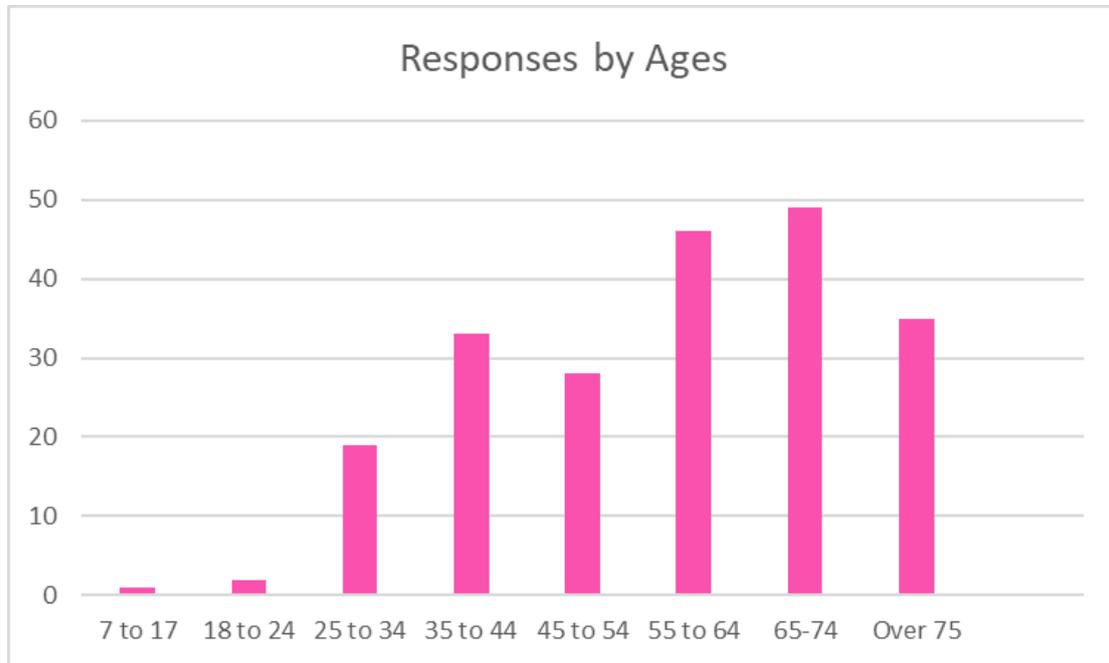
9.6. Using the same ‘tag’ method from the resident’s responses, the following Tags reveals what matters most to the 100 respondents from South Benfleet:



(Congestion(35), Road-Maintenance(29), Potholes(23), GreenBelt-Protection(22), Green-Spaces(21), Stop-Development(21), Friendly(20), Quiet(16), Safe(14), Open-Space(14))

Hadleigh:

9.7. 216 residents responded to the survey. Of these 101 were male and 109 were female. Responses were received from the following age brackets:



9.8. With reference to the four said questions, the top five tags from Hadleigh resident's responses are as follows:

A. Choose up to five words that describe the area in which you live?

1. Friendly (*Population*) - 18.06%
2. Green (*Environment*) - 15.74%
3. Quiet (*Environment*) - 13.89%
4. Busy (*Transport*) - 12.04%
5. Woods (*Environment*) - 12.04%

B. What is most important to you about the area in which you live?

1. Green Spaces (*Environment*) - 18.06%
2. Shops (*Economy*) - 14.35%
3. Safe (*Crime*) - 11.57%
4. Community (*Population*) - 9.72%
5. Green Belt Protection (*Environment*) - 8.80%

Respondent(s) notable comments:

"Too much money wasted on poor workman fixing potholes. They are fixed for a few months and then become potholes again. Council must hold these companies to account and if the potholes fail then it is down to the company to repair at their cost rather than the council".

C. If you could change any aspect of the local area in which you live, what would it be?

1. Pot Holes (*Transport*) - 14.35%
2. Traffic Reduction (*Transport*) - 12.96%
3. Road Maintenance (*Transport*) - 12.50%
4. Road Improvements (*Transport*) - 12.04%
5. Town Centre (*Economy*) - 10.19%

Respondent(s) notable comments:

- "Stop building houses and flats that are not for local people and over green spaces. Ensure Bungalows remain as bungalows for the ageing population. Find better ways to manage the traffic".
- "To many traffic jams. Caused by badly planned and executed roadworks. Potholes not being filled or shoddy work, so they reappear quickly".
- "I would love to see a continuous wildlife corridor connecting Belfairs Great Wood, through the Thundersley woods (Pound Wood, Starvelarks Wood, incorporating the green belt between A127 and Daws Heath Road Thundersley and crossing to south of Daws Heath Road into West Wood".
- "Put an open space at the centre. A park, seats, flower beds near the old fire station. Keep it open. Put accommodation elsewhere."
- "I would like a better crossing facility around the junction of church road/rectory road at school time to help with crossing over as it's very congested and dangerous"
- "The complete disregard for maintenance of the roads and pavements Just look at the pavement outside the Castle Public House it's virtually unusable for elder residents".

D. Is there anything else you want to tell us about the local area in which you live?

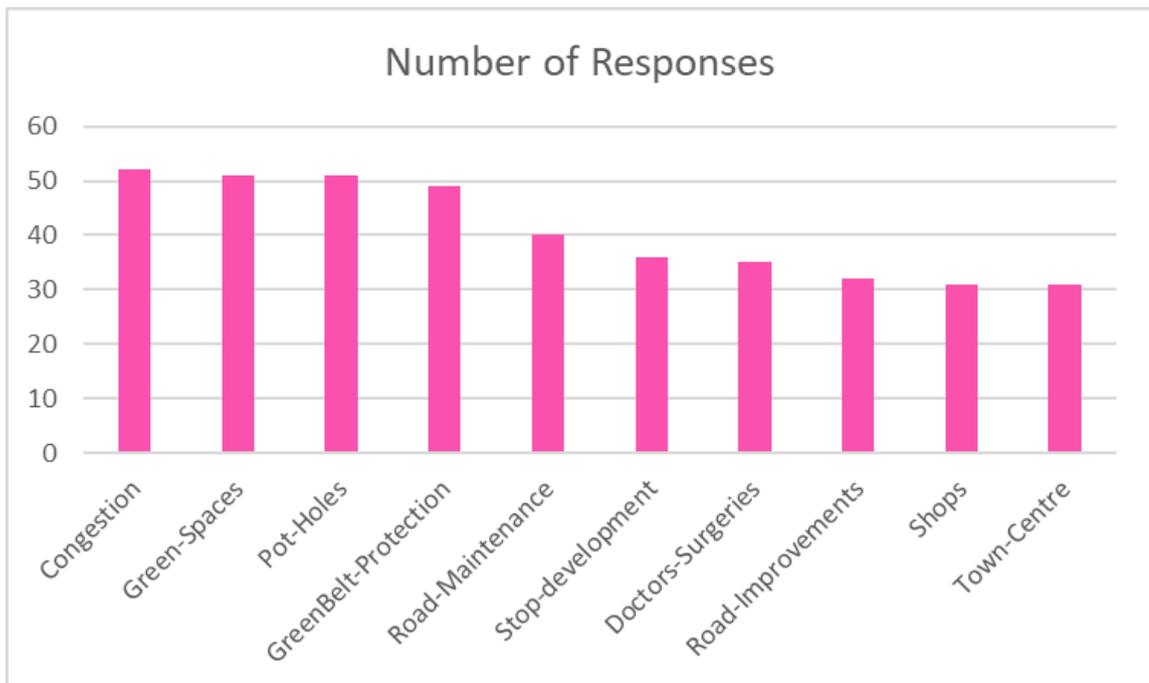
1. Congested (*Transport*) - 6.94%
2. Stop Development (*Housing*) - 6.94%
3. Road Condition (*Transport*) - 4.63%
4. Green Belt Protection (*Environment*) - 4.17%
5. Pot Holes (*Transport*) - 4.17%

Respondent(s) notable comments:

- "We need to cherish the space we have and look after the existing community."
- "Accept the national need for more housing. This would be easier to accept alongside greater community facilities as well as more employment opportunities".
- "New house building will increase road traffic and pollution. And there will be insufficient public services to meet the extra population".
- "I love Hadleigh. Let's keep Hadleigh more manageable and enjoy the village feel of Daws Heath.
- "The Deane's school which should always remain a small school as that is why it is special, is at capacity. The GP surgery is at capacity. Dental services are at capacity. The roads are gridlocked if there are any minor works or accidents, there is no wiggle room for more traffic and cars on the road driving or parked. No more houses without considerable car parking in our town please. And please put a stop to these big companies trying to grab the last remaining green spaces in our area. You can never get back the feel of the place, the wildlife and the wellbeing of communities once a house is where a space once stood"

- "There is a distinct lack of an appropriate infrastructure. Far too many households for the services such as schools, GP surgeries and dentists. And more housing is being planned!".
- "Make more of our beautiful woodlands and parks? Cafes/play equipment, sculpture trails etc"
- "I have lived in Hadleigh for 60 years and seen the decline. All we get is dreadful flats built. Nothing to encourage small shops to open up."
- "Plenty of relatively economic ways to improve the area: traffic calming, maintaining and improving green spaces (investing in John Burrows Park, adding street furniture and greenery to shopping area in similar way to Rayleigh.)
- "Crack down on high numbers of open drug drivers using Hadleigh as a cut through".
- "We struggle with availability of doctors, dentists and traffic in general is very busy. The area doesn't need new developments as that would exacerbate these current issues"
- "I admire your attempts to involve the people, but houses will be built where the council decide regardless".
- "To have our streetlamp repaired so that our Lane can be lit after 8 years of darkness! So dangerous when walking in the dark. Nobody will take responsibility, not good enough!"
- "When is the so-called regeneration happening which was promised in 2010, 13 years later 1 pub demolished and nothing done!"

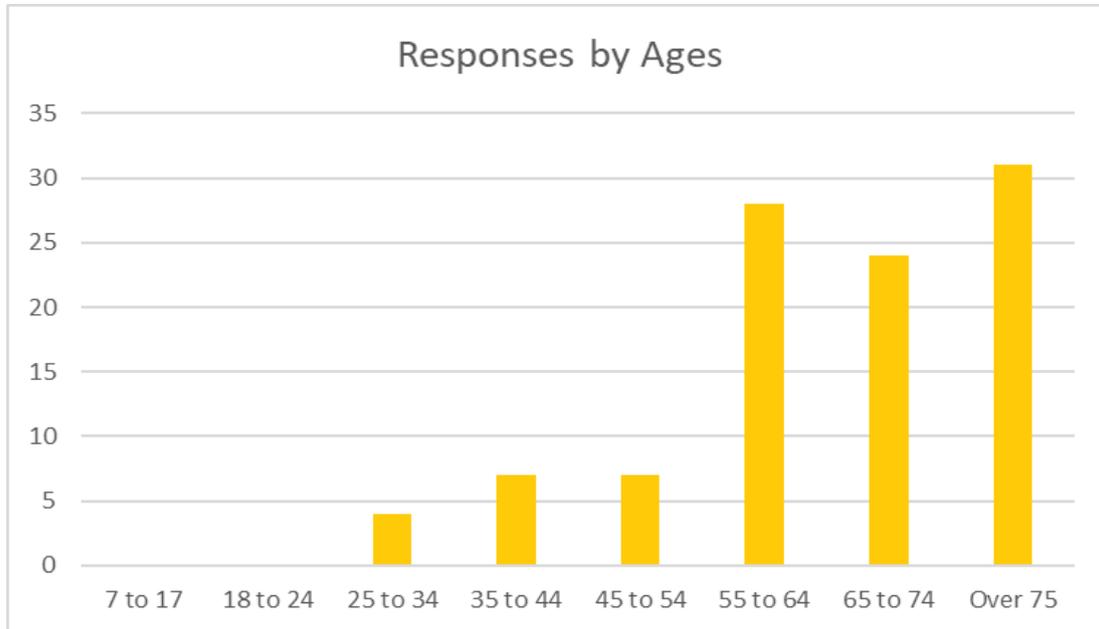
9.9. Using the same 'tag' method from the resident's responses, the following Tags reveal what matters most to the 216 respondents from Hadleigh:



(Congestion(52, Green-Spaces(51), Pot-Holes(51), GreenBelt-Protection(49), Road-Maintenance(40), Stop-Development(36), Doctors-Surgeries(35), Road-Improvements(32), Shops(31), Town-Centre(31)

Daws Heath:

- 9.10. 102 residents responded to the survey. Of these 34 were male and 66 were female. Responses were received from the following age brackets:



- 9.11. With reference to the four said questions, the top five tags from Daws Heath resident's responses are as follows:

A. Choose up to five words that describe the area in which you live?

1. Semi Rural (*Environment*) - 27.45%
2. Green (*Environment*) - 25.49%
3. Quiet (*Environment*) - 18.63%
4. Woods (*Environment*) - 16.83%
5. Community (*Population*) - 15.69%

B. What is most important to you about the area in which you live?

1. Green Belt (*Environment*) - 48.04%
2. Wildlife (*Environment*) - 19.61%
3. Green Spaces (*Environment*) - 17.65%
4. Woodland (*Environment*) - 17.65%
5. Open Spaces (*Environment*) - 15.69%

Respondent(s) notable comments:

- "Infrastructure should be able to support the number of residents".
- "The green spaces for wildlife and people. Affordable houses for LOCAL people. By that, I don't mean not allowing homes for refugees as we should definitely accommodate them. I just strongly object to our green belt be used to build high priced homes for people from other areas to move to, ie. London. Better roads".

C. If you could change any aspect of the local area in which you live, what would it be?

1. Stop Development (*Housing*) - 22.55%
2. Speed Reduction (*Transport*) - 19.61%
3. Traffic Reduction (*Transport*) - 14.71%
4. Road Improvements (*Transport*) - 13.73%
5. Congestion (*Transport*) - 11.76%

Respondent(s) notable comments:

- "threat by property developers to overdevelop and destroy the green belt"
- "Making St Michael's Road a One-way Road. Either way would help. The council will never do this because of the increase in congestion it would create at the Rayleigh Weir, which, most mornings and night, is already stationary. Consequently, residents have to risk their lives walking along the racetrack. The road has become a dirty, litter strewn raceway. The sides of the road are crumbling, and the volume of cars has become intolerable. But rest assured. Nothing will change".
- "Make the road one way from st michael's church to A127 one way"
- "Stop over development of established Greenbelt. Substantial investment in infrastructure and services. Remove Litter! and ensure the area is well maintained. Pathways and roads are a disgrace".

D. Is there anything else you want to tell us about the local area in which you live?

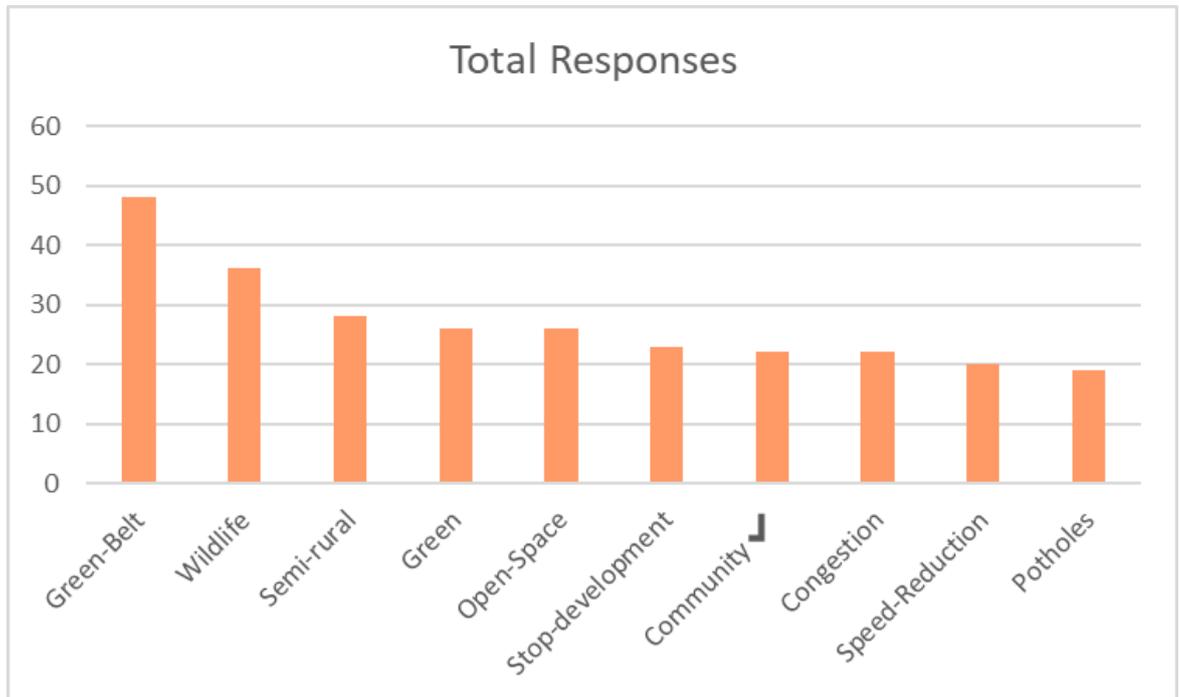
1. Green Belt Protection (*Environment*) - 13.73%
2. Congested (*Transport*) - 10.78%
3. Stop Development (*Housing*) - 10.78%
4. Green Belt (*Environment*) - 7.84%
5. Traffic (*Transport*) - 7.84%

Respondent(s) notable comments:

- "Daws Heath is a precious green lung for Castle Point".
- "high volume traffic noise and air pollution".
- "too much traffic at the Woodman's Junction"
- "I fully understand that there has to be some building for local needs, but this should be sensible extensions on existing properties and developments on brownfield NOT GREEN BELT. and in smaller numbers to meet local needs".
- "stepped in history"
- "it is my sanctuary from the hustle and bustle"
- "Initially after moving from a London borough, it felt fairly rural but not anymore"
- "It is a beautiful, tranquil place to live. I chose to live in a village and proposed developments will turn our village into a town, without the supporting infrastructure".
- "It really doesn't deserve to be swallowed up by incredibly ugly housing estates rampaging through the countryside with the addition of more vehicles on roads unable at times to cope now".
- "The number of speed bumps down Shrub lane should have been reduced years ago".

- "It's a last little oasis now surrounded by areas under threat from proposed housing projects that will take away any remaining green belt. This would create even more traffic congestion, burden on doctors surgeries and school intake which are oversubscribed at present".
- "Why does nothing ever seem to get better. Only worse"
- "Sort out the infrastructure, then consider housing options. Not vice versa"
- "when we move here approximately 28 yrs ago it was like living in a village. Very quiet and peaceful. We have more traffic coming through to access St Michael's Road that leads to the Arterial Road. This in turn causing speeding cars going by our house".
- "But all this is obvious and you the council do nothing to stop it!"
- "Our green belt and woods need to be preserved for future generations."
- "We have a lot of rubbish being dumped down St Michael's Road regularly needs a camera."
- "Lloyds Bank, which was the last bank to close is still standing empty a good banking Hub, I think? This would benefit local residents and the shops they need a bank as well."
- "Daw's Heath Road is now very busy and cars speeding as cars turn into Daw's Heath Road from Woodman to get to Hadleigh rather than driving to Vic House Corner".
- "Why has the regeneration project of Hadleigh town centre taken 15 years to date with nothing to report except the demolition of the pub. The middle part of the town centre needs to be demolished except for the church of course and replaced with a town square surrounded by a coffee shop, wine bar and stylish shops with flats above. A community centre should be built in place of the old fire station which is an eye sore in my opinion. A banking hub would be welcomed too".
- "Daws Heath is rare and residents from all over come to the surrounding open spaces which are vital to health well-being for all there is not the infrastructure or road systems to cope with further large expansion. The roads are gridlocked already the hospitals are haemorrhaging and the local dentists and doctors are turning long-time residents away this needs to be heard and green belt development needs to be stopped or at least limited to better alternatives or options".

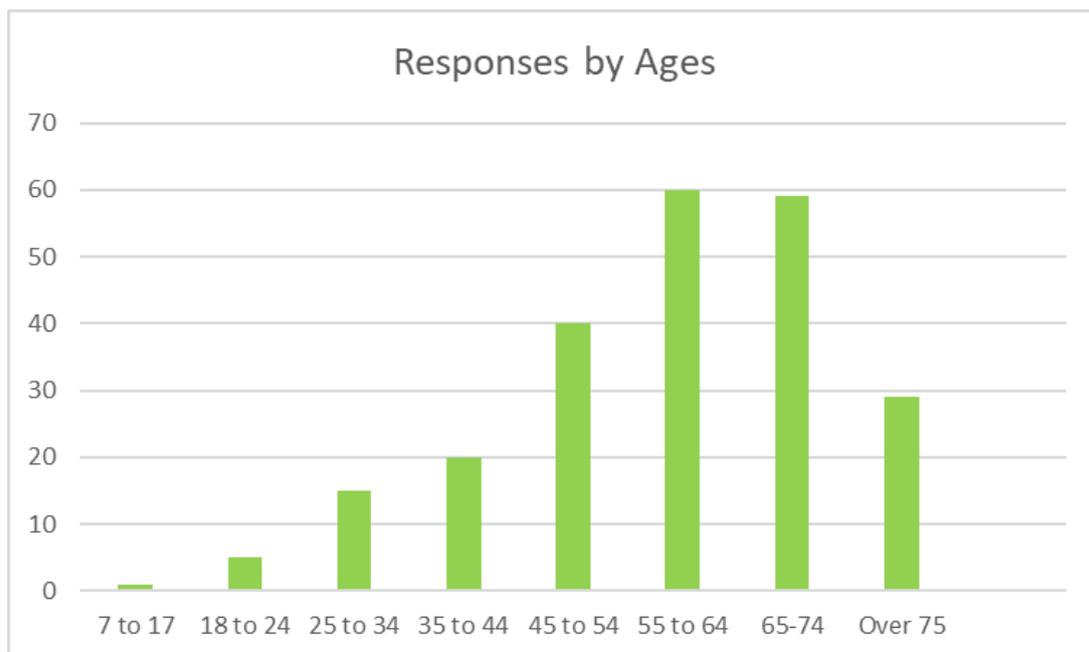
9.12. Using the same 'tag' method from the residents responses, the following Tags reveal what matters most to the 102 respondents from Daws Heath:



(Green-Belt(48), Wildlife(36), Semi-rural(28), Green(26), Open-Space(26), Stop-development(23), Community/(22), Congestion(22), Speed-Reduction(20), Potholes(19)

Thundersley:

9.13. 230 residents responded to the survey. Of these 107 were male and 117 were female. Responses were received from the following age brackets:



9.14. With reference to the four said questions, the top five tags from Thundersley resident's responses are as follows:

A. Choose up to five words that describe the area in which you live?

1. Congestion (*Transport*) - 18.70%
2. Community (*Population*) - 15.62%
3. Friendly (*Population*) - 14.78%
4. Green (*Environment*) - 14.78%
5. Busy (*Transport*) - 13.91%

B. What is most important to you about the area in which you live?

1. Green Spaces (*Environment*) - 22.61%
2. Green Belt Protection (*Environment*) - 14.78%
3. Open Space (*Environment*) - 10.87%
4. Safe (*Crime*) - 10.87%
5. Woodland (*Environment*) - 10.00%

Respondent(s) notable comments:

- "Maintaining the current infrastructure to an acceptable level while preserving our precious greenbelt".

C. If you could change any aspect of the local area in which you live, what would it be?

1. Traffic Reduction (*Transport*) - 16.96%
2. Road Maintenance (*Transport*) - 13.04%
3. Stop Development (*Housing*) - 12.61%
4. Congestion (*Transport*) - 12.17%
5. Road Improvements (*Transport*) - 10.00%

Respondent(s) notable comments:

- "Fewer new builds and fewer cars! Better facilities"
- "restore green belt which has always been the 'character' of the area.....fields east of Rayleigh Road preserved as a green buffer between Benfleet and Rayleigh"
- "lack of affordable housing in this area...I would like to see sustainable development at the heart of our local plan, particularly rain water collection systems, renewable energy generation and electric car charging, as our area is increasingly struggling with issues of flooding and reduced water pressure. Accessibility is also a significant issue that needs to be addressed as a fundamental part of Castle Point's development. Roads, parking, pavements, local amenities, parks, playgrounds and green spaces are not accessible or inclusive to residents with accessibility issues.....I also would want to see improved access to healthcare. Currently there is insufficient access to GP's, nurses and dental practices which will only worsen with housing developments".
- "Stop building any more houses in this hemmed in area of the county. There is nowhere else to build roads to squeeze the extra cars onto"
- "The road noise since the A130 was widened and developed to six lanes. It needs planting and fencing to reduce the road noise".
- "Infrastructure is terrible roads are always busy and traffic horrendous".

- "When houses are built all to be affordable so our adult children can stay in area they been brought up and keep contributing to making this area a lovely place to live".
- "The footpaths along Hart Road between Godden Lodge and Raymond's Drive require resurfacing and these paths have been in a neglected state for many years."
- "Less traffic especially on Hart road as this seems to be used as cut through between A13 & A127. This is having a huge negative effect on residents with extra noise and pollution."
- "Parks are not built with inclusivity in mind. Successful parks in other boroughs have been so successful because they are built under consultation with parents of children who have, or adults who have mobility or SEN needs."
- "More affordable housing, that's actually affordable".
- "A bus that goes from Thundersley to Benfleet, shame it was cancelled".
- "Get the pavements sorted. Over hanging shrubs and pavement parking make a walk more like an obstacle course".

D. Is there anything else you want to tell us about the local area in which you live?

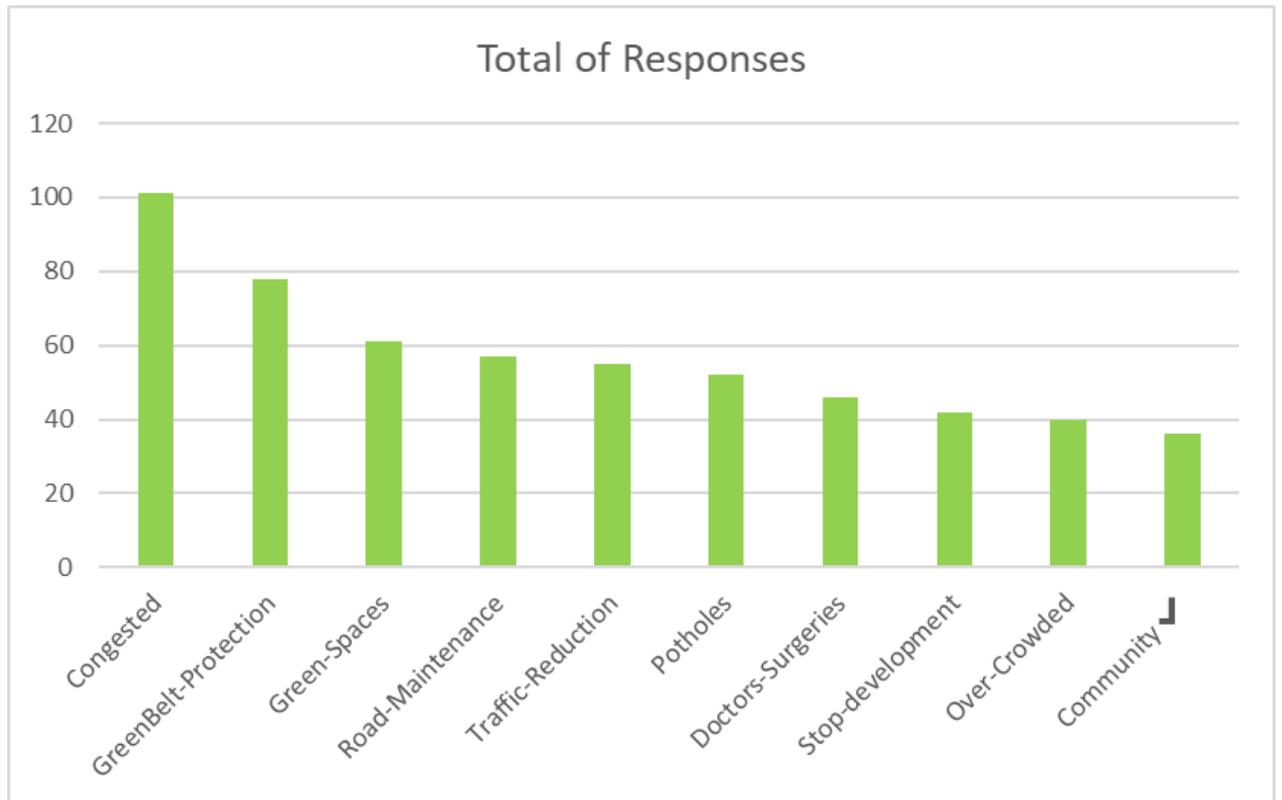
1. Congested (*Transport*) - 13.04%
2. Green Belt Protection (*Environment*) - 9.57%
3. Road Condition (*Transport*) - 6.96%
4. Doctors Surgeries (*Infrastructure*) - 6.52%
5. Pot Holes (*Transport*) - 6.09%

Respondent(s) notable comments:

- "population now seems to have less regard for the local area- inadequate parking facilities mean that people park wherever they like - often on paths in the way of pedestrians".
- "Roads, pavements are in an awful state, no cycling provision/protection, no incentive to use alternatives to car transport, three hills to get to hadleigh/southend, no protection for cyclists from road vehicles... ECC not fit for purpose"
- "Too much houses/flats being built on green belt land due to the fact our roads can't cope".
- "The local plan needs to include improved access on/off Canvey Island and into Benfleet....Do not touch our woodland or green spaces. We cherish them, they are what makes Castle Point such a wonderful place to live".
- "The area suffers from severe traffic congestion at peak times on a road network that is unable to cope with volume of vehicles. Unfortunately, the layout of the existing roads and the proximity of buildings leaves very little room for expansion. The area is basically overpopulated and struggles to meet the needs of the inhabitants. It is rapidly becoming a less desirable place to live".
- "The constant build-up of traffic towards and away from Rayleigh Weir makes many journeys in our location absolutely dreadful. Better public transport"
- "The roads are chocker block at any time of day now. Stop building anymore flats and houses which our children and grandchildren can't afford anyway. The 3 villages as they were once called is now one big town because of all the building that's happening. The roads can't cope anymore and there isn't infrastructure either, doctors, school places. The green spaces are shrinking away. Please leave what we've got alone".
- "Was a peaceful area, now resembles Brands Hatch at times!"

- “I’m fed up with the ‘save our green belt brigade’ harping on about development work. I understand the importance of keeping public green spaces but there are many unkept privately owned plots of land going to waste that could be built on especially in The Chase area. Many of these busy bodies didn’t worry about the green belt or the wildlife when they bought their homes. They don’t realise the other side to owning a green belt plot of land such as the dog poo bags being thrown onto our land, the fly tipping, the kids lighting fires or the trespasses taking a short cuts and damaging fences. These private plots need to be lifted from the green belt stranglehold so they can provide affordable homes for first time buyers”.
- "It was reasonable when I moved here 16 years ago. But the Rayleigh Road is now a car park most times of the day. The infrastructure is creaking at the seams and cannot take much more".
- "people wanting to spoil the area by building in areas that would affect the community"
- ".....I just had to replace a tyre due to a pothole. The pavements are uneven and unsafe. Streetlights are poor and often broken - making it particularly dangerous at night once the lights have been turned off. There is no truly affordable housing for local people".
- “It has changed so much due to threat of building more unaffordable houses in green belt.....we should find brown field we should make sure that our infrastructure is in place first to cope with new houses and definitely not build big expensive houses that our youngsters can’t afford”.
- "Put cameras on Church Hill to stop the lorries which continue to use it despite signs saying they shouldn't - enforce action on those who do."
- "Motorists often speed through Hart Road and approach the zebra crossing without much due care and attention. Perhaps a 30mph sign should be installed at an appropriate location."
- “I have been a resident of Thundersley since birth. I have seen this area adapt over the years to include much needed housing (affordable and larger homes), which in turn create more traffic and residents. However, over the last 10 years, and more recently, this is now becoming unsustainable. Our much-loved green areas that made Thundersley so lovely are being destroyed. Trees and habitat are being killed and the tons and tons of concrete poured into the ground is causing more flooding. Our amenities: schools, GP surgeries, dentists and hospitals are becoming overwhelmed with the amount of extra residents. Our roads almost remind me of London at rush hour; the noise and pollution I witness chugging out of cars and lorries as parents and carers walk their children along the pavement scares me. I want to stay living in my beloved Thundersley for as long as I am able so, please reconsider all these building plans that ruin our area. Once the land is destroyed and built on, this can never be reversed”.
- “I think most residents recognise the need for building homes for the future, particularly for the young people in the area, but I also think we are mostly fed up with blocks of flats being crammed into spaces (I'm thinking of Bread & Cheese Hill in particular) and causing problems for others (the residents in Downer Road have issues with drainage as a result of the habitats having been destroyed for the building). We're also fed up with the lack of affordable housing when big houses are constantly getting built, which are not for those starting off on the property ladder - more starter homes required. Also, can we try and stop the landlord buy up of these types of new builds when they happen, to allow the young people their chance”.

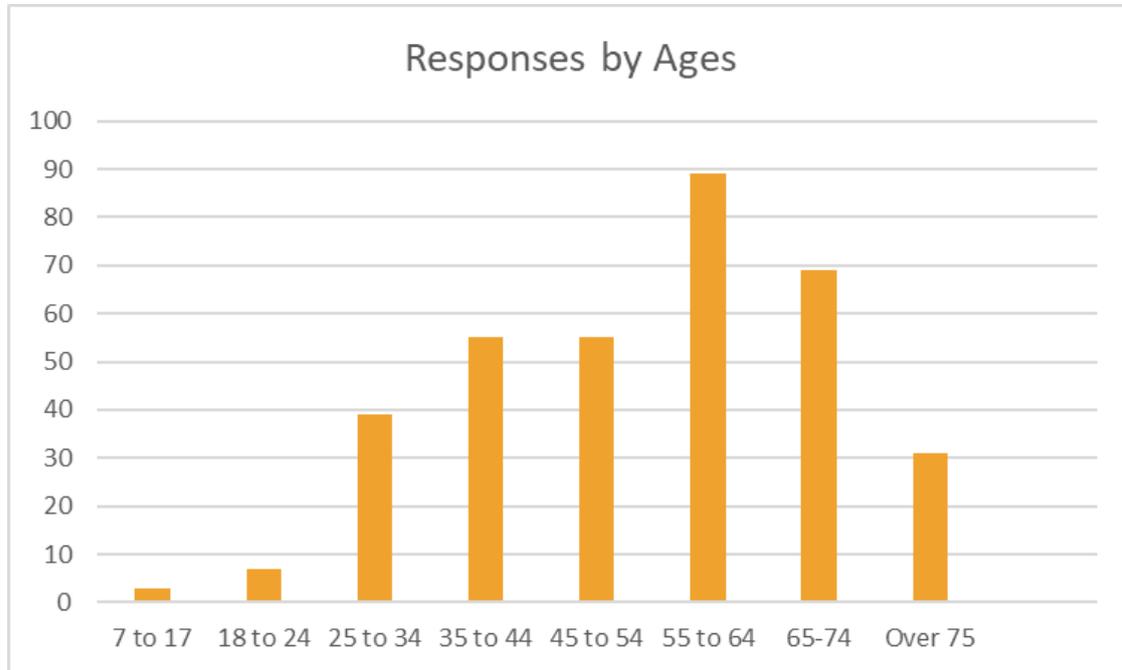
9.15. Using the same 'tag' method from the resident's responses, the following Tags reveal what matters most to the 230 respondents from Thundersley:



(Congested/Congestion(101), GreenBelt-Protection(78), Green-Spaces(61), Road-Maintenance(57), Traffic-Reduction(55), Potholes(52), Doctors-Surgeries(46), Stop-Development(42), Over-Crowded(40), Community/(36)

Benfleet:

9.16. 354 residents responded to the survey. Of these 158 were male and 187 were female. Responses were received from the following age brackets:



9.17. With reference to the four said questions, the top five tags from Canvey Island resident's responses are as follows:

A. Choose up to five words that describe the area in which you live?

1. Busy (*Transport*) – 17.23%
2. Friendly (*Population*) - 16.38%
3. Congestion (*Transport*) - 14.41%
4. Over Crowded (*Population*) - 12.99%
5. Quiet (*Environment*) - 12.99%

Respondent(s) notable comments:

- "It's not the greatest place to live. Bad pavements, lots of roadworks and Traffic jams, Extremely poor parks, Lack of availability at leisure centres, lack of doctors, lack of NHS dentists, lack of local school spaces - everywhere and thing is oversubscribed due to too many people. Lack of community spirit".
- "Stinks of sewage. The whole place is very run down".
- "was a very nice area"
- "Gridlocked, overpopulated, overdeveloped, overpriced, underwhelming".

B. What is most important to you about the area in which you live?

1. Green Spaces (*Environment*) - 18.93%
2. Safe (*Crime*) – 18.64%
3. Open Space (*Environment*) - 10.45%

4. Green Belt Protection (*Environment*) - 10.17%
5. Road Maintenance (*Transport*) - 9.04%

Respondent(s) notable comments:

- "the green fields and greenbelt and quieter life"
- "Finally the cowardly Castle Point Council, that don't hold Essex County Council to account...wasting tax payers money!"
- "The ability to leave/return to my house without sitting in a traffic jam. To be able to get a doctor's appointment. To be able to register for a doctor/dentist/school. Just basic life requests. To be able to use the pavement without negotiating parked cars, because we are overcrowded, and developers do not provide sufficient parking!!"
- "There are green spaces although these could be enhanced to bring families together rather than just left to young adults who break equipment for younger children".

C. If you could change any aspect of the local area in which you live, what would it be?

1. Pot Holes (*Transport*) - 18.08%
2. Road Maintenance (*Transport*) - 16.95%
3. Stop Development (*Housing*) - 11.30%
4. Road Improvements (*Transport*) - 11.02%
5. Green Belt Protection (*Environment*) - 9.89%

Respondent(s) notable comments:

- "Fix the potholes; Better infrastructure (our GP surgeries and schools are at capacity); More things for the younger generation to do; Improvement of Green Spaces; When building new houses, there needs to be affordable housing for the younger generation that want to continue living in the town where they grew up".
- "A nice cafe with outside seating at one or more of the parks would be lovely, better facilities for young people to use too."
- "Improvements to the roads around Sadlers, Tarpots, Woodman's, Vic House, Waterside. A new road network from Canvey. A new road network from A130 to Church Road. Move companies located at the Manor Trading Estate to a new industrial site on A127/A130 junction."
- "Move manor trading estate further away".
- "Bins put back when emptied and not left blocking pavements and being left in the roads".
- "everything, schools are bad and full of wannabe roadmen, and there is nothing to do in walking distance meaning that the young people suffer and turn to drugs and crime for stuff to do"
- "We need more Police"

D. Is there anything else you want to tell us about the local area in which you live?

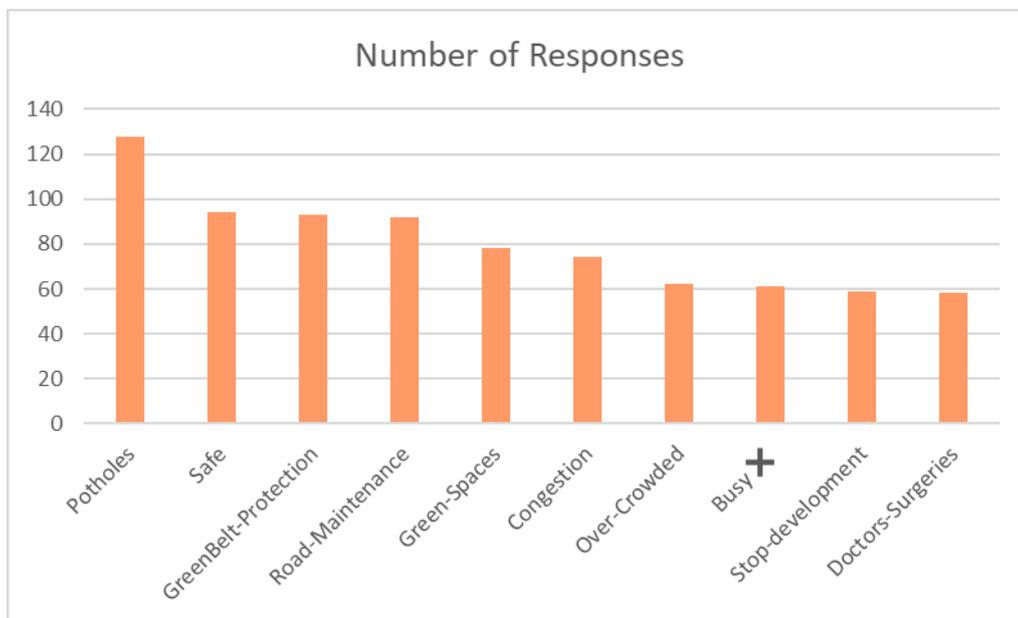
1. Congested (*Transport*) - 7.91%
2. Green Belt Protection (*Environment*) - 6.21%
3. Pot Holes (*Transport*) - 6.21%
4. Roads Condition (*Transport*) - 6.21%
5. Stop Development (*Housing*) - 5.37%

Respondent(s) notable comments:

- "money needs to be spent on maintenance, infrastructure, street lights, roads, drainage, water, sewerage"
- "Lack of ALL basic facilities. Dr's, school places, play areas, shops, Traffic is gridlocked. Totally denial in planning regarding this and no understanding that the area is a landlocked corridor and geographically unable to expand hence all building development or increase in population is having a huge detrimental affect on existing residents. Their health and standard of living is dropping dramatically".
- "the roads or infrastructure of doctors, emergency services or schools couldn't cope with large housing estates being built. Some houses are required but in a managed and sustainable way using brownfield sites,.....already crowded area so large developments cannot be justified"
- "Put infrastructure in place first. Our drains and water pipes cannot cope as it is so don't add more to them".
- "I have lived here a long time it use to be nice but now to be honest it's just constant traffic, roads falling apart and stress to get a simple doctors or dentist appointment. We cannot cope with anymore building!!!!"
- "I have had no street light outside my house since last year. The council ignore my report of the fault. The pavement outside and the road are uneven and dangerous in the dark".
- "CPBC are hell bent on destroying our area....Our community cannot cope with anymore properties being built.....Our schools are fit to bursting. Our doctors are full....our roads... cannot cope. Traffic is ridiculous..... If there is an accident, Benfleet comes to a standstill. Infrastructure such as trains & buses are bursting. Green belt which houses animals and insects is going to be destroyed and as a result what happens to them?.....LISTEN to what the people of CPBC want. That does not involve destroying our green belt. Houses that are built are not affordable. Affordable houses are houses (not flats) priced around £200-£250k. Not the prices that houses are in our area. These houses aren't for local people. But people moving from out of London. So really. Why do we need them?. Benfleet is FULL! There are too many cars on the road. People living in our area. STOP ALL THIS LUDICROUS BUILDING. Respect Thundersley & Benfleet as the small village & town it is and LET IT STAY AS IS... PROTECT GREEN BELT & keep our area pretty. The people of Castle Point DO NOT WANT THIS".
- "I love Benfleet as i know so many people do and I feel lucky to live in a place that feels like a village but is however still well connected"
- "People like to walk the paths around here"
- "A responsible local plan that shares the urgent need to provide more houses with the rest of the County".
- "Hadleigh Country Park is perfectly cared for. Too many more dog walkers so more population nearby could cause a problem!"
- "I love Benfleet and would regret it losing its village feel".
- "There are too many areas falling behind so it's hard to choose what needs fixing first. You don't see police anymore (and therefore don't feel safe), the roads are literally crumbling, outdoor spaces are neglected, bins are left over-filling, obvious issues with Anglian waste plant aren't being taken seriously. The area needs an overhaul, happy for more houses if these issues are addressed first so the area can handle the additional footfall".

- "Link-up bus and train services...ie for people who cant drive or afford a car, have a little minibus take them down to the high road to get a bus."
- "...improve the sewer plant near Watling road"
- "I think the council do a great job keeping Benfleet clean and tidy. I see workers regularly emptying bins and cutting grass verges".
- "It's just a shame it is so overcrowded that the traffic is a nightmare and the local services (e.g. doctors) can't cope"
- "The green areas are slowly disappearing and the strange planning decisions make the area less appealing to live in"
- "You want to build another 5000 homes, our infrastructure can barely support our current residents. Local traffic is diabolical, we just can't handle another 5000 homes in the area. You should know that".

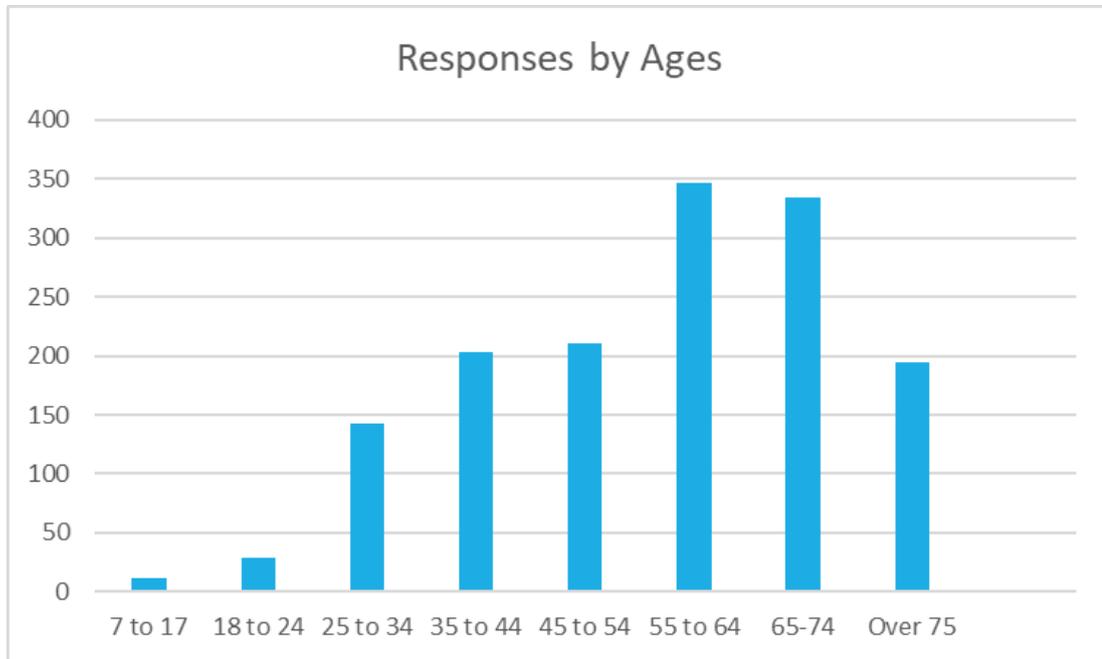
9.18. Using the same 'tag' method from the resident's responses, the following Tags reveal what matters most to the 354 respondents from Benfleet:



(Potholes(128), Safe(94), GreenBelt-Protection(93), Road-Maintenance(92), Green-Spaces(78), Congested/Congestion(74), Over-Crowded(62), BusyX(61), Stop-development(59), Doctors-Surgeries(58))

Castle Point Borough:

9.19. 1489 residents responded to the survey. Of these 656 were male and 798 were female. Responses were received from the following age brackets:



9.20. With reference to the four said questions, the top five tags from Castle Point Borough resident's responses are as follows:

A. Choose up to five words that describe the area in which you live?

1. Friendly (*Population*) - 17.46%
2. Congestion (*Transport*) - 13.03%
3. Community (*Population*) - 12.29%
4. Quiet (*Environment*) - 12.29%
5. Busy (*Transport*) - 12.22%

B. What is most important to you about the area in which you live?

1. Green Spaces (*Environment*) - 15.92%
2. Safe (*Crime*) - 15.11%
3. Open Spaces (*Environment*) - 9.34%
4. Green Belt Protection (*Environment*) - 8.93%
5. Shops (*Economy*) - 8.19%

C. If you could change any aspect of the local area in which you live, what would it be?

1. Road Maintenance (*Transport*) - 13.30%
2. Stop Development (*Housing*) - 12.76%
3. Pot Holes (*Transport*) - 11.28%
4. Road Improvements (*Transport*) - 10.21%
5. Traffic Reduction (*Transport*) - 10.21%

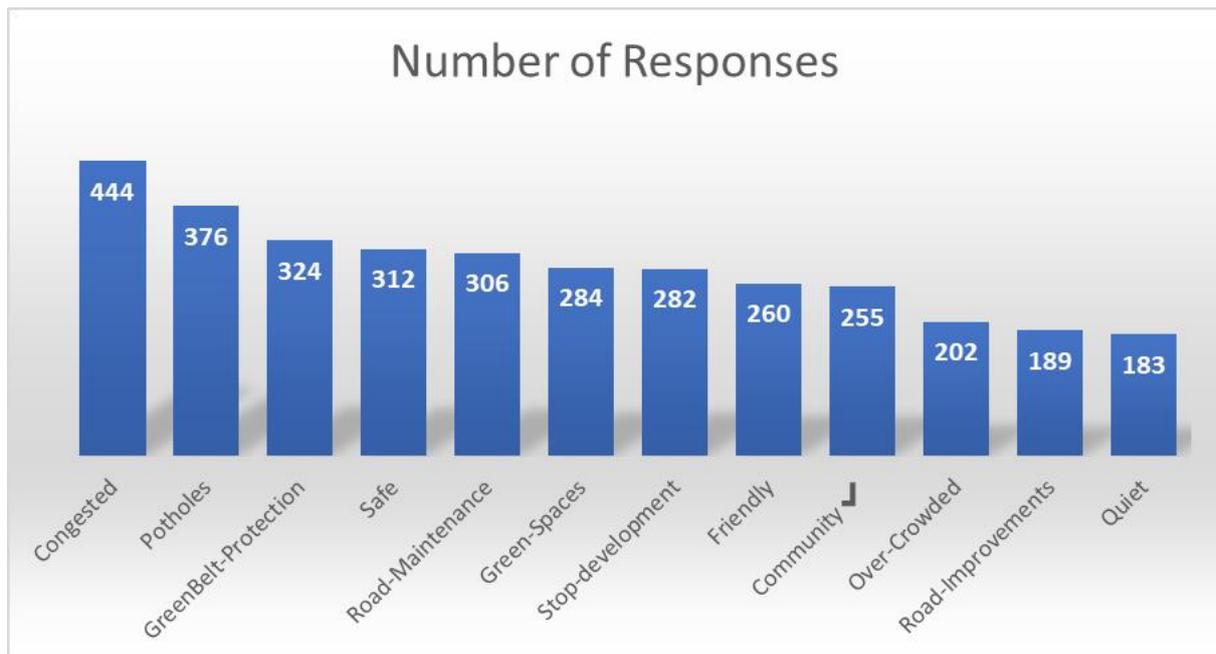
D. Is there anything else you want to tell us about the local area in which you live?

1. Congested (Transport) - 8.26%
2. Stop Development (Housing) - 6.18%
3. Green Belt Protection (Environment) - 5.71%
4. Pot Holes (Transport) - 5.64%%
5. Road Condition (Transport) - 5.57%

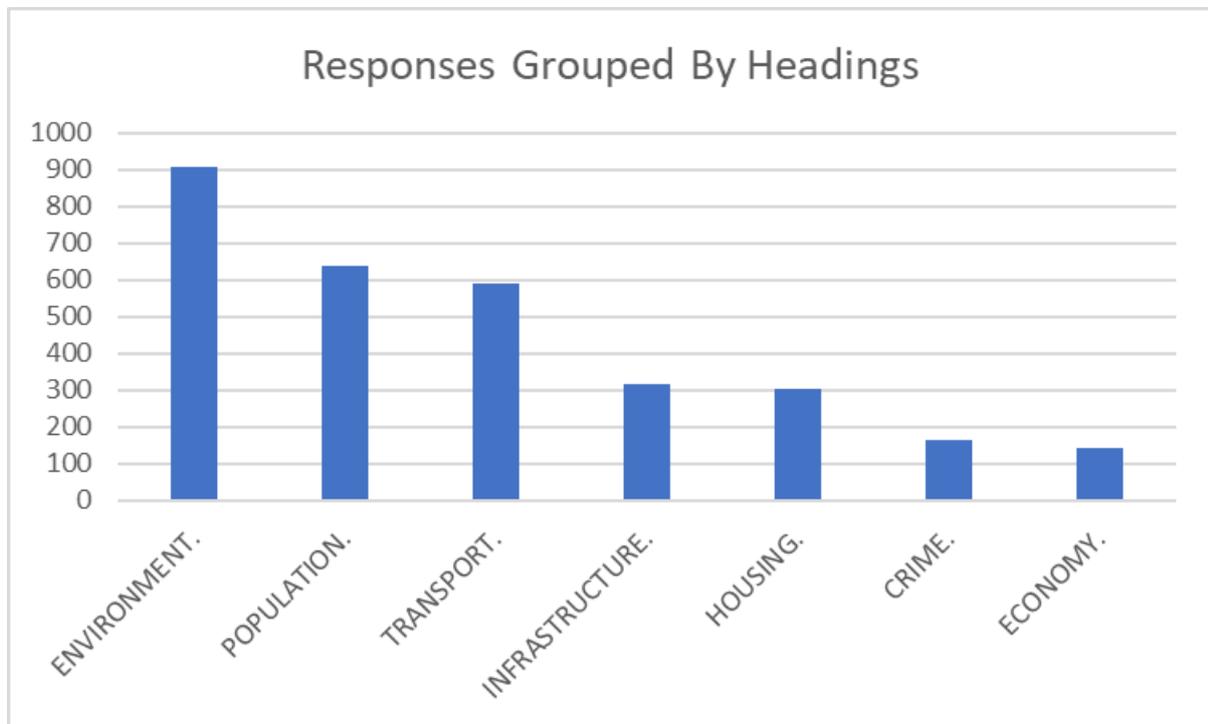
Of the total 1489 responses to the survey in the Castle Point Borough, the following proportions of responses were received in the respective area's:

- Canvey - 458
- Benfleet - 354
- Thundersley - 230
- Hadleigh - 216
- Daws Heath - 102
- South Benfleet - 100

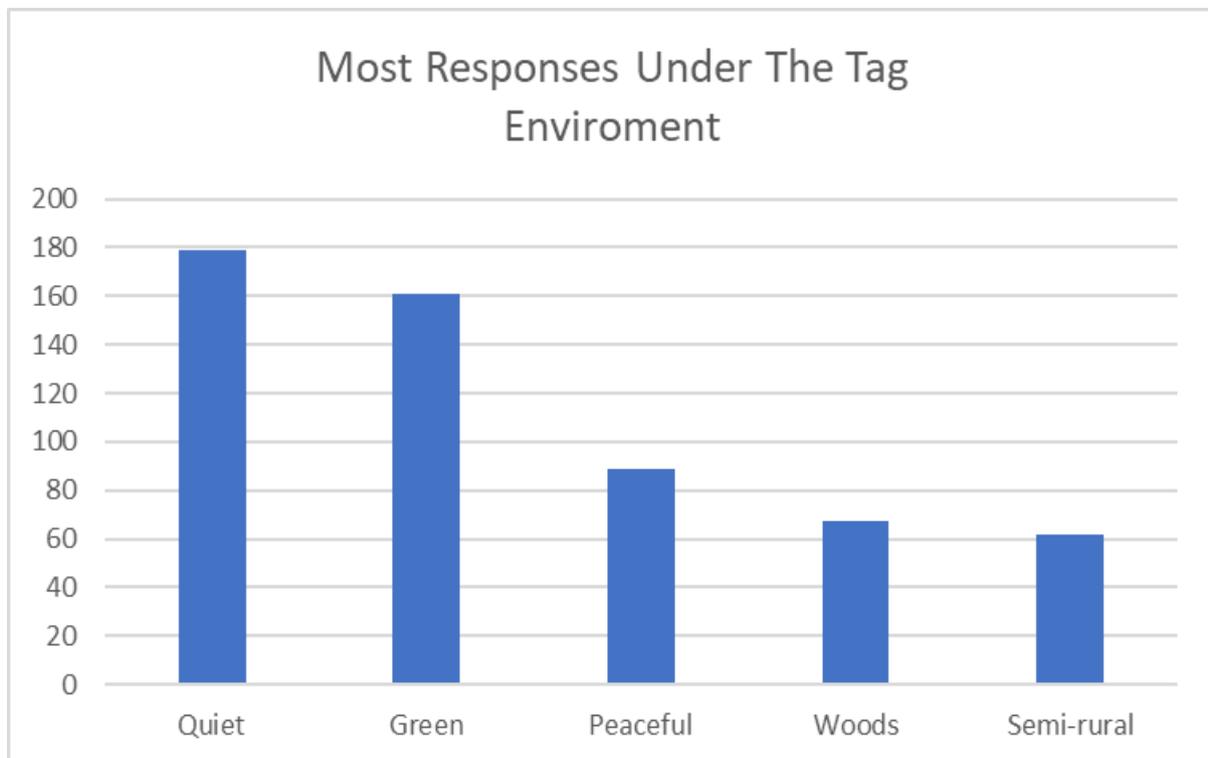
9.21. Using the same 'tag' method from the resident's responses, the following Bar Chart reveals what matters most to the 1489 respondents in the Castle Point Borough:



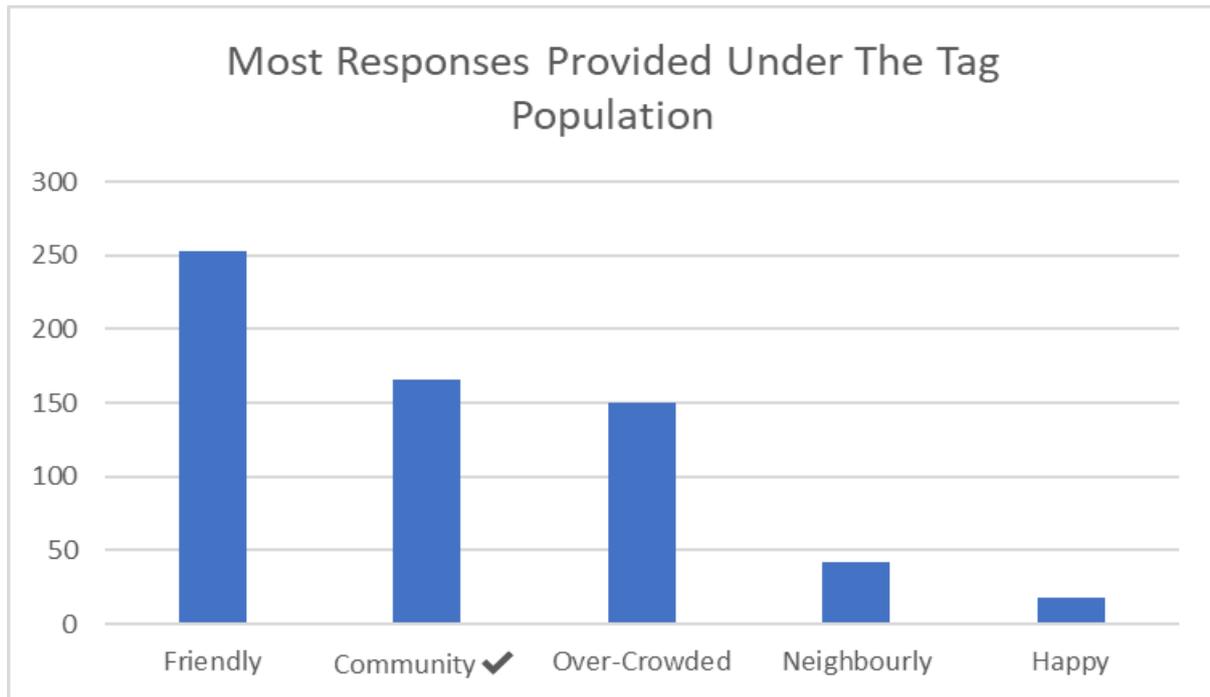
In relation to **Question A**, the following Bar Chart reveals what Main Heading 'Tags' are the most important topics to the respondents from Castle Point:



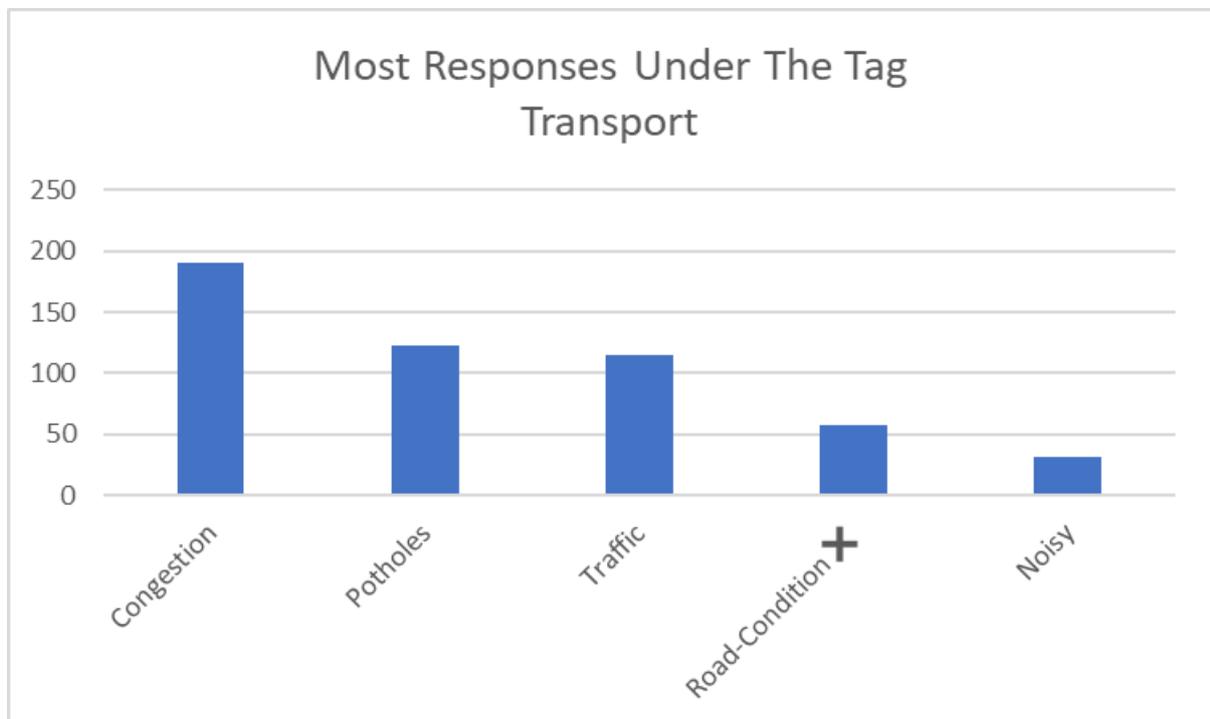
In relation to the Main Heading 'Environment' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question A** by Castle Point Residents were:



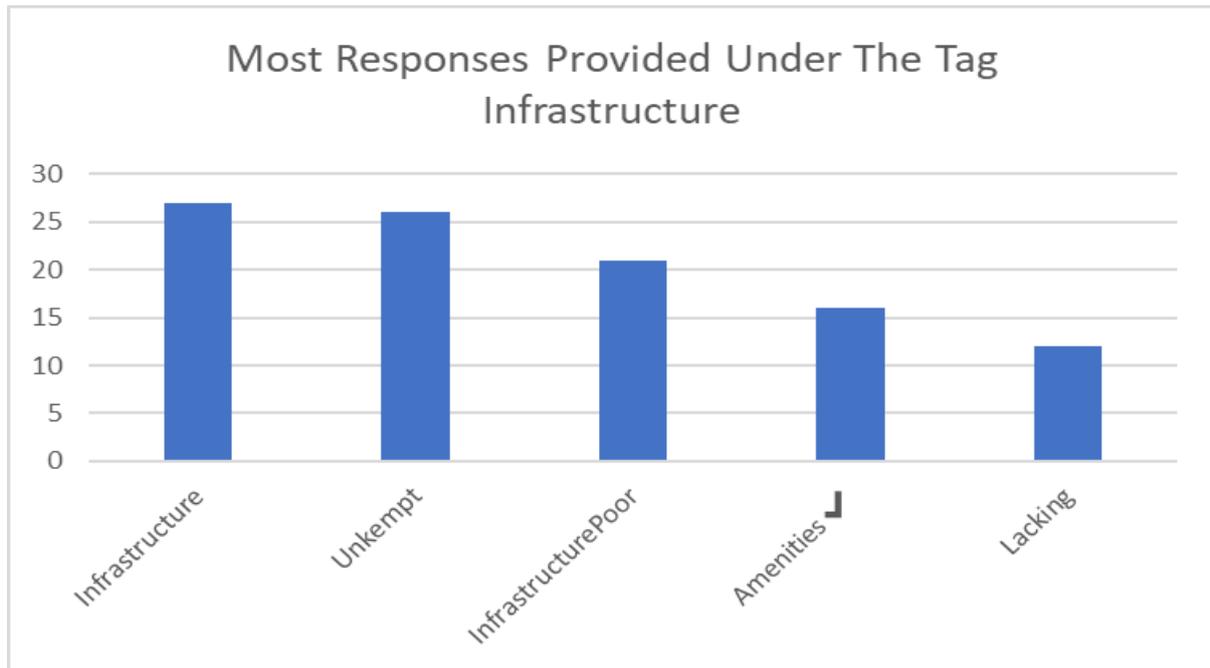
In relation to the Main Heading 'Population' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question A** by Castle Point Residents were:



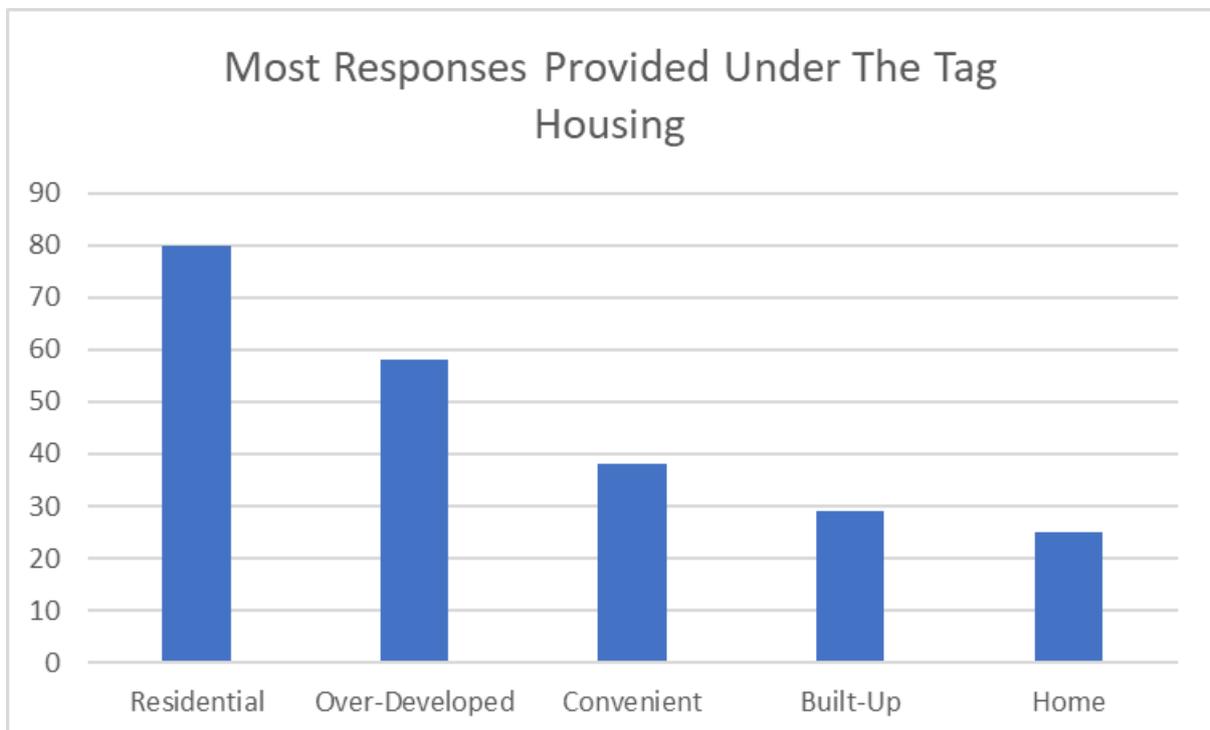
In relation to the Main Heading 'Transport' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question A** by Castle Point Residents were:



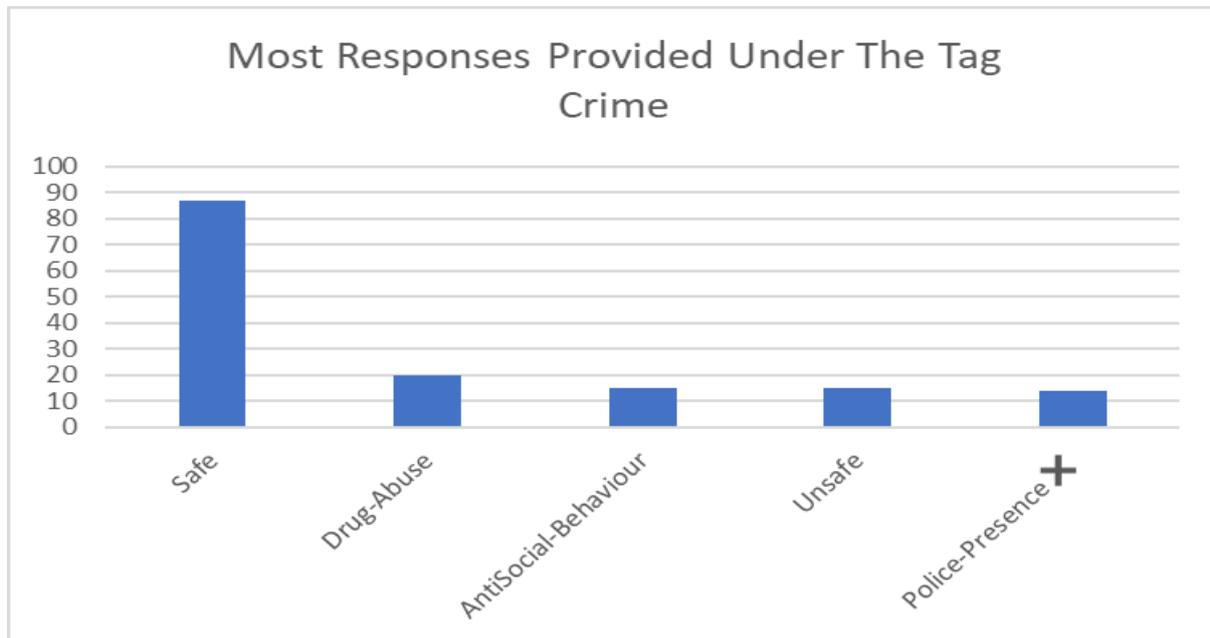
In relation to the Main Heading 'Infrastructure' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question A** by Castle Point Residents were:



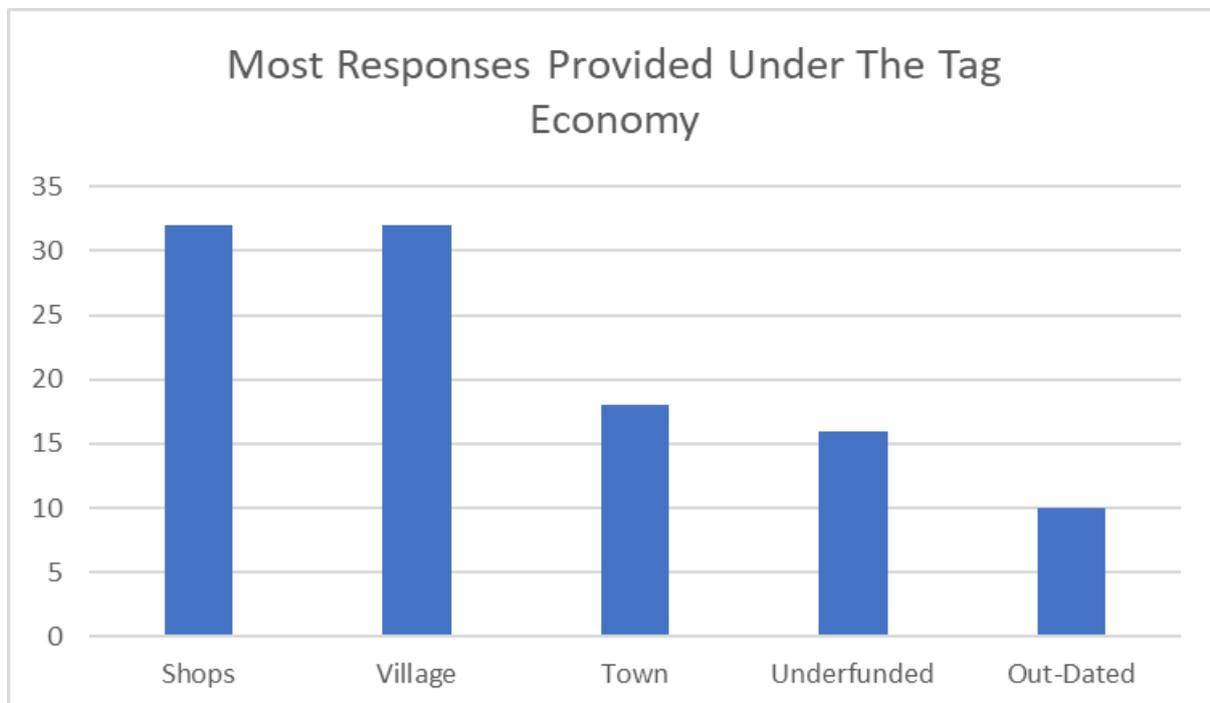
In relation to the Main Heading 'Housing' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question A** by Castle Point Residents were:



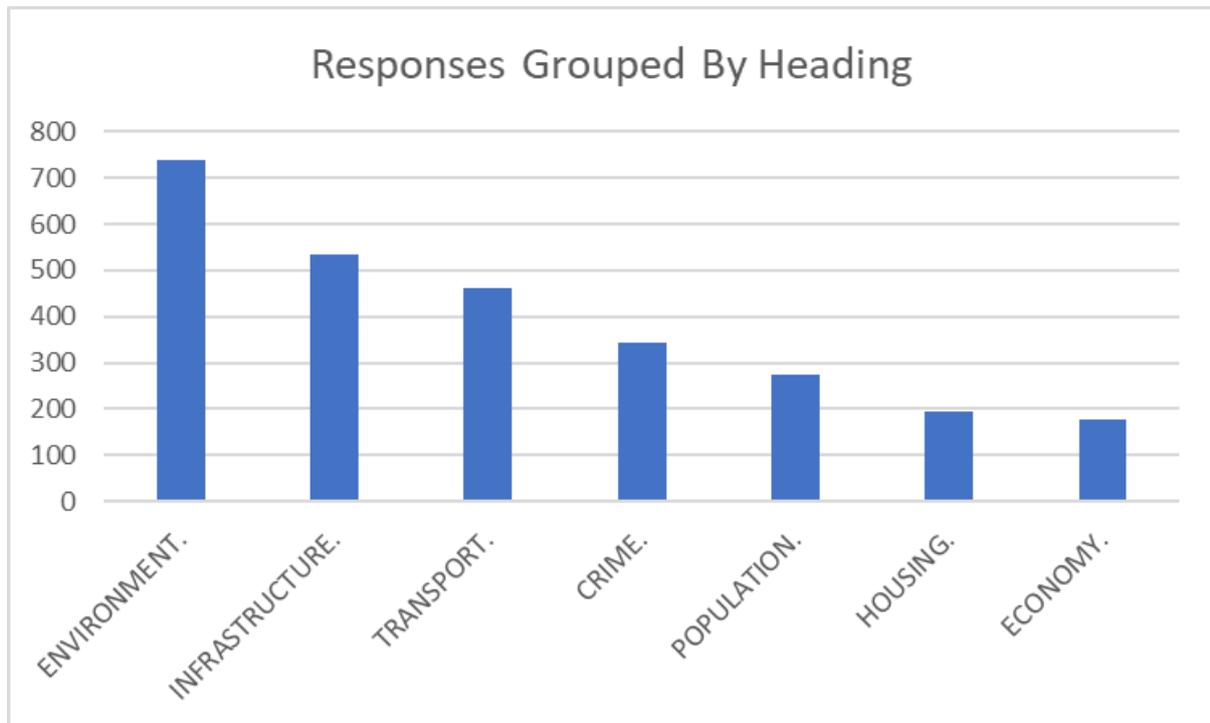
In relation to the Main Heading 'Crime' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question A** by Castle Point Residents were:



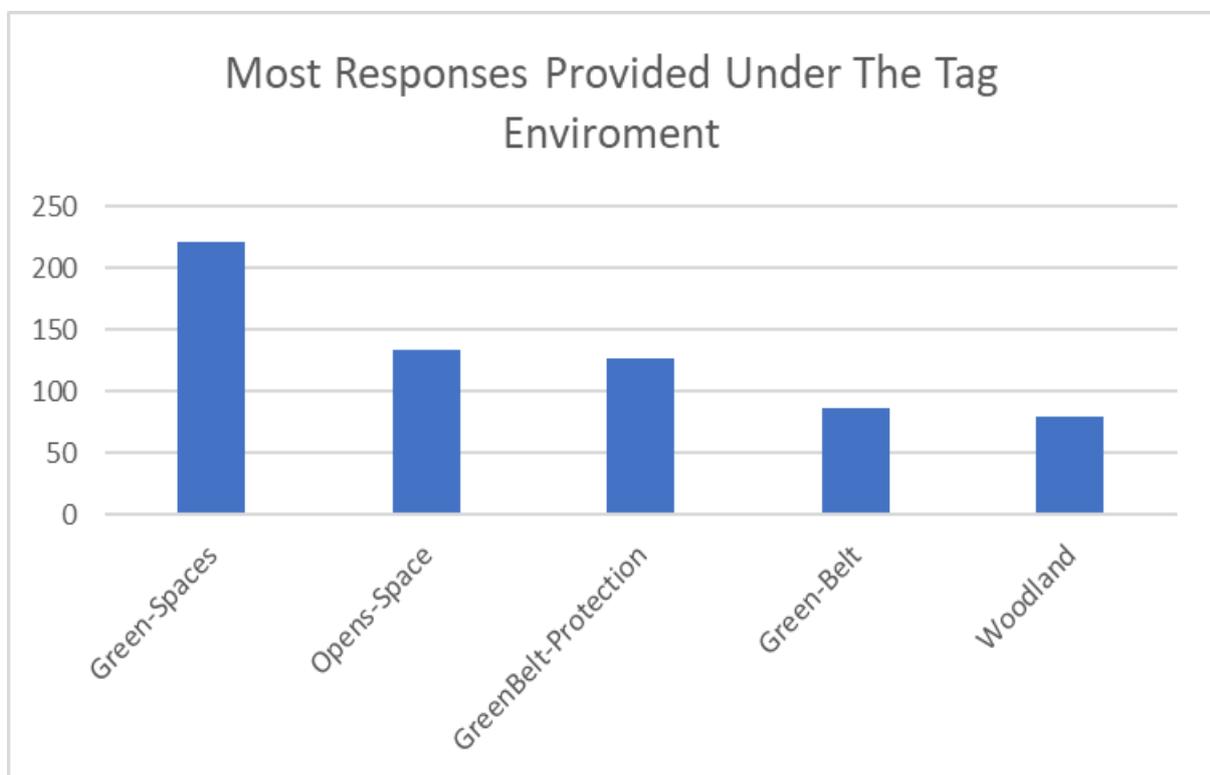
In relation to the Main Heading 'Economy' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question A** by Castle Point Residents were:



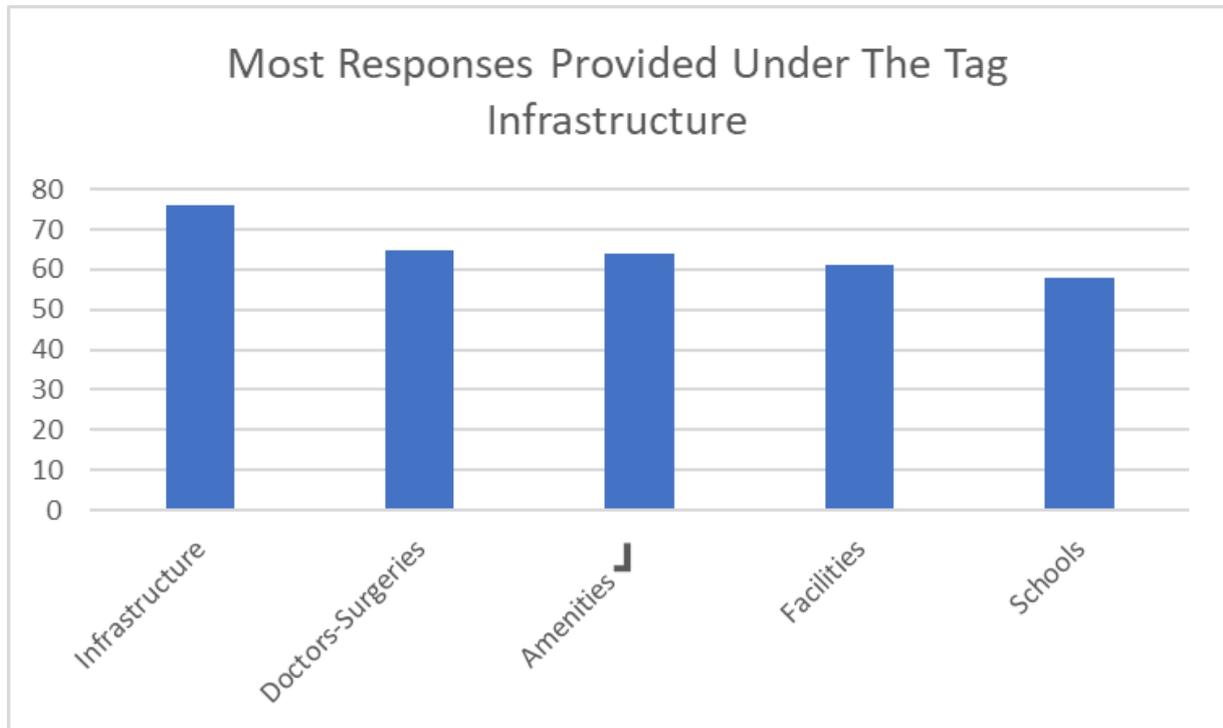
In relation to **Question B**, the following Bar Chart reveals what Main Heading 'Tags' are the most important topics to the respondents from Castle Point:



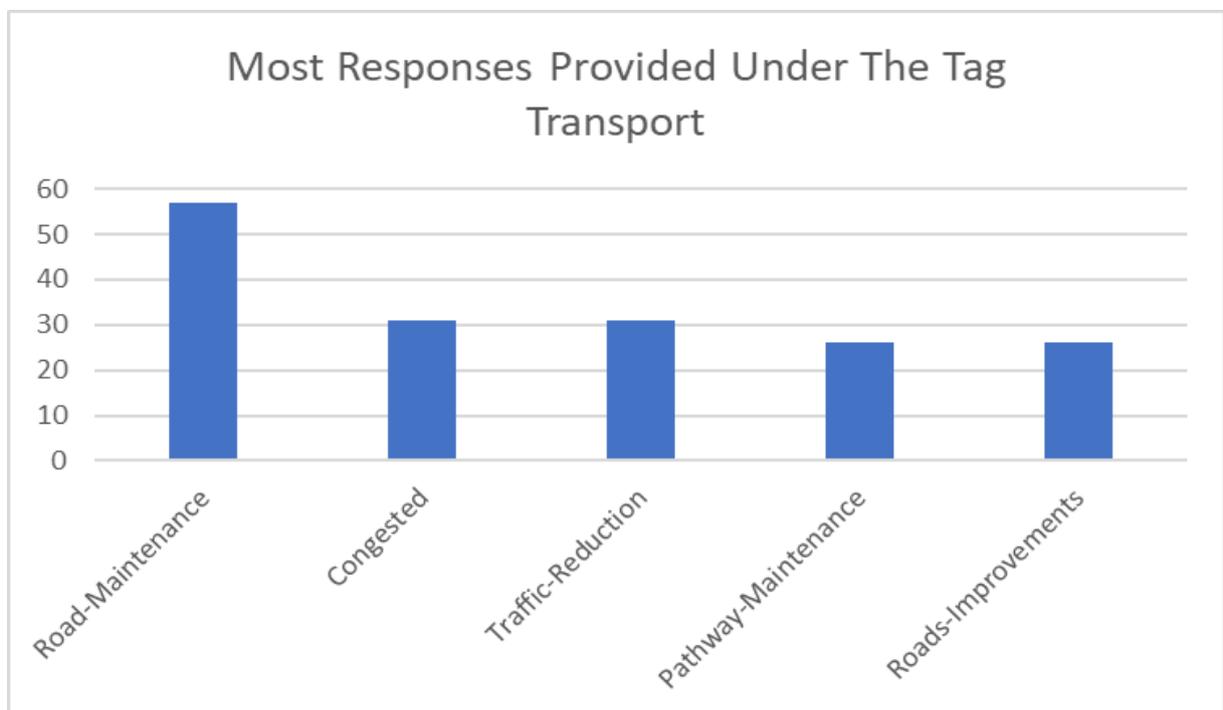
In relation to the Main Heading 'Environment' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question B** by Castle Point Residents were:



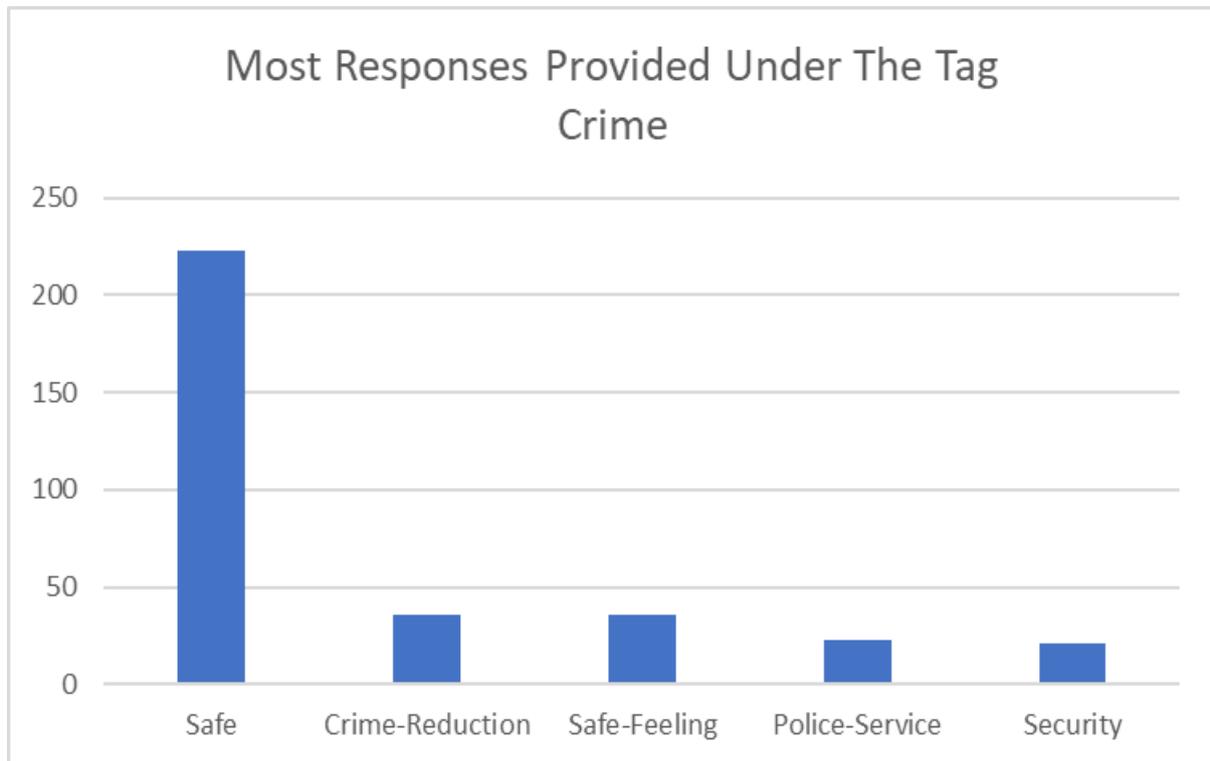
In relation to the Main Heading 'Infrastructure' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question B** by Castle Point Residents were:



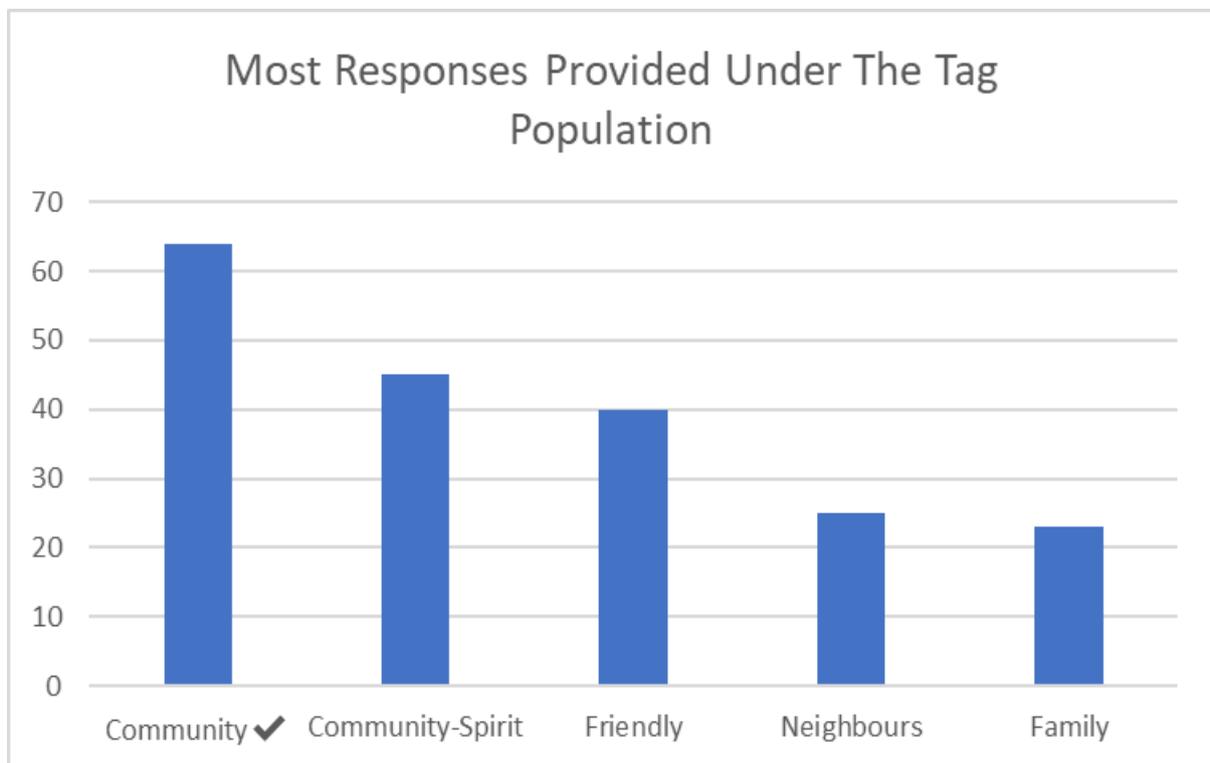
In relation to the Main Heading 'Transport' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question B** by Castle Point Residents were:



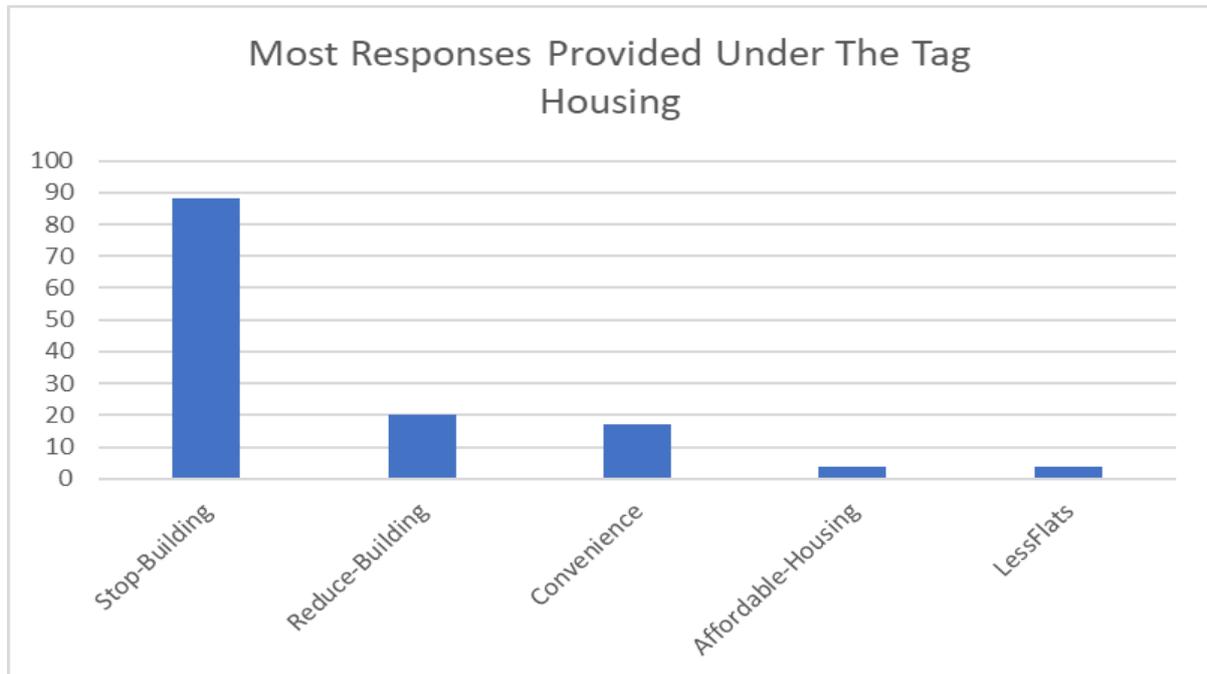
In relation to the Main Heading 'Crime' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question B** by Castle Point Residents were:



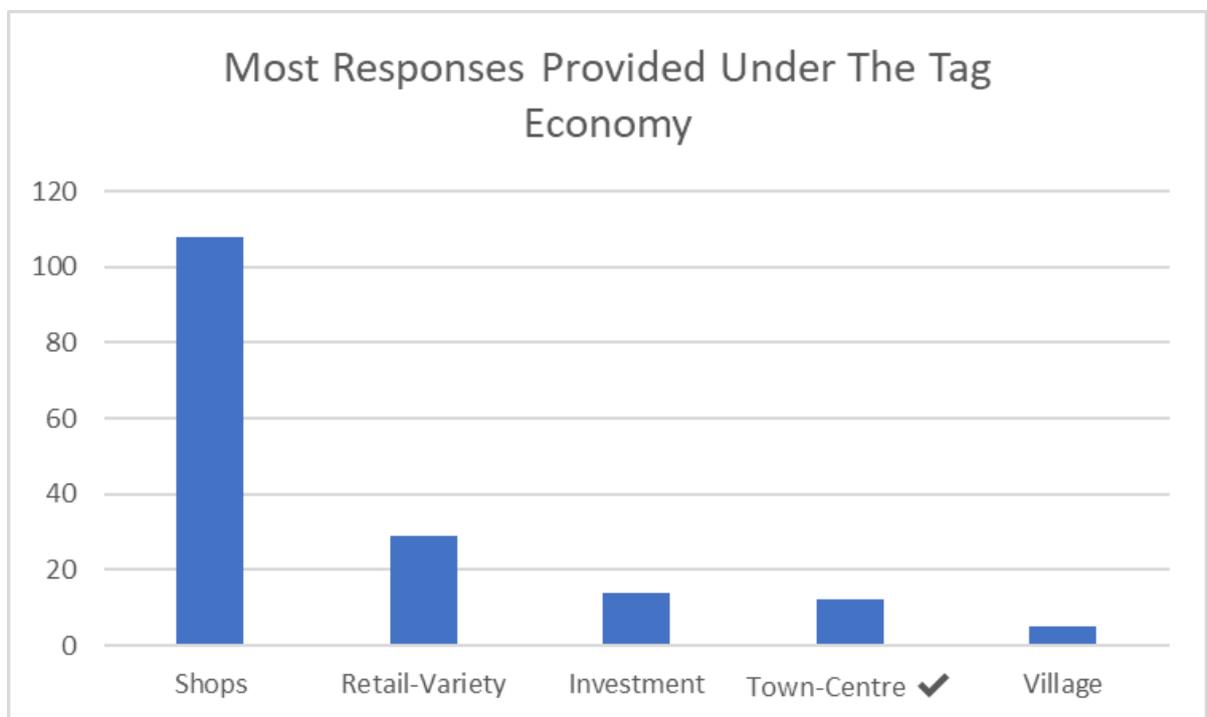
In relation to the Main Heading 'Population' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question B** by Castle Point Residents were:



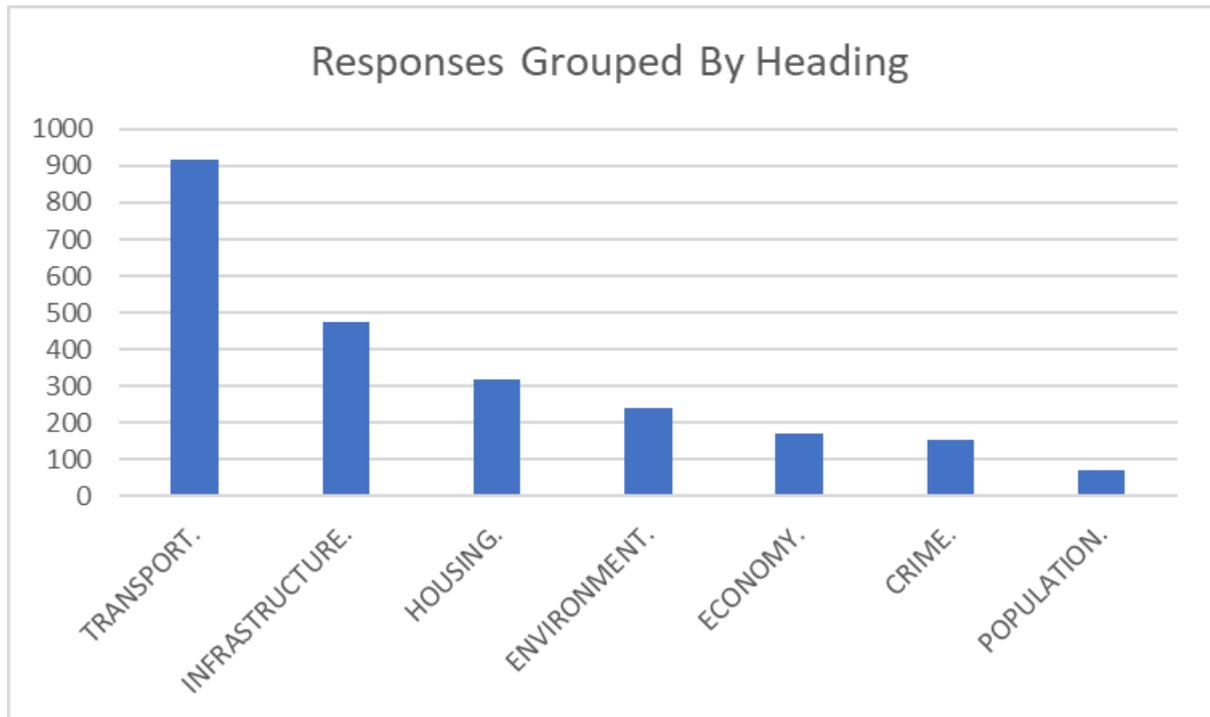
In relation to the Main Heading 'Housing' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question B** by Castle Point Residents were:



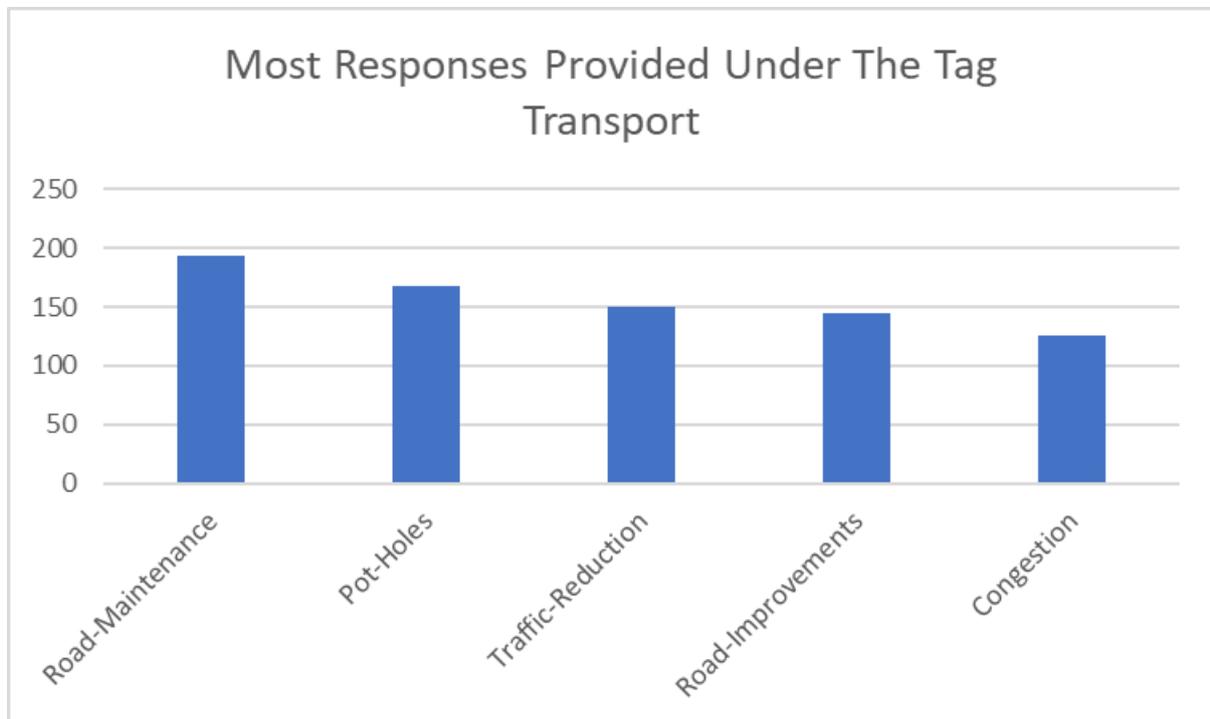
In relation to the Main Heading 'Economy' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question B** by Castle Point Residents were:



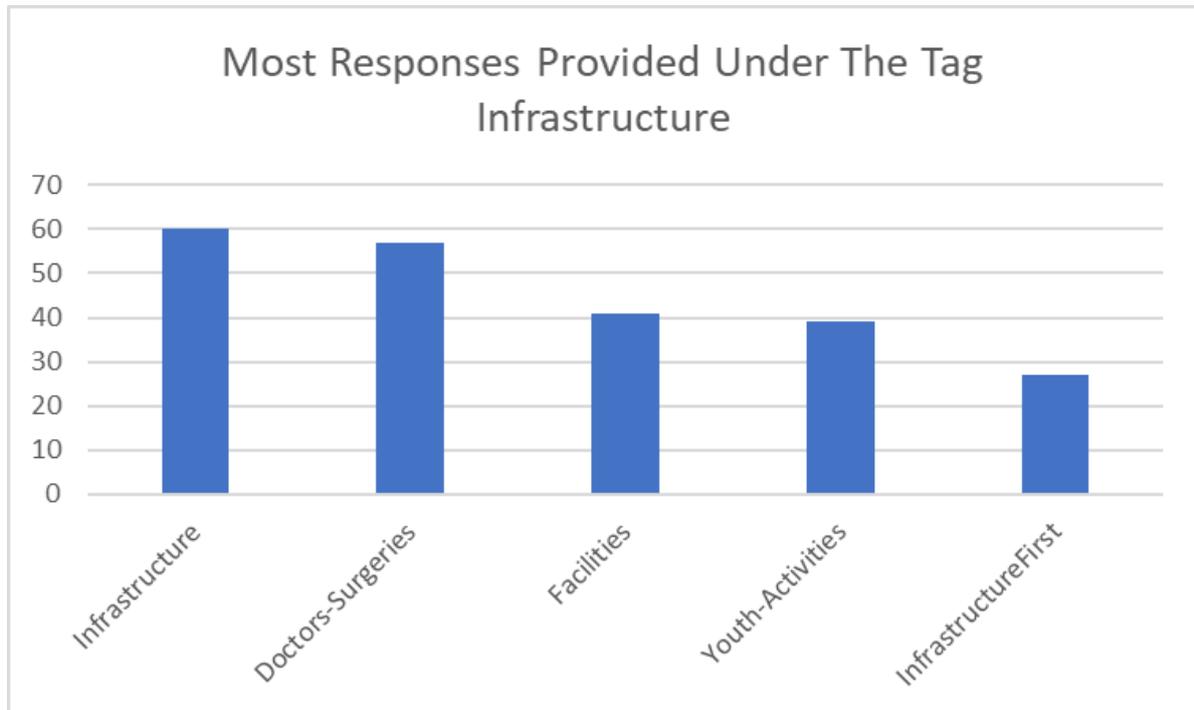
In relation to **Question C**, the following Bar Chart reveals what Main Heading 'Tags' are the most important topics to the respondents from Castle Point:



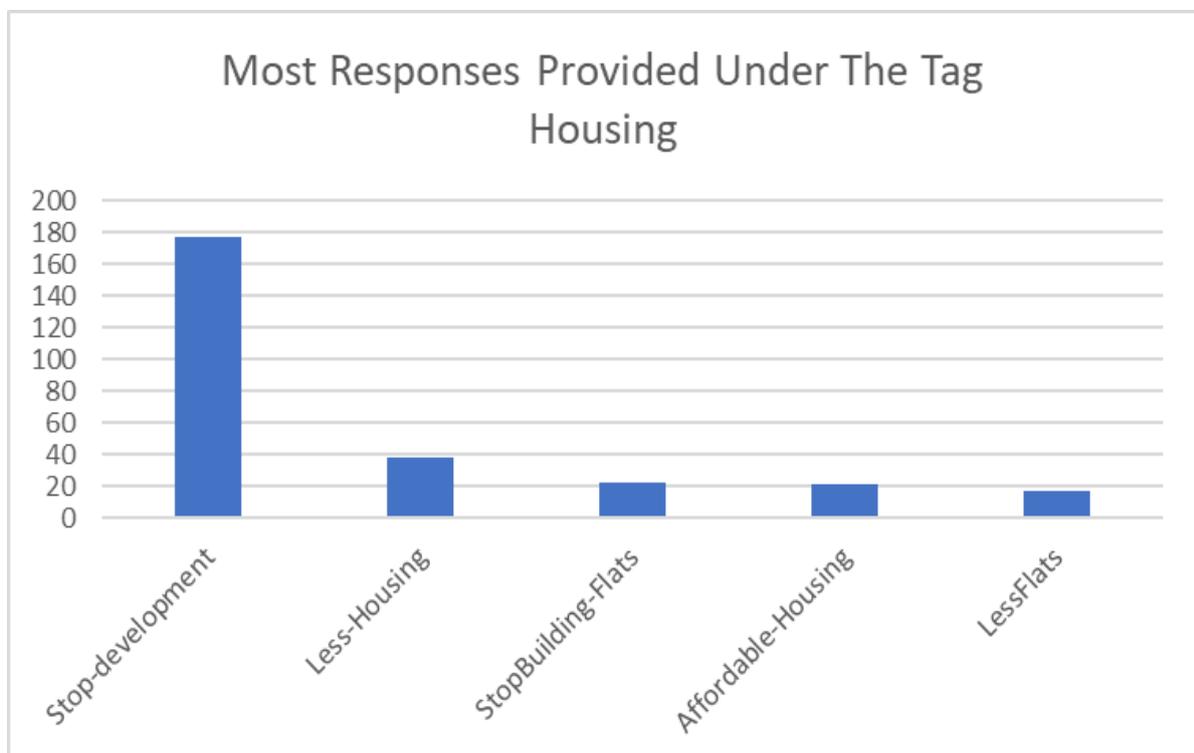
In relation to the Main Heading 'Transport' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question C** by Castle Point Residents were:



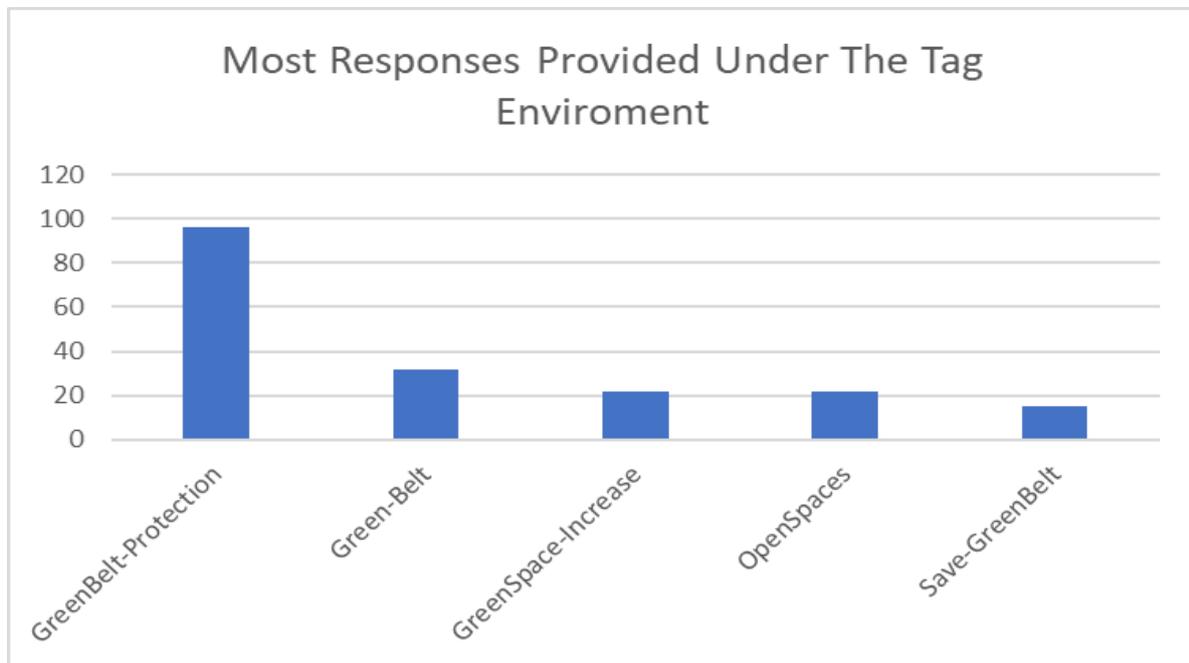
In relation to the Main Heading 'Infrastructure' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question C** by Castle Point Residents were:



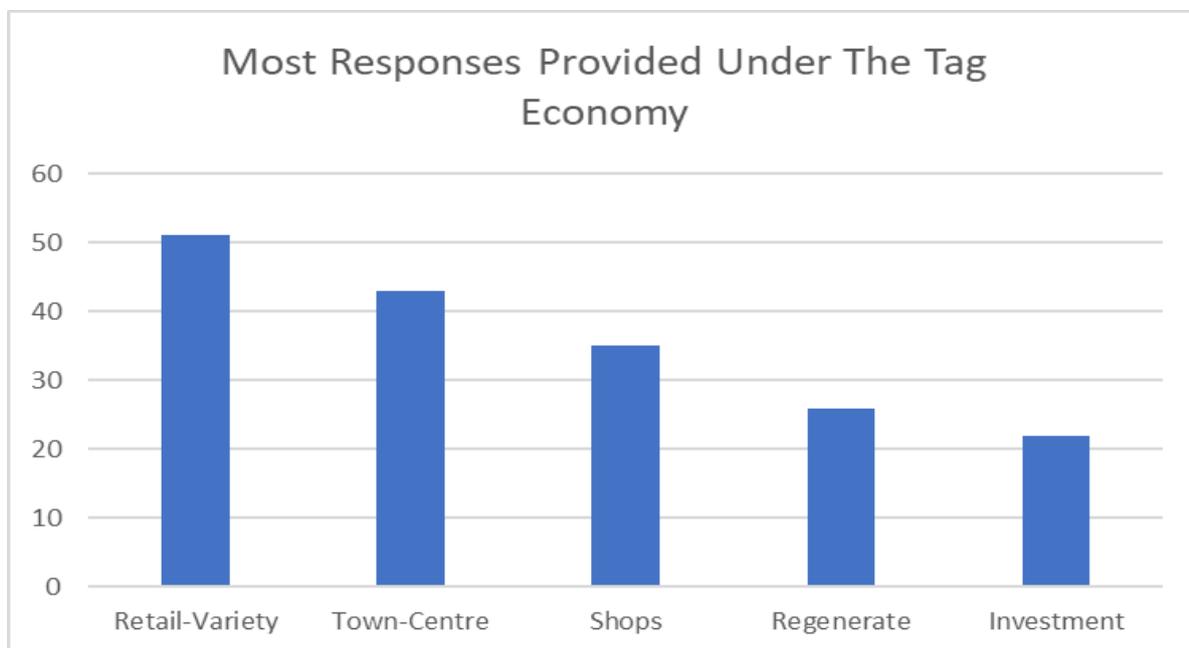
In relation to the Main Heading 'Housing' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question C** by Castle Point Residents were:



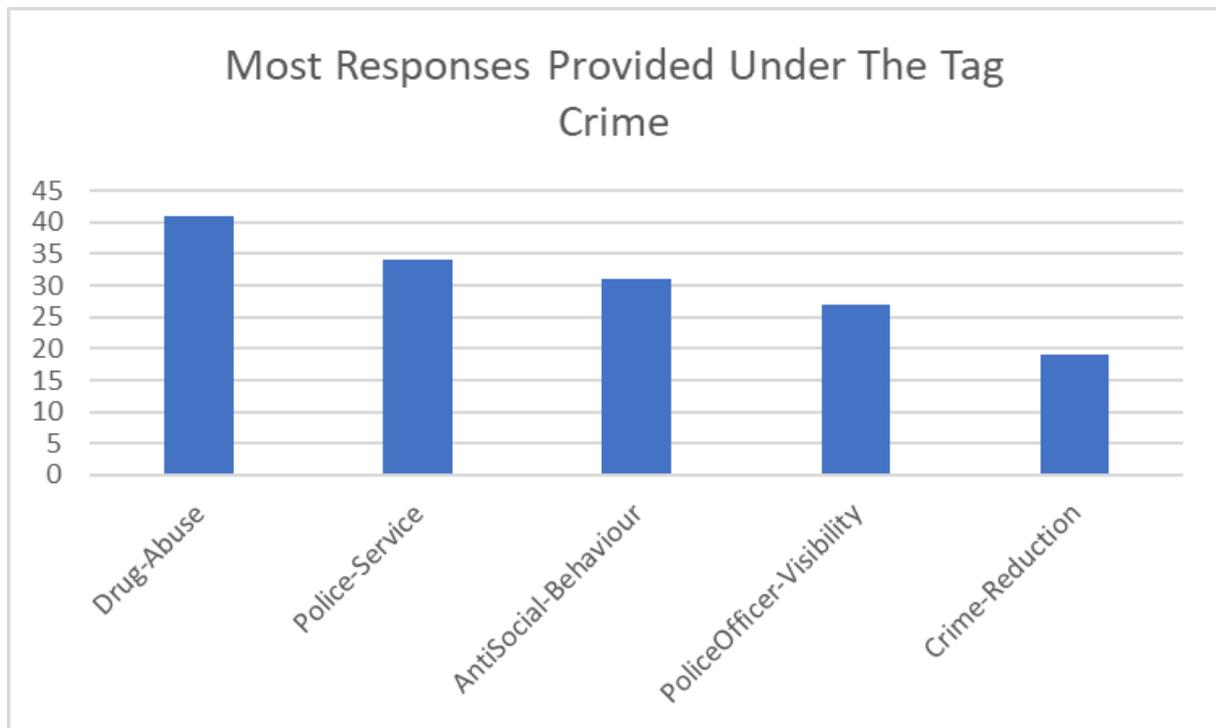
In relation to the Main Heading 'Environment' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question C** by Castle Point Residents were:



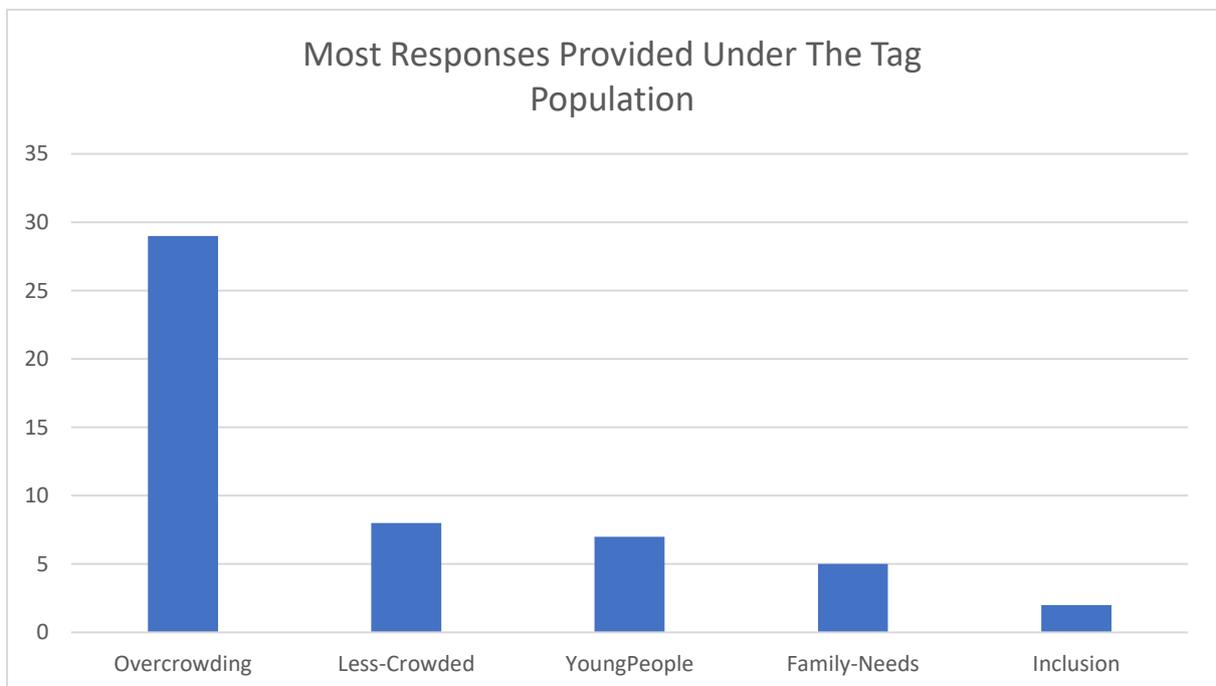
In relation to the Main Heading 'Economy' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question C** by Castle Point Residents were:



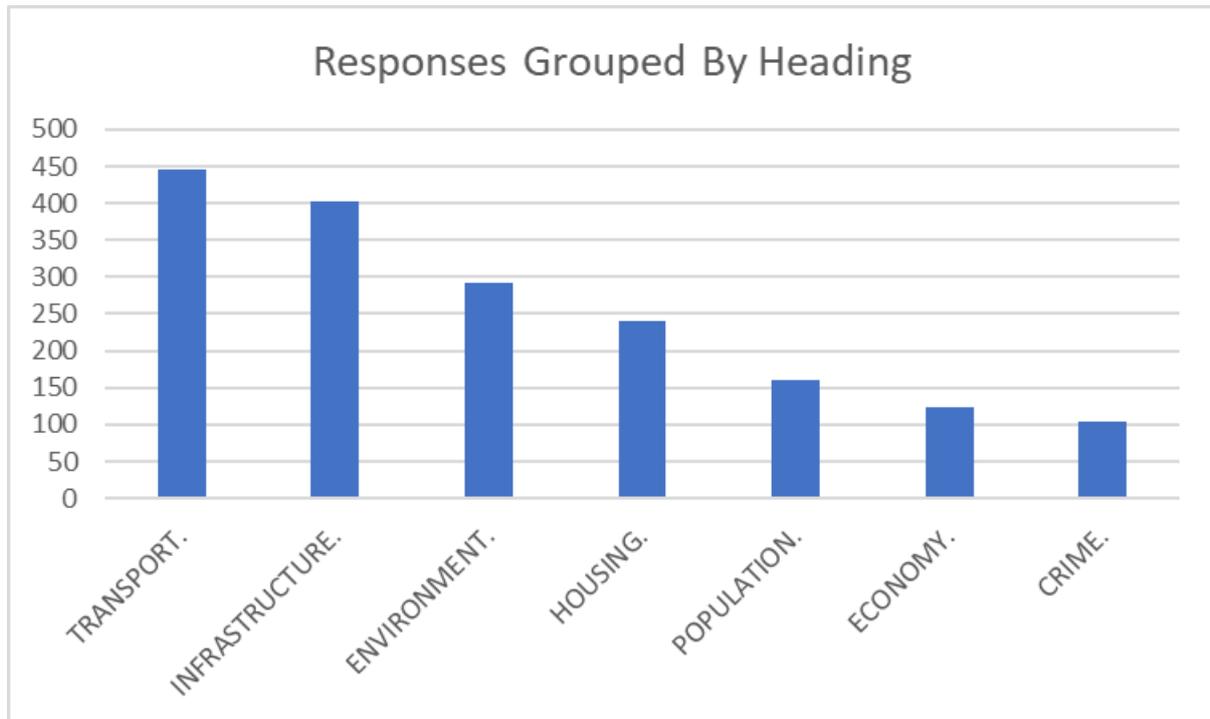
In relation to the Main Heading 'Crime' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question C** by Castle Point Residents were:



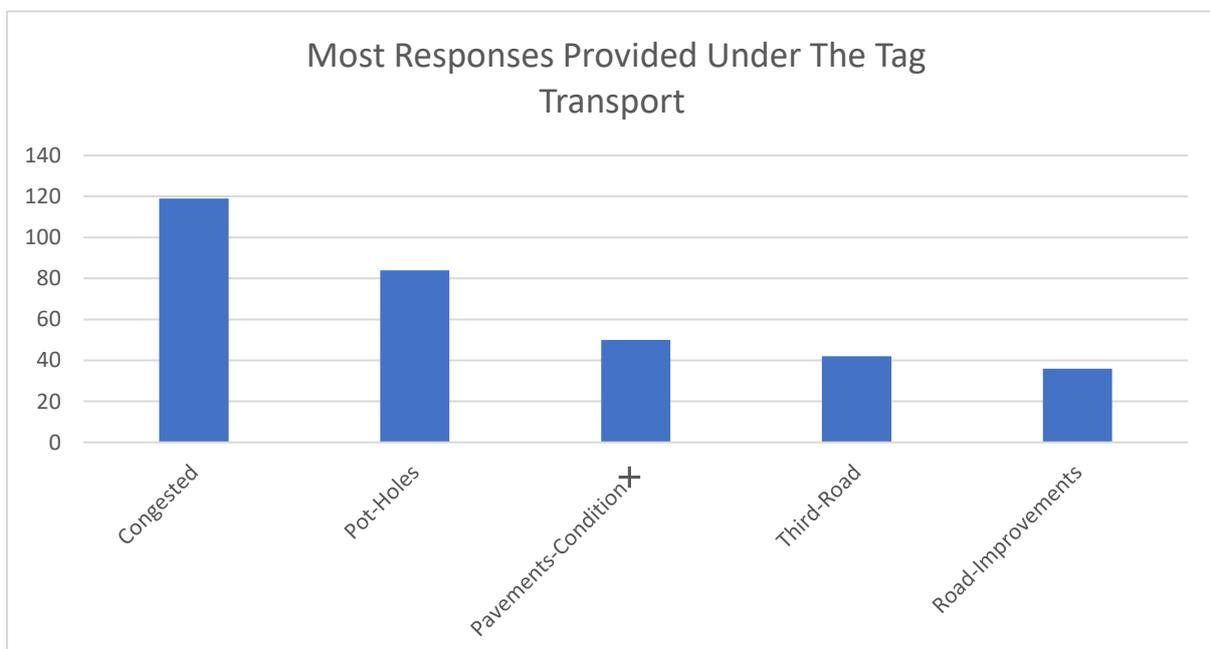
In relation to the Main Heading 'Population' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question C** by Castle Point Residents were:



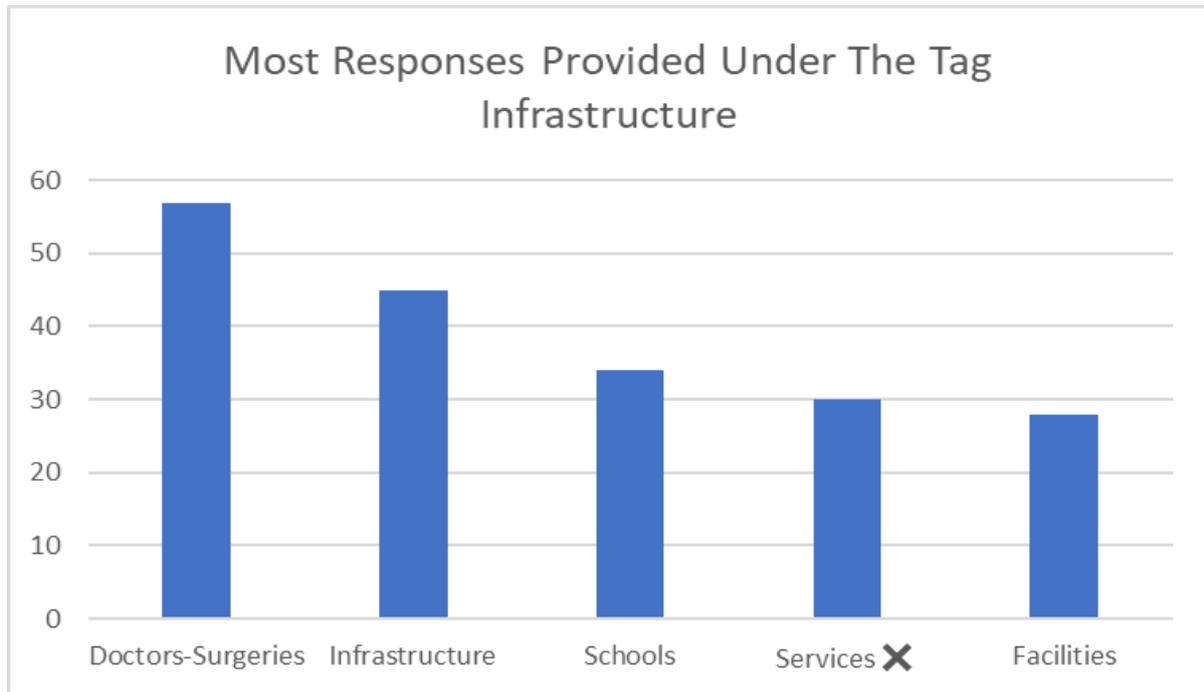
In relation to **Question D**, the following Bar Chart reveals what Main Heading 'Tags' are the most important topics to the respondents from Castle Point:



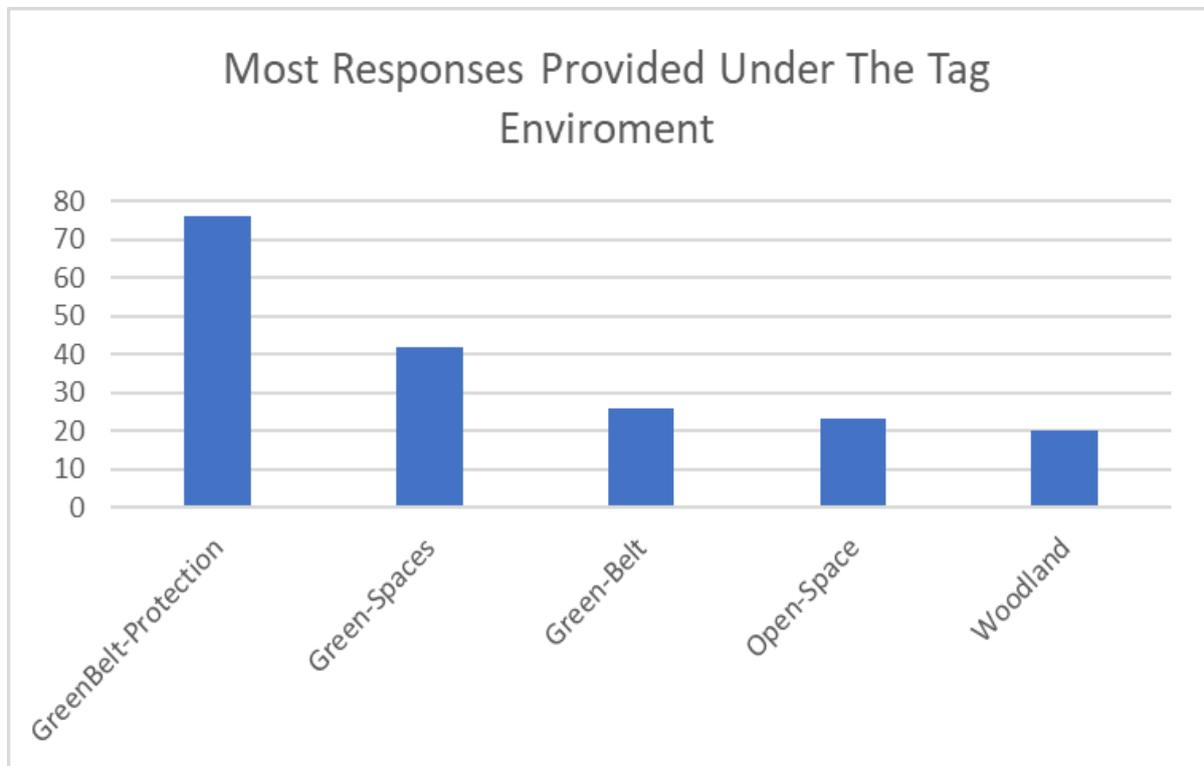
In relation to the Main Heading 'Transport' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question D** by Castle Point Residents were:



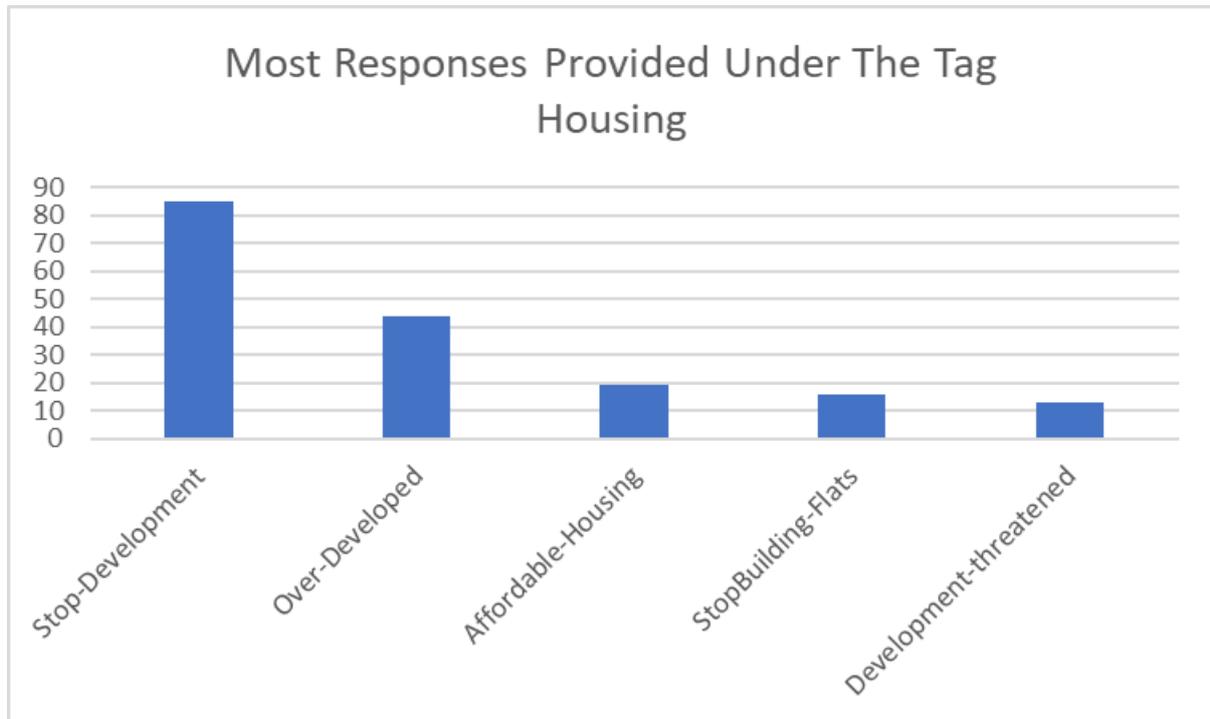
In relation to the Main Heading 'Infrastructure' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question D** by Castle Point Residents were:



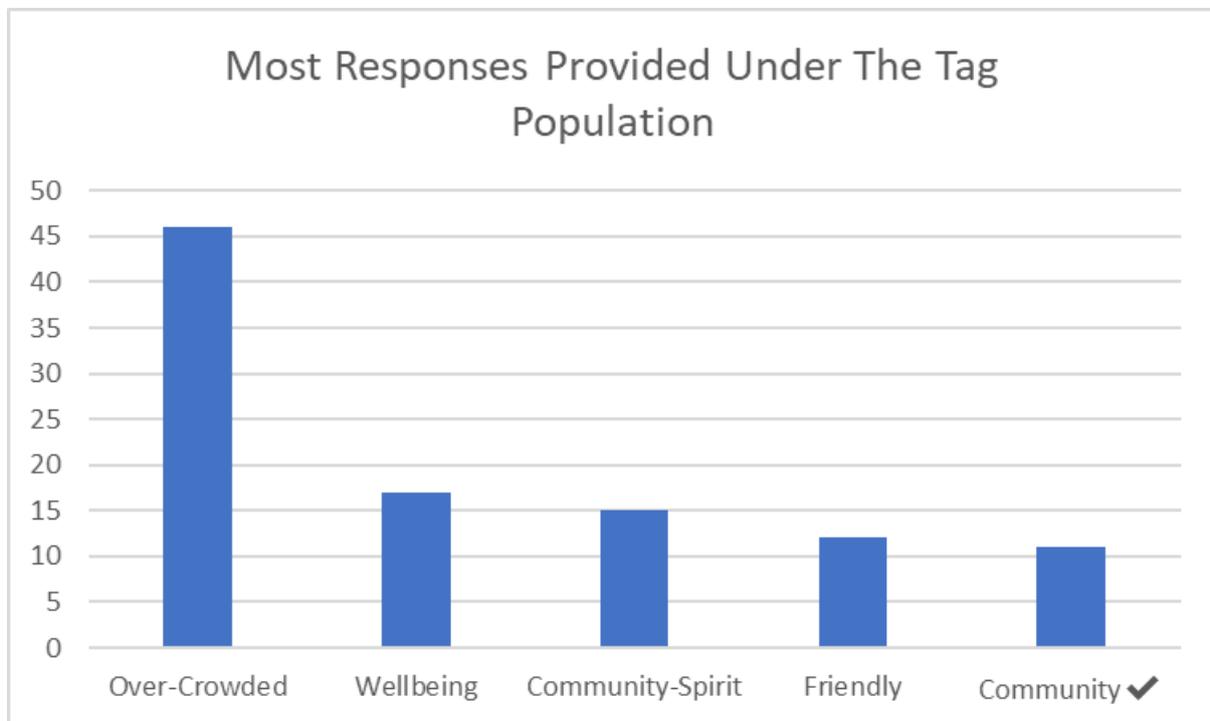
In relation to the Main Heading 'Environment' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question D** by Castle Point Residents were:



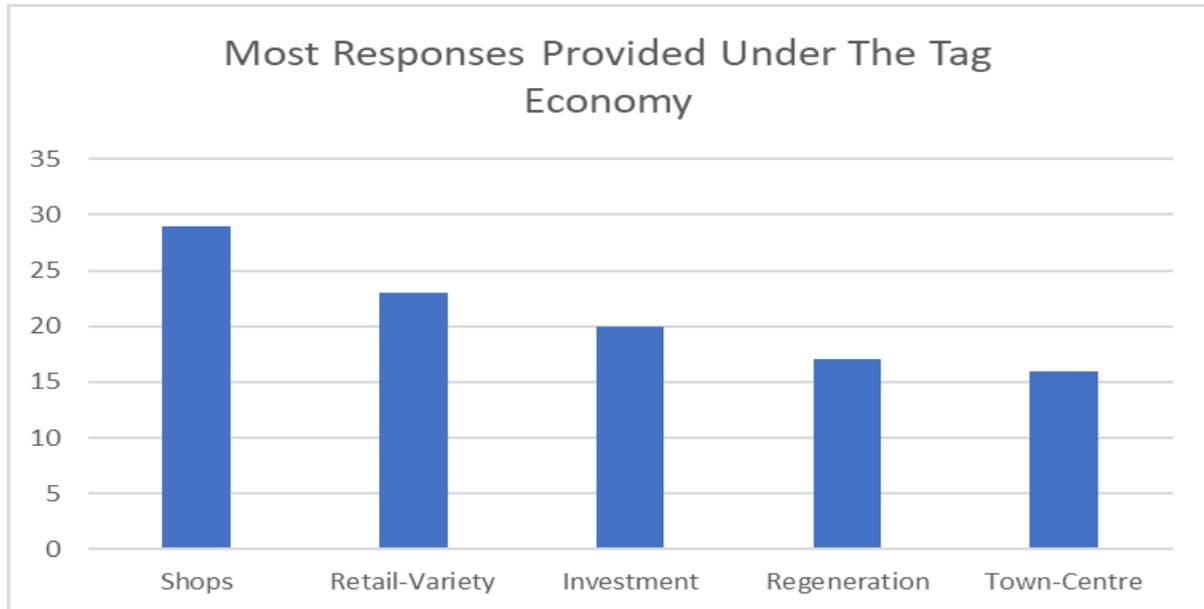
In relation to the Main Heading 'Housing' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question D** by Castle Point Residents were:



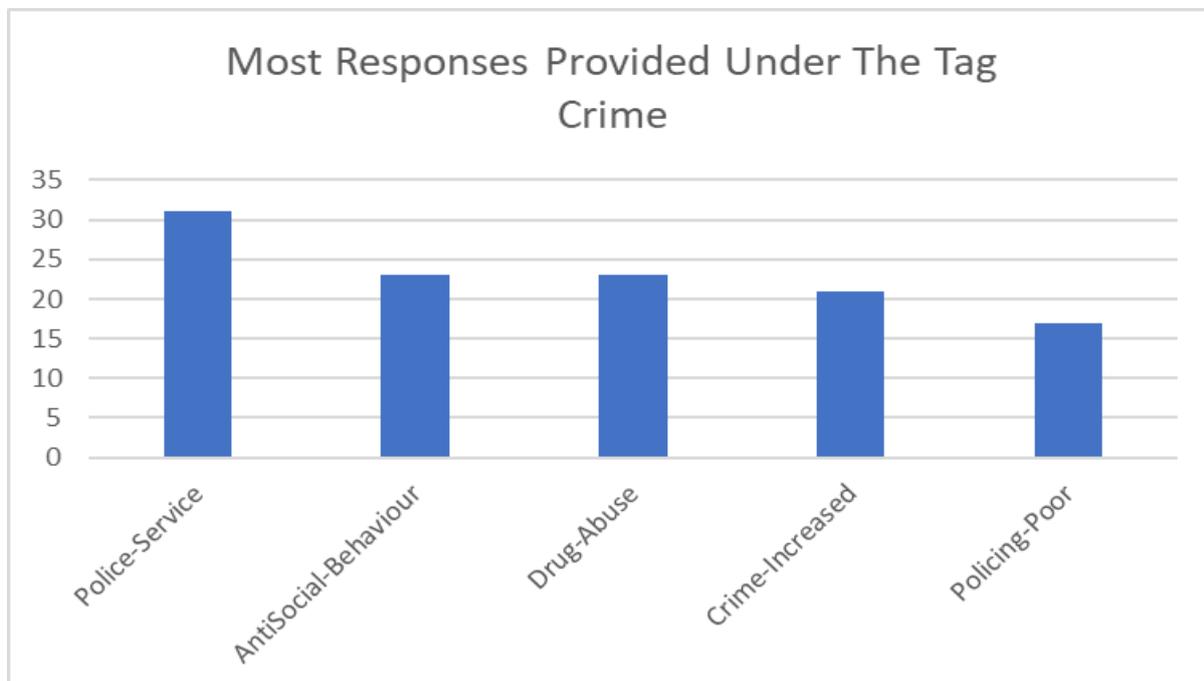
In relation to the Main Heading 'Population' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question D** by Castle Point Residents were:



In relation to the Main Heading 'Economy' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question D** by Castle Point Residents were:



In relation to the Main Heading 'Crime' in the above 'Responses Grouped by Headings' bar chart, the most prominent 'Tags' from responses to **Question D** by Castle Point Residents were:



10. Appendix 3: Notes of Community Engagement Events

Castle Point Plan Community Workshop
Benfleet @ St Georges Church Hall
Tuesday 20th June 2023 (20 Attendees)

Top Responses from survey for discussion:

1. Road Improvements/Road Maintenance
2. Green Belt
3. Stop Development
4. Infrastructure improvements

1. Road Improvements/Road Maintenance:

- Potholes fixed
- Constrained, A13/A127 (New Road A130/A127)
- New Road on/off Canvey
- Manor Trading Estate:
 - HGV's
 - Need a new business park
 - Entrance
- North West Thundersley
- Sadlers Farm to Canvey (Traffic backs up, Smoother access (Fly over?))
- ECC Highways, LTP4 – Strategic Projects (Related to CP plane)
- CP & ECC conversations
- Sadlers – 12 years (& works ongoing) – Traffic lights not sequenced with Tarpots
- No control over Southend and the through traffic there
- Overloaded Infrastructure
- Localised Adverse Weather
- Talk to other boroughs re their plans
- A129 – Issues if vehicles break down or roadworks (Or both!!)
- Hart Road/Rayleigh Road – New development on Hart Road (44 homes)
- Congestion – Covid (Since?) is it more congested
- Saturday mornings – congestion at Woodmans/Rayleigh Stadium Trading Estate
- Narrow Lanes by Aldi – one lane

2. Green Belt and

3. Stop Development and

4. Infrastructure Improvements:

- Over Development/More people/Can't park outside own house
- Roads/Environment – Impacting
- No buses to Wickford/Rayleigh/Chelmsford – Forced to use cars:
 - If new routes then people could go by bus
- Raymonds Drive – HGV's (Cannot sit in garden due to noise)
- Southend Hospital Route – Bus route issues at the hospital with cars waiting
- Services (GP/Doctors) Impacted by over development
- Where is the development going to be
- Local housing Needs Assessment/Telephone Surveys (Data collection by ORS)

- Standard Methodology – Challenge this – Lower Housing number for CP
- People moving into the Borough – Data – Local Doctors Registrations
- Green Belt – Is there a plan in place to stop building up
- Mass buildings – Bulkiness
- GP's PCN's – Consultation – Formal process (Patient participation group)
- Yes managed by Mid Essex
- Other to provide feedback from PPG – Meeting tomorrow
- Flats – One parking space per flat
- Kents Hill Road – Take Parking Off/Off Street Parking/2 lanes used not just 1
- Essex Plan – New developments – Not sufficient parking
- Pavements – ECC taken damaged kerb/Tarmaced – Safety issue – Disable people (Church Road) ECC states not dangerous – ECC waste money
- Local Councillors Push ECC – Failed system
- Lower Church Road needs dropped kerbs for disabled
- HGV's mount pavement
- Hospitals classed as inadequate
- Roads/Maintenance – Could it be devolved so managed better like it used to be
- How can it be dealt with?
- Bus depot at Vic House – Dangerous buses parked on pavement – issue 2 years ago
- Painted yellow lines (Parking in Arcadian Gardens)
- As a council need to do residents bidding – working for residents
- Flats at Bread & Cheese (Drainage) Infrastructure
- ECC Flood Plan – Is their responsibility – Council should take responsibility
- Broken System – Managed by people who are not interested in resident's issues
- Turn down development – Say no the infrastructure is not here (GP's/Schools)
- Doesn't build infrastructure
- Developer contributions
- Affordable housing – Should be included in new developments
- Defined by product – Guv definition
- Local Housing needs assessment
- CP is over populated
- St Georges ward is over populated/densely populated/Do we get more money from ECC – We should council should take action on residents behalf
- Development North of Woodside Park – Didn't happen
- Cannot take anymore development
- Boundary commission – Canvey v Benfleet
- Residents work with planners – why don't they plan for residents
- Concerns over developers appealing – Hart Road & Manor Trading
- Hart Road – Residents could not make a case (Should be balanced) – disappointed with inspector
- Local strategic Partnership – Why was it ditched
- Keep an eye on other developments (As well as Glebelands & Greenbelt)
- If sites rejected by Community – What then?
- Dean School didn't close – Would have been disastrous

Castle Point Plan Community Workshop
Canvey Island @ The Paddocks
Thursday 8th June 2023 (15 Attendees)

Top Responses from survey for discussion:

1. Road improvements
2. Access
3. Stop development
4. Drug abuse
5. Police services

1. Road Improvements

- Saturday/Sunday morning traffic
 - Traffic lights box + camera
- Buses not viable option (routes+cost)
- Improvements to existing (e.g. Canvey Way)
- New road = new development (?) – will be new properties but not through Waterside
- No roundabout to Jotmans
- Evacuation issues
 - Emergency response – won't be Canvey specific (used by others)
- Bus stop more by railway – link to employment
- Not 3rd road – alternate route off island
- Dedicated lane to A13 (to support dual carriageway)
- Where does new access to road end up

2. Stop development

- Concerns adult safety
 - EP
 - Flood Risk
- Risk – do not increase no. of people at risk (maintain population)
- Right development – social HSC; Affordable – local income; Not local prices
 - Don't alienate but create communities.
- Renewable + sustainable
- Right homes, right prices, right people
- Bungalows as most affordable HSG on the island
- A127 blinking owl
- Castlepoint access group
- Surface water flooding

3. Engagement

- Apathy amongst young people
 - Mistrust
 - Same thing again

4. Community Safety

- Drug dealing outside schools

- Drug issues all over the island
- Street lights
- Design to create communities
- Reactive police but need to be proactive - reduce crime
- Community Policing
- County lines

Castle Point Plan Community Workshop
Canvey @ The Paddocks
Thursday 22nd June 2023 (6 Attendees)

Top Responses from survey for discussion:

1. Road improvements
2. Access
3. Stop development
4. Drug abuse
5. Police services

1. Road Improvements and Access:

- Potholes
- Access on/off:
 - Not necessarily a 3rd road, an alternative route
- Waterside, coalescence of routes. Only one way on
- Dualling,- Essex policy in 1998 LP
- No development on main routes to keep traffic flowing
- Issues in Benfleet cause congestion on Canvey
- Future transport, wont all have a car, Uber/cars to order/sustainable traffic
- Slow bus to hospital , over one hour
- Trip to Tilbury 40 mins (20miles)
- Peak Issues – Exacerbated by school traffic (All trips)
- London Gateway, 1 to 1.5 miles is a 14 mile drive
- Only one bus on Canvey goes to the seafront (Free up roads from tourist/visitor traffic)
- Peaks are longer but less severe overall
- Saturday mornings (10am ish) big queues on Long Road)
- Car boot sale @ Sadlers dangerous, queue on highway & parking on verges
- WFH is exacerbating weekend traffic
- Electric Scooters:
 - Concern about insurance
 - Concern for Elderly
 - Hoodie & in black & fast & not following rules = bad reputation
- Bike routes fragmented, need to link them up
- Is there capacity for mobility scooters
 - Pavements not wide enough
 - Parking on pavements
- Parking standards, not enough spaces in new developments
- Sustainable Urban Drainage Systems (SUDS), ongoing maintenance

2. Stop Development:

- Inappropriate development
- What is happening @ employment @ West Canvey
- What is happening @ Knightswick
- It should not be - there is a lack of housing - crisis
- Need housing that is right for the area, young people (30's & 40's) need a house.
- Homes need to be affordable

- Need to reassess affordability, what is affordability in CP
- Big houses attract people to come
- Definition of AH is not affordable in real life, local needs & local incomes. Lower than elsewhere!
- Support for shared ownership
- Canvey is not sustainable as seawall needs to rise for CC, need guarantee from Environment Agency
- The more value Canvey has the more likely Environment Agency is to invest
- *Send link to new TE2100 Plan
- Learn from East London issues
 - Get the balance right
- Parking standards
- Prioritize local people for AH

3. Drug Abuse and

4. Police Services:

- Have we got Police on Canvey
- Concerns re evening & lake
- Drug dealing near Police Station
- Speeding cars @ w of island
- Development:
 - No Alleyways
 - Lighting
 - Darkness – spaces for congregation & dealing
 - County lines
- Canvey low crime but is it because of low reporting?!
- Its about the spaces, police will never catch them as drugs are tiny packs
- If people not reporting = no intelligence and hard to take action
- Racing on Roscommon Way
- Link Road Flats (Avenues)
 - Smoking in communal gardens (Drugs)

Castle Point Plan Community Workshop
Daws Heath @ Daws Heath Social Hall
Wednesday 12th July 2023 (35 Attendees)

Top Responses from survey for discussion:

1. Road Improvements/Road Maintenance/Speeding
2. Green Belt
3. Stop Development

1. Road Improvements/Road Maintenance/Speeding:

- Daws Heath into Bramble & St Michaels is a rat run from A127 with little pavements for pedestrians - Peak times to avoid Rayleigh Weir. Speeding Data (From Twenty is Plenty group); Cllr Reeves; Cllr W Gibson; Cllr Knott; Sarah Alcott; 21k vehicles in 7 days; Volume of traffic not just speed; Lack of Traffic Signage; 8 crashes in 3 years; Road Safety
- Daws Heath into Western Road conflict with parked cars, traffic, bus stops, Busses (No.3) and pedestrians
- Lack of Parking in the school – inappropriate parking – lack of safe pedestrian crossing near the school
- Traffic & Speed impacts on Wildlife
- Lack of crossings on Daws Heath/Western Road

What changes would you like to see?

- 20 is plenty (Broomfield – in Solby farm)
- Speed Cameras
- Enforcement
- One way on Rat Run from A127 along St Micheal's
- Parked Cars create a pinch point which slows people down
- Volume of traffic to/from Woodmans
- Stop increasing housing which increases volume of traffic
- Pavement's state of repair, narrowness and lack of
- Trim street trees for impact on pavements & utilities

2. Green Belt:

- Many Attracted by the Green Belt which is the character of the area
- Timescales for determining applications
- Brook Farm – Different to 2018ish proposal
- Green Belt & Agriculture & Stables should remain and not to be built on
- Daws Heath is the only Green Belt left for wild animals and horses
- Value the Green Belt as it;
- Stops merging of settlements in all directions
- Its openness and pleasantness
- Just because no access doesn't mean it isn't good for wellbeing
- Buffer for overdevelopment
- Pasture, hedgerows, wildlife – it is high quality Green Belt

3. Stop Development:

- How will we determine the local need with incoming people, who, what, affordability

- Target
- target mix for local people
- Empty and derelict properties to reduce need for newbuilds
- Legacy leaving behind for children and future generations
- Infrastructure & roads not designed for these volumes of people and developments
- Reached capacity
- Why are we selling council house's
- A lot of change in 5 years which is detrimental
- Residents have to live with it
- People who move realise importance of Green Belt – no communities in new development
- Development won't stop completely – in the right place & area - start with Brown Field
- Outsiders not being part of the community
- No bungalows being built for older people
- Older people living in large properties – so free up bigger house
- Re development of existing places
- No Green Belt – Brownfield & Redevelopment
- Utilities usage & predicted usage and provision by providers (Drainage, water etc)
- Are S106 agreements used
- Right amount & type on Brownfield considering GPS & hospitals/schools – cumulate for outside of borough
- If applications approved numbers need to be factored into plans
- Horse riders & impact on safety
- Off road network of bridleways for pedestrians, cyclist & horse riders (Best value)

Castle Point Plan Community Workshop
Daws Heath @ Daws Heath Social Hall
Friday 14th July 2023 (10 Attendees)

Top Responses from survey for discussion:

1. Road Improvements/Road Maintenance/Speeding
2. Green Belt
3. Stop Development

1. Road Improvements/Road Maintenance/Speeding:

- Not Maintained (Debris filled street drains)
- Clogged drains
- Safety – Due to Road state
- ECC consulting?
- Money spent on claims rather than fixing
- Road works causing closures everywhere (Knock on effect)
- Daws Heath Road no longer semi-rural – Now more major
- Infrastructure generally needs attention
- St Michaels particularly a problem (Cyclist's need consideration)
- Business's parking on roads
- Sainsburys caused a lot of problems (After built)
- Inadequate Infrastructure for any future plan
- Cycling infrastructure (Sensible)
- Other local authorities to be consulted including ECC?
- What point do you use stats to refuse development due to roads?
- Or rely on ECC to refuse?
- Air quality in assessments?
- Evasive cars (And bikes) due to Road Issues/Pot holes
- Weekends not just rush hours
- Road size to match car size
- Capacity on roads now a big issue
- Full up?!
- Further access/egress to A127 from Thundersley (Common Lane – Fairglen)

2. Green Belt:

- Implication of applications for 800 homes - takes away green & communities - urban sprawl
- Small percentage is buildable? Have to use till specifically say no to by the government
- Numbers – Can we change required figures?
- Choose Brownfield where 'possible'
- Don't want towns to merge and loose green space
- Wellbeing is important versus the money
- Illegal tree felling to get applications through before an objection can be passed
- Will the Greenbelt policy be changed by the government or by the Plan
- More wildlife to reduces stress – protect nature

3. Stop Development:

- In areas that are 'Full'

- Logical places (Regardless of Green)
- Out of keeping development
- Developers saying when community/council should
- Quality of life generally affected (Roads etc)
- Where in Borough 'is' appropriate
- Reinvent how greenbelt is used (To protect it)
- Support greenbelt owners (Re above)
- Affordable?!, too many 4 bed houses. Must be for youngsters/appropriate housing
- Higher density building if has to be on green belt
- Public transport – Buses routes lacking - would support the reduction of car use.

Castle Point Plan Community Workshop
Hadleigh @ St Barnabas Church Hall
Thursday 29th June 2023 (6 Attendees)

Top Responses from survey for discussion:

1. Roads Improvements/Road Maintenance
2. Green Belt
3. Infrastructure inc. doctors/health services
4. Parking

1. Road Improvements/Road Maintenance:

- Potholes
- Pavements
- Mountain-bikes around TSA site
- Bikes on pavements
- Congestion (Peak times Saturday & Sunday)
- ?? view of buses (Except getting to hospitals)
 - And if not close to no.21 London Road
- Speeding (Point about 2 down to 1 lane around Vic House roundabout)
- Parking on pavements (ie. Oak Road South)

2. Green Belt:

- Crown site needs to be redeveloped
- Old Fire Station for a community hub
- Brownfield for development (But not always housing)
- Keep the Green Belt

3. Infrastructure inc. doctors/health services:

- Youth centre, scrub Lane?
- Discussion of infrastructure at the point planning permission agreed
- Affordable housing

4. Parking:

- Daws Heath:
 - Number of large developments
 - Concerns about traffic impact (ie. Double roundabout, Fire Engine access)
- General view of Town Centre
 - Parking inadequate
- Specific point about impact of supermarket parking on local businesses
- Parking to go to work

Castle Point Plan Community Workshop
Hadleigh @ Hadleigh Methodist Church
Thursday 6th July 2023 (18 Attendees)

Top Responses from survey for discussion:

1. Roads Improvements/Road Maintenance
2. Green Belt
3. Infrastructure inc. doctors/health services
4. Parking

1. Road Improvements/Road Maintenance:

- No Speed Cameras or camera's on lights (A13 & A129)
- Crashes @ Vic House
- Drug dealers because of no cameras (ANPR)
- Too much traffic;
 - More houses will make it worse
 - Exacerbated by Southend growth
- People living here already need homes (Already using roads)
- Drainage & Potholes
- Slow traffic through Hadleigh
 - Benefit to business as people will see what's here
- Daws Heath Road needs speed checks too (Race track!)
- Camera signs where there are no camera's
- Queues; A129, Woodmans, Essex Way, Benfleet High Road (All the time)
- Daws Heath Road (Cut through to Hadleigh & Southend) impacts on Woodmans
- High population density
- Limited highway access (Strategic), A129 is not enough.
- Improve public transport (Removal of the no.21 bus is a problem)
- Sadlers:
 - Queue from tarpots to Sadlers
 - Easy to get in wrong lane
- Tarpots:
 - Queue already a bottleneck
- Housing for local people & affordable (Genuinely) and social housing
- Over populated compared to other places
- Need business space
- Concern about strong voices affecting dialogue (Extreme views)
- A mix of houses sites across sites as not acceptable only 4 & 5 bed houses

2. Green Belt:

- Protect
- Stop CP merging with Rayleigh
- Used socially, footpaths through & Wellbeing
- Covid, emphasised the importance of woods and open spaces
- Wildlife impacts
- Flooding impacts
- Jotmans, impact on road network

- South Benfleet playing fields, recreation
- Regeneration of High Street instead of greenfield

3. Infrastructure inc. doctors/health services:

- Should be a useable green space in new developments especially for children to play
- Continental Europe
- Need social halls (Lost)
 - John H Burrows
 - WRVS
 - Royal Legion
 - Swan Green
- More houses = need for more doctors
- More houses = more schools (Overcrowded, stressed teachers)
- Hospital – it is not working
 - Need a cottage hospital
 - Minor injuries
 - Three hospitals cause difficulty for local people in terms of access & also discharge & after care
 - Outpatient services in the community
 - Facilities should be on a public transport route

4. Parking:

- Morrisons, Agreement for new store to be town centre car park
 - Causing parking issues in adjacent roads
- Town centre parking @ old Royal Legion site free = that is good
- Free parking @ Rectory Road on Saturdays = that is good
- Parking on Pavements
 - Also scooters on pavements
 - Opposite Westwood & associate estate
- Crown Site,- What is happening, want a market.

Castle Point Plan Community Workshop
South Benfleet @ Richmond Hall
Wednesday 14th June 2023 (20 Attendees)

Top Responses from survey for discussion:

1. Road Improvements & Road Maintenance
2. Green Belt
3. Stop Development
4. Infrastructure

1. Road Improvements & Road Maintenance and

2. Green Belt and

3. Stop Development and

4. Infrastructure:

Transport

- Boundary commission (New boundary's)

Housing Identity Benfleet

- Transport – Drive through A13 Tarpots
- Recreation facilities needed/leisure – young people
- Need affordable housing/shared ownership – young people/families
- Majority residential housing
- Transport & housing go together
- Right move research – 75 property's under £200k
- Green Belt - ??? in 1998 plan
- People don't want building on green belt/Building on brown
- School engagement
- Head teachers positive
- Secondary then college
- Not for people of CP & their children (3/4 beds)
- Housing is critical for CP residents

People

- Out commuting to work in London
- Housing stock needs – limited in CP
- Other boroughs sending tenants to Basildon/CP

Roads

- ECC monies (£43/£44m) – Do not respond ? FOI – What is it spent on in CP (Value for money)
- Can have conversations with ECC road maintenance
- Priority – Where do CP sit
- AP to contact councillor

Playground/Parks

- Being used by youths – No youth facilities – needed
- Motor bikes
- Anti-social behaviour
- Council do not listen
- No support from ECC/Police

- Park's needed for those with disabilities
- Businesses – change of use – All class E – challenges
- (Hairdressers – Beauty) residential typically first floor
- Concerns over social care – who is going to support the elderly
- Doctors
- Dentist's
- Sewerage – Ditches flow into Estuary
- Works overloaded
- Accessible paths (Disabilities)
- Shops & houses – Accessibility – New builds/social housing
- Disabled access toilets – Near parks
- Be mindful of elderly & Disabled
- Keep character – Bungalows etc (2/4 beds not needed)
- Retirement communities ie. Kings/Thorney Bay
- (Shared Gardens)
- Independent Living
- (Job creation in service sector)

Identity issues

- South Benfleet
- Benfleet
- (Hadleigh, Benfleet, Thundersley, South Benfleet)
- Benfleet - preferred

Castle Point Plan Community Workshop
South Benfleet @ Richmond Hall
Monday 17th July 2023 (27 Attendees)

Top Responses from survey for discussion:

1. Road Improvements & Road Maintenance
2. Green Belt
3. Stop Development
4. Infrastructure

1. Road Improvements & Road Maintenance:

- FOI figures from ECC – Nothing heard
- (How much we get back?) Spent in CP Road Maintenance/Lighting
- Levelling Up has stated not necessary to report
- ECC – Lee Scott has been contacted
- We need to know how much is spent by ECC in Castle Point
- Analysis of Pot Holes in CP Borough
- 3500 defects (Up 50% on last year)
- *Safety of the bridge on Canvey (Over 50years old)Issues getting on/off Canvey – 3rd Road before development (Jotmans – Canvey)
- Current issues at Daws Heath
- Roads taking traffic – Tarpots – Priority should be traffic – Beyond a 3 road
- Need to ease congestion – congestion is key
- Timetable outside the expansion – 2040 – not being considered – people coming into borough before roads built
- Transport modelling 2018 – Covid has impacted traffic movement (Particularly increased at weekends) - (Based on peak flow)
- New piece of work on traffic management
- High Road is full of traffic and Essex Way – No distinction of peak/rush hour
- ECC Highways seem to track traffic at unusual hours (In school holidays)
- Look at traffic before building new homes
- How will you make the infrastructure changes - there is no room!

Housing:-

- Elections/PIP – no more building/green belt – This shows the electorate view (Council need to listen – we are!)
- Congestion/Infrastructure/Parking
- Concrete jungle – Don't want
- Parking – Benfleet Road/Station Car Park always full
- Burst pipes/Accidents – Cause issues
- Not a pleasure to live in Benfleet now
- * No building close to the old bridge – on Remembrance Way
- Facilities have eroded away – Fighting to save what is left to protect residents

2. Green Belt:

- Open space/woods to walk in
- Importance for well being

- Need more access
 - ECC are dealing with main roads only – due to budget constraints
 - Number of defects on High Road
 - Doctors/Dentists/Sewerage
- How do you feel about the Green Belt:-
- There is a need to have green belt areas to act as boundaries to separate out areas
Conservation and wildlife
 - No plan to maintain derelict buildings (Brownfield)
 - Don't over develop and cut down trees to accommodate development
 - Quality of life
 - Pollution issues
 - Forget housing – put doctor's surgery on Brownfield!
 - Improve what we already have

3. Stop Development and

4. Infrastructure:

- Stop development – Community infrastructure needed
- Schools are largely over-subscribed – students have to go outside the borough
- Too many people already living in Benfleet
- Family homes (2/3/4 beds) there wont be places in schools to support the children of new families moving into the area.
- Disparity of space between schools
- Building additional floors in schools is not desirable for residents – need space for development
- Questions have been asked before – please take notice!
- Standard methodology – need evidence to challenge
- The plan is not only about housing: business support etc/growth
- Smart development
- Jotmans estate bungalows (2bed) building out/loft extensions (4bed)
- Could we say this to Government – we have growth in numbers
- Needs to be balanced – older generation
- Education for carers/nurses – Not promoted in schools – opportunities
- Councillor Isaacs explain's - Care has been identified (Private care homes)
- (ECC need to be more accountable Roads/infrastructure)
- Amanda explains National Planning Policy – To be released in September
- Issue with Standard Methodology – Out dated information – Not right for Castle Point
- Review of numbers/Telephone interviews – Commissioned Academics
- Southend Council – Castlepoint – Drive Through
- Over development/planning
- 2016 Plan - Failure to cooperate – a better plan and the outcome would have been different
- Freak localised weather events – Canvey/Hadleigh – Floods/snow (Look at these before development)
- Air Quality monitoring system
- Residents don't agree that we need more homes
- Flats are no good for families
- Strategic land assessment needs to be done (Over 20years of age) – Right place/with infrastructure support

- Affordable homes are needed
- Biodiversity net gain – How does green belt development protect wildlife
- Jotmans field built on – Backing onto Jotmans School
- Appleton was going to be taken down. Did not happen.

Note:

Point of contact @ ECC for infrastructure discussion

Get ahead of Infrastructure not keep up

Bridge Repairs (Canvey Way - When) – Encompass widening at the same time?!. What is the future plan for traffic management when any works are undertaken on Canvey Way knowing it will Paralyse the area?!!. Night time.

Community Hospitals are vital prior to any growth

Castle Point Plan Community Workshop
Thundersley @ Runnymede Hall
Tuesday 13th June 2023 (22 Attendees)

Transport

- Include issues outside the area affect 'T'
- Bus routes cancelled
 - Mainly elderly + school children
- People passing through
- No.21 Bus - Hospital
- How much control do CPBC have over transport issues
- Woodmans, Sadlers, Rayleigh
- Lack of resilience
- Jotmans proposal
- Lack of traffic police + contingency Planning
- Traffic is an issue in other places
- 3rd Access to Canvey
- A127!!!!
- Pollution
- Impact of fumes on walkers
- Traffic is the biggest danger
- ULEZ charge
- Accidents happen due to volume
- Public transport, or electric bikes
- Cycle safety
- Cycle lanes – lack of maintenance, fragmentation, infra for parking
- Peak vs non-peak
- Green space to escape to
- No cycle paths to schools
- Roadworks coordination
- Make ULEZ is not supported in our notes
- EV Infrastructure

Stop Development

- Because of traffic congestion
- Greenbelt
- Affordability
- Type -size- of housing
- Brownfield
- Public Access to green fields
- Ageing Population
 - Single occupancy
- Converting big houses into smaller communal units
- Developer greed taking priority
 - Bigger homes

- More choice
- Infrastructure catch up
- Water mains
- Water leaks
- Potholes
- Construction traffic impact
- Lack of enforcement
- Our children's needs
- Use of S106 money
- Transparency
- Health!!!!
- Adult children living with MTD already here
- Infrastructure
- Sewerage + adding to existing works
- Sewerage flooding
- Budgets for infrastructure
- Dual foul + surface water mix

Affordable Housing

- It is not 4-bed detached
- Rejecting affordable housing
- Does the process work
- What sort of homes do we want?
- Divorces demand
- Council housing development
- First homes
- Definition of affordable??
- Disparity between parts of the borough
- Private rents
- Supply + demand
- Developers manipulating supply and demand
- Flats + Parking
 - Not enough parking
- In-keeping with the area
- Overbearing – Greed ¾ storeys
- Everyone has a car
- Underground parking
- Essex parking standards – Compliance – PTAL Approach?
- Lack of private rental –
 - Can people buy mortgage difficulties
- Weekend congestion
- Potholes

11. Appendix 4: Notes of Business Engagement Events

Castle Point Plan Business Workshop **Hadleigh @ The Old Fire Station** **Wednesday 27th September 2023 (3 Attendees)**

Discussion Points

1. Hadleigh Island Site
2. Business and Collaboration

Hadleigh Island Site

- Want improvements to the whole Hadleigh Island site and improvements to the flow of the site and the entrance to the Hadleigh old Fire Station (HoFS)
- The HoFS is invaluable for the facility, it is used for fayres etc and would destroy the centre if it was not included with any improvements. Potential to slightly reduce if necessary
- Found that older people are not going to meetings as much due to the changes to car parking at Morrisons
- Discussion of using the site of the former Crown PH as a crate/box park site, similar to a scheme in Walthamstow, to get small businesses into the area. This was supported.
- Hackspace in Hawkwell is a good example of a use that could be used on that site. They have units that are rented out for a period of hours and are used by self-employed tutors and are set up for that use e.g. a kitchen that can be used for cooking classes, a DIY unit, a craft unit for knitting, needle work, pottery making etc and a tech hub with 3D printers teaching classes such as kids coding. This is run by Rochford and has around 250 Members. Originally the concept was in Shoreditch and then moved to Rochford.
- There is an appetite for cookery skills sessions at HoFS but they do not have suitable facilities.
- They found that a lot of people want to work in voluntary schemes and a new site could make Hadleigh a destination with innovative and creative industries.
- From experience social media was not the best way to get volunteers involved – fetes and fayres were successful at getting more volunteers.

Business and Collaboration

- Want greater links with colleges and schools to get kids into professions such as barbering and providing them with the experience to train into a profession and how to run a business
- Use of Facebook as a way to connect to other businesses
- Opened business in Tarpots as it had cheaper units than London
- Nowhere to put commercial waste yet – new business
- Pigeon coup in Tarpots – quality of area as a result means more maintenance of the public areas and attracts insects.
- Want a greater collaboration between businesses such as a local forum – want this to be separate from the Council

Castle Point Plan Business Engagement
Canvey Island @ International House Charfleets
Thursday 28th September 2023 (11 Attendees)

Discussion Points

1. Industrial and Commercial Spaces
2. Road Improvements
3. Internet Connectivity
4. Castle Points Relationships with Local Business

Industrial and Commercial Spaces

- Small Office Spaces
- Also Flexible Spaces
- Parking is an issue – suggestions to use vacant land
- Registered Interest in hot desking at International House
- Estate Agent – High interest in commercial property at Charfleets
- Temporary Multi-Storey car parking suggested as on street parking is causing issues
- Viewed as necessary for business success
- Parking in the zone for pipeline

Road Improvements

- Potholes (including on estates)
- Areas not very bike friendly
- Large impact of accidents on traffic
- The road system is chaotic at times
- Traffic is being bottle necked at Waterside
- Yellow lines are being ignored
- Roadworks tend to be poorly planned

Internet Connectivity

- Fibre Installation is a good thing for business and reduces issues in regard to internet connection which is essential for a modern business

Castle Points Relationships with Local Business

- How do people find out about grants?
- Castle Point's website is not a good resource for finding things
- Sustainability should be a possible focus
- Octopus provides Smart technologies
- Business networking needs to have purpose and not just another way to sell
- Choose local is not working at the moment and somehow need to generate more leads
- How does a business get procured by Castle Point
- As a council, Castle Point should aim to use local business as much as possible
- Financial Advisor wants to go into schools to educate children about saving and debt advice
- Multiple business's want to set up apprenticeship schemes but aren't sure how to set one up

12. Appendix 5: Internal Stakeholder Comments

Land Charges

The Land Charges Team play a crucial role in supporting and ensuring a healthy and prosperous housing market supporting the local economy. It is therefore important that all details of the new local plan are accessible and available to access to answer specific questions within the Con29 and LLC1.

Street Cleansing and Grounds Maintenance

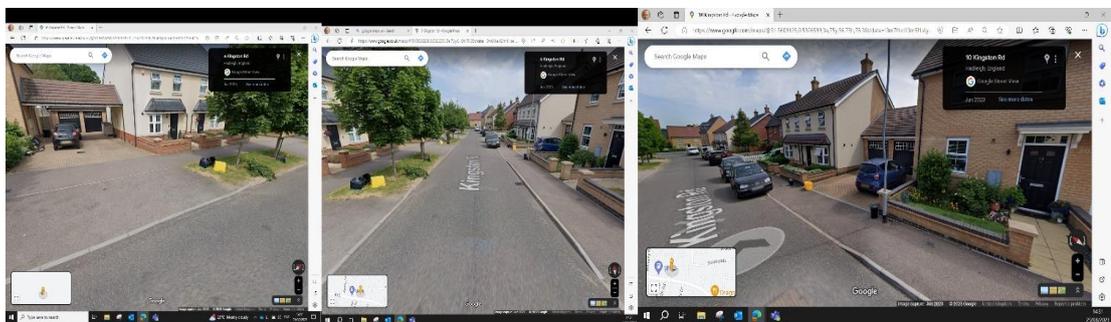
Providing street cleansing and grounds maintenance is challenging due to degrading highways / roads/ footpaths and verges. Increased parking on residential roads means that our ability to kerbside sweep is reduced, and the cutting of verges is becoming restricted where vehicles are either parked in the verge preventing it from being cut, or parked beside a narrow verge where the cutting would damage the vehicle.

Where properties are applying for extensions it would be positive if these extensions do not move parking onto the highway.

Where small plots of land are developed for single properties it would be positive to have driveways that can take a number of cars, appreciate this is not always possible dependent on the size of the land.

When development plans come in for large estates it would be preferable to allow for as much parking on properties as opposed to on the roadside, where this is not possible then perhaps looking at parking bays would be better.

If you look at the recent Ashcroft Place development the properties on the left hand side have greater on property parking as opposed to the right hand side of the road, perhaps doing away with the grass verge on the left hand side making it possible to centralise the road giving equal space on both sides may have allowed for more of road parking on each side. I am not a developer or planner so appreciate it's probably not as simple as that. However, moving as much parking away from the kerb / verge edge would benefit the street cleansing and verge cutting.



Building Regulations

The plan could include additional measures that overlap with the Building Regulations.

Water Efficiency requirements in the local plan could dictate that new dwellings have an efficiency level of 110 litres per person per day whereas the regulations alone only require 125l/p/d.

Additional accessibility requirements can be required under Approved Document M of the Building Regulations if those requirements are incorporated into the local plan e.g. wheelchair accessibility requirements.

Housing

It is our objective to provide temporary and ongoing high quality, affordable and safe accommodation to people faced with homelessness or unable to access the private rent sector or home ownership options. Also, to support and allow equality of access to suitable accommodation to those that are vulnerable due to age, disability or other factor. We are also responsible for a large areas of land and garage sites that are accessed by the wider community of Castle Point, which should be maintained to a standard the meets the expectations of stakeholders and provides a positive impact on the wider community.

To deliver this a successful local plan would:

- Balance the need for open spaces with the future needs for both affordable and market homes to meet the range of anticipated demand due to population increase, economic factors and varied occupation profiles.
- Identify areas for regeneration that may address community concerns whilst delivering an increased density reducing the need for the use of undeveloped land
- Promote build to rent and keyworker housing to increase the Social Housing, private rented sector and affordable home ownership accommodation provision
- Create an area that would attract investment from increased employment, leisure and tourism that would benefit local communities and lift people out of poverty, reducing the current situation of most residents working outside of the borough
- Promote increased investment in a wide range of infrastructure such as roads, utilities, health care and education, but also community hubs promoting wider cohesion and early year childcare that would allow families greater access to employment and provide wider engagement for children and parents. Creation of more focused green open spaces but with greater facilities for play and encourage healthy outdoor pursuits, providing land for development of suitable housing.
- Address empty homes and commercial buildings to bring these back into use for homes or employment
- Forge stronger links with RSL's to support delivery and viability of private schemes where affordable housing is offered

Election Services

Electoral services use community halls/venues for polling stations and the count. We have a limited number of venues now. It would be concerning if any development would lead to these spaces being demolished or even moved (polling stations need to be easily accessible for the electorate in a particular polling district). However, if any developments proposed new community halls that could be a tremendous benefit to us.

First Contact (Customer Services)

We have an elderly population and we do support several residents over the phone with completing forms, such as council tax/benefits forms and during the cost-of-living crisis the government energy support schemes. I support the move to digital but am mindful that we still have many people that struggle.

Can the local plan be advertised for public viewing digitally at libraries (or other external partners) and if possible, a hard copy available (not to be removed from libraries) and possibly other external locations. Can library staff be trained to support residents to access the local plan at their premises. Can appointments be made to support residents if they wish to come in here to view plans online and can someone be available for this from Planning. Can there be a microsite for the Local Plan that is easily accessible from our website.

Can we advertise the plan, and other Council services using digital advertising boards such as that near the McDonalds in Hadleigh (London bound). Is there scope to provide additional digital advertising boards on Council owned land such as near the council offices for this purpose?

Public Health

The Castle Point Plan has the opportunity to create great open spaces that are good for people's mental health, encourage communities to get together and offer stopping points as part of a wider network of more sustainable travel routes across the Borough. The thinking is small pockets of green space / squares / benched areas etc.

Environmental Health

Environmental Health are seeking to improve the lives of local residents and visitors to the Borough, protecting human health by minimising risks and eliminating dangers in the natural and built environment.

The Castle Point Plan can help to achieve this by:

- Ensuring a good supply of quality housing stock, making available enough being on a social and/or affordable rent basis for those most in need, who may otherwise rely on inadequate housing in the private rented sector.

- Considering the potential impact of increased traffic activity that may accompany additional development, in terms of the impact on local air quality. Ensure that sufficient infrastructure is put in place within developments for zero emissions vehicles and sites laid out as to encourage walking and cycling where possible.

Leisure

There is an opportunity through the Castle Point Plan to optimise the use of our leisure assets:

- Waterside FLC is ideally suited to accommodate new external exercise areas. For example, additional 3G pitches, Paddle Tennis, outdoor exercise zones, Basketball etc.
- Above, we have two underused assets including the Jubilee Building and the former Skate Park Café. The area suffers from anti-social behaviour and vandalism as such these building are well placed to accommodate young clubs, or youth centres to help programme activities in the area. The area is heavily used by young people the nearby deprivation areas as such improved programming may improve wider social value outcomes and reduce anti-social behaviour.
- The Bungalow is too small to accommodate a decent youth centre. Yellow Door have recommended extending the provision and turning the venue into a multi-hub partnership facility. For example, to accommodate wider health and wellbeing sessions, or wider partners.
- If possible, to include new cycle routes to both Leisure Centres, especially if new housing is built nearby. Also, the existing cycle path opposite Waterside FLC doesn't connect with the Leisure Centre.
- The Car Parks at both Leisure Centres are too small and need extending in the future.
- The bicycle stands outside Waterside are old. Replacing these with more secure units may encourage people to travel by bicycle to the Leisure Centre.

Finance

The change in the taxbase used for budgeted (so after discounts, exemptions and collection rate) has since 2011/12 increase by only 0.98% on average per year which is likely lower than ideal. However, most residents don't have regular interaction with us and so the additional tax revenue assists in the delivery of services without increasing the burden on those services significantly.

The gradual sort of growth we have seen though can eventually lead to issues because we get to the tipping point of needing to maybe put on an additional waste collection round, or increasing the housing team, or benefits teams etc. Those stepped costs in a world of small tax base rises can become a problem, particularly where we need to increase our resources because we will have under-utilised services e.g. we put on a new waste collection round because it's not possible to stretch the existing service any further, but really there is only half a round needed. Half a round still requires largely the same costs as a full round. Having larger sites come to fruition makes it easier to plan for those stepped costs.

Another consideration is new homes bonus. Other authorities have received significant funding from that over the last decade which has enabled those councils to do so much more. However, the lack of new homes has severely limited the amount of funding received.

13. Appendix 6: Service Providing Stakeholders and Neighbours invited to Engage

Essex Bridleways Association	National Grid
Essex Wildlife Trust	Natural England
Mid and South Essex Health and Care Partnership	NHS England
Essex County Council	Office of Rail Regulation
Sport England	Port of London Authority
DP World London Gateway	South East Local Enterprise Partnership
Canvey Island Town Council	Sport England (East)
Historic England	Transport for London
RSPB	Essex and Suffolk Water
The Woodland Trust	The Coal Authority
Anglian Water	British Pipeline Agency
Essex Fire & Rescue Service	Homes England
Essex Police	c2c Rail
East of England Ambulance Service	Salvation Army
Marine Management Organisation	USP College
Basildon Borough Council	South Essex Health Alliance
Braintree District Council	Active Essex
Brentwood Borough Council	Lawn Tennis Association
Chelmsford City Council	Rugby Football Union
Colchester Borough Council	Essex FA
Epping Forest District Council	Essex Cricket
Harlow District Council	England Netball
Maldon District Council	Metal CIC
Rochford District Council	Estuary Festival CIC
Southend-on-Sea Borough Council	TCHC
Tendring District Council	CAVS
Thurrock Council	Yellow Door
Uttlesford District Council	Trust Links
Medway Council	PCN Canvey
Kent County Council	Haredi Jewish Community
Greater London Authority	MegaCentre
Swale Borough Council	Barnardos
Bowers Gifford & North Benfleet Parish Council	HCRG Care
Leigh-on-Sea Town Council	DWP
Rayleigh Town Council	SVP Foodbank
Shotgate Parish Council	Bobby's Big Heart
Environment Agency	St Nicholas Church
Health and Safety Executive	London Southend Airport
National Highways	Alzheimer's Society
<i>Highlighted organisations completed responses to the consultation</i>	

14. Appendix 7: Stakeholder Factsheets

Organisation: Mid and South Essex ICB (NHS)

Factsheet 1: Access to Healthcare

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

- Improving outcomes in population health and health care.
- Tackling inequalities in outcomes, experience and access.
- Enhancing productivity and value for money.
- Supporting broader social and economic development.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To work in partnership with the Castle Point community to identify and address issues that they are particularly concerned about – including having good access to primary care and ensuring residents use the full range of primary care services available, the pressures on urgent and emergency care (NHS and Social Care) and emergency ambulance services and bringing care closer to home and a greater emphasis on personalised care solutions and choices.

There are substantial pockets of poor-quality estate across the system, with varying levels of occupancy, some of which fall below the standards expected of health care facilities.

These challenges are being addressed through:

- The reconfiguration of acute services to improve access to and the quality of hospital-based care, whilst shifting care into the community where appropriate
- Integrating primary, community, mental health and local non-health services to provide holistic support closer to home.
- To ensure ambulance station response posts are located in the right place to serve the community (mean average response times of 7 minutes/90th centile within 15 minutes for category 1 life-threatening calls) is achieved across local authority area. This may include responses from ambulance station response posts located in neighbouring local authorities, whose catchment includes Castle Point.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

It will be important for Local Plan policies to be positive about development that supports the delivery of healthcare services.

Where possible to build health and wellbeing outcomes into the local plan – for example:

- open spaces that are inviting and feel safe for residents

- Good street lighting that encourages residents to walk, cycle, and exercise even during the winter months
- Adequate pavements and cycle routes even on busier roads

Growth locations that can be effectively served by existing or proposed infrastructure. This is likely to be a combination of expansion of existing facilities and new facilities providing primary, community, mental health, acute and emergency ambulance services for the planned population. (joint work to identify what specific healthcare infrastructure will be needed to support the growth allocated)

Affordable and active transport options are essential to link existing and new residents to health and wellbeing infrastructure. Transport and road infrastructure supports delivery of police, fire and ambulance emergency services response times and support infrastructure to move to greener (electric) emergency response vehicles.

Support the ICS green plan and NHS carbon net zero ambitions through sustainable transport, provision of rapid multipurpose EV charging points and sustainable buildings (retrofitting or new builds).

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- MSE Integrated Care Strategy 2022-2033
<https://www.midandsouthessex.ics.nhs.uk/publications/integrated-care-strategy/>
- MSE ICS Quality Strategy 2021-2024
<https://www.midandsouthessex.ics.nhs.uk/publications/quality-publication/>
- SEE Alliance 5 Year Plan (document attached)
- Decision-Making-Business-Case [Decision-Making Business Case - Improving Healthcare Together](#)
- MSE ICS Green Plan (document attached)
- East of England Ambulance Service Green Plan
 - [Corporate Strategy \(eastamb.nhs.uk\)](https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf)
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf>
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strategy%20Report%2020-25%20E%20version.pdf>

Organisation: Mid and South Essex ICB (NHS)

Factsheet 2: Delivery of Healthcare

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

- Improving outcomes in population health and health care.
- Tackling inequalities in outcomes, experience and access.
- Enhancing productivity and value for money.
- Supporting broader social and economic development.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To plan and deliver joined up health and care services and improve the lives of people who live and work in Castle Point, and to achieve an alignment between all the organisations involved in health and care in Castle Point, from acute services through to neighbourhood level voluntary groups supporting people to stay healthy and well.

To work in partnership to ensure service effectiveness, efficiency and value for money including reduction in inequalities/ areas of deprivation which may impact on both short- and long-term health needs including provision of emergency and patient transport services.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

To take into account that health and emergency services provided for residents of Castle Point may be provided from or located in neighbouring local authority areas.

To maintain and develop transport and road infrastructure to support delivery of police, fire and ambulance emergency services response times and support infrastructure to move to greener (electric) emergency response vehicles.

Support the ICS green plan and NHS carbon net zero ambitions through encouraging sustainable transport, provision of rapid multipurpose EV charging points and sustainable buildings (retrofitting or new builds).

To support people to look after their own health by providing the necessary education/training by creating environmentally sustainable health and wellbeing infrastructure e.g. establishment of community gardens, allotments, orchards, meadow flower and woodland planting areas. Balconies, roof gardens, terraces and living walls can provide green space opportunities in apartment buildings. Establish seating areas in open spaces and along walkways to provide the opportunity for residents to meet and supports those who have limited mobility to rest and enjoy the surrounding green space. Consideration of all senses (sight, hearing, touch, smell, taste) should be addressed in planting plan and use

of local flora and fauna and wildlife corridor connection. All these elements support physical and mental health and wellbeing and help develop community cohesion.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- MSE Integrated Care Strategy 2022-2033
<https://www.midandsouthessex.ics.nhs.uk/publications/integrated-care-strategy/>
- MSE ICS Quality Strategy 2021-2024
<https://www.midandsouthessex.ics.nhs.uk/publications/quality-publication/>
- SEE Alliance 5 Year Plan (document attached)
- Decision-Making-Business-Case [Decision-Making Business Case - Improving Healthcare Together](#)
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- East of England Ambulance Service Green Plan
 - [Corporate Strategy \(eastamb.nhs.uk\)](#)
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf>
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strategy%20Report%2020-25%20E%20version.pdf>

Organisation: Mid and South Essex ICB (NHS)

Factsheet 3: Healthcare Services and Support

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

- Improving outcomes in population health and health care.
- Tackling inequalities in outcomes, experience and access.
- Enhancing productivity and value for money.
- Supporting broader social and economic development.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To build on work at a local level by the partnerships formed by Local Alliances, Councils and Health and Wellbeing Boards, alongside Primary Care Networks and Healthwatch organisations, and our community and voluntary sector associations – to influence the support and services available in Castle Point, and the way that these are designed, commissioned and delivered.

Delivering the acute reconfiguration set out in the Sustainability Transformation Plan Decision Making Business Case (DMBC) to consolidate and strengthen specialist clinical teams to improve patient outcome, quality of care and timely access to services.

To support Police, Fire and Ambulance Services in delivering partnership working to support residents of Castle Point (work programme established through Emergency Services Collaboration Programme).

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

For the Local Plan to include policies which are generally supportive of development in principle, that the Trust needs to bring forward to ensure timely delivery of the necessary healthcare infrastructure.

To take into account that health and emergency services provided for residents of Castle Point may be provided from or located in neighbouring local authority areas.

To maintain and develop transport and road infrastructure to support delivery of police, fire and ambulance emergency services response times and support infrastructure to move to greener (electric) emergency response vehicles.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- MSE Integrated Care Strategy 2022-2033
<https://www.midandsouthessex.ics.nhs.uk/publications/integrated-care-strategy/>

- MSE ICS Quality Strategy 2021-2024
<https://www.midandsouthessex.ics.nhs.uk/publications/quality-publication/>
- SEE Alliance 5 Year Plan (document attached)
- Decision-Making-Business-Case [Decision-Making Business Case - Improving Healthcare Together](#)
- MSE ICS Green Plan (document attached)
- East of England Ambulance Service Green Plan
 - [Corporate Strategy \(eastamb.nhs.uk\)](#)
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf>
 - [https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strategy%20Report 20-25 E version.pdf](https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strategy%20Report%2020-25%20E%20version.pdf)

Organisation: Mid and South Essex ICB (NHS)

Factsheet 4: Skills and Experience

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

- Improving outcomes in population health and health care.
- Tackling inequalities in outcomes, experience and access.
- Enhancing productivity and value for money.
- Supporting broader social and economic development.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To draw upon the skills and experience of partners and individuals in Castle Point (beyond the NHS and councils) to ensure that all potential contributors at a Local Level (including minoritised communities) are able to engage in our work, and join us in our Common Endeavour, and be a part of the agreed process to regularly review and develop our approach to engaging with wider partners, including local business, leisure, schools, colleges, environmental protection, etc.

To encourage residents to join as volunteers for health and emergency service providers.

To support education programmes and training in support of all age groups to consider careers in health and emergency services (over 150 different careers are available).

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

To encourage the provision of community spaces where education and training within the community can take place.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- MSE Integrated Care Strategy 2022-2033
<https://www.midandsouthessex.ics.nhs.uk/publications/integrated-care-strategy/>
- MSE ICS Quality Strategy 2021-2024
<https://www.midandsouthessex.ics.nhs.uk/publications/quality-publication/>
- SEE Alliance 5 Year Plan (document attached)
- Decision-Making-Business-Case [Decision-Making Business Case - Improving Healthcare Together](#)
- MSE ICS Green Plan (document attached)

- East of England Ambulance Service Green Plan
 - [Corporate Strategy \(eastamb.nhs.uk\)](http://www.eastamb.nhs.uk)
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf>
 - [https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strategy%20Report 20-25 E version.pdf](https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strategy%20Report%2020-25%20E%20version.pdf)

Organisation: Mid and South Essex ICB (NHS)

Factsheet 5: System Pressures

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

- Improving outcomes in population health and health care.
- Tackling inequalities in outcomes, experience and access.
- Enhancing productivity and value for money.
- Supporting broader social and economic development.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To work in partnership with the Castle Point community to identify and tackle acute system pressure and bottlenecks at a Local Level, manage resources effectively and engage a wider range of partners and communities in supporting any improvements that are needed. This includes planning ahead, developing protocols for mobilising wider support for the times when systems are under pressure, and to support unexpected challenges in Castle Point.

Across the system we face significant rising demand for services, staff shortages and financial constraints, all of which have an impact.

High levels of health inequality need long-term, sustainable solutions and we also need to address workforce shortages in some areas.

To ensure that ambulance response times are within target and patients are transported to and between healthcare facilities in a timely fashion.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Support policies that help to deliver sufficient affordable homes, including for healthcare workers (Key worker accommodation/specialist staff accommodation) Insufficient affordable housing contributes to shortages in workforce within the healthcare sector and it would be helpful if this is considered and addressed in the Local Plan policies.

Identify that growth development will give rise to a need for additional healthcare provision to mitigate impacts arising from the development, request that these are secured through a S106 attached to any grant of planning permission. In the absence of such mitigation the development would impose an unsustainable burden on local healthcare services.

To support people to look after their own health by providing the necessary education/training and by creating environmentally sustainable health and wellbeing infrastructure

To ensure the Castle Point Plan considers a wide definition of infrastructure and medical services eg for East of England Ambulance Service, emergency health services are delivered by a mobile service (as are majority of police/fire services to the population) and these resources are considered infrastructure by these organisations. IT/digital equipment to support emergency and health services are key components to support healthy residents and improve health outcomes both now and will expand in the future.

Need to co-ordinated multipurpose EV charging opportunities for public and use by health/emergency workers and vehicles.

Expansion to support use of superfast broadband to support health and emergency service communications.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- MSE Integrated Care Strategy 2022-2033
<https://www.midandsouthessex.ics.nhs.uk/publications/integrated-care-strategy/>
- MSE ICS Quality Strategy 2021-2024
<https://www.midandsouthessex.ics.nhs.uk/publications/quality-publication/>
- SEE Alliance 5 Year Plan (document attached)
- Decision-Making-Business-Case [Decision-Making Business Case - Improving Healthcare Together](#)
- MSE ICS Green Plan (document attached)
- East of England Ambulance Service Green Plan
 - [Corporate Strategy \(eastamb.nhs.uk\)](http://eastamb.nhs.uk)
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf>
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Organisation: Mid and South Essex ICB (NHS)

Factsheet 6: Working in Partnership

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

- Improving outcomes in population health and health care.
- Tackling inequalities in outcomes, experience and access.
- Enhancing productivity and value for money.
- Supporting broader social and economic development.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To work with statutory partners, voluntary, community, faith and social enterprise organisations, residents, and others in Castle Point around the single 'Common Endeavour' of reducing and eliminating avoidable health and care inequalities - by creating a broad and equal partnership of individuals, organisations, and agencies, focusing on prevention, early intervention and providing high-quality, joined-up health and social care services, when and where people need them.

Continue to work with system partners and jointly agree principles for the transformation of public sector estate to support new models of care, deliver better patient outcomes and to provide best value for money across the system.

Working to build Integrated Neighbourhoods so residents have timely access into support from the individual, community asset, or organisation that is best placed to do so. This also includes seeing local residents as partners and gathering and using their insights to inform priority setting and resource allocation.

Developing Primary Care from a GP-delivered model into a GP-led model. There is now a greater diversity of expertise in general practice – such as, social prescribers, physiotherapists, mental health practitioners, health coaches, emergency health care practitioners, and many others.

Where possible to bring support closer to the individual so they can live well and independently for as long as possible.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Work with and support system partners to collaborate effectively and to make decisions together.

Health inequalities can be reduced through considered place-making which provides local people with economic stability and access to good quality, affordable housing. Building in a way that fosters community and weaves community assets into neighbourhoods will positively impact on the health and wellbeing outcomes of the local population.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- MSE Integrated Care Strategy 2022-2033
<https://www.midandsouthessex.ics.nhs.uk/publications/integrated-care-strategy/>
- MSE ICS Quality Strategy 2021-2024
<https://www.midandsouthessex.ics.nhs.uk/publications/quality-publication/>
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 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf>
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Organisation: Mid and South Essex ICB (NHS)

Factsheet 7: Data Sharing

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

- Improving outcomes in population health and health care.
- Tackling inequalities in outcomes, experience and access.
- Enhancing productivity and value for money.
- Supporting broader social and economic development.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To develop localised data and business intelligence capability and capacity to support our Partnership's work, using the very best available evidence for Castle Point, both in terms of quantitative and qualitative data.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Sharing evidence commissioned to develop and support the Local Plan which is of relevance to the health system.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- MSE Integrated Care Strategy 2022-2033
<https://www.midandsouthessex.ics.nhs.uk/publications/integrated-care-strategy/>
- MSE ICS Quality Strategy 2021-2024
<https://www.midandsouthessex.ics.nhs.uk/publications/quality-publication/>
- SEE Alliance 5 Year Plan (document attached)
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- MSE ICS Green Plan (document attached)
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 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/Green%20Plan%202021%20-%202026.pdf>
 - <https://www.eastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strathey%20Report%2020-25%20E%20version.pdf>

Organisation: Essex Police

Factsheet 1: Police Services

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Police Services

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Essex Police force priorities are drawn from the Police, Fire and Crime Commissioner's (PFCC) Police and Crime plan which sets out the force policing priorities and aims for keeping Essex safe. It brings together police, partners, and the people of Essex to build safe and secure communities. The commitments set out in the plans build on existing partnerships and seek to develop them in new and ambitious ways. These include greater collaboration between police and fire and closer working with local councils, community safety partnerships, and the voluntary, community and health sectors.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Greater collaboration leads to an improved understanding of needs and better working relationships, which benefit all in providing the best possible service to the public.

Essex Police is seeking new ways to work within communities that support environmental and organisational strategies and welcome the opportunity to be involved in developing local plans and infrastructure change.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Attached for your information is the Essex Police considerations to development and infrastructure change which forms part of the organisations strategic planning considerations.

As a key emergency service provider, this document outlines information on Essex policing priorities and provides initial considerations to development and infrastructure proposals.

Organisation: Essex County Fire and Rescue

Factsheet 1: Prevention, Protection and Response

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Prevention, Protection and Response

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Our objective: We will plan and provide effective and efficient prevention, protection and response activities, so the public continue to have trust and confidence in us.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Enable the Fire Service to work closely with developers, building control professionals, building owners, businesses and planning teams to identify and reduce risk.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

https://www.essex-fire.gov.uk/sites/default/files/2022-10/fire_and_rescue_plan.pdf

<https://www.essex-fire.gov.uk/sites/default/files/2022-11/IRMP%202020%20-24.pdf>

Organisation: Essex County Fire and Rescue

Factsheet 2: Improving Safety on our Roads

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Improve safety on our roads

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Our objective: Reduce the personal, social and economic impact of road traffic incidents.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Incorporate the recommendations of the Safer Essex Roads Partnership into infrastructure planning, enforcement, engagement and education.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

https://www.essex-fire.gov.uk/sites/default/files/2022-10/fire_and_rescue_plan.pdf

<https://www.essex-fire.gov.uk/sites/default/files/2022-11/IRMP%202020%20-24.pdf>

Organisation: Essex County Fire and Rescue

Factsheet 3: Help the vulnerable stay safe

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Help the vulnerable stay safe

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Our objective: To help vulnerable people to be safer in Essex.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Share data and information with appropriate partners to incorporate safety design into the built environment.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

https://www.essex-fire.gov.uk/sites/default/files/2022-10/fire_and_rescue_plan.pdf

<https://www.essex-fire.gov.uk/sites/default/files/2022-11/IRMP%202020%20-24.pdf>

Organisation: Essex County Fire and Rescue

Factsheet 4: Collaborate with partners

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Collaborate with partners

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Our objective: We will work together with our partners to provide a more efficient and effective service for the public.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Make more effective use of our estate, sharing and rationalising with our partners.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

https://www.essex-fire.gov.uk/sites/default/files/2022-10/fire_and_rescue_plan.pdf

<https://www.essex-fire.gov.uk/sites/default/files/2022-11/IRMP%202020%20-24.pdf>

Organisation: Environment Agency

Factsheet 1: Flood Protection and Management

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Flood protection and management

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Flood Risk

- Caravans and park homes for residential use should not be permitted.
- Caravans and park homes should only be used for short term lets.
- No ground floor bedrooms should be permitted in residential development.
- No self-contained ground floor flats should be permitted.
- All more vulnerable development should demonstrate safe refuge is available.
- All annexes and outhouses must not contain living accommodation.
- All non-residential institutions should demonstrate they would be safe in the event of a flood and produce a emergency flood plan.
- No culverting of rivers should be allowed, to prevent loss of habitat and changes in flood water flow.
- All new developments must demonstrate they are flood resilient and able to withstand the pressures of flood waters.
- All new residential developments should sign up to emergency flood warnings issued by the Environment Agency.

Flood Defences

- An area of land, of at least 19m, to be safeguarded around all flood defence assets and infrastructure to allow for maintenance and future defence raising.
- Protection of open / green spaces close to flood defences to act as compounds for plant and material when future defence raising is required (protected areas could be used to contribute to riverside strategy approach or temporary structures).
- Land adjacent to pumping stations should be protected from development, to allow for future replacement and possible enlargement, in order to maintain their level of efficiency.
- All flood storage areas should be protected from development in order to maintain capacity and ability to store flood waters.
- Any proposed structures that cross flood defence wall, should allow for future defence raising and their design must be approved by the Environment Agency.

Thames Estuary Plan

- Developers should contribute to future flood infrastructure funding, to aid funding shortfalls, where TE2100 identifies the need to raise flood defences.

- Riverside strategy approach should be pursued by Castlepoint council, either through Local Plan policies or via stand-alone strategy.

Other Policies

- Blue / green infrastructure should be in-corporated into all new development – this could include features such as green rooves.
- Water saving measures should feature in all new development (policies should support Essex water strategy)
- Climate adaptation measures should be in-corporated in all new development.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Policies in the local plan for the above suggestions

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided.

Organisation: Marine Management Organisation (MMO)

Factsheet 1: Marine Planning and Marine Licensing

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

As the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent the Marine Plan boundaries extend up to the level of the mean high water spring tides mark (which includes the tidal extent of any rivers), there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Marine plans will inform and guide decision makers on development in marine and coastal areas. Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure the necessary considerations are included. In the case of the preparation of the Castle Point Plan, the South East Marine Plan is of relevance. The plan was published for public consultation on 14th January 2020, at which point it became material for consideration. The South East Marine Plan was adopted June 2021, alongside the North East, North West, and South West. The South East Marine Plans cover the area from Landguard Point in Felixstowe to Samphire Hoe near Dover, including the tidal extent of any rivers within this area.

All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act 2009 and any relevant adopted Marine Plan, in this case the South East Marine Plan, or the UK Marine Policy Statement (MPS) unless relevant considerations indicate otherwise.

Marine Licensing

The Marine and Coastal Access Act 2009 states that a marine licence is required for certain activities carried out within the UK marine area.

The MMO is responsible for marine licensing in English waters and for Northern Ireland offshore waters.

The marine licensing team are responsible for consenting and regulating any activity that occurs "below mean high water springs" level that would require a marine licence. These activities can range from mooring private jetties to nuclear power plants and offshore windfarms.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

For planning on the coast to be effective it is crucial that terrestrial planning and marine planning are integrated. The key point is, therefore, is for Local Planning Authorities to engage early with the MMO Marine Planning Team as part of Local Plan Development (for example during the update to local plan policies prior to Regulation 18 consultation). This facilitates early focused discussion on integrating the marine plan policies during the Local Plan policy development stage. This would also provide of meeting the Duty to Cooperate and initiate production of a Statement of Common Ground. MMO Coastal Marine Planners submit responses to statutory Local Plan consultations (received through the marine planning team consultations mailbox) to promote integration, however, collaboration throughout the Local Plan Development process is likely to be even more effective. Early engagement is also essential at commencement of the development management process for a planning consent.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The MMO has published general guidance on marine plan implementation, you can also look [here](#). Each marine plan also includes implementation advice. [South East Marine Plan](#) implementation advice can be found in Chapter 3 of the main plan plus individual implementation advice for each policy in the Technical Annex.

Local authorities may also wish to refer to our [online guidance](#), [Explore Marine Plans](#) and the Planning Advisory Service [soundness self-assessment checklist](#).

Organisation: Anglian Water

Factsheet 1: Net Zero Carbon

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Strategic long term ambition: By 2030, be a net zero carbon business and reduce the carbon in building and maintaining our assets by 70%

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

In July 2021 we published our detailed Net Zero Strategy to 2030. It sets out how we will reach our carbon goals through a three-step hierarchy of reducing emissions, reducing our demand for energy through efficiencies, decarbonising our electricity supply and, finally, removing or offsetting residual emissions through carbon sequestration projects, primarily within our region.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Set a positive approach to achieve the net zero carbon targets (the Council's own and national 2050 target) through minimising operational carbon and capital (embodied carbon) through locating development to utilise existing infrastructure capacity and headroom, which avoids the need to invest and construct new infrastructure assets and expend carbon. Or achieve significant carbon efficiencies by planning a sufficient quantum of growth at strategic urban extensions.

Anglian Water would also welcome positive and flexible policies to deliver renewable energy at our water recycling centres to facilitate our net zero ambitions and ensure energy security for essential infrastructure.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

<https://www.anglianwater.co.uk/siteassets/household/about-us/reviced-strategic-direction-statement-2020-2045.pdf>

<https://www.anglianwater.co.uk/siteassets/household/environment/net-zero-2030-strategy-2021.pdf>

Organisation: Anglian Water

Factsheet 2: Ecological Quality

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Strategic long term ambition: Work with others to achieve significant improvement in ecological quality across our catchments.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Our Articles of Association commit us to delivering positive environmental outcomes and we have a Quality and Environment directorate with a remit to provide leadership and vision on all aspects of quality and the environment focussing on source to sea water quality management and the development of a long-term environmental vision based on the principles of integration, collaboration and innovation.

Get River Positive is an ambitious new partnership with fellow water company Severn Trent, underpinned by five key pledges that set a framework for us to lead the charge in protecting and revitalising rivers in our respective regions. These commitments include ensuring our storm overflows and water recycling centres do not harm rivers; creating more opportunities for people to enjoy our regions' rivers; supporting others to improve and care for rivers; enhancing our rivers and creating new habitats so wildlife can thrive; and being open and transparent about our performance and our plans.

Anglian Water has published a map to show where our storm overflows are located and provides data about how often they spilled in 2022. It also shows where we are investing in schemes across our region.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

A positive objective to deliver green and blue infrastructure, and the protection and enhancement of biodiversity (including through biodiversity net gain opportunities) that is informed by the Local Nature Recovery Strategy will help to provide a biodiverse and resilient environment. The delivery of green and blue infrastructure should provide multi-functional benefits including sustainable drainage systems to manage surface water flows helping to avoid surface water run-off inundating our water recycling network.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

<https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/get-river-positive-plan/>

<https://www.anglianwater.co.uk/siteassets/household/environment/aw-taking-action-on->

[the-environment-april-2022.pdf](#)

<https://www.anglianwater.co.uk/environment/storm-overflows/improving-rivers-and-coastlines>

Organisation: Anglian Water

Factsheet 3: Resilient to risks of drought and flooding

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Strategic long term ambition: Make the East of England resilient to the risks of drought and flooding

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

The management of climate change risks is embedded into everything we do. Anglian Water was the only UK water company to secure a formal role at COP26. Our strong track record on climate adaptation saw us invited to co-lead the Water theme in the first ever Resilience Hub at any COP. Some of our key areas are maintaining resilience in terms of water supply, and the resilience of our assets and network. Anglian Water has partnered with BT and UK Power Networks on a pioneering Climate Resilience Demonstrator (CRDo) with the National Digital Twin programme (NDTp), run by the Centre for Digital Built Britain. It demonstrates how those who own and operate energy, water and telecoms networks can use secure information sharing to plan for and mitigate the effect of climate-change-related flooding on network performance.

Benfleet WRC and the local sewer network includes a total pipe length of 155.4 kilometres with 12 sewage pumping stations and one private pumping station. In addition, a new storm mitigating wetland is also being developed at the WRC site. We have invested more than £4.2million in the area over the last ten years or so. This has included:

- sewer rehabilitation – maintaining, improving and repairing sewer pipes
- the installation of a new sewer rising main to Watlington Road pumping station
- refurbishment work at the WRC, including new primary tanks and an odour control system as well as some internal flood mitigation schemes

The Benfleet catchment has also been highlighted in the recently published final version of our Drainage and Wastewater Management Plan (DWMP) for long-term investment for infiltration reduction.

Anglian Water also works collaboratively with other organisations to reduce flood risk - investing over £1.7 million in flood alleviation and sustainable urban drainage schemes across our region in 2021–22. We've supported district councils, lead local flood authorities, internal drainage boards and the Environment Agency (EA) in reducing the risk, and mitigating the impact, of flooding from all sources. Across our region we are also investing more than £800million specifically directed at environmental improvements, including investigating and remediating high spilling storm overflows. Our interactive map of our region shows our water recycling centres, storm overflows, investment plans and results from our Event Duration Monitors (EDMs) which record how long and how often storm overflows operate. Data for 2022 shows that we exceeded our 2025 target to reduce average spills per storm overflow to

below 20. The average number of spills across our region finished at 15 — the lowest in the industry. We also achieved a 54% reduction in the number of spills, and the average duration of spills recorded also reduced by 64%. For the eight storm overflows in Benfleet which are fitted with an EDM, we recorded an average of 18.5 spills last year, still below our 2025 target.

Anglian Water is working in partnership with Castle Point Borough Council, the Environment Agency and Essex County Council to reduce the risk of flooding across the borough with a partnership contribution investment of £6million including repairs to the sewer network and the development of the new wetland at Benfleet WRC to treat storm water and improve the water quality in the Thames Estuary. Discussions are also continuing with key partners about sustainable drainage systems retrofits and other flood alleviation measures.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Help to maintain and enhance the resilience of our water recycling network and assets by:

- Positive policies to enable the delivery of essential infrastructure or enhancements to existing infrastructure
- Locating development in sustainable and resilient locations to avoid asset redundancy and loss of embodied carbon. Whole life carbon assessments for the new local plan should help to inform the spatial strategy for development including associated infrastructure requirements.
- In advance of the implementation of Schedule 3 of The Flood and Water Management Act 2010 to make SuDS mandatory in all new developments in England in 2024 we would welcome a positive strategy to ensure SuDS are incorporated in new developments, until the Schedule is formally implemented and the necessary measures are in place. SuDS reduce pressure on our sewer network and helps to minimise flood risk.
- Identify locations to enable the retrofitting of green-blue infrastructure incorporating SuDS to address surface water run-off across the urban environment.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

<https://www.anglianwater.co.uk/environment/supporting-our-communities/flood-risk-partnership-funding-programme/>

<https://www.anglianwater.co.uk/developing/drainage-services/sustainable-drainage-systems/>

<https://www.anglianwater.co.uk/siteassets/household/about-us/dwmp/dwmp-1.pdf>

<https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/drainage-wastewater-management-plan/>

Organisation: Anglian Water

Factsheet 4: Sustainable economic and housing growth

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Strategic long term ambition: Enable sustainable economic and housing growth.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We are working to embed water and resilience at the heart of growth and development in the East of England.

Supporting housing growth

Ongoing rapid growth in our region poses major challenges for Anglian Water, but also presents an opportunity to make a positive influence on new developments. At a national level we've worked closely with General Lord Dannatt and Defra to review the implementation of Schedule 3 of the Flood and Water Management Act 2010, which introduces a new set of arrangements for sustainable drainage systems, whilst removing the automatic right to connect surface water to the public sewer. If implemented, this will give us more control over the surface water connected to the public sewer, allowing us to better manage flooding and pollution risks. We also work closely with all our local authorities to ensure that water is a key consideration of their plans. Our ongoing work with developers to drive implementation of water efficiency measures in new homes helps new residents to value water and reduce their bills. Improving water efficiency and utilising integrated water management helps to reduce the quantity of water entering our water recycling network and requiring treatment - meaning that operational carbon is reduced and the resilience of our network and assets is improved.

Water smart communities

Anglian Water has been awarded £5.5 million of innovation funding by Ofwat to deliver Enabling Water Smart Communities, a ground-breaking project to unlock integrated water management in the UK. Working with partners including the Universities of East Anglia and Manchester, Thames Water, United Utilities, Ove Arup and the Centre for Local Economic Strategies we will address how new developments, and the people living in them, can adapt in a sustainable way to three key impacts of climate change – flood risk, water scarcity and risk to water quality. This project will influence new regulatory and policy standards, while improving understanding of cost models and the stewardship of water assets.

In terms of future development in the Benfleet area, the Dry Weather Flow Analyser is currently showing sufficient headroom at the WRC to accept new development flows. This analyser measures the compliance of the WRC during normal, dry weather conditions, and the foul flows it is consented to treat from incoming used water. Anglian Water can advise further once housing growth figures for the Local Plan are known and how these will be distributed across the district.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Anglian Water would request that the new Castle Point Plan provides a robust approach to SuDS in all new developments including opportunities to allocate sites for retrofitting SuDS in existing urban areas including any regeneration opportunities. SuDS can deliver multi-functional benefits including for biodiversity and local amenity.

Promote/require integrated water management solutions to address key challenges of climate change - flood risk, water scarcity and risk to water quality.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Enabling Water Smart Communities: <https://ewsc.org.uk/>

<https://www.gov.uk/government/news/new-approach-to-sustainable-drainage-set-to-reduce-flood-risk-and-clean-up-rivers#:~:text=Schedule%203%20provides%20a%20framework,the%20lifetime%20of%20the%20development.>

Organisation: Essex and Suffolk Water

Factsheet 1: Water Supply

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Water supply in the Essex and Suffolk Water supply area

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We published our draft Water Resources Management Plan 2024 (WRMP24) for consultation earlier this year – our draft WRMP24 can be found here: [ESW Draft Water Resources Management Plan 2024 consultation \(nwg.co.uk\)](https://www.nwg.co.uk/consultation/wrmp24). All the reports are located towards the bottom of the page. We will be publishing our draft WRMP24 Consultation Statement of Response by 25 August 2023. This will confirm how we have taken account of the consultation feedback in the development of our revised draft WRMP24. We expect to publish our revised draft WRMP24 within 2 weeks of publishing the Statement of Response.

Our WRMP24 sets out how we intend to maintain a secure supply of water for our customers and businesses while protecting and enhancing the environment. A national requirement for all England and Wales water companies plan is to provide 1 in 500 year drought resilience by 2039. This means that level 4 drought restrictions on water use such as pressure reduction or rota cuts, are only needed once every 500 years on average. Currently, our level of service for this is 1 in 200 years.

Our draft WRMP24 preferred plan sets out the demand management and supply-side options that will allow us to provide 1 in 500 year resilience by 2039. These include:

Demand Management Options	Supply Options
Leakage reduction programme to reduce leakage by 40% by 2050	New Linford Water Treatment Works
Compulsory metering of all household and non-household properties by 2035	
Smart metering of all household and non-household properties by 2035	
Household and Non-household Water Efficiency programmes	

With our proposed metering and water efficiency programmes, we are forecasting that we will be able to meet the following national targets:

- Household Per Capita Consumption of 110 litres/head/day by 2050 – this is dependant on building regs also requiring 110l/head/day as well as changes to water labelling.
- Reduction in business mains water demand by 9% by 2038 excluding new growth

We are proposing to construct a new water treatment works in Linford, South Essex along with a new Chalk borehole. However, this is in Thurrock Unitary Authority's area.

Our WRMP24 is an adaptive plan. Our draft plan includes an adaptive pathway and programme which we could move to if PCC does not reduce as we are forecasting it to. In this situation, the adaptive programme includes the development of a Water Reuse scheme which would treat effluent from Anglian Water's Southend Water Recycling Centre. The treated water would be transferred via a new pipeline to our existing Hanningfield Water Treatment Works. This scheme would be located within Southend-on-Sea City Council's area. We will review the need for this scheme annually. However, we consider the likelihood of it being required to be very low and even if it were to be required now, it would not be operational until 2030.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

There are two key planning policy areas which we request Castle Point's Plan to support, namely for Building Regulations and planning permissions to ensure:

- i. All new dwellings are designed and constructed to achieve a PCC of 110l/head/day or less; and
- ii. all new non-household buildings to be water efficient from the outset. Our strategy to reduce business mains water demand by 9% by 2038 only applies to existing water use.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

[ESW Draft Water Resources Management Plan 2024 consultation \(nwg.co.uk\)](https://www.nwg.co.uk)

Organisation: Port of London Authority

As a trust port, the Port of London Authority (PLA) has no shareholders and operates for the benefit of customers and stakeholders now and in the future. The PLA's navigational jurisdiction operations cover 95 miles of the River Thames, from Teddington in West London out to the North Sea. The PLA works to keep commercial and leisure users safe, protect and enhance the environment, and promote the use of the river for trade and travel.

In 2022 the PLA updated its Thames Vision, which is built around three themes -

- Trading Thames

- Destination Thames

The Vision sets out how over the next 25-30 years the Thames will see substantial change across the economy and society as we transition to a Net Zero society, and deal with the effects of climate change, alongside other opportunities and challenges.

Factsheet 1: Waterways

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Waterways

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

As part of the next steps of the Thames Vision, the PLA is committed to producing a River Masterplan across its jurisdiction. The aim of this work will be, for each riparian borough including Castle Point, to have an individual masterplan which sets out potential future opportunities along the tidal Thames, to guide future investment and local decision making related to the river.

A key focus of the masterplan work will also be on highlighting potential Biodiversity Net Gain (BNG) opportunities as part of new development, in advance of BNG requirements coming into place through the Environment Act in November 2023, as well as looking at potential recreational and leisure activities on or alongside the river.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

At the appropriate time (in approximately 12 months) the PLA would wish to meet and discuss a draft river masterplan with Castle Point, to discuss existing sites and potential opportunities to maximise the use of the river. Masterplan works has started in 2023 with the London Borough of Bexley, and it is the PLA's aim to development masterplans for east London/Kent and Essex first.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Port Trade Forecast (2021) <https://www.pla.co.uk/assets/oeportoflondonreportfinal.pdf>

Thames Vision Overview (published 2022) <https://thamesvision.pla.co.uk/>

Thames Masterplan example (consultation for London Borough of Bexley) - <https://experience.arcgis.com/experience/bb9cc023f4af4cd0b06120b424c9782e/>

Information on green technologies on the Thames <https://www.pla.co.uk/Environment/Green-Technologies-on-River-Thames-Structures>

Information on the promotion of early adopters of new technologies and fuels on the Thames <https://greenscheme.pla.co.uk/>

Information on alternative fuels <https://www.pla.co.uk/Environment/Alternative-Fuels>

Information on an overview of emissions reduction in Port of London <https://server1.pla.co.uk/Environment/Air-Quality-and-Green-Tariff/Emissions-reduction-roadmap-usable-assets>

Biodiversity Net Gain – currently for the London Borough of Bexley <https://storymaps.arcgis.com/stories/bc877558bab04322822f3f5ae4ee30ee>

Organisation: Port of London Authority

Factsheet 2: Transport

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Transport

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

The PLA would be keen to see the continued promotion of the boroughs existing riverside terminals including the Calor Terminal and the Oikos terminal for waterborne freight cargo handling uses. These types of facilities can operate for up to 24 hours a day throughout the year taking a large amount of vehicle movements off roads and onto the river and must continue to be protected. In addition, with regard to development proposals adjacent, or near to existing wharves/terminals must fully take into account these facilities, particularly with regard to noise and vibration impacts and highways access. This would be in line with the Agent of Change principle, referenced in paragraph 187 of the National Planning Policy Framework (NPPF), which states that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

With regard to the existing Oikos terminal specifically, the PLA has previously commented with regard to an existing Development Consent Order (DCO) consisting of the installation of substantial new marine loading and unloading equipment and related infrastructure enhancement on the jetties that serve the facility as well as the redevelopment of the south side of the facility to provide new storage tanks and associated operational services. The PLA will continue to review and comment on this proposed development once DCO application has been submitted to the Planning Inspectorate.

The PLA would also welcome reference to the promotion of potential opportunities to maximise the use of the river for both passengers and freight, as well as the protection and enhancement of the boroughs blue infrastructure.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

To continue to work together and keep in contact on developments and updates on riverside sites, particularly on matters relating to the Castle Points existing operational terminals and use of the Tidal Thames for waterborne freight cargo handling.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided.

Organisation: Port of London Authority

Factsheet 3: Environment

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Environment

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To note in the Castle Point area the PLA is, as well as owner of the river bed also retains some land ownership to the north of the existing Oikos facility. Previously some of this land as part of Local Plan preparation has been considered for inclusion as a 'local wildlife site'.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

The PLA requests to be involved in any future discussions on the potential land uses and designations in this part of the borough.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided.

Organisation: National Highways

Factsheet 1: Operation and Maintenance of motorway and trunk road system

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Operation and maintenance of the motorway and all purpose trunk road system across England.

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We are interested in the potential impacts that any development might have on the Strategic Road Network (SRN), inclusive of future trunked sections of the SRN. We are interested as to whether there would be any adverse safety implications for the SRN as a result of the emerging Castle Point growth aspirations. We are seeking to support the Government to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The National Planning Policy Framework supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up. Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption. These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Promote and actively encourage sustainable transport journeys over those by car. Limit the amount vehicle trips generated by any site and the amount of car parking to be provided, or ensure proposals support modal shift.

The DfT Circular 01/2022 welcomes a focus on sustainable journeys as a primary means of off-setting development traffic impacts on the SRN. Given the strategic nature of trips typically using the SRN, mitigation is likely to include site connections to rail stations, or a bus service to neighbouring towns, etc. A Monitor and Manage approach may be a preference for Castle Point and this would need to be supported by the provision of a realistic and achievable sustainable transport strategy.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

National Highways Environmental Sustainability Strategy
https://nationalhighways.co.uk/media/g5yfcl3m/nh-environmental-sustainability-strategy_final_020523.pdf

Strategic road network and the delivery of sustainable development
<https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development>

Organisation: Essex Bridleways Association

Factsheet 1: Preservation and Development of Bridleway Network

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

To preserve and develop the Bridleway network in Castle Point

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Essex Bridleways Association is a registered charity that was established in 1979 to preserve and develop the Bridleway network in Essex. Our objective is to improve, restore and create a safe riding environment for riders in Essex.

As development continues apace across the county, it is imperative that equestrians and their requirements are not forgotten. Horse ownership in Essex is expanding and unless the public right of way network is expanded significantly, problems will multiply. The ability of horse riders to stay on quiet safe routes continues to diminish, development brings with it increased traffic volumes and therefore roads are becoming increasingly busy. Expanding the bridleway network is therefore essential to the achievement of safe riding. To highlight this, 3,552 road incidents involving horses were reported to the British Horse Society in 2022, including the deaths of 68 horses, injuries to 139 people and 26% of riders were victims of road rage or abuse.

Beyond the notable economic impact that horses bring to a community, it has been proven that the regular practice of horse riding is associated with physical, social and psychological health benefits and improved wellbeing. As a user group, horse riders can be overlooked when Local or Neighbourhood Plans are prepared. For all of the above reasons, it is imperative that Castle Point fully embrace equestrians and their needs in the Plan. We cannot over emphasise the importance of this request.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

We would ask that firstly the Castle Point Plan considers how the bridleway network in the District could be improved and expanded.

We engaged extensively this year with Angela Hutchings (Chief Executive), Beverley Egan (Cllr) and Ryan Lynch (Parks and Open Spaces) with a view to seeking to upgrade Footpath 3 across Thundersley Great Common to a bridleway. We were encouraged by the level of engagement on this point, albeit ultimately frustrated that the upgrade could not be achieved due to Natural England having concerns about the impact of riders upon a site of SSSI.

Nevertheless, this did signal a fresh and supportive approach and awareness from the Council of the requirements of equestrians in the District and we would ask that the Plan continues in the same spirit.

Additionally, the Plan will of course consider the scale and size of future development in the District. Whilst continued development is inevitable for many reasons, nevertheless the continual erosion of green space is forcing equestrians onto roads which are becoming busier because of increasing traffic volumes, creating significant safety issues. We would therefore highlight that the planning phase of new developments does represent an opportunity for developers, landowners and planning decision makers to seek to create new equestrian friendly routes.

We would ask that the Plan highlights this and includes an objective that the creation of new bridleways will be a fundamental consideration that is baked into new development schemes. Equestrians as a user group should be a natural consideration in terms of any Section 106 monies made available to improve facilities or undertake projects.

We also have a general concern as to the quality of many of the existing bridleways in the Castle Point District, which are not being maintained to a satisfactory standard. Whilst we are taking this forward separately, we would ask that the Plan makes mention of the fact that the condition of some existing bridleways is inadequate, and that the Plan includes a strategy as to how their overall quality can be improved and maintained in the future.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided.

Organisation: Active Essex

Working together across systems to make physical activity a part of everyday life for everyone. One organisation cannot do this alone. Delivering the huge ambition of this strategy will require the effort of thousands of Essex organisations all pulling in the same direction.

Our foundations are strong in Essex. There is already great partnership work and collaboration to enable people to play sport, stay fit, and be active. Active Essex will provide leadership to deliver this strategy, and work with partners across different sectors, different systems, and different places to deliver our 10-year vision.

Active Essex engaged hundreds of organisations, leaders and citizens to understand what is important to them for this new strategy for Essex. There is a wealth of energy and enthusiasm across Essex to enable everyone to enjoy and benefit from an active lifestyle. All of this was captured in the Shaping our Future document published in September 2020, which received overwhelming support and has paved the way for our new strategy and 10-year vision.

Factsheet 1: Improve Health and Wellbeing

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Our vision is an active Essex to improve everyone's health and wellbeing

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

More physically active, happy and healthy residents

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Following the Active Design guidance set out by Sport England, Active Travel England (ATE) and the Office for Health Improvement and Disparities. <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>

Ensuring the CP plan enables physical activity and healthy lifestyles to be the norm by enabling these behaviours to be easily achievable.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

We can source data from Sport Governing Bodies for sport and participation. We sit within the Public Health function at Essex County Council and have access to data that can support build local health profiles of residents. We also have strong local relationships across many sectors and partners in Castle Point who have insight into everyday life of people living in Castle Point that we can help to engage with.

Physical activity strategy for Essex:

https://www.activeessex.org/wp-content/uploads/2021/06/Strategy_Online.pdf

Active Environments is one of five priorities.

Organisation: Sport England

Factsheet 1: Community Sport and Physical Activity

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Community Sport and Physical Activity

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Creating Active Environments through protecting, enhancing and providing sports facilities and encouraging physical activity through the design of development.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Local Plan policies/allocations which protect, enhance and provide for community sports facilities in response to identified current and future needs.

Local Plan policies which, as part of a wider approach to supporting health and well-being of the community, encourage the creation of active environments through designing development to encourage physical activity..

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Uniting the Movement - Sport England Overarching strategy
<https://www.sportengland.org/about-us/uniting-movement>

Planning for Sport guidance - advice on planning for sport and physical activity -
https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=planning_for_sport_guidance

Active Design - guidance on designing development to encourage physical activity
<https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>

Other Planning Tools and Guidance - range of supporting planning tools and guidance covering assessing sports facility needs, demand calculators, playing fields policy etc
https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=planning_for_sport_guidance

Organisation: Essex County Cricket

Factsheet 1: Cricket for All

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Cricket for all

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Maximise facilities at our Grounds. at present we have Hadleigh and Thundersley & Benfleet. Both big clubs who are growing Women & Girls and looking for new facilities. Canvey Island is mothballed but we anticipate demand the ground so want to ensure cricket continues.

With anticipated population growth we will need more facilities

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Assist with finding sites and maintaining Ground work. Also any S106 that can be directed towards our Sport to support the local population enjoy great facilities.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided

Organisation: Estuary Festival

Estuary Festival shines a spotlight on the Thames Estuary region through ambitious, multi-arts programmes inspired by the estuary and its connection to the rest of the world.

Our mission is to present world-class arts to create extraordinary experiences that surprise and delight. Acting as a catalyst to embed long-term change, Estuary Festival explores the rich, often overlooked stories of estuary people and places. We work with artists and partners to produce and commission work responding to estuary themes prioritising climate, diversity and access. Our aim is to celebrate the diversity of the Thames Estuary region and position Estuary festival alongside other great art festivals of the world.

Factsheet 1: Embedding cultural ambition

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Embedding cultural ambition

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

- Connecting existing cultural provision and embedding a strategic approach to growing culture in Castle Point.
- Ensuring that everyone in Castle Point has access to high quality, relevant and diverse culture.
- Creating cultural programmes that reflect, respond to, and involve the people of Castle Point.
- Through the Estuary Festival programme developing projects that celebrate and profile aspects of Castle Point's unexplored culture and heritage.
- Sparking new future possibilities for Castle Point through artist-led creative processes.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Ensuring that culture is an interwoven theme, central to the placemaking ambitions. The Castle Point Plan should clearly set out how a strong cultural infrastructure has the potential to positively influence other areas of civic life. Inclusion of example projects and case studies could make it easier for people from a non-cultural background to understand how this could work and the wider benefits of this investment.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Estuary 2021 evaluation <https://www.estuaryfestival.com/blog/detail/estuary-impact.html>

Local Government Association case study on Estuary 2021
<https://www.creativeestuary.com/insight/the-role-of-an-international-arts-festival-in-place-making/>

Organisation: Metal Culture

At Metal, our vision is to help build stronger, healthier and happier communities, through art, culture and creativity.

We believe that everyone deserves a rich and cultural life, and where you live should not be a barrier to this. We hold time and space for artists of all ages and backgrounds to forge new ideas and realise their potential. Our approach celebrates place, builds local connections and nurtures talent, encouraging experimentation, collaboration and co-creation.

Factsheet 1: building stronger, healthier and happier communities, through art, culture and creativity

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

building stronger, healthier and happier communities, through art, culture and creativity

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Metal is an Arts Council National Portfolio organisation with a remit to support culture and creativity in the places where we are located & those that need it most - Peterborough, Liverpool and, critically in this context, South Essex. As levelling up for culture priority place, we understand that Castle Point is underserved in terms of arts and culture. Through our two research projects for ASELA the first exploring what the creative industries need to thrive in South Essex and the second a cultural strategy for the region we have an excellent understanding of the needs on the ground. We are keen to support Castle Point in building a creative and cultural ecosystem that maximises on the existing creativity of the area whilst growing and developing around the areas of need. We believe that culture is more than a 'nice to have' but filters through all statutory outcomes from health & wellbeing, the environment, planning & place making, to economic growth & digital futures. High levels of cultural activity are the signs of a healthy happy and thriving community. The communities of Castle Point need this.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

We are keen to work with Castle Point on its cultural development work. We have both the knowledge, the networks and the methodology to effectively collaborate and catalyse a cultural renaissance in the borough. Creativity is an important vehicle for co-design and participatory practice and could offer a genuinely community centred and reciprocal approach to LA delivery which is both engaging and compelling for all concerned. Its not just about the process; we imagine Castle Point could lead the way in terms of its ambitions around culture and creativity as critical to the prosperity and wellbeing and a cornerstone of all statutory outcomes:

"Councils are the largest public funders of culture and are largely unconstrained by national regulations and requirements, unlike many other council services. Virtually no other service area allows councils to demonstrate leadership of place like cultural services. This gives them considerable agency and scope to work with cultural partners and residents to shape a local offer that truly meets local need and aspirations." from Cornerstone of Culture Report by the Local Government Association

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The More Than a Place Report

<https://metalculture.com/2022/02/25/south-essex-councils-select-metal-to-lead-regional-cultural-work/>

Culture Drives Change Report

Both have been commissioned by the Association of South Essex Local Authorities and will be useful documents for your purposes

Organisation: Hadleigh Old Fire Station (HOFS)

Give everyone the opportunity to create, take part in and enjoy arts and cultural activities to improve health & wellbeing, combat isolation and to take pride in the place they live and work.

Factsheet 1: Improve well-being through arts and culture

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Improve well-being through arts and culture

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

- To facilitate high quality arts and cultural activities and providing a welcoming place for everyone in the community to create, meet and take part. Boost the economy of Hadleigh town centre as a beacon of cultural activity for the borough as well as the wider regional and national cultural landscape.
- Foster a sense of pride, helping make Castle Point a great place to work, live well and enjoy contemporary arts and culture.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Recognise the value of arts and culture in Castle point, commitment to maintain venues and support new and established organisations within the borough. Less emphasis on traditional retail in the face of an evolving high street and shopping habits. More emphasis on a hybrid, mixed offering to increase footfall including the night-time economy.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

HOFS Information Leaflet provided

Organisation: Castle Point Association of Voluntary Services

Factsheet 1: Sustainable and Stable Community Services

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Sustainable and stable community services

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Our ambition is to bring sustainability and stability to the support and services that we provide to the most vulnerable and in need residents in our community. With a portfolio of services, strong and committed partnership working, there is an opportunity to further develop strong integrated services that provide responsive and meaningful support. The ambition would be to not only continue to deliver amazing services but have more united investment to ensure any programme of work/delivery is a sound business proposition.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Castle Point has in the past couple of years, supported our organisation to lead and deliver programmes of work. The pandemic demanded responsible and reliable support to the community and this was delivered. Strong partnership working, cohesive thinking and meaningful conversations, underpinned so much of the good work developed by community providers - the ambition would be to ensure that post-Covid times, all that was learnt is not diluted.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

51,000 resident interactions were supported during the period 20th March, 2020 - 3rd May, 2021 (Very significant given that we are a relatively small charity.) There is much more data that underpins our day-to-day work, which includes our reach to over 350 local charity and third sector organisations who also contribute to assisting local people and causes.

Organisation: Canvey Island Youth Project

Factsheet 1: Yellow Door Services

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Yellow Door Services

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

To work with young people between 11 and 25 in Castle Point. To support them by offering a range of services and activities focusing on their health and well-being. The services include one-to-one advice, information, and support. Counselling and Mentoring. Small well-being groups for social skills and anxiety. Activities include a performing arts group, a youth club, a youth group for quieter young people, LGBT Club, a Club for young carers, a sports club and Holiday Clubs. To work with young people through detached and outreach work throughout Castle Point. To offer educational workshops on a range of issues, such as substance misuse. To adapt and change our services to the needs of young people and their families in our area. To provide quality informal education and life skills within our groups and detached work. To continue to develop the skill and knowledge of our staff and volunteers.

Our ambition in providing this holistic support will be to enable the young people who use our service to develop the knowledge, life skills and confidence needed to make informed choices and to manage their sometimes very challenging life circumstances. In so doing, helping them achieve their full potential in education, employment, family life and society.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Continue to provide us with the lease on our current building, continue to work with us and active Essex to secure funding to improve sporting facilities in King Georges Park and continue your partnership work with other organisations and us. A small amount of core longer term funding would be good.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

www.canveyislandyouthproject.org.uk

Our new business plan is not quite completed, but I am happy to send a link when it is.

Organisation: Trust Links

Transforming mental health and wellbeing through inclusive and supportive environments, Trust Links works collaboratively to empower local communities and maximise our impact.

Factsheet 1: Mental Health Recovery

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Mental Health Recovery

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We are running a Growing Together therapeutic community garden, community shed and wellbeing hub in Thundersley, next to the White House behind CPBC offices. This provides a range of positive activities, training, peer support, keyworker support, volunteering and vocational support for adults with mental health problems and mild learning disabilities.

Working with Canvey Island Big Local, we are looking to do similar on Canvey Island, with a new build community centre on The Gunny site on Cedar Road. This large facility will also host other groups and organisations so that it is a multiuse facility that benefits the wider community.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Planning permission has been achieved for the Canvey Island site. We need further financial support and input of other agencies and partners to make the Gunny project a success.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Details of the Gunny Big Local Project provided

Organisation: TCHC Group

Transforming the lives of individuals by being the first choice provider for exceptional delivery for employment, skills, Apprenticeships and business support.

Factsheet 1: Post 16 Education

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Post 16 education

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Strive to offer young people in castle point an alternative option to post 16 education with TCHC Group.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Allowing us to advertise and promote the courses we offer to young people in Castle Point.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided

Organisation: The MegaCentre Rayleigh

The MegaCentre Rayleigh is an Essex-based, Christian charity, open to all, which exists to bring joy, hope and life to the whole community. We believe that life is precious and that every child, young person, family and every resident should have the best opportunities to grow, learn, contribute and thrive in society and that everyone should have access to the support that they need to live full lives.

Factsheet 1: Community Support

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Community support

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Our model of the Megacentre in Rayleigh (a not for profit business of softplay/laser/room hires/birthday parties which generates the income to support our charity) has been successful for almost 30 years, supporting residents of Castle Point and Rochford. Our own charity team, of family, community and youth workers support many hundreds of residents each year, through parenting and family support, support for children with any SEND, youth support including mentoring and counselling, community support through TheHub@TheMegacentre, a community resilience hub which is a partnership of over 30 statutory and voluntary organisations working together to connect and care for our community. We are seeking to replicate this for Castle Point, particularly Canvey Island, as we are becoming increasingly involved with supporting residents there - we receive referrals from many community partners as well as directly from residents themselves. As we are based in Rayleigh, many people cannot travel to us easily or cheaply, so cannot access all the support they may need. Our staff are increasingly travelling to and within Castle Point, especially on Canvey, to work with residents. A place/base/centre on Canvey and potentially other venues in Castle Point would be amazing, to enable us to continue to work with community partners to be able to support all residents. Our ambition is to be able to have a space to provide parenting/family/youth support, space to run fun sessions for children with SEND, a place to have TheHub activities/advice/support/information, a place where older adults can come for social activities, a venue where all Hub partners can run their own activities to support around the four priorities of the Castle Point and Rochford Health and Wellbeing Board - would be the dream!

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

To work with us to enable us to establish our dream in Castle Point - assisting with venues, funding, partnership working

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided

Organisation: [The Salvation Army](#)

We aspire to develop Hadleigh Farm Estate as a site of regional significance as somewhere for all individuals to focus on Well-being, Education and Spiritual development.

Factsheet 1: Access to affordable provisions and wrap around support

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Access to affordable provisions and wrap around support

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We are launching a community supermarket where individuals will have access to subsidised food and essential supplies that are not typically available through traditional food banks, it will be a mobile provision targeting the highest need areas of Canvey Island. The provision of supplies will be bolstered by wrap around support including employment advice and coaching, debt relief, meal planning and cooking.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Linked services that will provide service users a pathway to improved life, almost a wider understanding of what is next step for individuals in receipt of support in the borough.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Funding application for community supermarket provided

Organisation: The Salvation Army

Factsheet 2: Environmental Improvement

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Environmental improvement

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We are going through a process of arable reversion, moving towards the creation of habitats for various species allowing us an opportunity to engage with new members of the community to assist in the delivery and ongoing management of the space while also providing educational opportunities around the new management of the land.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Working with us and neighbouring landowners to focus on the creation of nature corridors. The land could also be used as receptor sites and for mitigation events elsewhere in the borough with a view to enhance the natural offer.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Application for rewilding provided

Organisation: The Salvation Army

Factsheet 3: Advancement of Estate

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Advancement of estate

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We are wanting to reimagine how the Estate functions in order to provide enhanced education provision through the delivery of new facilities, we also want to explore the move of the current Rare Breeds Centre site within this so that it is more accessible to the community. We are mindful that this then could provide opportunity for sensitive development of previously developed land to accommodate social housing.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Working in a collaborative fashion to explore options within the wider remit of the plan and delivering on needs from across the borough.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided

Organisation: Canvey Kehilla Ltd

Providing support and assistance to and religious festivals. Providing services to support all and any facilities and services as may be necessary in order to facilitate and assist the communal and individual practice of orthodox judaism and assist educational institutions, events and programmes which educate the orthodox jewish community, the wider jewish community and members of general public on the teachings and practices of orthodox judaism.

Factsheet 1: Jewish Community in Canvey Island

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Jewish Community in Canvey Island

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

For Canvey Island to be a place where the Jewish Community can thrive side by side - and as part of - the wider community and promoting good relationships, integration and involvement with other communities on the Island.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

By taking into account the needs of the Jewish Community and its unique characteristics such as generally larger families, religious education, special cultural festivals that require certain services, housing needs and a high natural growth.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided

Organisation: RSPB

We work in the UK and around the world. We carry out conservation work that you can see from space, built from the ground up. We protect habitats, save species, and help to end the nature and climate emergency. We do this through five main work areas: science, species, places, people and policy.

Factsheet 1: Saving nature and reversing the declines in biodiversity

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Saving nature and reversing the declines in biodiversity

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

For Castle Point to achieve the governments commitment of ensuring 30% of the land is managed for nature by 2030.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

- Biodiversity being at the heart of developments rather than an add on – focus on improvements within developments as well as targeted Biodiversity Net Gain projects
- Full engagement in the Local Nature Recovery Strategy identifying all biodiversity hotspots and landscape connections to ensure targeted nature conservation delivery
- Managed open spaces where biodiversity is the main driver, understanding the link between nature and community wellbeing
- Fully understanding recreational pressure on our environment and nature, having a clear strategy on how to tackle the issue on wildlife and sensitive sites.
- Manage 30% of the land for nature by 2030
- Using nature based solutions to man made challenges
- Sustainable housing and development looking at all options for reducing carbon and creating spaces for nature.
- Adequately assessing brownfield sites prior to development, consulting with Environmental NGOs pre-application for large sites that have not been developed for a long time.
- When making decisions on lighting consider using the appropriate brightness, timing, shielding, wavelength, warmth and colour to limit impacts on wildlife.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

<https://flood.essex.gov.uk/climate-adaptation-and-mitigation/local-nature-recovery/>

<https://www.buglife.org.uk/campaigns/light-pollution/>

https://cdn.buglife.org.uk/2019/08/A-Review-of-the-Impact-of-Artificial-Light-on-Invertebrates-docx_0.pdf

https://www.rspb.org.uk/globalassets/images/campaigning-and-positions/let-nature-sing/birdsong-takeover/pdf/sonr/rspb_state-of-nature_summary-report_uk.pdf

<https://www.rspb.org.uk/about-the-rspb/about-us/media-centre/press-releases/uk-failing-to-protect-land-for-nature/>

Organisation: Essex Wildlife Trust

Factsheet 1: Planning Approach to Biodiversity and Habitats

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Planning approach to biodiversity and habitats

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

We are the county's leading conservation charity, committed to protecting wildlife and inspiring a lifelong love of nature. Our climate is in crisis and our species face extinction. The natural world needs our help.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

We recommend that the following is considered for inclusion in the local plan:

- The biodiversity resource in the borough: designated sites (statutory and non-statutory); protected, notable and priority species and habitats; rare species; invasive non-native species.
- Key legislation for ecology and biodiversity
- National planning policy framework and guidance; local planning policies; local biodiversity strategies (including the Essex Local Nature Recovery Strategy)
- Overarching principles: the mitigation hierarchy; biodiversity net gain; Habitats Regulations Assessment
- Local biodiversity issues: protection of irreplaceable habitats; recreational pressures on designated sites; priority habitats; conservation of the marine environment; wildlife sensitive lighting; species conservation strategies
- Integrating biodiversity into development: Essex GI Framework Guidelines and Building With Nature standards; swift bricks; bee bricks; integrated bird and bat boxes; hedgehog highways; green roofs and walls; SuDS; beneficial use of dredged sediment (BUDS); long-term maintenance and management
- Guidance for developers in the form of a step by step guide for the development management process: pre-application and design stage - biodiversity checklist; pre-application advice; ecological surveys and biodiversity net gain baseline assessment; the mitigation hierarchy (avoidance, mitigation, compensation); biodiversity net gain.

The Local Plan should:

- ensure biodiversity is fully protected and enhanced throughout the development process;
- support the delivery of appropriate biodiversity net gain;
- describe how proposals can be designed with biodiversity embedded;
- describe how measures which improve biodiversity can support the achievement of multiple policy objectives;

- ensure proposals accord with relevant legislation, including the Environment Act 2021, national policy, government advice, and the British Standard BS42020:2013 Biodiversity – Code of practice for planning and development;
- explain terminology associated with biodiversity conservation

Broad principles to include:

Biodiversity is under increasing pressure at local, national and global levels with habitat loss, species decline and extinction posing a very real threat which is exacerbated by our changing and increasingly unstable climate. Climate change and biodiversity declines are attributed to human causes. Habitats and species once considered to be common in the borough are facing increasing stresses, with many at breaking point.

The overarching aims of ecological work used to inform the planning process must be to minimise harm and to maximise benefits for biodiversity resulting from development, thus enabling effective decision-making which is compliant with legislative and policy drivers. The generally accepted way of doing this, now embedded within the planning and legal systems, is to follow the mitigation hierarchy and to achieve a mandatory minimum 10% biodiversity net gain.

Development delivered in accordance with the Mitigation Hierarchy

Developers must demonstrate that the location and design of their proposals complies with the mitigation hierarchy. In accordance with the NPPF, if significant harm to biodiversity cannot be avoided, adequately mitigated, or as a last resort, compensated for, the NPPF states that planning permission should be refused. Avoidance is the first step in this sequential process - significant harm should be avoided either by locating development on an alternative site or by changing the design. Impacts which have been assessed and clearly justified as unavoidable must be minimised and mitigated where the impact occurs. Where on site measures are assessed to be insufficient then, as a last resort, on or off-site compensatory measures are implemented. These are the exception and must be fully justified.

The approach to following the mitigation hierarchy should be informed by up-to-date survey and assessment of the ecological value of the habitats and species likely to be affected, aligned to best practice standards as set out in BS42020:2013 Biodiversity – Code of practice for planning and development. This standard identifies the ecological data required and considerations for its assessment, and its use in the design of mitigation measures.

Biodiversity Net Gain

Biodiversity Net Gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than it was beforehand. NPPF paragraphs 174d and 180d refer to providing or securing net gains for biodiversity through development; the Environment Act 2021 will mandate measurable net gain of at least 10% in November 2023.

Delivering more than 10% BNG does not necessarily have to add significantly to the cost of development, subject to good ecological design and efficient planning and delivery. The cost of delivering above 10% will, for example, be much less on sites where the pre-development biodiversity baseline is low, or when efficiencies of scale can be made through off-site delivery as part of larger landscape-scale habitat creation / restoration schemes, or in combination with other nature-based solutions schemes, such as natural flood management schemes.

In the context of achieving greater than 10% biodiversity net gain, it should also be noted that the Impact Assessment for the 2018-19 Net Gain consultation stated that 'the majority of costs associated with net gain are incurred to correct for the initial loss of biodiversity through development'. We would therefore encourage the aspiration to deliver a minimum of 20% BNG wherever possible. It is worth noting that some local authorities are already stipulating a minimum 20% BNG, for example Lichfield District Council.

Protection of Local Wildlife Sites

Local Wildlife Sites (LoWS) should be robustly protected from development in the Local Plan by rigorous application of the mitigation hierarchy. LoWS are recognised as having nationally and regionally important habitats and species, and are of fundamental importance in maintaining the current levels, and ensuring the long-term survival, of wildlife in Essex. LoWS help to buffer and connect areas of natural and semi-natural habitat, contributing to ecological networks and increasing the resilience of biodiversity to pressures of land use and climate change. LoWS represent vital core areas of habitat in the emerging Local Nature Recovery Network.

Buffer habitat around designated sites and nature reserves

Existing functionally linked and buffer habitat adjacent to designated sites and nature reserves should be protected from development and considered for inclusion in the local Nature Recovery Network. This is particularly important where buffer habitat provides a corridor potentially linking core areas of wildlife habitat. The focus for Nature's Recovery should be on expanding existing areas of good wildlife habitat and providing enhanced connectivity to join up these sites.

Timing of new habitat creation

Guidance should encourage habitat creation before existing habitat is lost or damaged, to help maximise habitat cover across England. This will be especially important in situations where the habitat supports species that are particularly sensitive to temporal effects. For example, ground dwelling bees having one generation per year will not be able to persist in areas devoid of suitable habitat while awaiting restoration post loss.

Monitoring and enforcement

Finally, there needs to be transparent and effective monitoring and enforcement to ensure that delivery reflects the planning conditions and /or the metric calculations, (which will require different unit delivery if habitat creation is delayed). This should include publicly accessible reports on the delivery of BNG that can be scrutinised and held to account if need be. These could be reported to the Essex Local Nature Partnership as part of a transparent process.

Local plan guidance should reiterate to developers the importance of the mitigation hierarchy and of avoiding impacts in the first place. This should include use of the Local Nature Recovery Strategy to support the avoidance of negative impacts on biodiversity from poorly- located development. Applications to develop Local Wildlife Sites should not be supported unless there are clearly justifiable reasons of overriding importance of the need for that particular development in that particular location.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- The Essex Green Infrastructure Framework Guidelines [Essex Green Infrastructure Standards 2022 \(ctfassets.net\)](https://ctfassets.net)
- Building With Nature Standards Framework [Building with Nature](#)
- Baker, J. 2016. Biodiversity Net Gain. Good practice principles for development. CIEEM, CIRIA, IEMA.
- Baker, J., Hoskin, R. and Butterworth, T. 2019. Biodiversity Net Gain. Good Practice Principles for development. A Practical Guide. CIRIA.
- Chartered Institute of Ecology and Environmental Management. 2021. Good Practice Requirements for Delivering Biodiversity Net Gain (On- and Off-Site). CIEEM.
- The British Standards Institution. 2013. Biodiversity - Code of practice for planning and development. BSI Standards Limited.
- The British Standards Institution. 2021. Process for designing and implementing Biodiversity Net Gain – Specification. BSI Standards Limited.

Organisation: Canvey Island Town Council

Factsheet 1: Canvey Island Town Council

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Canvey Island Town Council

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

The Town Council seeks to achieve to improve the social and economic wellbeing of the community, through engagement and to work in partnership other public service providers, local businesses and the voluntary sector. It encourages community cohesion, community pride and enthusiasm. It thrives to create a socially inclusive and caring community which embraces all its residents, irrespective of age, gender, culture, income, race or religion and seeks to develop their wellbeing, knowledge, understanding and mutual co-operation.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

It is hoped that the Local Plan will help the Town Council support and contribute to the economic and social life of the town and the regeneration of the local community, helping to encourage and promote the economic and commercial vitality of the town and help strengthen and diversify the local economy. The Local Plan should also help to preserve the unique identity of Canvey Island and promote its heritage and to protect and improve the environment of the town and promote sustainable development to meet the needs of the present residents without jeopardising the needs of future generations.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

Canvey Island Town Council Business and Action Plan 2022 – 2026 provided

Organisation: Bowers Gifford & North Benfleet Parish Council

Factsheet 1: Bowers Gifford and North Benfleet Parish Council

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Bowers Gifford and North Benfleet Parish Council

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

The Bowers Gifford and North Benfleet Benfleet mission statement:

- retain the strategic gaps between Bowers Gifford, Pitsea & Castle Point
- protect the Parish against future large scale development,
- continue to challenge traffic concerns with Essex County Council
- maintain the rural feeling of this historic village and preserve it's character
- development that reflects the design code throughout the village including areas.
- reduce and protect the village against flooding
- create safer travel routes and roads, for greener, healthier living
- protect and develop green areas for recreational use
- protect the wild life corridor
- control planning by putting in place Neighbourhood Development Orders (NDO) on land that is vacant in designated areas to prevent illegal development

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

By ensuring there are road improvements to reduce traffic congestion in Benfleet and around Sadlers Farm Roundabout which affect the B4164 , A130 and A127 link roads to Bowers Gifford & North Benfleet. Traffic congestion generates pollution and there needs to be more collaboration between Essex County Council Highways , Basildon Borough Council and Castle Point Council to find a solution to the problem and in doing so improve the Health and Welfare of community they all serve.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

<https://e-voice.org.uk/bgnb-parishcouncil>

Copy of transport note for Neighbourhood Plan provided

Organisation: Thurrock Council

Factsheet 1: Planning - Employment

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Planning - Employment

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Thurrock Council is preparing its New Local Plan that will set out polices and proposal for growth and development to 2040. The Council currently anticipates a further Regulation 18 consultation stage will be undertaken later this year.

A range of technical evidence to support the new local plan has been completed and published. Further technical evidence is currently being undertaken and further tranches of technical work are to be commissioned in the near future.

Thurrock Council welcomes the opportunity to engage with Castle Point Borough Council on the preparation of the new Thurrock Local Plan and also identify any strategic matters and issues with cross boundary impacts in order to meet the requirements of the duty to cooperate.

One key issue to inform the new Thurrock Local Plan is the implications of economic development and growth. Thurrock is identified to have significant economic growth over the period of the New Local Plan including strategic growth locations including the recently established Thames Freeport.

The Council is undertaking the assessment of the need for additional employment land, the scale of job creation and requirement for dwellings to support the labour supply. The Thurrock Economic Development Needs Assessment (2023) and South Essex Housing Needs Assessment (2022) are initial elements of the evidence base to inform employment and housing need in the new local plan. Additional evidence is being prepared to further inform these matters.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Thurrock Council previously committed to work with adjoining authorities to obtain a greater understanding of the sub-regional impacts of the scale of economic growth in Thurrock including the Thames Freeport. This would include the potential impact in adjoining local authorities on labour demand and supply, the provision of additional employment (including as the result of indirect jobs created) and housing need.

Thurrock Council would wish to engage with Castle Point Borough Council and share any relevant evidence and studies being prepared to support both locals on this matter.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

- <https://www.thurrock.gov.uk/sites/default/files/assets/documents/economicdevelopmentneeds-202303-v01.pdf>
- <https://www.thurrock.gov.uk/sites/default/files/assets/documents/employmentlandavailability-202304-v02.pdf>
- <https://www.thurrock.gov.uk/sites/default/files/assets/documents/southessex-housingneedsassessment-202206-v01.pdf>

Organisation: Thurrock Council

Factsheet 2: Planning - Flood Risk and Riverside Strategies

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Planning - Flood Risk and Riverside Strategies

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Thurrock Council is preparing its New Local Plan that will set out policies and proposal for growth and development to 2040. The Council currently anticipates a further Regulation 18 consultation stage will be undertaken later this year.

Thurrock Council welcomes the opportunity to engage with Castle Point Borough Council on the preparation of the new Thurrock Local Plan and also identify any strategic matters and issues with cross boundary impacts in order to meet the requirements of the duty to cooperate.

Flood risk and mitigation is a key issue that will be addressed through relevant policies and proposals in the New Thurrock Local Plan.

The Council is currently preparing a new Strategic Flood Risk Assessment Level 1 which is due for completion by the end of summer 2023.

Furthermore at this stage the Council considers that the requirements of the TE2100 Plan (as updated 2023) for local authorities to prepare Riverside Strategies by 2030 is best met by incorporating such a strategy within the New Thurrock Local Plan.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Thurrock Council would wish to engage with Castle Point Borough Council on the preparation of its Riverside Strategy and to seek to ensure there is appropriate alignment on any cross-boundary matters with regard to flood defence, riverside improvements and wider benefits.

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided.

Organisation: Thurrock Council

Factsheet 3: Planning and Transport

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Planning and Transport

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Thurrock Council welcomes the opportunity to identify any strategic matters and issues with cross boundary impacts and seeks clarification on the Castle Point borough Council position and approach to a new access to Canvey Island.

Thurrock Council has consistently maintained its formal objection to a new Canvey access comprising a road from Northwick Road in Canvey Island to the A1014 Manorway in Thurrock and stated its objections at all stages of the now withdrawn New Castle Point Local Plan and to the earlier Castle Point Local Plans. Thurrock Councils main objections relate to environmental and highways impact and the overall necessity for such a proposal. Furthermore the proposal for a new access to Canvey was not considered justified due to a lack of robust assessment and evidence. Proposal for a new Canvey access have not been subject to proper options appraisal including evaluation of reasonable alternatives routes or assessment of potential other modes of transport. There is no robust evidence on the environmental and highway impact or costs and sources of funding. The proposal for a Northwick Road to A1014 Manorway and alternatives including other forms of transport had not been subject to any environmental impact assessment, sustainability appraisal or HRA.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

Notwithstanding and without prejudice to its objections to a Northwick Road to A1014 Manorway Link Road, Thurrock Council has agreed in principle to engage in any study with Castle Point Council and Essex County Council regarding access to Canvey Island. Thurrock Council would expect to be involved in the preparation of any such study and evidence for a new access to Canvey as an adjoining highway and planning authority. Any such cross boundary matter would be considered under Duty to Cooperate requirements. It is considered the brief and preparation for such a study should assess all reasonable alternatives including benefits of non-road options and other modes of transport to bring about modal shift.

Q4: Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

None provided.

Organisation: Essex County Council

Factsheet 1: ECC interest in the Castle Point Local Plan

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

ECC interest in the Castle Point Local Plan

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC aims to ensure that local policies and related strategies provide the greatest benefit to deliver economic renewal, ambition and equality to create a buoyant economy for the existing and future population that lives, works, visits and invests not only in Castle Point borough, but in Essex as a whole. For strategic and cross boundary matters, this is likely to include a balance of land uses to create great places for all communities and businesses across all sectors; and that the developer funding for the required infrastructure is clear and explicit from the outset. ECC is keen to understand, inform, support and help refine the formulation of the development strategy and policies delivered by CBPC. Involvement is necessary and beneficial because of ECC's role as:

- a) the highway and transport authority, including responsibility for the development and delivery of the Essex Local Transport Plan; the lead authority for education including early years and childcare (EYCC), Special Education Needs and Disabilities, and Post 16 education; Minerals and Waste Planning Authority; Waste Disposal Authority, Lead Local Flood Authority; lead advisors on public health; and responsibilities for adult social care in relation to the securing the right housing mix which takes account of the housing needs of older people and adults with disabilities;
- b) an infrastructure funding partner which seeks to ensure that development allocations proposed are realistic and do not place an unnecessary (or unacceptable) cost burden on the public purse and, specifically, ECC's Capital Programme;
- c) major provider and commissioner of a wide range of local government services throughout the administrative county (and where potential cross boundary impacts need to be considered);
- d) Advocate of the Essex Climate Action Commissioner's (ECAC) Report 2021 Net-Zero: Making Essex Carbon Neutral (July 2021) providing advice and recommendations for action on climate change mitigation and adaptation including setting planning policies which minimise carbon.

In accordance with the Duty to co-operate, ECC will assist and contribute cooperatively to the preparation of the Castle Point Local Plan, particularly within the following broad subject areas,

- Evidence base. Guidance with assembly and interpretation of the evidence base both for strategic/cross-boundary projects and Nationally Significant Infrastructure Projects (NSIPs), education provision and transport studies (including modelling and wider strategic highway schemes);

- ECC assets and services. Where relevant, advice on the current status of assets and services and the likely impact and implications of proposals in the Local Plan for the future operation and delivery of ECC services;
- Sub-regional and broader context. Assistance with identification of relevant information and its fit with broader strategic initiatives, and assessments of how emerging proposals for the borough may impact on areas beyond and vice-versa;
- Policy development. Contributions on the relationship of the evidence base with the structure and content of emerging policies and proposals; and
- Inter-relationship between Local Plans. Including the Essex Minerals Local Plan (2014) and its Review and the Essex and Southend-on-Sea Waste Local Plan (2017) where ECC is the upper tier authority and responsible for the preparation of these plans.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

ECC policy and guidance

The following provides a summary of relevant ECC policy and guidance documents which will frame our response to future iterations of the Castle Point Plan and any ongoing dialogue.

ECC Everyone's Essex (2021 – 2025), the Council's organisation strategy, sets out a strategic aim for a strong, inclusive and sustainable economy. This strategic aim includes a commitment to deliver and maintain high quality infrastructure to support a growing economy and the delivery of new homes and communities. Achieving this requires us to ensure that the development, planning and infrastructure delivery across the administrative county, can be aligned and support the Local and Neighbourhood Plans that are being prepared across the county, at its borders and beyond. This is to ensure that the planned growth includes provision for the delivery of ECC's infrastructure and services commensurate with the growth being planned, and to support existing and future residents and businesses.

The ECC strategy for Levelling Up Essex sets out how ECC will support people living in priority areas of the county, which includes Canvey Island, to benefit from the same opportunities and life chances as the wider Essex population. Priority cohorts include children and adults with SEND, learning disabilities, or mental health conditions, children on free school meals, working families and young adults (16-25) who have not been in education, training or employment for around 6-12 months. The ECC approach has been informed by insight gathered through The Purpose Coalition and is outlined in our Levelling Up Impact Report. Our goal is to support these priority places and cohorts to achieve better outcomes and close the gap on the Essex and national averages.

Canvey typifies the challenges faced by many levelling up areas outside of major urban centres across the country. It is, relative to other parts of the county, geographically isolated, and over the years has lost many traditional industries and major employers. As a coastal community, tourism is an important aspect of the local economy and the community's history, but this faces challenges, both from competition with other areas as well as the seasonal nature of the sector.

This has led to increasing issues for residents in some parts of the community who are experiencing significant challenges around deprivation and disadvantage related to household incomes. Without effective support and intervention this can have a serious impact on a child's life chances from a very early age, ranging from education attainment, economic prospects and their ability to access employment. Deprivation also links with poor health outcomes and lower life expectancy, compared to their neighbours in less deprived areas.

The Levelling Up Essex - One year on: Impact Report provides an overview of what has been achieved within the first year of levelling up. The following are examples of projects in the borough which have secured funding from the three rounds of the ECC Local Levelling Up Fund to date, primarily within the areas of education and families and communities:

- Funding of sensory play equipment in Canvey Island for children with SEND/Learning Disabilities through the Community Challenge Fund.
- A new Adult Community Learning Hub opened in Jan 2023 in Canvey Island.
- 'Ready 4 School' (£45,000) and 'Flying Start and Beyond' (£15,000) provide physical activity breakfast time clubs for reception aged children and their families. This programme has already started in four schools at Winter Gardens, Canvey Infants, St Josephs and St Katherines, with four more school launches taking place in the first half of 2023.

- To join up families, school children, schools and the community in a two-year project with a strong focus on reading and the broad range of skills needed to achieve a Good Level of Development (£50,000).
- Trustlinks Charity (£12,500) – to run weekly youth wellbeing and peer support groups for young people with mental health challenges in Thundersley.
- Canvey Island Youth Project (£12,500) – to fund youth workers, materials, catering, promotion and equipment for one-to-one mentoring to help overcome youth anxiety issues.

Forthcoming projects and funding opportunities relevant to CPBC include:

- The Essex Community Initiatives Fund (CIF) 2023 to 2024 is currently open for applications until 18th August 2023. There are two levels of grant. The main CIF with an allocation of £300,000 and grants up to £10,000 towards projects that benefit the wider community.
- The Micro Grant Community Chest Fund with an allocation of £50,000 and grants of up to £1,000 to help communities connect. Projects should have community backing and show that they meet a real community need. Projects could be to create, buy or develop new community assets; enhance existing community assets or enhance or develop initiatives that strengthen a community, including cultural initiatives.
- Canvey Island Community Supermarket – a delivery partner is presently being sought to open later in Summer 2023. Community supermarkets are non-profit where customers can shop freely and choose what they spend their money on, receiving a discount on their purchases.

ECC welcome any opportunities to work collaboratively with CPBC in the identification, preparation and implementation of any Levelling Up Bids in the borough in the future.

Canvey Island Locality Plan

ECC is preparing a Locality Plan (LP) for Canvey Island, which will identify a number of aspirational programmes regarding regenerating the retail centre; creating high-quality community and learning space; skills and employability; and transport and connectivity. The LP will identify a number of potential interventions regarding these aspirations to be progressed by ECC in partnership with CPBC. It is anticipated that separate and/or joint funding bids will be progressed through for example the Levelling Up Fund; UK Shared Prosperity Fund; Essex Renewal Fund and others.

Castle Point Borough faces a number of challenges including high rates of inequality; a high skills gap; a large old age dependency ratio; ageing community, retail and commercial space; poor connectivity on and off the island; and low-lying land at risk of flooding.

It is anticipated that a document will be published in July 2023.

ECC environmental statement

ECC has published an 'Our Environmental Statement' to ensure a better quality of life for Essex residents by conserving, developing and promoting a healthy, safe, diverse, clean and attractive environment. A high-quality environment is one of the four core strategic aims in Everyone's Essex.

ECC set up the Essex Climate Action Commission (ECAC) to advise on Essex's response to climate change. The commission published its report 'Net-Zero: Making Essex Carbon Neutral' in July 2021, and this set out a comprehensive plan to:

- reduce the county's greenhouse gas emissions to net zero by 2050, in line with UK statutory commitments; and
- make Essex more resilient to climate impacts such as flooding, water shortages and overheating.

The ECAC recommendations were endorsed in November 2021 and form the basis of the ECC Climate Action Plan. ECC will work alongside CPBC to secure the highest standards required to address climate change and net carbon zero development and to embed these standards within the policies in the Local Plan.

Specific ECAC recommendations are identified against the topics in this response as they demonstrate the ambitions of ECC moving forward.

The Essex Climate Action Annual Report 2021-22 follows the publication of the Climate Action Plan (November 2022) and outlines the immediate actions ECC is taking directly and with partners to drive effective progress against the ECAC recommendations.

The 'Our Environmental Statement' states that with regards:

- Land use and green infrastructure - ECC will help all our communities to enjoy a high-quality environment, by making them more resilient against flooding, heat stress and water shortages, by enhancing our county's green infrastructure and by reducing air pollution.
- Transport – ECC will deliver a step change in sustainable travel across the county, by growing passenger transport and active travel.
- Built environment – ECC will ensure we support the move towards net zero, climate resilient developments, including our new garden communities, by delivering sustainable, healthy neighbourhoods for the future.
- Energy – ECC will take action to ensure that we achieve net zero across our estates by 2030 and move Essex as a county to net zero by 2050. ECC will achieve these net zero targets by significantly reducing our own carbon footprint and supporting an acceleration in the progress towards sustainable housing and energy and active and alternative forms of travel.
- Waste minimisation – ECC will support residents and businesses to reduce waste and increase recycling and will work with others to deliver a more circular economy, so that we can better protect our natural resources through the efficient and ongoing reuse of materials.
- Community engagement – ECC will work with communities and businesses, providing advice and support to enable and empower local action to reduce greenhouse gas
- Green economy – ECC will support a Just Transition to a green economy by creating green jobs and opportunities for Essex businesses and social enterprises and support Essex residents to access those jobs. ECC is working with our suppliers to embed carbon reduction and climate resilience into decision making and procurement. ECC has a mandatory weighting in all tenders for social value, which includes climate. For contracts valued at £100,000 or above, suppliers may be asked to measure defined carbon emissions, set a net zero target as an organisation, and provide an action plan to reach this target

- Governance – ECC will deliver our vision by embedding sustainability and environmental issues within our policies and plans.

Organisation: Essex County Council

Factsheet 2: Principles for future development in the borough

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Principles for future development in the borough

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC consider that the scale and pattern of growth identified in the future should be informed by the infrastructure required and balanced to ensure there is the necessary scale of development to secure the developer funding for necessary infrastructure.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

<https://e-voice.org.uk/bgnb-parishcouncil>

The following principles and approaches should be considered when selecting a preferred spatial approach for the new Plan, particularly where any urban expansions and/or a new

settlement/garden community may be proposed and should be informed by the evidence base and further site assessments:

- Cross boundary engagement with ECC, neighbouring authorities (including ASELA) and partners to ensure the potential development sites are considered in the wider strategic context, for both ECC's own cross boundary infrastructure and service provision; and for the relationship with neighbouring adopted and emerging local plans;
- If large scale development is progressed it should be based upon the TCPA Garden City Principles of reducing the need to travel to and from the development through inclusion of key services (including schools), facilities and employment opportunities within the site.
- It should apply Active Design Principles to promote activity, health and stronger communities through design.
- It should develop an integrated transport package to support communities where growth responds to and supports the local economy.
- It should actively promote modal shift through active and sustainable travel and passenger transport provision through:
 - promoting walkable and liveable neighbourhoods, traffic free areas and traffic free school zones and school streets;
 - implementing the principles of the ECC Safer Greener, Healthier Communities;
 - by design, discourage travel by private car from the outset and ensure sustainable and active travel modes are easily accessible and affordable alternatives leading to the internalisation of trips as much as possible.
 - providing sustainable transport measures from the very first occupation of homes including a network of footpaths, cycleways and bridleways to enhance accessibility within the site and to the adjoining areas and which link into and fill any gaps identified by Local Cycling and Walking Infrastructure Plans (LCWIPs). New cycle routes should be designed to be LTN 1/20 compliant.
 - providing innovative strategies for the management of private car use and parking, including car clubs and car sharing, electric car charging points; adaptable parking facilities; and park and ride facilities.
- Make the necessary provision for new primary and secondary schools and early years and childcare where growth proposals generate additional pupils and the requirement for new education facilities. ECC will need to undertake a full housing scenario test based on the preferred spatial approach of a new Plan in accordance with the ECC Local and Neighbourhood

Planners Guide to School Organisation and/or the Garden Communities and Planning School Places Guide;

- Essex Design Guide (EDG) principles, aligning with active design principles, garden community principles, the ECAC Report to deliver “Net Zero Future”, and promote health and well-being;
- To apply the SuDS Design Guide promoting natural solutions and .delivery of multi-functional Green Infrastructure (GI) and biodiversity net-gain - to align with the adopted Essex GI Strategy and Standards Guidance which have been endorsed by Natural England;
- Provision of a mix of employment uses and retail provision, seeking opportunities for skills and training integrated within the development, and provision of range of community uses;
- Apply the Essex Minerals (2014) and Waste Local Plans (2017) policy requirements including exploring the potential for prior extraction of minerals, protection of existing infrastructure and procurement of sustainable construction practices and site waste management plans
- Long term stewardship and social responsibility for large scale developments: an organisation, such as a community trust or similar, should be set up and funded to maintain and develop community assets over the long term for major developments and/or new Garden Communities. Any new community will be empowered from the start and secure community benefits in perpetuity and provided with sufficient financial resources to deliver on this role.
- A master planning approach should be applied to strategic new development (the scale set by the individual district), as proposed in the `withdrawn’ Plan, to help ensure the integration of new and existing communities, the provision of infrastructure, as well as creating attractive places to live. Masterplans should cover details of how sites will satisfy the requirements of relevant specific site policies.
- Mechanisms to be put in place, to plan for funding (e.g. developer contributions, CIL and Government investment) and delivery, to manage phasing, implementation and delivery of new development and to explore approaches such as forward funding investment for the provision of strategic infrastructure, if necessary.

Any new development in the borough should consider its integration with adjacent and/or nearby development and its wider surroundings, physically, socially and visually. It will be

required to be carefully sited and designed, and based on an understanding of the existing situation, including

- the landscape character and how places or developments sit within the landscape, to influence the siting of new development and how natural features are retained or incorporated into it;
- patterns of built form, including local precedents for routes and spaces and the built form around them, to inform the layout, grain, form and scale;
- the architecture prevalent in the area, including the local vernacular and other precedents that contribute to local character, to inform the form, scale, appearance, details and materials of new development;
- uses and facilities including infrastructure, including identifying local needs and demands that well-located new facilities may satisfy; and
- public spaces, including their characteristic landscape design and details, both hard and soft.

Local Plan and necessary assessments

ECC consider that where CPBC are considering a preferred spatial strategy and/or specific site allocations account should be taken of those locations which stand a better chance of securing new infrastructure, particularly at scale. CPBC and ECC will need to engage and work closely together to help inform site selection, both individually and cumulatively, to ensure they are at the right location and scale to deliver viable and sustainable infrastructure provision. Moving forward it will be necessary to identify which settlements in the borough have existing infrastructure deficits/service shortages and existing available capacity to accommodate potential growth. The identification of any preferred spatial option will require additional evidence to be undertaken and the impacts of that option to be assessed and mitigated, where possible, both within and adjoining the district.

ECC recommend the preparation of the new Local Plan should use the Planning Advisory Service Local Plan Route Mapper Toolkit.

Some necessary assessments required to be undertaken to inform and select a future spatial strategy for the borough include, but are not limited to,

- Sustainable Accessibility Mapping and Appraisal of Spatial Approaches – to inform the level of sustainable accessibility of proposed development locations within any Spatial Approach. Further details regarding the Chelmsford City Council assessment can be viewed [here](#);
- Traffic Impact Appraisal of Spatial Approaches and the Preferred Spatial Approach – any modelling should initially involve the high-level strategic assignment and junction capacity modelling to assess the comparative local and cross-boundary impact of development traffic on the road network associated with any selected Spatial Approaches. The existing sustainable transport network and prior Local Plan mitigation should also be reviewed to a similar high-level. The Preferred Spatial Approach should consider prior and additional mitigation with a focus on sustainable measures in the first instance. These will need to be tailored to the sustainable accessibility of development sites/areas to promote aspirational, yet deliverable targets for sustainable travel uptake. More detailed modelling of the strategic assignment of trips around the borough and at key junctions will then also need to be undertaken;
- Full scenario testing of the preferred Spatial Approach for education provision (EYCC; primary and secondary) and the approach to Special Education Needs with Disabilities provision;

- Minerals and waste policy compliant assessments in terms of mineral safeguarding and impacts on mineral and waste developments to inform site proposals;
- Flood and water management assessments through 2020 revised Critical Drainage Areas and the South Essex Surface Water Management Plan;
- Economic need and employment evidence to refine the level of economic growth to be planned for taking account changes post COVID pandemic;
- ECC can also contribute to the evidence base in respect of skills, adult social care (including independent living), public health, climate change (including net zero carbon policies), and multifunctional green and blue infrastructure so that the plan can deliver safer, greener, healthier communities;
- Relevant applications should be subject to a Health Impact Assessment (HIA) as promoted and endorsed by the Essex Planning Officers' Association, where guidance is included on the EDG website (Essex Healthy Places Advice Notes for Planners Developers and Designers) to ensure health and wellbeing is comprehensively considered and integrated into the LDP development management policies;
- ECC is working with local authorities, through the recently established Climate Change Unit funded by ECAC, to drive up standards in new local plans, by promoting and requiring standards which deliver on net zero and improve climate resilience by building with nature.

Organisation: Essex County Council

Factsheet 3: Net Zero Development

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Net zero development

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC is working across the council and with local planning authorities in Essex on workstreams to enable us all to achieve our net zero targets. This will enable all parties to significantly reduce our carbon footprint, whilst also supporting an acceleration in the progress towards sustainable housing and energy, and implementing active and alternative forms of travel.

ECC is working collaboratively with local authorities, through the Climate and Planning Unit funded by ECAC, to drive up standards in new local plans in Essex, by promoting and requiring standards which deliver on net zero and improve climate resilience by building with nature.

ECC strongly recommends that the new Plan should include higher energy efficiency standards for new homes than those set out in national Building Regulations and the Future Homes Standard. New local plan policies in Essex should deliver net zero carbon development to align with climate change objectives and targets (see evidence below).

Essex Climate Action Commission Recommendations as they relate to net zero development

The ECAC report (pages 33 - 35) made the following recommendations with regards building new net zero energy-efficient housing.

- All new schools commissioned to be carbon zero by 2022 and carbon positive by 2030.
- All new homes and all new commercial buildings granted planning permissions to be carbon zero by 2025. All new homes and non-domestic buildings granted planning permission to be carbon positive by 2030.
- Essex Design Guide to be updated to reflect best environmental practice in net zero and resilience.
- Support local planning officers, by providing training and building expertise in responding to the climate crisis.
- Essex should bring forward net zero developments urgently to showcase these new approaches, with a major scheme under construction by 2023. The industry needs to secure sustainable building materials with an urgent focus on green procurement standards in place by end of 2022.

Other relevant recommendations are identified regarding energy on page 25:

- Solar panels to be installed on every available roof on domestic, industrial and commercial buildings by 2050, with a target of 25 per cent by 2030.
- All new build houses, industrial and commercial units to have solar panels fitted immediately.

- One-third of commercial buildings to be retrofitted as far as possible with renewable systems by 2030.
- Retrofit across the whole housing stock by 2040, introduce an incentive to accelerate the shift to low carbon heating solutions.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue, which should be considered in the preparation of the new Plan.

The Essex Design Guide is being used to bring together the evidence available to support the development of 'net zero' planning policies in Essex local plans. Work to date can be viewed [here](#), and includes:

- Energy Policy and Building Regulations – the advice establishes the legal justification for local planning authorities setting higher targets for energy efficiency standards for development than the Building Regulations and can be relied upon by local planning authorities in public inquiries and local plan examinations.

- Net Zero Carbon Viability Study for Essex produced by Three Dragons - examined the cost and viability of delivering homes in Essex to a net zero operational carbon (regulated) standard defined as Passivhaus Classic with heat pump and some solar pv. The difference in costs was marginal (£2k-£3k per dwelling increase on FHS) – yet the difference in terms of fabric efficiency of the building and hence energy demand was significant.
- Net Zero Policy Development Study (NZPBS) – to identify a preferred policy position for Essex with supporting evidence base alongside implementation checklists and monitoring guidance to be completed in July 2023. It will include standards for buildings with regards space heating demand; be fossil free; energy efficiency; renewable energy; monitoring and as a last resort offsetting. A preferred policy and supporting text which can be recommended by ECC for inclusion in draft local plans is being drafted based on the recommendations of the study. An advanced draft will be available for consultation by mid-late July 2023. A Topic Paper to support the preferred policy position (including a review of the evidence base) and Implementation Plan is also being prepared. Bespoke training for policy and development management officers has been arranged for 25th September on how to improve energy and carbon standards in development proposals coming through the planning process.

Work is progressing on the Net Zero Carbon Policy – Renewable Energy Offset Fund. Offsetting will only apply as a last resort in circumstances where renewable energy generation on site is not technically possible to match annual energy demand and there is an identified shortfall. Current proposals are for a countywide mechanism to be administered by ECC. The Offset tariff will be measured in £/Kwh, collected as a single payment via S106/Unilateral Undertaking with an initial fee proposed as part of the NZPBS and reviewed annually. It will be based on the cost of providing roof top solar pv in Essex on both council owned and non-council owned public amenity facilities (to be determined). Spending of the offset fund is preferred to be within reasonable distance and in the same council area as the development. However, pooling may be necessary to enable installation of sufficient scale schemes. Details of the Fund are at early stages and yet to be agreed with Essex LPAs.

Specific policy guidance evidence is not yet available for embodied carbon but funding has been secured from ECAC for a study. It is proposed to include an interim embodied carbon policy in the draft 'net zero policy' based on the adopted Bath and North-East Somerset policy. Embodied carbon can be defined as the CO2 emissions associated with materials and construction processes throughout the lifecycle of a building and infrastructure. It includes emissions related to manufacturing of building materials, the transport of materials to site, and construction processes including demolition.

ECC is also undertaking a 'Local Renewables Project'. Data for wind and solar capacity for every land parcel (agricultural land grading, aspect, radiance etc) has been captured and mapped to reveal gaps and opportunities for community energy projects. ECC can supply this information to the borough on request depending on the mapping software available (ie. GIS and shapefiles).

EPOA has launched a campaign 'Stamp it out!' to push for the removal of stamp duty on all new net zero carbon homes, with the aim of stimulating and accelerating delivery before net zero planning policies are in place. The letter sent to the Government can be viewed [here](#). Other local authorities and the East of England Local Government Association have already joined the campaign, and there is interest nationally too. ECC seek the borough to actively support the campaign. If the stamp duty is removed this would make these homes cheaper to buy than Government's Future Homes Standard new homes in 2025. Exempting NZ homes from stamp duty will benefit residents, communities, the economy, energy security and green growth job opportunities, whilst also incentivising the housing industry to build better and accelerate the pace of delivery.

Organisation: Essex County Council

Factsheet 4: Minerals and Waste Local Plans and the Development Plan

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Minerals and Waste Local Plans and the Development Plan

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

As minerals and waste planning authority for Essex, ECC seeks to ensure that:

- there are enough minerals for construction to meet the needs of Essex;

Minerals provide the construction materials upon which we all rely for the homes we live in, our places of work, our transport infrastructure and essential services. Minerals are a finite natural resource and can only be worked - extracted from the ground - where they are found. It is vital that the amount of mineral extracted what is needed and make best use of them to secure their long-term availability and conservation.

- sites are provided for facilities to meet the waste needs of Essex.

Sustainable waste management is a key challenge facing Essex in the future. There is a need to move away from traditional forms of waste management towards greater levels of re-use, recycling and recovery. ECC seeks to minimise the impact on the environment by reducing waste and increase the amounts recycled, and by working with others to deliver a more circular economy whereby we better protect our natural resources though the efficient and ongoing reuse of materials.

Essex Climate Action Commission Recommendations as they relate to minerals and waste

The ECAC report (pages 33 - 34) made the following recommendations with regards building new net zero energy-efficient housing.

- New homes should provide space for high levels of recycling to support a new circular economy
- The industry needs to secure sustainable building materials with an urgent focus on green procurement standards in place by end of 2022.

Further recommendations of the ECAC focus on the need to reduce waste, maximise reuse, recycling and recovery and avoid landfill.(pages 58 – 59). Key recommendations include:

- Develop a shared vision for waste that is adopted by the local authorities in Essex, which has the circular economy at its core.
- Engage fully with producers, industry, and research bodies to support the circular economy and unlock opportunities.
- Reuse, recycle, or compost at least 70% of local authority collected waste by 2030.

- Reduce waste per capita by 10 per cent of 2020 levels by 2030.
- Put systems are in place so all biodegradable waste in the county can be put to beneficial use through composting, recycling, or energy generation by 2025
- Send zero local authority collected waste to landfill by 2030.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue, which should be considered in the preparation of the new Plan.

ECC is the Mineral and Waste Planning Authority (MWPA). The content of the Local Plan should expressly reference and recognise the role of the MWPA and the policies in the Essex Minerals Local Plan (2014) (MLP) and Essex and Southend-on-Sea Waste Local Plan (2017) (WLP) as forming part of the statutory Local Development Plan for the borough. The MLP and WLP and are a material consideration in planning decisions to inform local plan preparation and the determination of non- minerals and waste related developments. The MLP and WLP set out the policy framework within which minerals and waste planning applications are assessed. They also contain policies which safeguard known mineral bearing land from sterilisation, and existing, permitted and allocated mineral and waste infrastructure from proximal development which may compromise their operation.

Once adopted the new Plan Policies Map should include the mapping layers for Mineral Safeguarding Areas (MSAs) only, as supplied by ECC (see Appendix 1). The Policies Map should not include the specific MLP or WLP site allocations nor the Mineral Consultation Areas (MCAs) and Waste Consultation Areas (WCAs) as these are subject to change throughout the lifetime of the new Plan. Instead reference should be made on the borough website to refer to the ECC website for the most up to date list. This is to provide the reader with the development plan for Essex and to identify where the LPA need to consult the MWPA before making any planning decisions.

ECC is in the process of updating the MCA/WCA GIS maps, to reflect the latest permitted developments and will provide a revised digital map to the borough in due course.

The MLP is presently subject to an ongoing review which will extend the end date of the Plan from 2029 to 2040. Due the extension to the plan period a call for sites was undertaken in November 2022 and which are currently being assessed. The Call for Sites did not include a call for aggregate recycling facilities. The borough will be involved in due course with regards the review of any potential sites and the draft iterations of the MLP.

ECC recommend the following text for including in the Local Plan as set out below:

The Plan area includes land within a Mineral Safeguarding Area (MSA) due to the presence of sand and gravel deposits beneath the ground and Mineral Consultation Areas (MCA). These areas are subject to a mineral safeguarding policy (see Policy S8 of the MLP), which seeks to prevent deposits being unnecessarily sterilised by non-mineral development. Proposals for non-mineral development coming forward in land designated as a MSA must demonstrate compliance with Policy S8 of the MLP. A Mineral Resource Assessment (MRA) would be required as part of a planning application for sites of 5ha where the application site falls within the MSA for sand and gravel, 3 ha for chalk and greater than 1 dwelling for brickearth or brick clay to establish the practicality and environmental feasibility of the prior extraction of mineral such that the resource is not sterilised. ECC, as the MWPA, must be consulted on all applications for non-mineral and non-waste development proposed within these areas that meet the tests set out in Policy S8.

Policy 2 of the WLP establishes Waste Consultation Areas (WCAs) at a distance of 250m (400m in the case of Water Recycling Centres) around permitted, allocated and existing waste infrastructure. Policy 8 of the MLP establishes Mineral Consultation Areas (MCAs) within and up to 250m from each safeguarded permitted minerals development and Preferred and Reserve Site allocation as shown on the Policies Map of the MLP. ECC must be consulted on all applications for non-minerals and non-waste development proposed within these areas.

ECC requires a Minerals Infrastructure Impact Assessment (MIIA) to be prepared for emerging Local plan proposals (individually or collectively) that are located within MCAs to demonstrate they would not be incompatible with or compromise the operation of the safeguarded, permitted, planned minerals infrastructure. A Waste Infrastructure Impact Assessment (WIIA) is required to support site selection for proposals within WCA's, to ensure the continued and future operation of the waste infrastructure is not compromised.

ECC would seek to assist CPBC with the high-level assessment of potential local Plan sites with regards their individual and cumulative impact on the potential sterilisation of mineral reserves (MSAs) and proximity to existing operational sites (MCA and WCA). This includes the initial interpretation and application of the minerals and waste criteria within Housing and Employment Land Availability Assessments (HELAAs). This may include the need for a MRA, MIIA or WIIA and their scope and content. A final assessment is required by the MWPA to inform ECC's policy position on the site in principle informing the Local Plans site selection process of individual and combined site proposals in the emerging Local Plan. The MWPA welcome early engagement with the borough and can provide information on the requirements to complete both MRAs, MIIAs and WIAs. The MWPA have templates available for completing MRAs and MIIA/WIIA's and welcome early engagement to clarify the requirements.

Any MRA should be prepared by the site promoter in liaison with the MWPA and CPBC. The MWPA will assess the MRA and advise CPBC on whether prior extraction of the mineral deposit is required. If the MWPA requires prior extraction of minerals deposits, the MWPA and CPBC will explore the implications in respect of potential site selection, allocation, the extent of the developable area, site phasing and delivery.

If an M/WIIA is required, this should be prepared by the site promoter, in liaison with the MWPA and CPBC to clarify the requirements. The MWPA will assess the M/WIIA and advise CPBC on whether the proposal conflicts with the permitted/planned minerals/ waste infrastructure in accordance with policies subject to policies MLP S5, S8, S9 and WLP policy 2; and any actions which may be necessary to inform the new Local plan site selection and policy requirements.

ECC recommend policies for major developments require applications to be supported by Mineral Supply Audits and Site Waste Management Plans so the applicant can demonstrate compliance with the notion of sustainable development, circular economy principles and the application of MLP Policy S4 which requires the application of procurement policies promoting sustainable design and construction in proposed development. ECC can advise on this requirement as necessary.

ECC recommend that if CPBC include the need for large sites to prepare masterplans in site policies then MLP policy 4 should be applied to incorporate design and construction considerations, to promote sustainable construction techniques to reduce the use of mineral resources and minimise construction waste.

ECC request that CPBC website and the Local Validation Checklist recognise that the MLP and WLP form part of the Statutory Development Plan and are a material consideration before making any planning decisions. ECC request that the CPBC Local Plan website page provides links to the MLP and WLP (including Policies Map) with supporting text cross referencing readers to the ECC website here. These links will provide the latest MLP and WLP Policies Maps for the MSA, MCA and WCA mapping information and add a note to advise that the MCA and WCA mapping information is a live list and subject to change to reflect the latest permissions. This is to provide the reader with the development plan for Essex and to identify where the LPA need to consult the MWPA before making any planning decisions,

ECC periodically updates the MCA and WCA GIS map layers, to reflect the latest permitted developments, and will provide CPBC with revised digital maps to update their own GIS site constraint layers for use in your own internal validation processes. A new set is due to be circulated soon.

ECC has published its Greater Essex Local Aggregates Assessment (2022) which monitors the current supply of minerals and helps to determine the amount required in the future. This ensures the production of a steady and adequate supply of minerals throughout the period covered by the Minerals Local Plan.

Organisation: Essex County Council

Factsheet 5: Waste Disposal Authority

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Waste Disposal Authority

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

In Everyone's Essex and Our Environmental Statement we have committed to minimise the impact on the environment by supporting residents and businesses to reduce waste and increase the amounts recycled, and by working with others to deliver a more circular economy whereby we better protect our natural resources through the efficient and ongoing reuse of materials.

Essex Climate Action Commission Recommendations as they relate waste disposal

The ECAC report made the following recommendations with regards building new net zero energy-efficient housing.

- New homes should provide space for high levels of recycling to support a new circular economy

Further recommendations focus on the need to reduce waste, maximise reuse, recycling and recovery and avoid landfill (pages 58-59), namely:

- Develop a shared vision for waste that is adopted by the local authorities in Essex, which has the circular economy at its core.
- Engage fully with producers, industry, and research bodies to support the circular economy and unlock opportunities.
- Reuse, recycle, or compost at least 70% of local authority collected waste by 2030.
- Reduce waste per capita by 10 per cent of 2020 levels by 2030.
- Put systems in place so all biodegradable waste in the county can be put to beneficial use through composting, recycling, or energy generation by 2025
- Send zero local authority collected waste to landfill by 2030.

The Essex Climate Action Plan commits ECC to:

- zero waste to landfill by 2030, through the delivery of waste reduction, enhanced recycling and sustainable disposal.
- Relaunching our Recycling Centres for Household Waste, by bringing this service inhouse and focusing it on meeting local needs and providing enhanced opportunities to reuse and recycle.
- Working towards a more Circular Economy to ensure we are all better equipped to reduce waste and its environmental impacts.

- Developing a new Joint Waste Strategy for Essex with our partners. This is being prepared and will provide the required framework for a generational shift in how we view and manage waste and the policies and approaches needed to deliver our ambition. This strategy will have tackling climate change at its core to ensure waste system design, procurement and operational approaches actively contribute to net zero targets

ECC is the waste disposal authority (WDA) for Essex and has a statutory obligation to arrange:

- for the disposal of controlled waste collected by the waste collection authorities (i.e. the 12 Borough, City and District Councils within Essex); and
- for places to be provided where the resident of Essex may deposit their household waste, and to arrange for the disposal of this waste.

Fulfilling this statutory function requires ECC to secure, maintain and operate a range of waste management infrastructure, including waste transfer stations, operational depots and recycling centres for household waste.

In addition, ECC is responsible for the long-term management and monitoring of 13 closed and restored former landfill sites.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

ECC is working in partnership with the Essex Waste Collection Authorities on a new Joint Waste Strategy for Essex (JWS) covering a 30 year period anticipated to start 2024, with periodic reviews. A public consultation on the strategy is scheduled to take place in late 2023. Once adopted this will replace the current Essex Joint Municipal Waste Management Strategy (2007-2032).

The JWS is underpinned by the need to meet local and national challenges including the need to achieve net zero, improve environmental performance, enhance service efficiency and effectiveness and meet ECC's own commitments outlined above. The legislative requirements of the Environment Act 2021 and national policy including the 25 Year Environment Plan as amended by the Environmental Improvement Plan (2023) will also shape the final adopted strategy.

The WDA with partners is also exploring the approach to seeking developer contributions, to be incorporated in the next review of the Essex Developers' Guide to Infrastructure Contributions.

The WDA's requirements in the preparation of local plans and determination of planning applications, based upon the current JMWMS and Developers' Guide are outlined below. Any updates to national policy, legislation and new Joint Waste Strategy for Essex may change the approach set out in the WDA's position and policy requirements set out below.

ECC welcome this initial engagement on the preparation of the Plan, and the WDA seek to explore both our operational position / requirements and requirements in relation to Historic Landfill sites, as outlined below:

- CPBC should engage ECC, as the WDA, in the preparation of the Local Plan, and in particular, any new Garden Communities to ensure an evaluation of infrastructure capacity within the locality is undertaken to inform the WDA operational needs to provide the supporting waste management infrastructure.
- The emerging Local Plan should recognise the need for additional / new Recycling Centres for Household Waste (RCHW) or other waste related infrastructure.
- The IDP should include the cost of the additional waste infrastructure required to be funded through relevant developer contributions having regard to the Essex Developers' Guide to Infrastructure Contributions.
- The consideration of any new / additional land required will be a matter for the WPA to be progressed through a review of the Waste Local Plan or planning application.
- The WDA is exploring the approach to developer contributions towards waste management schemes to be incorporated into the Essex Developers' Guide to infrastructure Contributions review. The CPBC Planning Obligations SPD will not require amendment given the Guide and any updates is reference here.

The WDA's Areas of interest within the borough and areas for ongoing engagement by CPBC in the preparation of the new Plan are:

1. ECC through the new Waste Strategy for Essex is exploring the need for and options available for the provision of new and additional waste transfer, bulking and haulage infrastructure capacity within South Essex. This is required to improve the waste logistical infrastructure to support the management and treatment of local authority collected waste. The WDA wish to explore the potential employment land that may be suitable for the provision of new WDA logistical waste infrastructure within the Borough
2. ECC, as the WDA, is exploring the potential for upgrading RCHW provision to increase capacity, availability (hours of operation), accessibility (proximity to users) and capability (range of waste services, separation and waste streams collected) to improve facilities available for residents and businesses.
3. The WDA wish to explore the options for upgrading the Canvey RCHW's as set out above and new or additional sites to serve the borough and adjacent areas. The Canvey RCHW site is located within the Green Belt and ECC would like to explore options in relation to the site to improve and upgrade the facility.
4. ECC, as the WDA, is exploring the potential for waste treatment capacity for local authority collected waste to extend the quantity and range of materials that can be diverted from disposal and increase local treatment and reprocessing capacity. The WDA wishes to explore the options for potential employment land to provide opportunity for greater local capacity for the treatment and reprocessing of waste, to reduce the use of landfill
5. CPBC in preparing the new Plan and determining major planning applications should engage ECC, as the WDA, to ensure an evaluation of infrastructure capacity within the locality is undertaken. This will inform the WDA of any operational need to provide the supporting waste management infrastructure.
6. Historic Landfill sites - There are two restored former ECC landfill sites previously operated by ECC located within and in the vicinity of the borough at
 - Newlands, Newlands Creek Road, Canvey Island; and
 - Hadleigh Sea Wall, Leigh on Sea (within Southend City Council).

ECC, as WDA, is responsible for the ongoing long-term environmental monitoring and management of these closed and restored former municipal landfill sites. ECC as the WDA will continue the annual monitoring regime of these sites.

There is a separate Defra study National Assessment of Assessment of Historic Coastal Landfill, to better understand the severity of the risks to the environment and human health, due to the potential impacts of climate change on the coastline, and the need to ensure historic coastal landfill sites are managed in a consistent and environmentally friendly way. The study is a follow up to a previous Defra study, and in part informed by and the LGA SIG Coastal Issues _ coastal landfill Questionnaire Report Nov 2022. ECC will review our position once the outcomes of the Defra study and subsequent recommendations are known.

The withdrawn CPBC Local Plan was to allocate around 50 homes at land to the east of Kings Park Village Canvey Island, which was part of the old landfill site to the east and adjacent to the former Canvey Newlands Landfill site, which is no longer operational and is now known as Canvey Heights Country Park. ECC considers that any future development will be expected to deliver an appropriate comprehensive remediation strategy, in consultation with ECC, as the WDA, to address any outstanding historic contamination issues, and to prevent any new contamination pathways arising. Consistent with the NPPF, the responsibility for delivering the remediation including any ongoing measures will fall to the developer. At that time, there were no proposals within 250m of the Hadleigh Sea Wall.

The WDA's policy position in respect of former landfill sites with regards the preparation of the new Plan and determination of planning applications is:

In respect of the former Landfill site at Newlands, Canvey Island and Hadleigh sea wall, Leigh on Sea, CPBC should engage ECC as the WDA in the preparation of the Plan and the determination of planning applications on

- any new development proposals within 250m of the above former municipal Landfill sites operated by ECC;
- any Coastal Management Plans in the vicinity of the above restored former landfills; and
- the scope and content of any contamination risk assessment.

This is to ensure that any implications of the proposed development, on the WDA's restored landfill site, are fully considered, in consultation with the WDA to ensure the proposals do not compromise the post remediation, aftercare and management regimes on the former landfill site including landfill gas and leachate management.

Where necessary the emerging LP proposals and any planning applications, would need to include the contamination risk assessment and provide any additional environmental protection measures such as landfill gas and leachate migration management, post remediation and management regimes of the former landfill site, at the expense of that landowner/developer to protect the new development from the landfill and to maintain the integrity of the landfill.

Organisation: Essex County Council

Factsheet 6: Health and Wellbeing

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Health and Wellbeing

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC is the lead advisor authority within the administrative area of Essex for public health (PH), focusing on proactive, preventative measures to promote healthier lives as well as physical and mental wellbeing. ECC seeks to increase the proportion of people able to live healthy lifestyles by embedding a community-first approach, by helping people to overcome social isolation, mental ill health and substance misuse, and by helping people to live fit and active lifestyles. Local Public Health practitioners are located within individual local authorities to lead public health and associated planning activity, although ECC provides support and training where necessary.

Essex Climate Action Commission Recommendations for health and wellbeing

Many of the ECAC report recommendations help create healthy communities, places, and buildings that both, promote good health and wellbeing and, address health inequalities and climate changes through, for example reducing the use of energy and water, using more renewable energy, and increasing more and better sustainable transport choices including walking and cycling.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship

- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered in preparing the new Plan.

ECC has published the Joint Strategic Needs Assessment (JSNA) 2022 for health and well-being matters which can be viewed [here](#).

ECC has prepared the Essex Joint Health and Wellbeing Strategy covering the period from 2022 – 2026 covering priority areas including improving mental health and wellbeing; physical activity and healthy weight; supporting long term independence; alcohol and substance misuse; and health inequalities and the wider determinants of health. This should be read alongside the Castle Point and Rochford Health and Wellbeing Strategy (2022-25).

ECC recommend reference is also made to the Essex Design Guide, which contains extensive explanatory information and guidance on:

- Health and Wellbeing - how the positive characteristics and qualities of an environment can help people to achieve and experience better quality lifestyles.
- Active Design Principles - provides guidance and a detailed checklist to guide the design (and evolution) of developments and through which to assess them in relation to health and wellbeing matters. ECC is developing its own Essex Healthy Places guidance and checklist.
- Livewell Development Accreditation (LDA) and Health Impact Assessments (HIA) – the LDA accredits developers in recognition of their contributions to health and wellbeing. This is based on a two-stage assessment using the new HIA criteria and a review by the Essex Quality Review Panel.
- Health Impact Assessment (HIA) - relevant applications will need to be subject to the guidance in the Essex Healthy Places Advice Notes for Planners Developers and Designers to ensure health and wellbeing is comprehensively considered and integrated into Plans and Development management policies. ECC recommends that these are to be required for residential developments of 50+ homes; Any other types of developments involving 1,000m² of new floorspace; and C2 use class developments.
- ECC Developers' Guide to Infrastructure Contributions – public health matters are included in section 6.6 including advice on healthy place-making.

ECC recommend requirements for health and wellbeing, including HIAs, should be set out in the Plan and included as part of the local validation list. ECC recommend the best practice policy below is included within the new Plan.

IMPROVING HEALTH AND WELLBEING

The Council will work to improve the health and wellbeing of residents by

- a. working in partnership with the NHS and Public Health to ensure residents can access high quality primary and secondary health care services and that new and improved services are put in place, where appropriate, to serve the growing population;
- b. supporting the NHS (including local GP Surgeries) and Public Health to deliver a service which meets the needs of residents;
- c. working with stakeholders on projects that provide better service integration, locating services where access can be improved, particularly for vulnerable groups and communities;
- d. encouraging healthier communities through targeting issues identified in the Joint Strategic Needs Assessment. The Council will work in collaboration with partners, including Public Health, to avoid a concentration of fastfood takeaways, where the number of outlets would be likely to harm public health objectives, particularly in deprived communities; local areas of poor health and near schools;
- e. requiring a Health Impact Assessment (HIA) on all development sites delivering:
 - i. 50 or more dwellings,
 - ii. all development in Use Class C2 (Residential Institutions); and
 - iii. all non-residential developments delivering 1,000 square metres or more gross internal floor space.

The HIA should be carried out in accordance with the advice and best practice published by Public Health England and locally through the Essex Planning Officers' Association;

- a. seeking mitigation, provided and/or secured by planning obligations or by the Community Infrastructure Levy (CIL) as appropriate, towards new or enhanced health facilities from developers where new housing development would result in a shortfall or worsening of health provision; and
- b. ensuring increased contact with nature and access to open spaces and offering opportunities for physical activities through green infrastructure and open space strategies.

Organisation: Essex County Council

Factsheet 7: Digital Connectivity

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Digital Connectivity

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

High quality digital connectivity to provide fast and reliable technology has a vital role in promoting sustainable development (e.g. reducing need to travel and minimising transport delay, congestion etc.); enabling business and commerce; for health and wellbeing; social inclusion and many other day to day purposes. The Covid pandemic proved to be a powerful driver for new, smarter ways of working, relying on high quality and high-speed digital connectivity for increased levels of remote working. The advances in both mobile and fixed digital technology allow for new opportunities to increase innovation in the way we currently plan for our future communities in Essex.

ECC published its Digital Strategy and action plan in June 2022 which seeks to ensure that, by 2025, every property in Essex can access a 4G or 5G mobile signal, as well as superfast fixed broadband. The specific Infrastructure Delivery Targets are that by the end of 2025:

- Superfast speeds will be available at all premises in Essex
- Gigabit-capable services available at more than 85% of premises in Essex
- 4G services available at over 99% of the Essex geography
- 5G services available at all key employment locations and in identified priority areas

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)

- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue.

ECC has taken a voluntary and very proactive stance to enable much fuller coverage and better mobile and fixed technology across Essex through our ongoing Superfast Essex initiative. This has been updated and rebranded to the newer 'Digital Essex' identity.

The UK Government recognises and places a great deal of importance on digital connectivity through its Digital Strategy in 2022.

There is also a wealth of information readily available and easily accessible via the Superfast Essex and Digital Essex websites, including future plans with regards digital connectivity; the Digital Strategy for Essex; mobile (4G and 5G) connectivity; broadband deals for households on low incomes; future digital connectivity rollout plans; and aspects regarding digital inclusion. The web-based interactive rollout maps and address checker identifying current coverage and quality of service provision can be accessed here. Digital Essex has a current digital connectivity investment of £1.9m over the next 4 years as set out in the following plans and programme.

ECC, via the Essex Planning Officers' Association (EPOA) has developed and promotes a planning protocol to guide the pre-application (and planning application) process where planning permission is required for new infrastructure or equipment. This includes adaptations to assist both mobile network operators (MNOs) and LPAs. The EDG contains supplementary planning guidance for Planning for 5G and Planning Guidance for digital connectivity focused on fixed line broadband connections.

In December 2022 the Government introduced significant updates and amendments to the Building Regulations 2010 for developers to provide digital connectivity infrastructure (including ducting, cabling etc. to Gigabit capable standard) for new build developments, but which did not cover non-residential new build development. Therefore, LPAs should put in place local planning requirements to ensure that all new developments are fully enabled and connected with future-proofed digital connectivity.

ECC has provided CPBC with the following information (shapefiles):

- Broadband speeds – highlighting premises with no existing commercial coverage or planned commercial coverage from operators working in Essex. These premises are classed as having "Poor or no Broadband".

- Superfast Broadband Capable – highlighting premises with existing commercial coverage or planned commercial coverage that is or expected to enable premises to receive Superfast broadband speeds from operators working in Essex. These premises are classed as having “superfast broadband”.
- Premises – highlighting existing commercial coverage or planned commercial coverage that is or expected to enable premises to receive Gigabit broadband speeds from operators working in Essex.

The above information is subject to the following caveats and disclaimers:

1. Data has been extracted as at 07/06/2023 and therefore provides a single snapshot in time.
2. Data is supplied by network operators and BDUK and is not in the control of Digital Essex or ECC.
3. Operator plans can change regularly so the data is a current “best guess”.
4. Data is shared with ECC under agreement and cannot be shared in a way that individual operator’s coverage can be identified.
5. Broadband speeds of 30 Mbps or more is defined as the definition of superfast. Poor Broadband speeds are defined as premises which are unable to receive a Superfast Service. Gigabit speeds are defined as premises that are able to receive a broadband service that is capable of speeds of 1,000Mbps or more.
6. The data files provided should not be sold, rented or shared with any other party other than CPBC.
7. Subject to the terms of the agreements between ECC and operators, CPBCI may have to return and delete the data if an operator removes its agreement to share information.

EPOA recommends the following good practice policy for inclusion in Local Plans applying to all new residential, commercial and other appropriate developments; namely,

Digital Connectivity Provision

The Council will work with the telecommunications and broadband industry to maximise access to broadband, wireless hotspots and improved mobile signals for all residents and businesses, assisting them in delivering their investment plans and seeking to help address any infrastructure deficiencies or barriers.

All new residential, commercial developments and other appropriate developments / uses must be served by a fast and reliable broadband connection to the premises and 4G / 5G mobile connectivity. Connection should include the installation of appropriate cabling within the homes or business units (or other buildings) as well as a fully enabled connection of the developed areas to at least one open access fibre cable network carrier, enabling future occupiers to subscribe to fast broadband services without the need for further engineering work.

Proposals for new developments or expansion of existing properties should be capable of receiving high speed and reliable mobile and broadband connectivity. Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections. Where connectivity is not currently available suitable ducting that can accept superfast broadband, fixed line gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.

Developers will be expected to work with broadband and mobile service providers to ensure that the provision of future-proofed high speed broadband infrastructure and service provision is available, including connections to buildings. This should be by provision of full fibre connection to the premises (FTTP) and 4G or 5G mobile connectivity.

To ensure this the applicant / developer will be required to submit a scheme for approval demonstrating how the development will provide digital connectivity (including appropriate standards, timescales, etc.) having regard to approved digital connectivity strategies applicable to the local planning authority area.

Service providers will be required to demonstrate that visual and other impacts of new infrastructure / equipment planning proposals are acceptable. This is likely to require the submission of a Landscape Visual Impact Assessment report and other necessary evidence reports, as advised by the local planning authority.

Organisation: Essex County Council

Factsheet 8: Flood and Water Management

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Flood and water management

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

In Everyone's Essex and Our Environmental Statement' we have committed to Levelling up the environment to make the communities and the environment more resilient against flooding, heat stress and water shortages. by enhancing our county's green infrastructure and reducing air pollution.

ECC consider flood and water management is an essential part of how we plan for existing and future housing and economic growth needs in Essex and to conserve the natural environment and water courses. We are in a climate emergency, with the risks from flooding projected to double across Essex over the next 30 years, with increasingly severe and frequent rainstorms and droughts.

The Essex coastline covers 350 miles and is particularly vulnerable to rising sea levels and increasing risk of coastal flooding. The Thames Estuary is vulnerable to tidal flooding and storm surges and is managed through the Shoreline Management Plan Thames Estuary 2100 Plan (TE2100).

The consequences of flood risk, water scarcity and coastal change will have devastating impacts on wellbeing, planning for housing and economic growth and on the environment.

ECC, as the LLFA, will work collaboratively with CPBC to ensure new growth and development is located in sustainable locations. New development is required to provide Sustainable Drainage Systems (SuDS) applying the four key pillars of water quantity, quality, biodiversity and amenity. SuDS must also provide wider multifunctional benefits to create healthy places to live and work and enhance the natural environment, by

- reducing the risk flooding in the winter, from heavier rainfall and too much water;
- improving winter water storage, by allowing water to percolate more slowly into groundwater and rivers, retaining more water in the winter for greater use in the summer, to reduce water stress and improve water quality;
- address water scarcity by minimising the demand on water supply, through improved water efficiency standards, greater use of water, water re-use and grey water harvesting;
- enhancing natural biodiversity, with green and blue infrastructure; and
- creating active and healthy places.

ECC, as LLFA, seek to work with CPBC and partners to develop a collaborative approach to planning for coastal change adaptation, resilience from flood risk, shoreline erosion and rising sea levels.

Essex Climate Action Commission Recommendations for flood and water management

Everyone's Essex and Our Environmental Statement' aligns with the recommendations in the ECAC Report as they relate to flood and water management and set out below: -

- To increase urban greening – 30 per cent greening of our towns, villages, and new developments by 2040: increased greenspace creation, naturalising existing green space, greening the public realm, and developing SuDS. Every citizen of Essex can contribute by making space for nature, either in their own gardens or buildings, or through communal areas where they live.
- For the 75,000 properties in Essex still at risk of flooding, we will develop schemes to increase their flood resilience by 2050 and aim for three-quarters of the schemes developed to include integrated water management and natural flood management techniques.
- Develop and agree new policy on coastal flooding and erosion risk management that specifies long-term, evidence-based, quantified outcomes that have the buy-in of the affected communities and stakeholders.
- To build homes that will not flood in wet winters but have been designed in a landscape that can manage increased rainfall, with multifunctional benefits, adapting to climate change.
- Local Plans reflecting the Government's 2023 Environmental Improvement Plan and incorporate green infrastructure, including making sustainable drainage systems (SuDS) as a default requirement on all new developments, supported by the developer contribution.
- New developments (buildings and infrastructure) should have SuDS as the default option.
- Introduce a stronger policy on SuDS which will replicate natural water drainage.

The Essex Climate Action Plan identifies the following flood and water management actions including:

- Flood Resilience - Capital Flood Programme - ECC is currently engaged in two Rain Garden schemes flood mitigation schemes on Canvey Island, the Rain Garden Park Avenue Canvey and Springfield Canvey rain gardens schemes; which are 1 on 3 BRIC (Building Resilience in Flood Disadvantaged Communities) projects in England. These retrofit areas lie within Critical Drainage Areas (CDAs), identified by South Essex SWMP, as experiencing existing drainage issues and providing opportunities for retrofitting SuDS. ECC is continuously seeking opportunities to secure funding to deliver similar projects in Canvey and across Essex.
- Flood Resilience – Community Climate Resilience Plans Thames21 BRIC Project - to build and empower local community resilience in flood disadvantaged communities.
- Local Nature Recovery Partnership and Local Nature Recovery Strategy (Statutory)
- Essex Water Strategy - to address natural flood management and water conservation including water scarcity covering the next 30 years.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

ECC is the Lead Local Flood Authority (LLFA) for the responsible for the management of local flood risk covering surface water flooding, ordinary watercourse flooding and groundwater flooding from surface water drainage systems.

As the LLFA, ECC is a statutory consultee in responding to major planning applications in relation to sustainable drainage systems and seeks early involvement in the preparation of the new Local Plan with regards our statutory roles and responsibilities. The LLFA can provide advice and information on planning for flood risk, including requirements arising from the South Essex Surface Water Management Plan (SWMP) and Action Plan, any potential development within Critical Drainage Areas, interactive mapping and data regarding SuDS and on our delivery of capital projects.

The LLFA also works with partners to deliver a range of flood and water management services including the Environment Agency (EA). The EA is responsible for main river flooding and coastal flooding, as such any matters regarding fluvial and tidal flood risk should be referred to the EA, including the Shoreline Management Plan Thames Estuary 2100 Plan (TE2100)

The LLFA is a key partner of the Essex Flood Partnership Board which provides a strategic overview of flood risk management, key projects, strategies and funding in Essex to ensure a consistent and coordinated approach is implemented.

The LLFA is involved in the following projects on Canvey Island and can provide further details on their scope and aims on request:

- MEDiate (Multi-hazard and risk informed system for Enhanced local and regional Disaster risk management) a European funded project where Canvey Island has been selected to support Decision Support System (DSS). The project is at very initial stage at the moment.
- The EA's Canvey Island southern shoreline revetment project - information page - Environment Agency - Citizen Space (environment-agency.gov.uk)

The LLFA is a partner in the Local Nature Recovery Partnership (LNP) ensuring there is linkage between green and blue infrastructure and into nature-based flood and water management solutions (including water scarcity). See comments under Green and Blue Infrastructure

The LLFA is a partner with Water Resources East (WRE) in the preparation of a Regional Water Resources Plan which seeks to safeguard a sustainable supply of water. ECC is preparing an Essex Water Strategy, with partners, to bring together respective water supply and management information and strategies, at a county level.

With regards coastal change, ECC is a partner of the Local Government Association's Special Interest Group on Coastal Issues which is supported by a Coastal Concordat for England between coastal local authorities and regulatory bodies, including the EA and the Marine Management Organisation (MMO). There is a separate Thames Concordat covering the Thames between the MMO and the Port of London Authority (PLA). ECC is a key partner of the Essex Coastal Forum, alongside CPBC, which co-ordinates the activities of coastal local authorities, the EA and the MMO on managing the impacts of coastal change including the Shoreline Management Plan Thames Estuary 2100 Plan, and its' Riverside Strategy, safeguarding Essex coastal communities, green infrastructure, and the natural environment. Essex coastal communities, green infrastructure, and the natural environment.

Policy and Guidance

National

A number of changes are being made to national policy and legislation to strengthen the approach to using nature-based solutions, including SuDs, for flood and water management, to improve the natural and built environment, to adapt and build resilience to climate change.

These are set out in the 25 Year Environment Plan (2018), the Environment Act 2021, and The Environmental Improvement Plan 2021. The changes seek to improve water quality and quantity, alongside the work of the LNRP and Natural England on bio-diversity net gain.

Further policy and legislation changes include:

- the acceptance of The review for implementation of Schedule 3 to The Flood and Water Management Act 2010 to create a parallel SuDS Approval Body (SAB) process, introducing mandatory SuDs; the adoption of SuDs and new national SuDs Standards. Defra will be consulting on the next steps in 2023 for implementation in 2024.
- the Ministerial Letter on Water Efficiency (September 2022) and the Plan for Water (April 2023) introduced by Defra and the National Framework for Water Resources (2020) and the 2021 Water Stressed Area Classification^[96] by EA

In essence these changes seek to: -

- Improve nature-based water capture storage solutions, including grey water harvesting;
- Reduce the demand for water, (including water abstraction);
- Improve water efficiency through the design of new homes ;
- Introduce mandatory SuDS, establish a separate SuDs Approval Body, create new national SuDs standards; and ensure the separation of grey water collection and sewerage;
- Essex is defined as a seriously water stressed area. The interim recommendation is for new homes to apply tighter water efficiency measures of 110 litres per person per day;
- improve water quality and quantity working alongside the LNRP and Natural England regards biodiversity net gain.

These changes to national policy and legislation and implications will be taken into account by the LLFA as new systems evolve and through a review of the SuDS Design Guide and by CPBC in the preparation of the Castle Point Plan. These will become a material consideration in policy development and the determination of planning applications.

The NPPF and PPG have been updated to align with the changes highlighted above. The key changes apply to NPPF 2021, section 14 (Meeting the challenge of climate change, flooding and coastal change), PPG Water supply, wastewater, and water-quality (2019) and PPG - Flood Risk and Coastal Change (2022). The most significant change relates to the exception test which now requires development that has to be in a flood risk area being required to provide wider sustainability benefits to the community that outweigh flood risk. (PPG Paragraph: 036 Reference ID: 7-036-20220825).

The RTP1 and TCPA has prepared The Climate Crisis – A Guide for Local Authorities on Planning for Climate Change Oct 2021, providing guidance and best practice case studies on SuDS, the sequential approach to flooding, coastal change and water scarcity (including water efficiency and rain harvesting).

ECC policy and guidance

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered in preparing the new Castle Point Plan.

The Essex Local Flood Risk Management Strategy 2018 sets out the ambitions, strategic objectives and measures to reduce the impact of local flooding in Essex from man-made drainage systems, small watercourses and rainfall off the land. The flood risk management measures include:

- Investigating floods - mapping local routes for water (structures and features) that form part of local drainage systems, looking after watercourses, planning for future floods, influencing new developments and drainage, building new defences and community grants, such as the Site Specific Flood Risk Assessments.
- Planning for future floods - from preliminary flood risk assessments to Surface Water Management Plans (SWMP's) to identifying Critical Drainage Areas (CDAs) and action plans to focus investment, providing evidence to inform local plan preparation and the determination of major planning applications
- Influencing new development and drainage - to provide planning advice on new developments to prevent any increase in the risk of surface flooding. The LLFA provides responses to major planning applications and preparation of Local Plans to ensure they meet the national and local SuDS standards, as set out in the SuDS Design Guide for Essex.
- Building new flood defences – to commission works to plan and prioritise flood risk management activities in relation to surface runoff or groundwater, where plans and investigations have identified communities to be at risk of flooding, consider whether building new flood defences provides a value for money solution. LLFA consider potential schemes with partners and a decision is made whether to implement any plans.

SWMP's are prepared and maintained to better plan for future flooding and better understand the local surface flood risk within parts of the county. The South Essex SWMP covers the whole of the borough including the defined CDA's.

Since the preparation of the 2012 South Essex SWMP, the modelling of the CDAs has been updated to reflect the 'Hydraulic Catchment' and the EA's latest Climate Change Allowance. Please refer to the SuDS Design Guide for the latest CDA flood data and to access the interactive mapping outlining the hydraulic modelling areas. Please also refer to the South Essex SWMP District Level Action Plan 2020 (separately supplied), with the outcomes of the revised CDA modelling and additional information in respect of the potential mitigation measures being considered by ECC within the respective CDA areas, across the borough. The South Essex SWMP (and Action Plan) will be kept under review to align with any EA data updates including Climate Change Allowance.

ECC, as the LLFA, commissioned BMT to prepare a Section 19 Flood Investigation Report for Castle Point dated August 2022 (supplied separately). The report has investigated the flooding incident within the borough due to heavy and localised rainfall occurred on the 20th October 2021. The report lists recommended actions to help the Risk Management Authorities to work closely and reduce likely impacts of future flood events.

ECC recommend that the borough takes into account the latest CDA data in the South Essex SWMP and the SWMP District Level Action Plan 2020 when considering future potential site allocations in the Plan.

The SuDS Design Guide sets the local standards that the LLFA require to be applied on new development and in the preparation of the new Plan and planning applications. This Guide, together with the National Standards, strongly prioritises local needs and the use of SuDS covering the four key pillars of water quantity, quality, biodiversity and amenity in SuDS design, to ensure any developments /projects drain off run-off water in a way which does not increase the risk of flooding anywhere else. By promoting SuDS within the development and features natural drainage with natural solutions to slow the flow and mitigate flood risk should be reflected. SuDs should be promoted as providing multifunctional benefits to the environment and community in accordance with the NPPF and PPG.

Further details on the provision and application of SuDS is set out in the Essex Design Guide (EDG) with extensive explanatory information and guidance including links to the SuDS Design Guide for Essex. Please refer to the other specific SuDS related sections in the EDG including: Climate Change and SuDs, Health and Wellbeing, Garden Communities; Green Infrastructure; the Solar Farms Flood Risk and SuDs and Design Details including: Flood-management; Landscape and Green Spaces; Essex Green Infrastructure Standards-Technical-Guidance (June 2022), the Highway Technical-Manuals (and SuDs Manual). The EDG also includes the Essex Quality Charter and Design Quality Review Panel, which CPBC is recommended to use with regards any masterplans and large scale planning applications.

The ECC Developers' Guide to Infrastructure Contributions Section 5.11 (Flood and Water Management and SuDS) provides an overview of the LLFA service, approach and planning requirements to incorporate the provision of SuDs within new developments, infrastructure provision, maintenance and S106 Contributions.

CPBC is encouraged to incorporate rainwater harvesting in larger commercial or industrial applications and/or for development in areas with a current or likely future Water Stressed Area Classification.

ECC is committed to adapt and build resilience to Climate Change and are preparing an Essex Water Strategy as recommended ECAC Report, in partnership with WRE, EA, the Water Industry and local authorities. It is to bring together the literacy, share data and challenges from a range of partners on natural flood management and water conservation and water scarcity issues for the next 30 years, at the county level (akin to the WRA Regional Water Resources Management Plan). The aim is to provide a holistic view of water management across the county, for the next 5 – 10 years, focusing on reducing demand for water; changing land use for water and future water supply options. ECC are planning stakeholder engagement in the Autumn, to discuss the non-statutory, draft Strategy and recommendations, and ECC anticipate the Strategy would inform the LPA of the water issues, with recommended actions to assist the preparation of the Castle Point Plan. The Essex Waste will not replace the need for LPA to prepare a Water Cycle Study to inform the preparation of the Castle Point Plan.

ECC Policy Position

ECC recommend that the Plan specifically recognises the role and responsibilities of the LLFA as a statutory consultee, as referenced in our roles and responsibilities.

The LLFA welcome this early engagement in the preparation of the Castle Point Plan, to ensure consideration is given to minimising the impacts of flooding within new and existing developments across the borough, particularly relating to all sources of flood risk and in particular flood risk from surface water, groundwater and ordinary watercourses. ECC recommend that the Local Plan preparation and evidence base is reviewed against the updated PPG - Flood Risk and Coastal Change (August 2022).

ECC wish to be engaged in any high-level site assessments, including their relationship to CDAs and the preparation of supporting evidence including the Strategic Flood Risk Assessment, which should draw on the LLFA's data and information, specifically the South Essex SWMP and CDAs, the SE SWMP Action Plan and the requirements of the SuDS Design Guide.

Planning for new growth should be informed by a strategic flood risk assessments and seek to minimise the impact of growth. The nature and type of new developments will have different surface water drainage and flood risk implications to be considered and mitigated. ECC anticipate that CPBC will apply the sequential test in accordance with the NPPF and PPG, in order to steer development away from flood risk areas. Where development is necessary in flood risk areas, the exception test should be applied to demonstrate that the wider sustainable benefits to the community that the development will bring outweigh the flood risk. To satisfy the exception test, the development also needs to be safe over its entire lifetime, not increase flood risk elsewhere and, wherever possible, reduce flood risk overall.

In some cases, applying the sequential test may result in areas of potential growth and specific potential site allocations being considered unsuitable because of potential flood risk. The formation of policy should then address and identify flood mitigation measures (including SuDS) to ensure that any development is suitable in terms of flood risk.

Whether or not a new development is located within a CDA, does not impact on the need for the site to have a suitable SuDS strategy, that will need to be approved by the LLFA. Any site strategy will need to reduce site runoff to greenfield rates and maintain the existing water quality in accordance with the SuDS Design Guide. The ECAC report recommends that there is a strong policy on SuDS and nature-based SuDS solutions in Plans to ensure measures are included as the default for new developments.

ECC recommend the Plan incorporates a specific policy regarding the provision of SuDS, consistent with NPPF, paragraph 159 and 169, which have been incorporated into a number of “made” neighbourhood plans. Paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. Paragraph 169 also requires major developments to incorporate sustainable drainage systems and which should provide multifunctional benefits, which is in accordance with the SuDS Design Guide, which provides the local standards alongside the national standard for the design of SuDS in in new developments.

ECC recommend that the Plan includes a specific SuDS policy, as suggested below:

Development proposals should take account of the relationship between the site concerned and the drainage and water disposal profile of the neighbourhood area taking into account the current and future impacts of climate change so as to avoid, where possible, flood risk to people and property.

1. Planning applications for developments which are located within an area at risk from flooding must include mitigation measures giving priority to the use of sustainable drainage systems (SuDS) as appropriate to their scale, nature and location:

a) To ensure that surface water run-off will not be increased on or off the site and if possible, will be reduced; and

b) To ensure that the development will not increase the risk of flooding elsewhere. SuDS, or other appropriate mitigation measures identified in relevant Flood Risk Assessments, should be satisfactorily integrated into the design and layout of the development; and

c) To ensure that all development proposals are safe and flood resilient over their lifetime.

2. Where practicable, sustainable drainage systems should be designed to be multi-functional and deliver benefits for wildlife, amenity, and landscape.

3. The design of SUDS should have regard to ‘Sustainable Drainage Systems Design Guide’ for Essex.

ECC also welcomed and supported the content of Policy CC3 (non – Tidal Flood Risk Management) within the adopted version of `withdrawn` Local plan and recommend that this policy and content is incorporated in the new Local Plan.

The updated PPG - Flood Risk and Coastal Change (August 2022) strengthens authorities' ability to require better flood resilience in new developments by ensuring that developers can adapt to the challenges of a changing climate. The biggest change relates to the exception test now requiring that development that has to be in a flood risk area will provide wider sustainability benefits to the community that outweigh flood risk (PPG Paragraph: 036 Reference ID: 7-036-20220825). (PPG Paragraph: 036 Reference ID: 7-036-20220825).

ECC, as LLFA, anticipate that this will provide an opportunity to address existing flood risk through new development, which hasn't been something that the LLFA has been able to easily consider in the past. The PPG states that `Local planning authorities need to set their own criteria for this assessment, having regard to the objectives of their Plan's Sustainability Appraisal framework, and provide advice which will enable applicants to provide relevant and proportionate evidence`.

CPBC will need to set their own criteria for this sustainability assessment. One of the examples of how a developer could demonstrate that the wider sustainability benefits to the community outweigh delivery on a site with existing flood risk, would be to deliver an overall reduction in flood risk to the wider community through the provision of, or financial contribution to, flood risk management infrastructure.

ECC, as LLFA, would seek that CPBC identify this requirement and where necessary request contributions from developers towards wider flood mitigation measures.

ECC, as LLFA, strongly encourages CPBC to undertake the following:

- When preparing Local plans to identify the sustainability benefits to the community that outweigh flood risk requirement and where necessary request developer contributions from developers towards wider flood mitigation measures (in consultation with the LLFA); and
- When determining planning applications to consult the LLFA to ensure the provision of SuDS are secured on major sites and commuted sums for SuDS maintenance is secured, as set out by the LLFA in accordance with the ECC Developers Guide to Infrastructure Contributions.

SuDS Adoption. In securing provision for SuDS, developer contributions will be required on "major" development sites. Commuted sums for SuDS maintenance will be required in accordance with the ECC Developers Guide to Infrastructure Contributions. There is an overriding need to ensure that there is a viable option for SuDS maintenance to ensure they can be implemented and do not fall into disrepair resulting in flooding. SuDS are holistic systems that often cater for private and highway water within the same features. ECC's position is to adopt SuDS only in exceptional circumstances. Further information on the ECC's SuDS Adoption policy is available on the ECC website and SuDS Design Guide /SuDS Maintenance and Adoption section. It should be noted that Essex Highways do not generally adopt SuDS.

Water Efficiency. ECC recommend the Plan recognises that Essex is classified as a Seriously Water Stressed Area and that tighter standards on new homes (110 litres per person per day) as promoted by Defra in their Water Efficiency in New homes letter (September 2022), is implemented, as initially proposed in policy CC4 of the withdrawn CPBC Local Plan.

Further themes to be considered in the Plan include:

- Reusing rainwater and greywater harvesting and community scale greywater recycling systems.
- Rainwater harvesting for non-potable re-use.
- Home Audits -- fittings retrofit, leak fixes, compliance with a personalised water savings plan.
- Promote retrofit Water harvesting to reduce demand for water and increase water efficiency in both new and existing developments.
- Set own criteria for water sustainability assessments – including for use in SA/SEA, or Integrated Impact Assessments.

ECC wish to explore this further within the context of the emerging Essex Water Strategy.

In light of The review for implementation of Schedule 3 to The Flood and Water Management Act 2010, ECC recommend consideration is given to applying the SuDS Design Guide to all new developments to provide SuDs and to use property flood resilience measures to mitigate against the residual risk of flooding, particularly in existing buildings (change of use/ conversions, etc.). CIRIA has produced a code of practice for property flood resilience and advice for planners on how it should be used as guidance.

Spatial Options

ECC recommend that CPBC consider including a positive policy in the Plan and design codes to allow existing properties at risk of flooding to install kitemarked property flood resilience measures. For example, design new buildings and developments to incorporate the resilience standards necessary to deal with increased surface water flooding events. Anywhere can be affected by surface water flooding, although of course it is much more common in dense, concreted urban areas. Integrating green and blue infrastructure into new developments can also reduce surface water flood risk.

When development is having to provide on and/or offsite biodiversity net gain then the approaches that also seek to reduce flood risk.

Town Centres / Brownfield sites in urban areas

ECC, as LLFA, supports the regeneration/redevelopment in urban areas on previously developed land. These often provide an opportunity to improve the existing hardstanding areas to benefit from SuDS and amenity landscape areas. Brownfield sites are often located within areas of surface water flood risk or CDAs where the incorporation of SuDS could help reduce runoff volumes from the site and mitigate runoff pollution, hence mitigating the surface water flood risk by reducing the pressure on existing drainage systems.

If high density or taller buildings are being considered these should be equipped with drainage infrastructure promoting the re-use of rainwater and rainwater harvesting to minimise water demand. If the area is affected by contamination, it should be ensured that the SuDS must not mobilise the contaminants.

ECC has concerns regarding the additional demand and cost associated to treat surface water from combined sewers. The old drainage systems do not support ECC's SuDS principles and ECC would not support proposals of "minimum SuDS onsite" because the discharge would be to combined sewers. Consideration should be given to the provision of separate surface water sewer to meet the development need would be required.

ECC would recommend CPBC engage with the water providers to undertake a Surface Water Management Infrastructure Assessment This should assess the need for surface water infrastructure to manage and mitigate the impacts of urban intensification including the provision of additional sewers This should include the provision of additional dedicated separate surface water management infrastructure on the basis that the majority of old town sewer systems are more likely to be supported by combined sewers. ECC would not recommend that new development surface water runoff is connected to existing combined sewers in the absence of surface water sewers in the vicinity.

Large Scale developments / SPDs/ MPs

If the Castle Point Plan is to promote large scale and major developments, ECC as LLFA, wish to be engaged to advise on the individual site allocation and overall SuDS requirements and to inform any specific Development Plan Document, Master Plan or Supplementary Planning Documents policies to ensure flood and water management matters are fully addressed including a SuDs strategy to mitigate flood risk. This could include the need for additional spaces for SuDS within land parcels to allow source control measures and water quality improvements; rainwater/storm water re-use, for irrigation and potential option/solution to manage surface water flooding and to help mitigate water scarcity, and the need for both individual and community grey water harvesting systems (both residential and mixed use areas). LLFA would seek to secure the multifunctional benefits of SuDs to deliver green and blue Infrastructure and support high quality development and water efficiency.

Coastal Planning

ECC encourage CPBC to endorse the principles set out in the Coastal Concordat for England and through this continue to work with partners and engage with EA on the Thames Estuary 2100 Plan (TE2100) shoreline management plan and proposals within, such as the Riverside Strategy to assist the management of coastal change in risk areas, to reduce the risk from coastal change and to avoid inappropriate development in vulnerable areas.

Organisation: Essex County Council

Factsheet 9: Green and Blue Infrastructure

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Green and blue infrastructure

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC seeks to manage the county's resources in a sustainable manner to protect, restore and enhance the natural environment. The ECC Green Infrastructure Strategy (GIS) seeks to protect, create, and improve green infrastructure for biodiversity and people; improve connectivity and inclusivity, by supporting healthier, more active lifestyles; and contribute to economic growth. ECC has adopted Green Infrastructure Standards to guide the future protection, enhancement, management and expansion of Green Infrastructure within new developments and future decision-making working in partnership with the Essex Local Nature Partnership, Local Planning Authorities and other stakeholders. In addition, ECC gathers evidence about the benefits of existing green infrastructure; improves the quality of green space in Essex; explores the role of green infrastructure in planning (local plans); manages open spaces alongside urban growth; and undertakes green infrastructure projects.

Essex Climate Action Commission Recommendations for green and blue infrastructure

The ECAC report (page 19, 33, 35 and 38) made the following key recommendations with regards green infrastructure:

- 30 per cent of all land in Essex will enhance biodiversity and the natural environment by creating natural green infrastructure. We expect these figures to be 25 per cent by 2030 and 30 per cent by 2040.
- 50 per cent of farmland in Essex will adopt sustainable land stewardship practices by 2030; 75 per cent by 2040 and 100 per cent by 2050.
- To increase urban greening – 30 per cent greening of our towns, villages, and new developments by 2040: increased greenspace creation, naturalising existing green space, greening the public realm, and developing SuDS. Every citizen of Essex can contribute by making space for nature, either in their own gardens or buildings, or through communal areas where they live.
- For the 75,000 properties in Essex still at risk of flooding, we will develop schemes to increase their flood resilience by 2050 and aim for three-quarters of the schemes developed to include integrated water management and natural flood management techniques.
- Develop and agree new policy on coastal flooding and erosion risk management that specifies long-term, evidence-based, quantified outcomes that have the buy-in of the affected communities and stakeholders.
- Coastal flood resilience schemes in critical areas to be implemented by 2023.

- District Local Plans should reflect the Government’s 25-year Environment Plan and incorporate green infrastructure, including making sustainable drainage (SuDS) as a default requirement on all new developments, supported by the developer contribution.
- New developments (buildings and infrastructure) should have SuDS as the default option and only be given the right to connect to the sewer system once national SuDS standards have been met.
- Introduce a stronger policy on sustainable drainage (SuDS) which will replicate natural water drainage. There must be clarity on who is adopting and maintaining the SuDS systems.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered in preparing the new Plan.

ECC has taken a leading role in developing good practice guidance on Green Infrastructure (GI) and to help deliver Biodiversity Net Gain (BNG) and the recommendations of the Essex Climate Action Commission (ECAC). At the national level, Natural England published the National Green Infrastructure Framework (January 2023) and can be viewed here.

ECC recommend the following documents are used in preparing the new Local Plan and which also identify potential ECC requirements on applicants/developers, such as developers’ contributions.

- Essex Green Infrastructure Strategy (2020) - seeks to protect, create, and improve green infrastructure for biodiversity and people; improve connectivity and inclusivity, by supporting healthier, more active lifestyles; and contribute to economic growth.
- Essex Green Infrastructure Principles and Standards 2022. – the nine GI principles/ standards seek to demonstrate what ‘good likes like’ in designing and delivering GI and align with the national GI framework / standards.
- Essex Green StoryMap (2022) - is the evidence base to inform GI policies, strategies and projects and sets out a spatial analysis of GI provision across Essex.
- Flood Management / SuDs; Landscapes and Greenscapes and Building with Nature sections of the EDG also provide content on GI.

A Greater Essex Local Nature Partnership (GELNP) was established covering Essex, Southend and Thurrock in March 2022 to deliver the outputs of the DEFRA 25-Year Environment Plan and Environment Act (2021). This includes the production and adoption of a Local Nature Recovery Strategy (LNRS) including the delivery of biodiversity net gain (BNG), multifunctional green infrastructure, sustainable land management and tree planting. The GELNP will contribute to the delivery of the recommendations in the ECAC report Net-Zero: Making Essex Carbon Neutral (July 2021) and the ECC Response. The GELNRS is being prepared for completion by June 2024 taking account of DEFRA LNRS guidance on general principles (March 2023) and LNRS regulations. A consultation on the draft LNRS is planned for October/November 2023.

The GELNP is working towards a joint approach to BNG, including potential joint specific measurable targets (10% or 20% BNG). An Essex BNG Guidance Pack has been produced providing an overview on BNG to date. LPAs, including CPBC, in Essex are to co-fund a shared countywide BNG officer for a 2-year period.

A Biodiversity Net Gain SPD Template is being prepared for Essex Local Authorities either as a stand-alone document to be adopted in its entirety or sections that can be used to supplement existing LPA work. It will help developers, applicants, LPAs, decision makers, and landowners by summarising guidance on planning for and delivering biodiversity net gain, signposting to detailed guidance, and setting out LPA expectations for BNG. ECC recommend this template is used by CPBC.

ECC consider that all major and strategic development sites should be designed around green and blue infrastructure to inform and shape the development and be based on the Essex GI standards and principles. ECC recommend the following are considered in preparing the new Plan:

- the use of a robust evidence base to inform GI related planning practice; for making planning decisions on applications; and developing masterplans and development briefs. Local assessments of green space, recreational and sports facilities can supplement these practices.
- implementation of the Essex GI Strategy and Standards.
- the development and inclusion of good practice GI policies (see below).
- where appropriate preparing supplementary planning documents / guidance to provide explanatory / more detailed or site-specific guidance, this may be through design codes.
- reference locally to designated public rights of way (PROW) which provide an important means of connecting GI areas. PROW information is available [here](#).

- establishing multifunctional greenways to promote sustainable and active travel movements and contribute to health and wellbeing. These routes should be funded by developers where they directly relate to development and their design consistent with Cycling infrastructure design (LTN 1/20).
- identify and protect valued green space, including the Green Belt (outside of urban areas) but also local green space within developed areas, through a 'Local Green Space' designation.

ECC recommends the following GI policy is considered for inclusion in the new Plan.

POLICY: Green and Blue Infrastructure

A green infrastructure network of multi-functional high-quality green spaces and other environmental features (such as footpaths, street trees, play parks and village greens) should be developed across the neighbourhood which together delivers multiple environmental, social and economic benefits, by:

- contributing to the quality and distinctiveness of the local environment and landscape character,
- be designed to deliver Biodiversity Net Gain and wider environmental net gains, that forms an important component of nature recovery networks and the wider landscape scale GI network,
- ensuring opportunities for community socialisation to promote community cohesion and increase community safety,
- creating a green wedge and buffer,
- providing opportunities for physical activity, improving health and wellbeing and generally adding to quality of life,
- mitigating against and adapting to a changing climate and severe weather through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures, reduce air pollution and for flood mitigation, and
- encouraging a modal shift from car to walking and cycling by linking publicly accessible green space wherever possible (including through tree lined streets) to form walking and cycling routes.

Development will be required, where appropriate, to contribute towards the delivery of new green and blue infrastructure which develops and enhances a network of multi-functional spaces and natural features.

Organisation: Essex County Council

Factsheet 11: Nationally Significant Infrastructure Projects

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Nationally Significant Infrastructure Projects

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC must be consulted on all NSIPs that affect Essex and works collaboratively across all service areas of the council to ensure that the full impacts are considered and the benefits maximised including the economy; transportation, environment and health and wellbeing of communities. ECC has adopted a policy on NSIPs to provide clarity and certainty about ECC's position on how and when ECC will engage in the development consent process. A key requirement is the mandatory use of a Planning Performance Agreement (PPA) to secure sufficient financial resource from the relevant project promoter to enable early and effective engagement.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue. CPBC should consider adopting this policy approach to any NSIPs in its administrative area and/or that impact upon its area (see below).

The NSIP policy covers all stages from early pre-application engagement through to post consent implementation and discharge of requirements. Engagement will be proportionate to the potential scale and extent of impacts, both positive and negative. Maximises social value to the local economy, environment and health and wellbeing of communities. Reduces the risk ECC budgets from hosting infrastructure in the national interest.

The policy will be a material consideration for ECC as a statutory consultee with regards:

- the production of the Local Impact Report (LIR) and all other representations made;
- in determining any planning application for ancillary development;
- where ECC is the decision maker; and
- in making representation for ancillary development where ECC is a statutory consultee, potentially where CPBC is the decision maker.

Current Nationally Significant Infrastructure Projects in the vicinity of CPBC

Infrastructure Scheme Lead Location Potential/Actual Delivery Date

Highway Schemes

Lower Thames Crossing National Highways Brentwood • Construction to commence - 2024

- Open to traffic -2029/30

Energy Related Infrastructure Schemes

Bradwell B Nuclear Power Station Bradwell Power Generating Company Ltd Maldon • Paused - January 2021

- Scheme recommencement - not defined

Oikos Marine and South Side Oikos Storage Ltd Castle Point • DCO Submission – Q1 2023

The following is a recommended policy, subject to amendments to reflect local circumstances, that CPBC could consider including in their Plan as their approach to NSIPs.

Essex County Council's NSIPs Policy

1. In responding to any application for development that is a Nationally Significant Infrastructure Project (NSIP) or ancillary development to an NSIP in its role as either a statutory consultee, service provider or decision maker, ECC will consider relevant national policy, the relevant adopted and emerging local development plan(s) and other ECC policies and strategies relating to new infrastructure provision against the operational requirements of the NSIP.

2. ECC will engage in the pre-application process to identify the initial strategic issues in relation to individual NSIPs at the earliest opportunity in the preapplication stage. ECC will evaluate the balance of benefit and harm of an NSIP against these issues as the project progresses through the development consent process. These issues will be kept under review at each stage of the process or where the proposal is amended and/or updated ECC policies and strategies are published.

3. ECC will support in principle NSIPs and ancillary development that accord with national policy (including the relevant National Policy Statement) and contribute positively to the overarching objective of the local development plan(s) and other local policies and strategies in relation to the delivery of sustainable development. NSIPs should be capable of providing long-term 'legacy' benefits beyond construction to the local economy, environment and health and wellbeing of communities across Essex.

4. ECC will seek to ensure that all NSIPs and any ancillary development meet the following objectives:

a. Contribute positively to the overarching objective of the Essex Minerals Local Plan, Essex and Southend-on-Sea Waste Local Plan, Essex Local Transport Plan, local and neighbourhood plans and other supporting and/or relevant ECC policies and strategies in relation to the delivery of sustainable development.

b. Developed in partnership through early and effective engagement with ECC and other key stakeholders, including local communities.

c. Take a strategic and integrated approach to location, planning, design, phasing and delivery to maximise beneficial and minimise adverse impacts to the local economy, environment and health and wellbeing of communities across Essex.

d. Secure mitigation and/or compensation of adverse impacts commensurate to the magnitude of impact.

e. Maximise social value and contribution to levelling up the local economy, environment and the health and wellbeing of communities across Essex.

5. To deliver these objectives, inform consultation responses and work towards areas of common ground, ECC will:

a. Seek to establish a Planning Performance Agreement at the start of the pre-application stage.

b. Work in partnership to ensure that beneficial and adverse impacts are fully understood and considered as part of decision-making.

c. Take a proportionate approach to engagement depending on the type, size, scale, complexity and magnitude of beneficial and adverse impacts.

- d. Seek to agree the scope, methodology and key recommendations (including impact monitoring and auditing practices) of all relevant evidence base documents. Evidence base documents should be comprehensive and address any predicted beneficial and adverse impacts over all key phases of the development lifecycle.
- e. Require sufficient information to be able to understand and assess the complex adverse and beneficial impacts for the lifecycle of the development in including decommissioning.
- f. Require impact monitoring and auditing practices to form part of the environmental assessment and contain clearly defined key performance indicators against which the project will be assessed and reported.
- g. Seek to agree the scope and methodology for in-combination and cumulative assessments to understand the beneficial and adverse impacts from multiple and/or consecutive projects to the local economy, environment and health and wellbeing of communities across Essex.
- h. Require evidence to be provided demonstrating what alternatives have been identified, assessed and discounted over all key phases of the development lifecycle, including mitigation.
- i. Require evidence to be provided demonstrating that opportunities for utilising brownfield land and/or redundant development sites where possible have been maximised.
- j. Require the preparation of phasing plans and the identification of triggers to secure the timely and co-ordinated delivery of various key elements of the project for the lifecycle of the development.
- k. Seek to maximise the beneficial impacts to the local economy, environment and health and wellbeing of local communities through the preparation and early implementation of topic-based strategies.
- l. Require the preparation of resource management and delivery plans for both the construction and operational phases to explain the systems and resources required to maximise beneficial and minimise adverse impacts, including mitigation and where necessary compensation.
- m. Require the submission of a Social Value Statement at the pre-application stage that identifies how social value has been considered and will be delivered, including monitoring and management, for the lifecycle of the NSIP.
- n. Encourage project promoters at the pre-application stage to work in partnership with ECC and local communities to provide a community benefits contribution package in recognise of the disturbance and burden to host/neighbouring communities from developing large-scale infrastructure projects required in the national interest.

6. To ensure beneficial impacts are maximised and the mitigation of adverse impacts remains relevant and effective, ECC will seek to ensure that the progress of the NSIP is monitored against the DCO, and related documents as made, discharge of requirements and through impact monitoring and auditing of the KPIs through the preparation of an annual monitoring report, for the lifecycle of the development. The quality and credibility of monitoring information should be ensured through independent analysis and verification, as well as the establishment of theme specific monitoring and advisory groups involving relevant stakeholders.

7. Given the scale, complexity and duration of larger NSIPs, ECC will seek to identify and secure mechanisms and contingencies to enable the modification of mitigation and/or compensation to address unanticipated or inaccurately predicted adverse impacts.

8. ECC will consider any non-material or material change to the DCO as made against all the criteria in this policy and will only support change where there is a positive balance of beneficial impacts to the local economy, environment and health and wellbeing of communities across Essex.

Organisation: Essex County Council

Factsheet 12: Education

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC aims to achieve educational excellence and high standards for all children and young people as we recover from the pandemic, by working in partnership with early years providers, schools, colleges and universities, by building greater coherence across the system and by engaging businesses, communities and the arts sector in supporting education outcomes.

ECC has a statutory duty to ensure sufficient school places for children aged between 4 and 16 years old and to secure sufficient childcare for working parents (inclusive of free provision). School organisation changes are commissioned in response to forecast data that predicts the demand for school places. The phasing and timelines for potential new housing developments are monitored and viability reports commissioned for the delivery of new schools. ECC seeks new schools are provided, at the earliest viable opportunity, where there is insufficient capacity within existing schools to accommodate pupils from the initial phases. ECC implements a capital programme to develop school expansions and new schools by undertaking viability studies and then leading on the delivery of the capital projects through to completion. From 2023, all new school buildings for basic need expansions, including new schools, will be designed for net-zero carbon in operation.

Essex Climate Action Commission Recommendations for new and existing schools and their environment

ECC is committed to eliminating carbon emissions from new schools and aspires to move beyond the construction of net zero carbon buildings to deliver carbon positive buildings by 2030, as recommended in the Essex Climate Action Commission's (ECAC) report Net-Zero: Making Essex Carbon Neutral (July 2021). The use of innovative modern construction methods will be encouraged to achieve this.

Recommendations with regards schools, include their decarbonisation, promoting active travel and improving the environment around schools. Specific recommendations include:

- all new schools commissioned to be carbon zero by 2022 and carbon positive by 2030.
- all schools should have smart meters by the end of 2021. 50 per cent of Essex schools to be retrofitted to net zero standards by 2025 and 100 per cent by 2030.
- All anchor institutions estates, including schools to be retrofitted to net zero carbon standards by 2030.

- By 2022: introduce School Streets for 25 schools across the county and an additional 20 every year to 2050. This can be done using current walking and cycling infrastructure, speed restrictions and traffic management systems to promoting safer, greener, and healthier streets. We also need to encourage bus and train travel over cars for longer journeys to school.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered in preparing the new Plan.

The ECC Developers' Guide to Infrastructure Contributions sets out the range of contributions for early years and childcare, primary, secondary, post 16 and special education needs necessary to ensure development is acceptable in planning terms (Table 2, page 24). The Guide is presently being updated and will be subject to consultation and published in due course. ECC provides a response to all relevant planning applications in the borough seeking the necessary contributions as appropriate.

Updated costs (to those in the published Guide) for the expansion and provision of early years and childcare provision are set out below consistent with those being sought for primary school places.

- Early Years and Childcare new facility cost per place: £20,508
- Early Years and Childcare Expansion of existing facility cost per place: £17,268

The Guide should be read alongside the CPBC Developer Contributions Guidance SPD, including the section regarding Highways, Travel, Education, Libraries and Flooding and Drainage.

The Guide sets out the formula and assumptions for primary and secondary pupil place planning to estimate the number of pupils (Table 4, page 34); for early years and childcare (Table 3, page 28); for Special Education Needs (on a case-by-case basis) and Post 16 Education (Table 9, page 41).

The Guide also identifies the recommended new school and nursery size requirements in section 5.2.5.

Primary and Secondary Education

ECC has prepared the Essex Local and Neighbourhood Planner Guide to School Organisation setting out how ECC can assist in the preparation of Local and Neighbourhood Plans to ensure sufficient school places are provided over the Plan period. ECC recommend this is followed as the new Plan is prepared, as guidance is provided for all stages of plan preparation.

ECC has prepared the Garden Communities and Planning School Places Guide setting out the ECC approach to ensuring there are sufficient pupil places to serve large new settlements, primarily Garden Communities. It provides an understanding of site suitability and area requirements, distribution requirements, school zones, the need for co-location, building design and environmental credentials. New schools in Garden Communities must be informed from the outset by bespoke demographic studies commissioned by site promoters to provide a consistent evidence base for planning social and community infrastructure. This Guide should be followed if CPBC progress a new garden community option in the new Plan.

ECC seeks that new schools should be established as soon as the new school is viable in terms of the pupil numbers required for effective curriculum delivery; with suitable serviced land; and there is sufficient demand for places not to undermine other local schools.

Broad guidance regarding new school buildings is set out in the Essex Design Guide and DfE baseline designs to support the delivery of high-quality teaching and pupil learning. The Essex Quality Review Panel will evaluate and provide feedback on all school building designs to ensure the highest standards are adhered to.

The external environment around schools and the expectations for children's safety, health and facilitating the ease of use of active transportation to and from school is set out on page 39 of the Developers' Guide. The EDG provides supplementary guidance with regards school design seeking to ensure the appropriate design of buildings addresses the development context; environmental constraints of the site while encouraging health and wellbeing including features to support sustainable accessibility across all user groups. This guidance will be reviewed against the layout and guidance for school development as set out in the National Model Design Code/Design Guidance.

The plan for delivering pupil places in Essex is set out in the 10-Year Plan for Essex School Places and is updated annually. The plan:

- outlines the demand for mainstream school places for each of the pupil place planning areas;
- identification of projects already in the pipeline to meet forecast demand for school places;
- the potential options to address medium to long term forecast demand for school places;

For the period to 2031/32 the 10-Year Plan should be considered out of date as it was drawn up based on the growth and site allocations contained in the 'withdrawn' Local Plan. In responding to the growth identified to inform the Community Infrastructure Levy, ECC considered there was at that point in time no demonstrable need for additional school places in the borough. In the event of windfall sites being granted permission, it may be necessary to secure developer contributions via s106 agreements. ECC will need to undertake a cumulative assessment of the impact of the preferred spatial option/approach to ascertain education requirements consistent with section 3.4 of the Essex Local and Neighbourhood Planner Guide to School Organisation.

School Size Requirements

Primary school provision – ECC will consider all potential alternatives depending on the level of growth and specific site allocations identified for the new Plan including the expansion of other primary schools within and/or adjacent to the plan area; review of school priority admission areas; and the provision of a new primary school. ECC seeks to establish new 2FE (420 places) schools, consistent with DfE guidelines, which would be filled by approximately 1,400 new houses or a mixed development approaching 2,000 dwellings. Any new primary school would be co-located with a 56-place nursery on 2.1ha of suitable land.

Secondary School provision – ECC will consider all potential alternatives depending on the level of growth and specific site allocations identified in the new Plan including the expansion of other secondary schools within and/or adjacent to the plan area (e.g to the east of the borough in Southend); review of school priority admission areas; and the provision of a new secondary school. All new secondary school sites should be co-located with primary schools to provide the option of establishing an all-through school. ECC will seek to establish a new secondary school where demand for six forms of entry (approx. 900 pupils) has been established usually arising from approximately 4,500 – 5,000 new houses. This scale of school offers a wider curriculum to the community; is cheaper to build on a per place basis; and is more resilient to fluctuations in demand that could challenge financial viability.

ECC requires a developer to identify appropriate land for a new school and to undertake a Land Compliance Study in accordance with section 4.3, page 20 of the Developers' Guide. This should be undertaken as early as possible to demonstrate suitability, deliverability and to inform any site masterplanning. Developers are expected to fund as appropriate school land, expansion of existing schools and/or provision of a new school to meet the need generated by proposed housing development.

Early Years and Childcare (EYCC)

Essex Childcare Sufficiency Assessment Summary is used to undertake a cumulative assessment of the growth identified in the preferred spatial strategy. The assessment will consider the number of places generated by individual sites and cumulatively within wards; the availability of existing childcare provision in the parish/ward; and identify infrastructure requirements in terms of new early years and childcare provisions be they stand-alone and/or co-located with a new primary school and any necessary developer contributions.

At present the Essex Childcare Sufficiency Assessment (2021) outlines the current provision of childcare places (see below) in Castle Point borough but a new assessment is to be undertaken in Summer 2023 with initial results available by September 2023. This will provide a clearer picture of EYCC provision and available capacity following the significant implications arising from the pandemic.

- Funded Early Education Entitlement (based on Summer Term) take up is 92.6% having increased significantly from 72.5% in 2020.
- Funded Early Education Entitlement 3 & 4 years (based on Summer Term) was taken up by 91.7% of families, this has decreased from 95.1% in 2020.
- Providers are made up predominantly of Childminders (44.0%), followed by Pre-Schools (19.8%) and Day Nurseries (14.3%). The ratio of Funded Providers to nonfunded providers (72.5%) is more than the county average (64.2%).
- The proportion of good and outstanding providers (82.7%) has decreased from the same period last year (84.5%). The current overall quality of provision is slightly lower than that of Essex as a whole (86.6%).
- Some 23.3% of all maximum places are available, which is more than the Essex rate of 20.9%.
- Total maximum places 2,607 of which 2,393 are funded
- Places taken 2,050 of which 1,900 are funded
- Places available 557 of which 493 are funded

ECC seeks to provide sufficient, sustainable and flexible EYCC. The preferred approach is to provide a new 56 place nursery co-located with any new primary school on 2.1 ha of land. This could also provide breakfast/afterschool and holiday clubs for older children who attend the school offering further support for working families who may not wish to have separate arrangements with different childcare providers. At lower levels of growth new stand-alone facilities may be required including a 26 place pre-school on 0.58ha of land or a 30/56 place nursery on 0.65/0.13 ha of land. Developer contributions will also be sought where there is not enough existing provision. By 2025 working parents with children aged from 9 months will be eligible to receive 30 hours of funded childcare a week, introduced in phases (currently, this is from when they are aged 3), which is likely to increase demand for places. The provision of childcare places is presently under pressure given the loss of providers arising from the pandemic and the cost-of-living crisis;

Providers have experienced difficulties retaining high-quality staff with many experienced staff moving to different jobs during the pandemic and providers now struggling to recruit quality staff to replace them. This resulted in a lack of skilled early years practitioners in some providers. Providers have been concerned about their businesses being viable and sustainable with many closures. Some parents have reduced the hours their children attend because they are working from home more regularly.

Post 16 Education

The Developers' Guide acknowledges that post 16 education plays a key role in skills development in section 5.2.10. Any large-scale development will be expected to provide for the needs of post 16 education generated by its development, either through a developer contribution to assist classroom-based education; workplace learning through on site apprenticeships and/or training, or through training and courses offered at nearby further education establishments. Section 5.4 of the Guide requires developers to prepare an Employment and Skills Plan (EASP) with potential reference to the requirements identified in section 5.4.2.

Post 16 facilities are provided by the Education and Skills Funding Agency, which is part of the Department for Education. The provision of Further Education services covers pupils over the age of 16, who are studying a course in a Further Education college, training provider or within their local community. ECC has a duty to secure sufficient suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an education, health and care plan is maintained. To fulfil this, local authorities need to have a strategic overview of the provision available in their area and to identify and resolve gaps in provision.

Special Education Needs

ECC is presently preparing a Special Education Needs and Disabilities Sufficiency Plan. ECC has a statutory duty to provide enough places who live in Essex, including those with Special Educational Needs and Disabilities (SEND) who need specialist provision. There are increasing numbers of children and young people identified with SEND in Essex and it is imperative that there is the right type of education provision in the right place to meet their needs. The strategy will set out the current landscape, issues, demand, capacity required (type, destination and volume) and the vision for how these will be addressed. It will be important to maximise the potential of every new mainstream school to meet the needs of children and young people with SEND and thus reduce the need for new specialist provision in new schools.

Glenwood school is a 210-place community special school located in Benfleet catering for 3 to 19 year olds with a range of needs including learners with autistic spectrum condition (60% of pupils) and complex physical and sensory impairments (30%). The school is over-capacity and the current physical capacity of the school is insufficient to meet rising need. There were 100 consultations for reception year places for September 2023 but only 8 places available. Parental appeals to the SEN tribunal seeking a place at Glenwood are the highest in Essex. Plans are in development for an expansion of the school but there will need to be significant work done with primary schools in Castle Point and Rochford who will need to accommodate increasing numbers of children with SEN.

In addition, the Council created specially resourced provision in mainstream schools for children and young people with autism needs and for children and young people with social, emotional and mental health needs. One of these provisions is at Canvey Junior School.

Organisation: Essex County Council

Factsheet 13: Stewardship

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Stewardship

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Stewardship is important to ensure that the new community has a stake in the long-term development, maintenance and management of the community in perpetuity. Stewardship arrangements should include a stewardship strategy, supported by a (independently reviewed) business case, that establishes the scope of the stewardship and community governance arrangements, and sets out how they will evolve over time, as well as the financial sustainability of the arrangements proposed. To ensure financial sustainability is achieved it will be essential for the stewardship body to be endowed with income generating assets that are capable of providing a secure and long-term source of revenue for the stewardship body. The strategy should include an initial activation program to support community development delivery early on.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue to be considered if CPBC progress any development at scale.

ECC considers that stewardship and governance arrangements will need to achieve the following principles:

- To achieve a high quality of place: to ensure that the quality of place and services delivered are exemplar and provide great places to live, work, visit, and play.
- To steward a range of community assets: to ensure that a range of assets are held in perpetuity in community ownership and managed for the benefit of the community.
- To promote community identity and cohesion: to ensure that residents and business are directly engaged in the long-term management of the community assets, fostering a shared sense of ownership and identity.
- To act with professionalism and entrepreneurship: to provide proactive management of land and property endowments, be entrepreneurial and evolve as the community grows and circumstances change.
- To be financially sustainable: to be long-term financially viable and self-sustaining with secure income streams. If and where service charges are required, they will be set up and enforced in an equitable way with local control over the management of the system, with rent charges not being imposed on residents. Local authorities and local residents must be protected against financial liability or risk.
- To be accountable and well-governed: to ensure open, transparent and accountable governance with the community having the ability to exercise influence and control over stewardship decisions and delivery. The legal form of the stewardship body will be determined through consultation with all relevant stakeholders.
- To be adaptable and follow an incremental approach: to recognise the long-term undertaking and take a staged approach to developing stewardship structures and identifying the opportunities that stewardship allows for due diligence and community engagement throughout the planning and development process.

The following is a recommended stewardship policy for inclusion in a Local Plan.

To help establish a strong community, arrangements for the sustainable long-term governance and stewardship of local assets, and community development activities appropriate to the creation of a new community, must be agreed as part of the planning permissions and planning obligation agreement(s) relating to the site. Provision will need to be made and agreed to ensure the appropriate financial, physical, and human resources are secured to deliver stewardship aspirations. This will include the transfer of suitable income-generating assets, or equivalent endowment, that can provide a long-term source of revenue for the stewardship body.

The preferred solution for stewardship arrangements will need to be determined as part of future planning permissions for the site. This will be achieved through collaboration between the developers, the Council/s (including Essex County Council), and other relevant stakeholders, and will be secured through planning conditions or planning obligations attached to planning permissions.

Developer contributions will be required to fund the initial set up and running costs, including staff, premises, and equipment costs. This support will need to be provided for a minimum of 10 years, or until such time as stewardship activities are financially self-sustaining, before the occupation of the first home.

Organisation: Essex County Council

Factsheet 14: Country Parks

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Country parks

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Country Parks are multifunctional and multifaceted providing health and wellbeing, recreational and access benefits to the local and wider visitor population, as well as having vital ecological value. A careful balance is required by:

- allowing residents and visitors to engage with open space, recreation and nature;
- the need to protect and enhance biodiversity value;
- balancing the above with the need to generate income to support the maintenance and lifecycle of the Parks including matters such as parking, visitor facilities, pathways and trails, and nature conservation/mitigation.

ECC Country Parks service is responsible for managing eight Country Parks, along with a number of former railway line trails. ECC owns five Country Parks and has management agreements in place for the remaining three including Hadleigh Country Park (188 ha/465 acres) in the borough.

Essex Country Parks vision is to establish ECC as an exemplar in parklands management; position Green Spaces to influence positive change in climate action behaviours; use the natural environment to enrich lives; and to create opportunities for Green Spaces to contribute to the economic growth of the county. ECC is preparing a programme of work and actions over the short (2022-23), medium (2023-29), and long (2023-50) term.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation

- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered in preparing the Plan.

The Essex Green Infrastructure Strategy (2020) identifies ECC's Country Parks as forming part of the Essex green infrastructure network. Its Action Plan includes supporting the development of new visitor centres and facilities at Country Parks and increasing access to the outdoor education centres.

Countryside Stewardship provides financial incentives to look after and improve the environment by conserving and restoring wildlife habitats; flood risk management; woodland creation and management; reducing widespread water pollution from agriculture; keeping the character of the countryside; preserving historical features in the landscape; and encouraging educational access. ECC is preparing all eight Country Parks, including Hadleigh, for enrolment in the scheme in 2022-23 and 2023-2024, and are seeking to deliver against the Countryside Stewardship Scheme agreements in 2023-29.

Historic England is enabled by Government to compile the Register of Parks and Gardens of Special Historic Interest in England. The main purpose of the register is to celebrate landscapes of note and encourage appropriate protection. Registration is a 'material consideration' in the planning process. ECC has Parkland Management Plans for its four Registered Parks and Gardens.

Hadleigh Country Park

The management of Hadleigh Country Park is complex balancing recreation and access with the protection and enhancement of many statutory designations including:

- Site of Special Scientific Interest (habitats / species of national importance for wildlife and geology, irreplaceable parts of national heritage, protected to preserve and prevent damage and development);
- Benfleet and Southend Marshes Special Protection Area of international importance for breeding, feeding, wintering or the migration of rare and vulnerable species;
- Benfleet and Southend Marshes Ramsar site – a wetland site of international importance;

- Scheduled Monument (Heavy Anti-Aircraft Gunsite) – an archaeological site of national importance;
- Multiple Local Wildlife Sites substantive nature conservation value, identified for nature conservation value, important, distinctive, and threatened habitats and species;
- Local Geological Site safeguarding some of the best local sites for geology;
- Ancient Woodland existing since 1600 or before; and
- 127 hectares of Priority Habitat including coastal and floodplain grazing marsh, coastal saltmarsh, deciduous woodland, good quality semi-improved grassland, lowland meadows, mudflats, reedbeds

Hadleigh retained its Green Flag Award in 2022/23 and is expected to be retained in 2023/24. The scheme recognises and rewards well managed parks and green spaces, setting the benchmark standard for the management of recreational outdoor spaces.

ECC seek to encourage Castle Point residents, of all ages, genders, ethnicities and abilities to be able to access Hadleigh Country Park for their enjoyment of the high-quality green space, its nature and contribute to their health and wellbeing. Moving forward, ECC is keen to increase visitors to Hadleigh Country Park consistent with the ECAC vision to:

Our vision for a sustainable environment is that Essex County Council will work with staff, partners, businesses and communities to reduce carbon, energy use and waste and increase its green infrastructure, biodiversity and climate resilience so that in 15 years we have transformed Essex into a place that is harnessing the benefits of a sustainable green economy.

ECC is seeking Green Spaces, including Hadleigh Country Park, to:

- Be exemplars in parklands management. Parkland Management Plans are now in place for the Registered Parks and Gardens at some Country Parks. The Country Park at Cudmore Grove; Danbury; Great Notley; Hadleigh Marshes; and Marsh Farm have entered into an agreement from 1 January 2023, with Belhus Woods, Hadleigh Downs, Thorndon and Weald in the application stage and expected to enter into a separate agreement from 1 January 2024.
- Position Green Spaces and Heritage sites to influence positive change in climate action behaviours;
- Use the natural environment to enrich lives; and
- Create opportunities for Green Spaces to contribute to the economic growth of the county.

CPBC and the new Local Plan can assist in meeting this vision through:

- Ensuring that the impact of any new development is properly considered, mitigated and contributes to marked improvements in green space provision and management, particularly if it impacts on existing green space that is accessed by local residents.
- Consider how increased pressure from greater numbers of residents will impact on the remaining green space and how these remaining sites will cope with greater numbers without the quality of the sites being impacted, even if the development is not on or immediately adjacent to those sites. Where directly related development should provide developer contributions to mitigate the impact of increased visitor numbers
- Ensure that developers provide meaningful green infrastructure in their plans,

- Ensure that sustainable access routes are considered in development to support residents accessing green space via foot and cycle in the first instance both within the development and to nearby green infrastructure, including country parks.
- Consider how infrastructure can be improved in existing green spaces across the borough to improve accessibility for all.
- Consider improving community engagement in green space, particularly for families and diverse user groups.

The following documents and reports have and/or are being prepared to assist deliver the ambitions for Hadleigh Country Park.

- Grassland Restoration Management Plans (GRMP) for Hadleigh.
- Mountain Bike Management Plan (MTB) (to be completed soon).
- Local Nature Recovery Strategy (link here) identifies Country Parks as areas of high value for nature and by connecting adjacent areas of nature, and Country Parks are key stepping stones.
- Report to Place Services and Economic Growth Policy and Scrutiny Committee, 21 April 2022, agenda item 5 – County Parks link here. To provide an update on activity, performance and strategic direction of the County Parks service.
- Report regarding entering into a Countryside Stewardship Agreement with the Rural Payments Agency (March 2023) setting out environmental management regimes for country parks, including Hadleigh – see link here. Hadleigh would involve the following:
 - Hadleigh Country Park – Hadleigh Marshes – management of wet grassland for wintering wading birds, and management of grassland through native breed grazing (Agreement one – 1 January 2023 – 31 December 2027 / 2037 (5 – 15 years)); and
 - Hadleigh Country Park – Hadleigh Downs – restoration and management of species-rich grasslands through native breed grazing. (Agreement two – 1 January 2024 – 31 December 2028 / 2038 (5 – 15 years) (note – this is not being presented for approval in this paper)

In progressing the Local Plan the following matters need to be considered:

- Planning policies and decisions must give consideration to the impact of new development on ECC's Country Parks and other assets of the ECC Culture, Heritage and Green Spaces service, and seek to secure infrastructure and/or environmental mitigation as may be set out in appropriate management plans for these Parks and assets.
- Planning policies and decisions should ensure that consideration is given to accessibility to, and within, Country Parks by sustainable travel modes, and seek to secure sustainable funding for longer term maintenance and lifecycle replacement.
- If the provision of new Country Parks is to form part of large strategic sites and/or Garden Communities this should be considered from an early stage of the plan making process, forming part of the site assessment and spatial strategy options stages, as well as site selection and policy formation processes. Consideration will also need to be given to how such new developments will fund the long-term operation and maintenance of any new provision. This will not be an ECC responsibility.
- Retention, preservation, and enhancement of existing ECC Country Parks, along with other green and blue infrastructure throughout Essex.

- The wider contributions that new Country Parks or green infrastructure can make in respect of Biodiversity Net Gain (BNG) should be captured as part of the plan making and decision-making processes. However, ECC Country Parks are either already heavily designated (SSSI's etc), and so cannot deliver BNG, or are already managed to a standard that means there is limited potential uplift to deliver BNG.

Organisation: Essex County Council

Factsheet 15: Design and Beauty

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Design and beauty

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC seeks high design standards when delivering the infrastructure we are directly responsible for. The appropriate design and location of infrastructure is an integral part of designing developments and successful place making. ECC seeks to ensure all forms of development, and particular large strategic development proposals take a positive and innovative approach to architecture, urban design, landmarks, and public realm provision; and where appropriate consider stewardship arrangements. ECC recommends major developments and infrastructure schemes are passed through the Essex Quality Review Panel for advice including at masterplanning and pre-application stage with regards good design. Since 2019, 57 Quality Review Panels have been undertaken covering some 1,604 ha of development and delivering a potential 32,000 homes, 173,300 sq m of commercial space and three new schools.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered when preparing the Plan.

- Essex Design Guide (EDG) provides a key planning and design resource to help inform the plan making and planning application decision making process across Essex. It was refreshed in 2018, retaining the original core design principles, but now incorporates reference to revised planning guidance and frameworks, and introduces new integrated social-economic themes around ageing population, digital and smart technology, active design, health and wellbeing, garden communities, and climate change. The EDG is now an interactive, online format, with regular updates to keep a pace with the changing nature of modern development. The information, detail, and case studies contained within the EDG are therefore considered important to informing any design guide or code and can assist local authorities when preparing their design documents.
- Essex Quality Charter and Quality Panel A Quality Review Panel offers independent and impartial guidance on the design of new development. ECC recommends major developments and infrastructure schemes are passed through the Panel for advice including at masterplanning and pre-application stage. Bespoke panels can be created on request.
- Livewell Developer Charter and Accreditation Scheme encourages developers to promote the physical and mental health of residents when designing and building new developments using HIA's or the Healthy Checklist to embed healthy design principles into their emerging schemes.
- Essex Developers Climate Action Charter (2021). The Charter states that developers can help address climate change by designing and locating private market / affordable housing in sustainable locations, minimising energy and transport and supporting the roll-out of smart infrastructure, as well as adapting and protecting communities and natural habitats through improving resilience of existing homes and neighbourhoods and improving access to green space, and also prioritising green and blue infrastructure and sustainable urban drainage systems.

The following key policy or matters should be considered in the preparation of the Local Plan, namely:

- adherence to the National Design Guide (NDG) and National Model Design Code (NMDC)
- Local Plan's, Masterplans, SPD's and other relevant planning documents must have regard to design from the outset and in the widest sense. Design policies must apply to all built and natural forms of development, as well as considering matters such as health and wellbeing, multifunctional green and blue infrastructure, biodiversity, climate change, and infrastructure.
- Relevant references in Local Plans, masterplans and SPD's to 'have regard to' specific guidance documents identified above and others in the preparation of relevant planning applications and form part of the decision-making process.
- Relevant developments to implement the requirements of the Essex Quality Charter for Growth and Quality Panel, and the Livewell Developer Charter and Accreditation Scheme, into the plan making and decision-making processes.
- Design guidance and/or codes must relate to residential development and non-residential development.

- The design of development should consider its impact on the ability to deliver certain infrastructure within a development site, such as land requirements (locational and size) needed for new or extended schools, flood mitigation schemes and sustainable drainage; on-site infrastructure, public space; and standards for the provision of facilities and services such as new roads.
- ECC seeks to deliver net zero carbon development and to embed these standards within Local and Neighbourhood Plan policies. A commission is due to report in July 2023 with regards the development of a Net Zero Policy for Local Plans with supporting evidence base alongside implementation checklists and monitoring guidance. The draft Policy will include standards for buildings with regards space heating demand; be fossil free; energy efficiency; renewable energy; monitoring; and as a last resort offsetting.
- Design codes and guides must have a degree of flexibility and adaptability over time, to accommodate change, such as advances in technology and innovation, changing behaviour and the impacts arising from climate change.

Organisation: Essex County Council

Factsheet 16: Housing

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Housing

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

Whilst ECC is not the housing authority it is important for ECC to be involved in housing delivery for the following reasons:

- For health and wellbeing – to provide a safe, stable and accessible home to support health and wellbeing, inclusion and enable independence for all ages. This is especially the case for the more vulnerable residents where ECC has a specific care role.
- For children and young people – good quality, affordable housing provides the basis for a positive family environment to support children to get the best start in life.
- For a strong, inclusive and sustainable economy – housebuilding and the maintenance and improvement of existing homes plays a vital role in providing jobs, revitalising places and helping to promote Essex as a place to live, work, invest and study.
- For a high quality of life and environment – housing and the built environment is essential to achieving our ambitions on climate action ensuring new and existing homes and places are designed to support the transition to net zero greenhouse gas emissions. Infrastructure must be delivered alongside new housing growth and housing that meets local needs, creating great places where existing and new communities benefit from a high quality of life.

Essex Climate Action Commission Recommendations for housing

The ECAC report (pages 33 - 35) made recommendations with regards building new net zero energy-efficient housing and regarding reducing energy use. These recommendations can be viewed under the 'Net Zero Development' section.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management

- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered in preparing the new Plan.

The ECC Housing Strategy 2021-2025 (2021) outlines three strategic goals as follows:

- Growing Essex while protecting the best of the county – housing development that meets the needs of existing and new communities, supports economic growth and jobs, and improves the environment and moves housing towards zero carbon.
- Enabling people to live independently throughout their life – housing that is designed to be accessible, adapted to become accessible to meet the changing needs of residents, especially as they age, and has support and care available for those who need it, provided by people and technology.
- Supporting people facing homelessness or rough sleeping – housing system that provides households with support when they are at risk of eviction, promotes the welfare of homeless children, and provides the help people sleeping rough need to move into and keep accommodation.

A review of progress against the strategy action plan has commenced. An Action Plan progress report, alongside a position statement, will be published in due course identifying the focus for activity up to 2025.

The ECC Adult Social Care Business Plan (2021-2025) vision is to ensure that people can get the right support at the right time to maintain their independence and quality of life. It identifies 'improve access to housing, employment, and meaningful opportunities' as a mission critical area to address. By 2025 all partner housing authorities across Essex should have a clear understanding of demand and therefore the supply requirements for specialist housing to meet the needs of older adults, adults with disabilities and those with poor mental health.

The Independent Living (IL) programme was established in Autumn 2014 to increase the pace and quantity of Independent Living units being delivered across Essex. Also known as Extra Care, IL provides specialist accommodation for older people and people with disabilities, primarily over the age of 55 with care and support needs. Extra Care housing is recognised as an excellent alternative to residential care, where appropriate, or staying at home in unsuitable accommodation.

ECC is seeking to improve its forward projections for housing need for all care cohorts. The project seeks to provide the evidence base for the different types of housing required to meet the needs of different care cohorts, as each care cohort has very different housing requirements. This work seeks to supplement the work undertaken by local authorities for their Strategic Housing Market Assessments, which have been unable to determine the tenure or type of housing required for older people and people with disabilities. This piece of work will identify the type of affordable housing required and project this forward so that it can inform local planning authorities Local Plans. The project does not seek to determine whole market need and demand, but is based on those adults known to adult social care

ECC is assisting the consultants preparing the CPBC Local Housing Needs Assessment with regards the challenges facing adult social care provision, accommodation for older people and the general challenge around attracting people into the Care profession within the borough

The Essex Design Guide provides extensive guidance on the design of housing developments, and has key principles for the ageing population embedded throughout.

ECC Developers' Guide to Infrastructure Contributions details the scope and range of ECC infrastructure contributions sought to mitigate the impacts of development. It includes details on the characteristics of suitable sites / buildings for specialist housing with care for older people and working age adults with learning disabilities.

Essex Housing Development LLP (a commercial arm of ECC) Annual Delivery Plan 2023/24 has recently been approved and will contribute to the Council's ambition to be net carbon neutral by 2030. Essex Housing developments look to exceed legal requirements for sustainability and in the future will seek to provide net zero carbon development.

The outcomes and actions from the ECC evidence base documents can be embedded into plan preparation, decision making, and delivery and implementation.

Housing Need

- ECC expects that all local planning authorities should seek to fully meet housing needs within their administrative boundary. If it is unable to meet its own requirement and seeks assistance from a neighbouring authority to accommodate any unmet need then the process outlined in the Essex Planning Officers' Association (EPOA) Unmet Housing Needs Protocol (2017) and the Mechanism for the consideration of Unmet Gypsy and Traveller Need (2018) should be followed.

- ECC expects the number and range of new homes in Essex to meet local needs, including the needs of all forms of specialist and supported accommodation. From an ECC perspective this should include the needs for extra-care housing and independent living; supported living for people with disabilities and/or care needs; and provision of affordable housing for those leaving supported accommodation, including care leavers and those experiencing poor mental health. Consideration must also be given to the housing needs arising from homelessness, rough sleeping, and resettled refugees. If the need generated by these specific groups is so significant then a housing requirement above the 'standard method' may be necessary.
- Housing Needs Assessments must differentiate between the housing needs of older people and people with disabilities. The needs of these groups can generate a range of housing requirements which can change over time, from accessible and adaptable general needs housing to specialist housing with high levels of care and support, and needs for those with physical and sensory impairments, learning disabilities, autism and mental health needs.
- ECC expects policies to be clear on the need to consult ECC for advice on specialist and supported residential accommodation needs on relevant planning applications. Planning decisions on relevant sites should include nomination rights for ECC where these have been agreed with ECC.

Specialist Accommodation / Adult Social Care - Location

- Specialist accommodation, such as housing for older people and those with disabilities is situated in highly accessible locations, ideally within 400m of services, facilities, and town /neighbourhood centres, and is co-located with market housing where this is also being provided on site. Specialist accommodation with communal facilities can also be designed to share spaces with other services such as community centres / other public and community facilities.
- Site allocation policies should include the requirement for design guidance setting out how the development would be made accessible and inclusive for all regardless of disability or impairment as well as the consideration of dementia friendly principles and autism friendly communities in the development of public and community spaces.
- Reference to the locational requirements ECC expects for its specialist housing (as set out in the ECC's Developers' Guide to Infrastructure Contributions) should be set out in planning policies. ECC also expects the outcomes of the ASC review into defining the locational and design requirements for specialist housing to be included once available.

Specialist Accommodation / Adult Social Care - Design

- New homes and places should be designed for residents to live independent, healthy and safe lives. Planning policies should ensure that homes are designed to be flexible and adaptive, so that residents can make changes to suit their needs, with appropriate futureproofed digital technologies, to allow residents to age with independence and remain in their homes throughout their lifetime.

- Neighbourhoods and new communities are designed to enable people of all ages to move around safely and with confidence. Reference to the design (site characteristics) requirements ECC expects for its specialist housing (as set out in the ECC's Developers' Guide to Infrastructure Contributions) should be set out in planning policies. ECC also expects the outcomes of the ASC review into defining the locational and design requirements for specialist housing to be included once available.
- ECC expects policies to require all new dwellings must be built to Building Regulations Part M4(2) 'accessible and adaptable dwellings standards' (or subsequent equivalent Building Regulations / Government standards), and at least 10% of new homes (market and affordable dwellings) should be built to Building Regulations Part M4(3) 'wheelchair accessible standards' (or subsequent equivalent Building Regulations / Government standards) to meet the needs of people living with disabilities and older households with such accessible properties within Plan periods.

Organisation: Essex County Council

Factsheet 17: Economy and Skills

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Economy and Skills

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC has a strategic ambition to deliver a strong, inclusive and stable economy focussed on delivering:

- Good Jobs - the safeguarding and creation of jobs in key sectors of the Essex economy through the provision of expert support, advice and guidance to Essex businesses;
- Levelling Up the Economy - the development of ambitious long-term lifelong skills and careers to help residents in priority places and priority cohorts to access secure and better paid work. This includes establishing and delivering the Economic Renewal Fund to secure high quality employment sites in targeted sectors and priority places;
- Future Growth and Investment - bringing transformational increases in productivity and the number of high-quality jobs in the top five key sectors for growth in the Essex economy through implementation of the Sector Development Strategy. This activity is also key to increasing the amount of Inward Investment into the county through a Place Promotion approach to spotlight Essex as a great place to live, work, visit, invest and study
- Green Growth - implementing a Green Skills Strategy for Essex supporting the reskilling and upskilling of the Essex workforce to maximise new employment opportunities in the green sector as our residents, businesses and Anchor Institutions continue their transition to net zero carbon by 2030.
- ECC seeks to deliver and maintain high quality infrastructure to support a growing economy and the delivery of new homes and communities.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation

- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue when preparing the new Plan.

ECC has prepared the following evidence documents that can be used to support the preparation of the new Local Plan.

The Economic Development Guide for Developers (latest draft May 2023) will provide guidance on how to achieve ten desired outcomes for economic development to ensure that land and property development has a positive impact on residents and businesses within Essex. The guidance will outline tangible steps that can be taken at each stage of a development both within and beyond the planning system.

The Essex Sector Development Strategy (2022) sets out the approach to ensuring the growth of five key sectors, namely construction (including Retrofit), clean energy, advanced manufacturing and engineering; digi-tech; and life sciences (including med-tech and care-tech). It is a long-term strategy focusing on futureproofing the Essex economy and embracing the opportunities that the transition to net-zero carbon will offer. A supporting Delivery Plan is currently being finalised.

The Essex Green Skills Infrastructure Review for Essex (2022) identifies skills gaps and business needs; reviews the capacity of existing providers and growth plans; collates evidence of good practice; documents potential development opportunities. It identifies gaps and challenges in relation to policy; data; awareness; education; communication; and resources.

The Essex Skills Plan (2022-2023) identifies key skills gaps across Essex as well as steps to take to fill these. It explains the vision for future growth in Essex, alongside short and long-term actions to enable ECC and its partners to achieve this. Emerging skills policy nationally will include a Local Skills Improvement Plan (LSIP) for Essex, Southend and Thurrock which will provide further detail on local economy requirements for skills. The Essex Skills Plan has been produced in the interim to articulate Essex priorities and will feed into the LSIP. A full evidence base (with district and sector sections) is also in development.

The Commercial Industrial and Larger Footprint building guidance in the Essex Design Guide establishes a range of high-level principles and more specific and detailed guidance, covering layout; access and parking; materials, character and architecture; mixed use / town and local centres; and sustainability and health.

The Garden Communities – Local Economic Offer guidance in the Essex Design Guide seeks to ensure that local job opportunities are accessible by walking, cycling or public transport, flexible space for home working, community hubs, mix of uses to create a range of jobs, and the need for delivery bodies to attract economic activity and job opportunities into the communities.

The ECC Developers' Guide to Infrastructure Contributions (section 5.4) sets out what the requirements are for, and when, developers need to provide Employment and Skills Plans and/or the provision of financial contributions.

The Essex Prosperity and Productivity Plan (2020) outlines aspirations for the next 20 years and identifies key economic opportunities and issues to address in the short to medium term, and priorities for the next five years. It identifies broad activities to progress over the next five years under four missions to make the Essex economy dynamic, resilient, inclusive, and connected. This is based on the Government's four 'grand challenges' to respond to – demographic change, the growing importance of artificial intelligence and the data driven economy, climate change driving the need for a new model of environmentally sustainable 'clean growth', and the changing nature of mobility and transport. It recognises that long-term growth depends on the ability to take advantage of technological change to ensure new employment is resilient, adaptable and increasingly productive.

The Economic Plan for Essex (2014 – 2021) sets out the challenges facing the Essex economy and the issues that needed to be addressed to secure sustainable growth for Essex communities and businesses. It was based on the collective ambitions of all the local authorities in Essex and sought to demonstrate a case for investment in the Essex economy. It included a number of interventions to enable growth including improving skills across the Essex workforce, a pipeline of infrastructure investment, and enhancing productivity. ECC is not currently seeking to replace the current Economic Plan for Essex with an Essex Economic Strategy due to work on devolution / county deal, changes at the SELEP, and wider sub-regional issues.

Essex Skills for Growth Strategy (2019) focuses on the skills need of the future economy of Essex to ensure the skills eco-system is aligned and responsive. Its objectives include working in partnership with employers and education and training providers to develop the skilled workforce of the future; ensuring flexibility to adapt to the changing labour markets; and adopting a Health in All Policies approach to support wellbeing and healthy behaviour to boost local growth. An initial action plan for 2019-2020 sets the foundations for long-term change and the strategy, and 2020-2035 will embed practical, long-term actions which will be continually evaluated and reviewed, and underpinned by 3-5 year actions plans (reviewed annually).

Construction Growth in Essex 2020-2040 (2020) identifies the potential labour market and skills implications of a predicted boost in construction activity in Essex and surrounding areas over the next 20 years and recommends measures that can be taken to maximise the opportunities created in a sustainable manner. It recommended areas of focus for ECC are promoting greater efficiency in the construction sector, sector skills and education, and enabling FE delivery to respond to opportunities.

South Essex Grow-on Space: A Case for Intervention (Main Report) (2020) undertook a demand and supply side review of Grow-on Space (offices and other workspace between 150sqm and 500sqm) in South Essex. It identified supply and demand gaps, their causes and impacts, and recommended a series of interventions for within the planning system and beyond it.

South Essex Grow-on Space: A Case for Intervention (2020) sets out a series of recommendations and potential planning interventions that can assist in achieving these. The recommendations seek to ensure adequate land availability, sufficient viability to induce development, and managing development / lettings risk for developers. The potential planning interventions identified include planning policies that protect against the loss of existing and new employment allocations to competing uses, retain some compatible employment uses on existing employment allocations released for housing, and require a mix of unit sizes including specifically for Grow-on Space.

The following outcomes and actions from the ECC evidence base documents can be embedded into plan preparation, decision making, and delivery and implementation.

- Planning policies should require developers to prepare an Economic Development Strategy aimed at fostering the conditions for economic activity and employment.

With regards employment land:

- Employment land allocations should provide a choice of new, quality employment sites, which establishes and strengthens sectoral and supply chain relationships, and creates opportunities for clustering collaborations or alternative uses. The allocation of land for associated education and skills uses to support training and development should also form part of this process.
- The five sectors identified in the Essex Sector Development Strategy (construction and retrofit; clean energy; advanced manufacturing and engineering; digi-tech; life sciences (including med-tech and care-tech)) and the evidence that sits behind them should help shape the types of main employment uses (and associated supply chains) required and their locations, as well as education and skills facilities required to support these sectors.
- The allocation of employment land should seek to address the development of Modern Method of Construction (MMC) clusters, and the embedding of 'anchor institutions to ensure employment opportunities and training for Essex residents.

With regards Castle Point – ECC would seek to:

- Build upon Canvey Island's existing strengths in the DigiTech sector

Business Accommodation

- Planning policies should provide for a mix of employment floorspace that aligns with a clear sectoral strategy, meeting both occupier requirements and stimulating further demand. They should seek to provide a range of unit sizes for both the primary employment uses and the associated supply chain, including affordable start-up accommodation, grow-on space for businesses that have outgrown their initial accommodation, as well as ensuring that businesses with the ability to expand have the physical capacity to do so.
- Plan preparation should be informed by and address specific accommodation requirements of different employment uses and identified sectors. These should form part of the constraints, site assessments, spatial options, and land allocation processes. Policies should include criteria for the different business and sectors such as land, site area, floor plate requirements; locational requirements such as access to water / coast / strategic road network, sensitivity to noise/vibrations; supply chain requirements to support the sectors; and numbers of jobs generated by different businesses within each of the sectors. The physical accommodation and facilities for education and skills required to support the employment uses must also factor into these considerations.
- When planning for large scale strategic development and/or Garden Communities planning policy should require proposals to demonstrate how the delivery of the first phase of business accommodation in each employment area is tied to occupation of housing to provide an alignment between jobs and housing.
- Planning policies and decisions should ensure that residential design and layouts provide for flexible and adaptable spaces to support homeworking. Touch-down spaces, and flexible and adaptable facilities and spaces, for those unable to work from home, should also be accommodated in new development.

Location / Environment

- An economic development strategy should underpin plan preparation and any spatial strategies. It should seek to maximise on-site job creation and sustainable access to employment opportunities in neighbouring major employment centres and strategic employment sites, to ensure development increases access to opportunities for all whilst minimising the need to travel and ensures as many commuting journeys as possible can be undertaken by sustainable and active modes of travel such as walking, cycling and passenger transport.

With regards Castle Point – ECC would seek to:

- Improve sustainable east-west access for islanders to jobs in western Canvey Island
- Improve sustainable inter-urban access to jobs in Basildon and Southend-on-Sea for Canvey Island residents
- Ensure that any housing growth along the A127 corridor is balanced with employment growth
- ECC expects planning policies to set out requirements for employment areas that embed healthy and place making principles such as high-quality, pedestrian and cycle friendly environments, access to green spaces and amenities for employees within walking distance of their workplace, to ensure that employees have attractive and healthy environments to work in, and to create environments, spaces, and places that are attractive to businesses and inward investment.

With regards Castle Point – ECC would seek to:

- Improve placemaking on new and existing employment areas on Canvey Island
- Facilitate higher productivity employment uses along the A127 corridor (e.g. Lynchgate, Manor Trading Estate, Stadium Way)

Climate / Green / Energy

- Plan preparation should identify and allocate suitable sites for green energy infrastructure, and construction processes, as well as the associated supply chains. The physical facilities required for education and skills in these fields should also be considered to drive the growth in these sectors.
- Planning policies should seek to support the development of new industries associated with the transition to a more energy efficient and net zero carbon economy, in relation to both new development, and retrofit of existing homes and buildings. They should also seek Employment and Skills Plans as part of relevant planning applications, and contributions towards training opportunities for local residents in new technologies and processes.

With regards Castle Point – ECC would seek to:

- Ensure that the Oikos site supports the transition to a Zero Carbon future
- Explore whether Black Jetty could become a renewable energy generator and visitor attraction

Digital / Technology

- Future-proofed digital connectivity delivered via fixed and/or mobile technology (fixed line gigabit-cable broadband and/or 5G connectivity) for homes and businesses is essential for economic growth to thrive and to ensure businesses can increase their competitiveness and enable home working.
- Engagement with broadband and telecommunications providers should start early in the planning process and a digital communications delivery strategy should be submitted with relevant planning applications.
- ECC expects the planning protocol in relation to new digital infrastructure and equipment, and the EPOA model policy on digital connectivity provision, to be embedded in policy.

Skills / Education / Jobs

- Planning has a role to play in ensuring that there is a continuous and adaptable skills and education pipeline to support, respond to, and drive existing and future economic growth. Such a pipeline should ensure that it is supporting inclusive growth for a diverse workforce, providing opportunities for all regardless of gender, race, age, ethnicity, physical abilities, sexual orientation, and religion.
- Large scale strategic development and/or Garden Communities planning policy should ensure that residents have access to a range of opportunities for employment, education, and training across a variety of sectors with the aim of achieving a minimum of one job per household, either within or close to home or within a sustainable commutable distance. Furthermore, planning policies for such developments should seek demonstration on how effective networks, technology and resources that facilitate up-skilling, re-skilling, employability and innovation will be achieved throughout the lifetime of the development.

With regards Castle Point – ECC would seek to:

- Build upon USP College’s existing strengths in the DigiTech sector
- Ensure that Canvey Island residents are able to benefit from the South Essex Advanced Technical Skills (SEATS) initiative
- Employment and Skills plans and financial contributions towards employment and skills training (as set out in the ECC Developers’ Guide to Infrastructure Contributions) should be embedded into planning policies and decision making. This should include maximising apprenticeship and training opportunities (such as school/college engagement, and work experience) arising from new developments, and the direct delivery of skills and employability programmes.
- Existing and new cross cutting skills data sets and analysis should form part of the evidence base to inform interventions required to improve skills levels in specific areas of the economy and to improve productivity across Essex in the long term. This should also be aligned with relevant Sector Development Strategies and Skills Plans for Essex and local economic development strategies. Examples include the establishment of an Essex Net Zero Centre of Excellence (ENZCE), and a construction supply chain school, and ensuring new developments include anchor institutions.

Town Centres / High Streets / Leisure / Culture

- Town centres and high streets (including district and local centres) should be vibrant and resilient places, which are sustainable and future proofed. Planning policies and guidance should seek to ensure footfall for retailers is maximised and attract and retain skilled workers, enabling economic activity as part of multi-functional hubs, providing a cultural and leisure offer. The focus should embed wider placemaking principles and requirements.

With regards Castle Point – ECC would seek to:

- Improve sustainable travel between Canvey town centre (including The Paddocks) and the seafront
- Make best use of public land at the Canvey town centre triangle site
- Ensure a critical mass of cultural, natural, and other visitor attractions to maximise overnight stays and spend per visit
- Support the regeneration of Hadleigh town centre, responding positively to challenges posed by the A13

Funding / Phasing / Delivery

- Establishment of funding and management strategies to deliver planned business accommodation and ensure the long-term stewardship considering the viability of relevant uses in each employment area.
- Maximise developer contributions to ensure provision of vital infrastructure to support economic development and education and skills provision.
- The phasing and delivery strategies should deliver a critical mass of business accommodation in each employment area in line with occupation of housing.

Essex Climate Action Commission

- Embed a number of the recommendations of the ECAC report relating to energy, the built environment, and transport (renewable technologies, community energy, green retrofitting (commercial and residential buildings), carbon zero / carbon positive construction, EV infrastructure) provide opportunities for upskilling, re-training and employment particularly in the green energy and construction sectors.

Factsheet 18: Transportation

Q1: Please provide a brief title for the service or ambition you are telling us about on this page.

Transportation

Q2: Please set out what your ambitions is, or what your service is seeking to achieve in Castle Point.

ECC seeks to improve safety and the resilience of the transport network through securing and maintaining all transport assets to an appropriate standard and ensure that the network is available for use. ECC seeks to deliver a step change in sustainable travel across the county, by growing passenger transport and active travel, and supporting the move towards net zero, climate resilient developments, including new garden communities, by delivering sustainable, healthy neighbourhoods for the future and contribute to mitigating climate change. The Safer Greener Healthier campaign seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scootering or taking the bus or train for longer journeys. A strong bus network helps key workers get to work; children get to school; older people to access shops and healthcare; reduces congestion; improves air quality; and helps mitigate climate change. Work has progressed on a new LTP4 for the period up to 2050 covering four strategic themes including decarbonisation; supporting people, health and wellbeing; creating sustainable places and communities; and connecting people, places and businesses.

ECC is the Highway and Transportation Authority for the administrative area of Essex and is responsible for transport strategy, policy, the management, maintenance and operation of local transport networks, and the implementation of necessary improvements.

ECC responsibilities include:

- planning for the future through the preparation of the Essex Local Transport Plan;
- working collaboratively with Essex authorities in the preparation of Local Plans;
- maintaining and managing the County's roads (excluding motorways and trunk roads which are managed by National Highways);
- supporting local bus services and community transport services;
- providing public transport infrastructure (including bus stations and waiting facilities);
- improving safety on our roads;
- investing in facilities to support and encourage the greater use of low carbon forms of travel (including walking and cycling);
- providing up-to-date travel information;
- maintaining footpaths, bridleways, byways and cycle routes.
- a partner in Transport East,
- liaison with national network providers; National Highways and Network Rail to ensure the provision of strategic connectivity.

Essex Climate Action Commission Recommendations for highways and transportation

The ECAC transport recommendations (pages 48 – 50) focus on increasing active and sustainable travel provision within the county; reducing reliance on the car; and creating new cycling, walking and bus routes from/to key destinations for residents and visitors, while supporting the shift to alternative fuels. The key recommendations include:

- Essex Highways to update its Highways and Transportation Policies in 2021.
- To minimise the need for travel, all new developments (residential, business, tourist etc.) need to be built in the right place, designed around sustainability – designing out the need to travel. Where this isn't possible sustainable and active travel should be embedded in full, from the start.
- By the end of 2021 introduce 10 Walkable Neighbourhoods across Essex and further 20 every year to 2030, where all key amenities, such as shops, are available within a 20-minute radius, reducing rat running and pollution, and returning streets back to their communities.
- By 2022: introduce School Streets for 25 schools across the county and an additional 20 every year to 2050. This can be done using current walking and cycling infrastructure, speed restrictions and traffic management systems to promoting safer, greener, and healthier streets.
- By 2030 reduce city centre and town car congestion by:
 - Introducing dedicated, well-planned cycling and walking routes across all urban and rural locations and to all railway stations.
 - Upgrading and expanding the National Cycle Network and integrate with existing local routes.
 - Working with businesses to improve onsite facilities and develop routes.
 - Promoting bus travel. Introduce three new subsidy-free Park & Choose (pedal, scoot, stride) sites.
 - Using Park and Ride as a stepping stone to more widespread public transport use.
- Explore options to create car-free town centres by:
 - incentivising the pedestrianisation of key centres and rural locations.
 - introducing road tolling and multi-occupancy lanes.
 - introducing charges for car use in city centres.
 - reducing the availability of city centre parking.
 - launching a county-wide Car-Free Day.
- Encourage both formal and informal car-sharing options and car-sharing clubs, and introduce five workplace levies, with local anchor institutions to encourage carsharing.
- Expand 3PR (a school parking initiative) and school zones projects.
- Work with local businesses to introduce new delivery hubs and greener delivery vehicles
 - Introduce 10 local delivery hubs by 2022 followed by the wide adoption of local delivery hubs.
 - Introduce e-cargo bike pilots in five locations by 2022, leading to wider introduction through 2030.
 - Explore other delivery vehicle types including autonomous options.
 - Explore complementary solutions e.g. retiming delivery.
- Essex County Council to develop a detailed EV strategy including the charge point business models to help businesses and the public sector electrify their current fleet.

- Expand the charging network beyond the UK national average, focusing particularly on rural locations.
- Electrify the Essex County Council fleet.
- Explore options for alternative fuelling of vans. • Comprehensive trial and roll out of e-bikes.
- Essex County Council will embrace new technology
 - Embed micro-mobility solutions. Expand e-scooter and e-bikes schemes to new developments / Park and Ride and explore rural options.
 - Kickstart innovative solutions such as electric demand responsive transport with a clear pathway to commerciality.
- It is vital to publicly commit to rebuilding public transport post-COVID and funding our bus and rapid transit network effectively. Ringfence income from other initiatives, e.g. parking levies, to improve sustainable, low carbon bus travel.
- Build behaviour change strategy and education campaign focussing on active travel, public transport and discouraging unnecessary car use. This underpins all other recommendations.

Q3: How do you think the Castle Point Plan could assist your organisation in delivering this ambition or service?

ECC welcome further engagement with CPBC with regards the specific areas listed below and any other relevant matters to assist the preparation of a new Plan for the borough.

- Principles for future development in the borough
- Net Zero Development
- Minerals and Waste Local Plans and the Development Plan
- Waste Disposal Authority
- Health and Wellbeing
- Digital Connectivity
- Flood and Water Management
- Green and Blue Infrastructure
- Infrastructure Delivery and Impact Mitigation
- Nationally Significant Infrastructure Projects
- Education (Early Years and Child Care, Primary and Secondary schools, Special Educational Needs and Adult Learning)
- Stewardship
- Country Parks
- Transportation
- Design and Beauty
- Housing
- Economy and Skills

Q4. Do you have any documents or data we should refer to when preparing the Castle Point Plan which will help us understand your ambition or service?

The following provides a summary of relevant ECC policy and guidance documents for this issue which should be considered in preparing the new Plan.

Given the timescales since the adoption of LTP3 the current ECC Transport Policy is comprised of the following:

- the Local Transport Plan (2011) (LTP3);
- the recommendations in the ECAC Net Zero: Making Essex Carbon Neutral report; and
- the Transport East: Transport Strategy (2022).

The ECAC recommendations seek to achieve net zero carbon transport emissions in Essex by 2050. Future transport strategy will comprise an Avoid, Shift, and Improve approach:

- Avoid: to encourage residents to avoid or reduce unnecessary private car journeys through changing travel behaviour with regards how and why we are travelling.
- Shift: to embrace a shift in the use of active and sustainable modes of transport such as walking, cycling, and taking the bus or train to encourage their use and reduce pollution and congestion.
- Improve: where road journeys are essential vehicle efficiency needs to be improved by making alternatively fuelled options, such as electric vehicles. It must be made easier for people to take alternative methods of transport and to improve their reliability and quality.

The Transport East Strategy to 2050 sets a single regional voice for transport investment and supports the acceleration of regional transport priorities. It identifies four priorities, namely.

- Goal 1 – Reduce demand through local living by making it easier for people to access services locally or by digital means
- Goal 2 – Shift modes by supporting people to switch from private car to active and passenger transport, and goods to more sustainable modes like rail
- Goal 3 – Switch fuel with all private, passenger transport, fleet and freight vehicles switching to net zero carbon fuels at the earliest opportunity
- Goal 4 – Zero carbon growth by supporting authorities and developers to plan, locate and design new development that reduces the need for people to make carbon intensive transport trips in the future

ECC formally endorsed the Transport East Strategy priorities for transport in July 2022 and its delivery goals will be reflected in LTP4.

Local Transport Plan (LTP4)

ECC has commenced the preparation of a new LTP4 for the period up to 2050 covering four strategic themes:

- Decarbonisation - reducing the need to travel; shifting to the most sustainable forms of travel; decarbonising residual travel, freight and logistics
- Supporting People, Health, Wellbeing and Independence – engaging with local people; understanding and influencing travel choice; accessing essential services, education and healthcare; encourage and enabling healthier travel and leisure activities; and promoting safe and secure travel.

- Creating Sustainable Places and Communities – supporting strong and sustainable communities including rural areas; creating new communities of the future – zero carbon growth; protecting and enhancing the natural, built and historic environment.
- Connecting People, Places and Businesses – ensuring the transport network is fit for purpose and available for use; accessing employment and other opportunities; maximising the business potential of Essex (freight movement)

ECC will engage CPBC on a regular basis with regards the preparation of LTP4 in order to embed its principles into the new Plan.

The development and formal adoption of LTP is dependent on the publication of updated LTP Guidance and Quantified Carbon Reduction Guidance by the Department for Transport. In the absence of this revised guidance the LTP is being developed to the following timetable:

- Autumn 2023 – consultation on the Strategy component of LTP (without Schemes)
- Preparation of a full draft LTP by Spring 2024
- Spring 2024 – consultation on full draft LTP with Implementation Plans
- Autumn 2024 – new LTP is adopted

LTP4 will reflect and incorporate the ongoing revised policy framework including:

- the Net Zero: Making Essex Carbon Neutral (ECAC) recommendations and the Transport East: Transport Strategy (see above) .
- a revision to the existing Functional Route Hierarchy (FRH) in LTP3 which favours the free flow movement of vehicle traffic over sustainable modes. A new Place and Movement approach reflecting the new ECC Safer, Greener, Healthier campaign is being prepared with its focus on the function of a place with priority given in the first instance to pedestrian and cycle movements and then access to high quality public transport. The FRH is to be re-classified based on 9 different street and road types recognising the variation in function across Essex. Each street and road type will perform a different function and modal priority, each with different priorities.

As well as LTP4 (and its Implementation Plans) this new approach will inform the preparation and/or revision of other ECC policy documents which will need to be considered in preparing the new Plan, including the Bus Service Improvement Plan (BSIP); Development Management Policies; Sustainable Travel Planning; EV Charge Point Strategy; Local Cycling and Walking Infrastructure Plans (LCWIPs); the Transport Technology Strategy; and Network Management Plans and Maintenance Strategies.

ECC is currently preparing a countywide Air Quality Strategy, which will inform LTP4, setting out the current baseline position in Essex, identify and prioritise areas of concern and set out actions to be taken to improve air quality. ECC will liaise with CPBC to help address the requirements of their Air Quality Action Plans and Clean Air Strategies.

In addition to LTP4 and its associated policy documents, the following ECC policy and strategy documents will need to be considered when preparing the new Local Plan.

Active and Sustainable Transport

- Sustainable Modes of Travel Strategy - outlines the steps being taken to enable accessibility to places through using alternative modes of transport including the implementation and delivery of Travel Plans (Residential and Businesses).
- Essex Cycling Strategy and Cycling Action Plans (CAPs)
- Local Cycling and Walking Infrastructure Plan (LCWIPs) – an LCWIP is being prepared for the borough to build upon the CAPs to develop network plans for walking and cycling across the borough connecting across administrative boundaries where feasible. This will enable ECC to prioritise investment decisions based upon future demand and the propensity to both walk and cycle.
- Essex Walking Strategy (2021) provides guidance on creating an environment which encourages walking and putting the needs of the pedestrian first.
- Safer Greener Healthier campaign seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scooter or taking the bus or train for longer journeys.

Passenger Transport

As the strategic authority responsible for the management of passenger transport services (bus, community transport, and demand responsive transport), ECC produces the following passenger transport strategies which should be considered as part of future development and Local Plans.

- The Getting Around in Essex – A bus and passenger transport strategy ('Bus Back Better').
- A Bus Service Review has been undertaken for the borough (see below).
- Essex Rail Strategy outlines how ECC will work with its stakeholders to develop a long-term strategic rail plan for the county, delivering passenger and freight services.
- Education Transport Policy sets out how the Council fulfils its statutory duties and exercises its discretionary powers to make arrangements to provide free home to school transport for some children of compulsory school age and discretion whether to provide transport for others.
- Public Rights of Way - the 'Definitive Map' and 'Definitive Statement' record the location of PRoW across Essex. ECC maintains and updates the Definitive Map and Definitive Statement, to provide conclusive evidence of the existence of a PRoW. The Essex Rights of Way Improvement Plan (ROWIP) sets out ECC plan for improving access to the countryside through rights of way. An advice note is available for developers and development management officers about new development which may affect public rights of way.

A Bus Review has been undertaken for the borough and can be viewed [here](#). The Review documents are 'live' documents listing schemes to be considered for progression but are not a prescriptive list of actions/projects that will be progressed and already have secured funding.

The Review includes

- a detailed review of existing bus services and supporting infrastructure (Chapters 3 – 7)
- opportunities to increase future bus use including potential service enhancements, highway network enhancements, ticketing schemes etc (Chapter 8).
- an aspirational Future Bus Network, re-categorising certain corridors and proposing new corridors in low accessibility areas(Chapter 10).

Development Management

Development management provides the framework within which to assess whether planning applications are acceptable or not. The new Plan should contain detailed policies to assess relevant planning applications based upon the following evidence documents or their successor documents.

- Essex Parking Standards (2009) - these standards are presently being reviewed by the Essex Planning Officers' Association (EPOA) – see below.
- the Essex Design Guide, produces Developer Documentation (Highways Technical Manual) for advice to developers on highways design.
- Street Materials Guide provides helpful advice and examples of good practice to guide new development on the best use of street materials.
- Development Management Policies (2011) will be updated to reflect the new Place and Movement approach; strengthen requirements for developers to provide sustainable mitigation and any implications arising from the revised Manual for Streets.
- Castle Point Local Highways Panel (CPLHP) is responsible for making recommendations and setting priorities for highways schemes in their areas at the local level regarding traffic management improvements; tackling congestion; Public Rights of Way improvements; cycling schemes; passenger transport improvements; minor improvement schemes and aesthetic improvements to the Local Community. Further information regarding the Castle Point LHP can be found here.
- Developers' Guide for Infrastructure Contributions provides detailed guidance for developers with regards Transport Assessments/Statements (Section 5.5.2); Works versus Contributions (Section 5.5.3); Traffic Regulation Orders; Commuted Sums (Section 5.5.6/5.5.7); Sustainable Travel (Travel Plans) (Section 5.6); Passenger Transport (Section 5.7); and Public Rights of Way (Section 5.8).

The following section identifies the current key transport matters for consideration with regards the preparation of the Plan (any potential Garden Community); large-scale development and the approach to specific planning applications through development management. Most sections include the current thinking with regards specific topic areas and provides examples of recommended policy wording. The recommended policy position and wording will be subject to change as work progresses on the new LTP4 and its accompanying policy and strategy documents review and as they are tested through the examination process.

Transport Modelling and Local Plan Preparation

ECC, as highway authority, and its transport consultants Essex Highways is keen to work in collaboration with CPBC to undertake traffic modelling to identify the desired or perceived changes likely to take place over the life of the Local Plan. The assessment would be an iterative process becoming more refined and detailed as the local plan progresses from Regulation 18 to the final submission (Regulation 19) and will consider:

- existing transport network performance;
- opportunities to support a pattern of development that facilitates the use of sustainable modes of transport thereby reducing the need for travel; and

- the cumulative impacts of existing and proposed development on transport networks in terms of the quality and capacity of roads, links and junctions with the identification of any necessary short, medium and long-term transport mitigation across all modes.

Site Specific Transport Assessment (TA)/Statement (TS)

The TA should identify the sustainable transport measures required to ensure that the site is accessible by a choice of modes other than the private car, including cycling, walking, public transport and horseriding. It should assess the residual impact of development traffic on the highway network, including identifying appropriate mitigation to ensure there is no detrimental impact on the safety and capacity of the highway network. Details on the thresholds for TAs and TSs are given in Appendix B of the ECC Development Management Policies (2011) and any subsequent updates.

Proposed Local Plan Policy criterion

A Transport Assessment must be prepared and approved in writing by the highway authority prior to determining any planning application. It must demonstrate how the development will encourage active and sustainable transport, achieve mode share targets and mitigate traffic impacts in terms of capacity and safety. The Transport Assessment should have regard to the principles of 'Vision and Validate' showing how the vision for sustainable transport at the site will be achieved and must include a carbon assessment of transport related impacts of the development including the construction phase of the development. The Transport Assessment must include a Construction Logistics and Traffic Management Strategy that has regard to the latest best practice guidance and a copy of the results of the Healthy Streets for Life Assessment.

Role of the Strategic Road Network and delivery of sustainable development

ECC is working with Transport East and National Highways (NH) to ensure that the Strategic Road Network (SRN) provides appropriate support for development and enables the delivery of economic growth, productivity enhancement, access to opportunity and the decarbonisation of transport. The SRN should be considered as part of the wider multimodal network involving connection to local junctions and network and areas of economic activity. When considering proposals regarding the SRN the following issues should be considered in addition to highway capacity and safety:

- minimising any impact on the local environment and delivering a positive environmental legacy;
- futureproofing infrastructure to adapt and be resilient to climate change;
- improve active travel by reducing severance, increasing accessibility and permeability for active travel modes;
- the repurposing of de-trunked SRN, in discussion with ECC, with priority given to bus travel, cycling and non-motorised forms of transport;
- identify approximate locations for electric vehicle charging facilities and appropriate facilities for other zero emission vehicles;
- reducing noise impacts on nearby communities;
- decreasing air quality impacts on nearby communities;

- minimise and wherever possible prevent water pollution and roadside litter; and
- provide green infrastructure and net biodiversity gain.

Active and Sustainable Travel

ECC is preparing a Local Walking and Cycling Implementation Plan (LCWIP) for the borough to identify cycling and walking improvements required at the local level building upon existing Cycling Action Plans and taking account of planned growth. The outputs should be used to identify walking and cycling routes for inclusion into site specific policies in the new Plan to improve connectivity between existing and new routes. These will be required to be identified in the future Infrastructure Delivery Plan. LCWIPs provide a prioritised plan of preferred routes and core zones which can be used to inform and prioritise future funding opportunities in the short, medium and long term; secure developer funding towards walking and cycling infrastructure including in responding to specific planning applications; and link to wider sustainable transport networks such as bus, rail, rapid transit.

ECC will expect large scale development to incorporate the key principles of 15/20-minute neighbourhoods. ECC is presently investigating the feasibility of new development models for 15/20-minute walkable neighbourhoods that encourage walking and cycling above the car thereby helping to meet the ECAC ambitions of achieving net zero carbon transport emissions by 2050.

ECC has drafted the following policies which could be considered for inclusion within the new Local Plan and/or amended to meet local circumstances.

Active Travel Policy

Development should be planned around a network of safe and accessible walking and cycling routes where dedicated traffic free links make walking and cycling the best choice for day-to-day trips, encourage sustainable travel, and support healthy and active lifestyles. Development proposals should ensure that:

- routes and streets are designed as part of attractive spaces in accordance with relevant strategic and neighbourhood masterplans and design codes.
- proposals must demonstrate how the development contributes to the ease and prioritisation of active travel through all parts of the site.
- specific pedestrian and cycle route connections should be supported by effective wayfinding and signage.
- modal split targets (the number of trips by walking, cycling, public transport and private vehicle) are agreed in larger developments and garden communities with ECC, as the highway authority, and the Local Planning Authority.
- an attractive design and layout of high-quality walking and cycling routes are provided that are accessible, logical, convenient, safe, and secure with most homes within 400m of a traffic-free route.
- walking and cycling infrastructure is designed to ensure that it is accessible and inclusive, ensuring that people of all abilities can safely walk and cycle.
- cycling infrastructure is designed having regard to the latest best practice (i.e. LTN1/20 or subsequent updated guidance).

- the design and layout is accessible, illustrating where safe, direct connections are being made both within the development and the wider network of pedestrian and cycle routes and to key external destinations and transport interchanges having regard to Local Walking and Cycling Infrastructure Plans.
- connections are made to the existing Public Rights of Way (PRoW) and green and blue infrastructure network, and how existing routes within the site will be retained, preserved, and enhanced, where relevant.
- the design of the street and public realm limits and manages vehicle speeds and street parking.
- walking and cycling routes hubs are designed as multifunctional green corridors incorporating street trees, linear SuDS features, wildlife verges and other features as appropriate.
- all new schools to be designed and built, in accordance with the latest School Streets Guidance in the Essex Design Guide with vehicular traffic access restricted around the vicinity of school entrances. The area around the main pupil entrance must be entirely traffic free and connected by safe direct walking and cycling routes to the neighbourhood the school serves.

Travel Plans Policy

All developments that generate significant amounts of movement will be required to produce a Travel Plan having regard to the thresholds in Essex County Council published guidance. The Travel Plan will need to identify and deliver the sustainable transport interventions, behaviour changes and travel planning mechanisms required to ensure the development reduces carbon emissions to become net zero and achieve modal split targets. Proposals must include an appointment of a Travel Plan Co-ordinator and provide Travel Packs for new residents including information on public transport discounts, bike/e-bike/e-scooter hire schemes, car clubs and car sharing schemes. Suitable digital travel information should be made available to all residents and occupiers across the development and keep up to date details of all active and sustainable travel information. Any Travel Plan should include an Action Plan setting out specific actions, timelines and targets to be monitored and reviewed annually.

Car Clubs and other shared transport hire Policy

Proposals will be expected to contribute towards the start-up and operation of a car club providing a financial contribution through planning obligations where relevant to support the scheme for a fixed period and provision of car club spaces where required. All car club bays must have dedicated electric vehicle charging facilities. bike/e-bike/e-scooter (micro-mobility) hire scheme providing a financial contribution through planning obligations where relevant to support the scheme for a fixed period and provision of docking stations where required.

Mobility Hub Policy – Large Scale Development

Mobility hubs will be located at centres, public transport interchange locations and Park and Choose sites ensuring there is a comprehensive hub and spoke network of sites across a development. All residential dwellings and employment sites should be within 800 metres of a mobility hub. Mobility hubs should be considered early in the site design process, ensuring that they are attractive, complement the aesthetics of the public realm and street environment and maximise accessibility and utility.

Public Transport and Rapid Transit System (RTS)

New development should seek to maximise the incorporation of bus service provision and its supporting infrastructure at the earliest stage of planning through:

- providing high quality and frequent services accessible by quality pedestrian and cycle routes and provide access to wider key destinations and are funded by the developer from first occupation.
- locating development in close proximity to existing and proposed public transport interchanges/connections, including RTS.
- higher density development will be encouraged at locations with good access to public transport.
- passenger transport routes, RTS routes and bus priority routes should be safeguarded in Local Plans where possible.
- RTS should be maximised where they are deemed to be suitable and viable.
- provide bus routes and stops and bus priority measures, real time digital information displays where appropriate.
- provision of on-demand bus services (eg. DigiGo)
- provision of incentives to new residents via travel packs (initial free travel/discounts/single fare zone).
- provision for refuelling and charging of buses/RTS vehicles.

Please refer to the section on developing ASELA's Sustainable Transport Interventions with regards wider south Essex aspirations for a tiered spatial approach to plan appropriate connectivity for different places, communication needs, and different journey purposes.

ECC has published its Bus Service Improvement Plan (2021 - 2026), First Annual Review (January 2023) and Six Month Report (March 2023). The BSIP outlines that ECC is to follow the Enhanced Partnership (EP) approach between the Local Transport Authority (LTA) and Bus Operators to provide a new, high quality and reliable bus network. The BSIP set out local issues relating to bus networks and how local authorities can tackle them.

The Local Bus Service Priority Policy (2015 – 2020) is being reviewed and will help ensure that more priority is given to the planning and development of bus infrastructure in LTP 4.

ECC has drafted the following draft policies which could be considered for inclusion within the new Local Plan and/or amended to meet local circumstances.

Public transport policy in local plans

Proposals must:

- ensure public transport is a convenient way of moving within the development and to access destinations further afield including the potential for bus priority routes including traffic management measures such as bus gates, bus lanes and bus only roads;
- ensure that there is a convenient and high frequency bus service operating that is aligned with the first phase of the development and appropriately funded by the developer;

- improve connectivity between sustainable travel modes and the rail network by providing improved interchange facilities;
- Encourage higher density development at locations with good access to public transport;
- safeguard public transport routes through the development as appropriate;
- the provide high-quality mobility hubs and stops as part of the development proposal, ensuring that all residential dwellings and employment sites will be within 400 metres of a bus stop identified through site masterplanning;
- provide quality pedestrian and cycle routes linking to the bus stops from the centres of the proposed development;
- provide incentives to new residents via travel packs including initial free travel; discounts thereafter; and introduction of a single fare zone within the development;
- provide refuelling and bus charging infrastructure;
- provide bus stops having regard to the Essex Bus Stop Guidance/Essex Design Guide with shelters, seating and real-time digital information displays if deemed necessary by the Highway and Transport Authority. Additionally, stops should include consideration for the provision of secure storage of active travel modes (i.e. cycle/ scooter parking); and
- must identify adequate land and space for the construction of public transport stops and hubs.

Larger developments will be required to submit a Public Transport Strategy, for agreement with the Highway and Transport Authority, detailing aspects of how public transport will be designed, delivered, funded, and operated within the development for an agreed period of time. The strategy should include information on vehicle specifications, route timetables, service frequencies as well as all associated infrastructure such as bus stops, bus priority and RTS interventions.

Rapid Transit Policy

The Rapid Transit corridor will be constructed on a safeguarded alignment with the majority of the route dedicated to RTS buses/vehicles, cyclist and pedestrians, with no general vehicular access. All proposals will need to integrate with the RTS and demonstrate how the RTS can provide a direct link to nearby development.

Proposals should ensure the RTS will be, and will remain highly visible, serving residents of the development and beyond, and will be served by high quality stops/halts situated to maximise accessibility (including parking provisions for safe/secure/covered storage of cycles/scooters). The halts should be an important component of centres and land/space needs to be identified and safeguarded for these stops and associated interchange and mobility hubs within development proposals.

In addressing the wider infrastructure requirements, proposals will need to demonstrate and ensure that the construction of the RTS and associated infrastructure can be delivered up front and aligns with the build out of the development. It should be ready for operation during the first phase of the development to influence sustainable travel behaviour and embed the use of the system and align with the Essex RTS operational model including the phased delivery plan for services.

Flexibility should be provided within design to assist and/or provide a means of powering the RTS vehicles onsite. The Highway Authority and Transportation Authority will work with operators to confirm future fleet requirements as part of the operation model.

Vehicle Parking

Review of the Essex Parking Standards (Part 1)

The Essex Parking Standards (2009) are presently being reviewed by the Essex Planning Officers Association (EPOA) to:

- reflect changes in the new Use Class Orders and national planning policy;
- set different standards in different areas based on levels of accessibility, namely Town Centres (highly accessible); Rural (poorly accessible); and other areas (Moderately accessible).

Initial recommendations include increasing the parking standard to 1 space per bedroom and including long stay (staff) and short stay (visitor) for commercial development. Details are to be included regarding Electric Vehicles for both residential and non-residential uses. More detailed design guidance is provided for both residential and commercial cycle parking taking account of LTN 1/20 guidance.

A Draft Essex Parking Standards document is expected to be subject to public consultation in Summer 2023.

Essex Garden Communities and Large-Scale Developments Parking Guidance (Part 2)

This will provide guidance on parking standards for Garden Communities, large scale developments and walkable neighbourhoods with an accompanying 'toolkit' moving from the numeric standards approach to a sustainable mobility and design led approach. It is expected to be subject to a consultation with stakeholders in Summer 2023, alongside the review of the EPOA Parking Standards review (Part 1), given their inter-relationship. This guidance is to incorporate:

- updates to the EPOA Essex Parking Standards (2009) Part 1;
- an accessibility-led approach to identify areas, that given their accessibility, may be able to support reduced levels of parking;
- an outcome-led approach focusing on development achieving higher levels of sustainable mode share, healthy lifestyles, environment benefits;
- a design-led approach to determine the right type of parking in a range of contexts such as walkable neighbourhoods, including consideration of on / off street provision, parking courts and public realm, and responding to development scale, density and layout. This may lead to an update to existing guidance in the Essex Design Guide

Cycle Parking and routes

Cycle parking must be incorporated into the design of new homes, short stay (such as shops and cafes) and long-stay destinations (such as work and education and transport interchanges and mobility hubs). All proposals must demonstrate conformity with cycle parking design guidance, including the review of the EPOA Parking Standards.

ECC has drafted the following draft policies which could be considered for inclusion within the new Local Plan and/or amended to meet local circumstances.

Cycle Parking Policy

Cycle parking must be provided at new homes, short stay destinations (such as shops and cafes), and long-stay destinations (such as work and education and transport interchanges and mobility hubs). Dedicated covered and secure cycle storage should be located in prominent and accessible locations as part of the design of new homes. Cycle parking at destinations should be easily accessible, prominent, safe, conveniently located, covered and secure.

All proposals must demonstrate:

- The location, amount and type of cycle parking including security measures, form of shelter and access.
- How provision for cycle parking has taken account of all types of cycles and cycle users.
- How cycle parking has been designed to ensure it is clearly marked, overlooked, well-lit and integrated into the built environment.
- How plot and off-plot cycle parking is designed and delivered having regard to LTN1/20, any Garden Community cycle parking design guidance or the latest best practice guidance document.
- How places of employment are provided with suitable and separate shower facilities, clothes drying facilities and lockers for employees that intend to cycle to work.

Vehicle Parking in Garden Communities

Proposals must ensure that vehicle parking complies with the Garden Community parking guidance or design code and all new development will be required to have regard to emerging or existing standards and the design requirements set out within these standards. Proposals must be accompanied by a parking strategy that demonstrates how the development contributes to the following principles of parking for the Garden Community:

- How parking contributes to, and is integrated with, placemaking and is accommodated in a variety of ways that facilitate and prioritise walkable neighbourhoods, high quality public realm and active travel, and aligns with mode split targets.
- How the scale, location, amount, and type of parking is considered as a whole across the Garden Community with the intention of delivering the overall mode share targets, and how parking provision is related to public transport accessibility.
- How car free and car limited development will correspond to the density of development.
- How a zonal approach to parking provision has been considered across the development dependent upon accessibility of the location to public transport services, local amenities and services, as well as the density of housing and connectivity, to commercial and employment land uses.
- How the design, location and amount of parking ensures that there is no resulting overspill and inappropriate on-street parking which negatively impacts on:
 1. quality of public realm/sense of place
 2. pedestrian and cyclist movement

3. road safety
 4. emergency access
 5. disabled access
 6. delays and journey time impacts for buses and RTS
 7. deliveries, servicing, and waste management access requirements
 8. congestion and delays to general traffic
 9. crime and personal security, and
 10. overall public transport accessibility.
- How the development achieves a balance between allocated and unallocated parking spaces with a set percentage of this being in remote (off plot) locations dependent upon the density of the neighbourhood.
 - How the design of parking spaces, car parks and parking courts is designed so that they can be repurposed as community spaces, should car use fall in the future.
 - How the provision of parking for people with disabilities and with mobility impairments ensures there is equitable access to all residential dwellings and other land uses across the Garden Community.
 - How safe and secure parking for powered two-wheeler vehicles is provided across the Garden Community where appropriate and reasonable.

Park and Choose

All proposals must plan for and integrate with the Park and Choose facility, which will need to be provided on the site and will service and support the RTS, by providing:

- High quality storage and provisions for the 'choose' modes of travel (both hire and privately owned).
- Car parking provision (i.e. traditional Park and Ride facility) where the number of spaces will be agreed with the Highway Authority.
- Appropriate facilities for patrons, site staff and public transport vehicle drivers.
- Appropriate power supply to provide electric power charging for cars, RTS vehicles, delivery vehicles and other modes (e-bikes, e-scooters, etc.).
- Space for RTS vehicle parking for reserve vehicles, cleaning and inspections.
- Space to act as a transportation interchange hub for other bus services to support and reduce traffic movements within the wider community (i.e. school 'park and stride' drop off provisions).
- Space to provide a delivery hub drop off area to facilitate an e-cargo bike last mile delivery service.

Essex Electric Vehicle Charge Point Strategy

ECC is preparing an Essex Electric Vehicle Charge Point Strategy to help improve access to EV charging infrastructure to help achieve the net carbon zero objectives set out by the ECAC. The draft strategy has been subject to public consultation between June - July 2023. The EV Strategy is purposefully aimed at the short term, namely up to 2025, with the longer-term aspirations incorporated within the LTP4. The strategy will need to be refreshed in 2025 once the overarching transport strategy has been set out in LTP4. Moving forward guidance will also be incorporated into the Essex Design Guide.

The Strategy has six objectives to start delivering the vision and contribute to decarbonising travel in Essex, namely:

- To deliver an equitable electric vehicle charging network that promotes social justice through inclusive design, fair pricing and is accessible to all residents.
- To deliver a healthy environment for all by helping decarbonise the transport system, reducing emissions from transport and improving air quality.
- To guide and promote a resilient and safe charging network with infrastructure that is reliable, accessible, safe, compatible, easy to use and represents good value for money at installation and during its life.
- To integrate EVs with sustainable transport and future mobility solutions to support a reduction in overall car use.
- Better connecting residents, organisations and visitors throughout Essex, where car travel is necessary, to support the uptake of electric vehicles.
- To create better places using inclusively designed infrastructure that is sensitively placed in the right locations, complements our public spaces and minimises the impact on communities.

The strategy focuses on how EV charging infrastructure can be delivered in the county and what ECC can enable others to deliver up to 2025. These measures will help pave the way for longer term ambitions for charging in the county. ECC will look to deliver and help enable the following through engagement with local planning authorities, residents and organisations:

- On-street charge points for residential users where car travel is necessary.
- Charge points at key destinations that do not encourage increased car use.
- Integration of EV charging with sustainable transport, shared and future mobility options.
- Electrification of our own council fleet to lead by example.
- A joined-up approach to wider network and cross boundary integration with neighbouring authorities, Transport East and National Highways.
- Policy, guidance and standards to make sure others are delivering the right infrastructure safely, accessibly, fairly and reliably across the county.

Electric charging points should be provided for all proposed car parking spaces within residential/non-residential development consistent with the following ECC preferred standards

- All new residential dwellings, including those arising from a change of use with associated parking, must have an EV chargepoint.
- Residential development undergoing major renovation which will have more than 10 parking places should provide Electric Vehicle (EV) charging point infrastructure at the rate of 1 charging point per unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per 10 spaces (where off-road parking is unallocated) Where additional off-road parking is allocated, these spaces shall have the necessary cabling for future chargepoint installations, if required.
- Non-residential development with more than 10 parking spaces should provide charging points equivalent to a minimum of one chargepoint and cable routes for 20% of the total parking provision.
- Public charging points should be located in highly visible, accessible locations close to building entrances.

ECC has drafted the following draft policy which could be considered for inclusion within the new Local Plan and/or amended to meet local circumstances.

Electric vehicle charging infrastructure and standards policy for local plans

Provision for electric charging points should be provided for all proposed car parking spaces, associated within residential development proposals as set out in the latest government guidance and standards. Provision for parking at non-residential and commercial land uses will be in accordance with latest government guidance and standards. The Councils may consider alternative solutions where a proportion of parking is located off-plot. Where passive charging (the network of cables and power supply necessary so that at a future date a socket can be added easily) provision is proposed, this will still require the installation of all necessary infrastructure such as cabling, power grid capacity and supply to allow for the simple and efficient retrofit of a parking spaces anywhere in the development with additional electric vehicle charging points.

Any taxi ranks must have access to rapid electric vehicle charging points or similar technology installed adjacent to the rank.

Freight and Servicing

Development proposals for freight and servicing will be expected to consider the four main actions regarding 'last mile deliveries' as set out in the UK Transport Decarbonisation Plan (page 140). Where relevant a planning application will be expected to be accompanied by a Freight Management Strategy setting out how freight and servicing will be managed and mitigated within the development.

ECC has drafted the following draft policies which could be considered for inclusion within the new Local Plan and/or amended to meet local circumstances.

Freight, Home Deliveries and Servicing

Proposals must submit a Freight Management Strategy setting out how freight, homes deliveries and servicing will be managed and mitigated within the development for approval. The Strategy should have regard to the adoption and implementation of the following methods to manage urban logistics:

- Neighbourhood delivery and servicing hubs.
- Micro-consolidation centres.
- E-cargo bike delivery schemes for last mile' deliveries for business and residential areas.
- Promotion of cargo-bikes to residents.
- Freight and Servicing Plans for high trip generating sites.

Key transportation issues to be considered in preparing the new Local Plan

The following highways and transportation matters have been identified through joint work undertaken with CPBC in the preparation of the 'withdrawn' Local Plan and its supporting Infrastructure Delivery Plan (IDP). Other matters have been identified through ongoing workstreams in the locality including strategic planning, funding bids and the pre-app and the determination of planning applications process.

Developing ASELA's Sustainable Transport Interventions for wider South Essex

A key strategic priority of ASELA, as set out in the Growth and Recovery prospectus (ASELA) (2020), is to rebalance modal priorities in favour of active and sustainable modes and deliver a decarbonised, integrated public transport system - so that walking, cycling and green public transport become the most appealing and practical choice supporting localised placemaking, reducing carbon emissions and improving health.

The ASELA partners have commissioned a series of transport studies which highlight that:

- business as usual based around the private car, will not support the ASELA aspirations for growth and transformation and does not provide the transport connectivity needed by current South Essex residents;
- there is a compelling need to focus on improving accessibility to facilitate levelling up, with a particular emphasis on north-south movements where current provision is relatively poor;
- a step change in the provision and use of sustainable and active travel consistent with national policy is necessary;
- appropriate connectivity is planned and delivered for different places, different communication needs, and different journey purposes; and.
- decarbonisation should be the initial focus enabling zero carbon growth and reducing demand for travel, before shifting modes, and finally switching fuels.

The following guiding principles are to be progressed across South Essex:

- enhancing and connecting local places to reflect the distinctiveness of communities.
- supporting healthier lifestyles by connecting places.
- reducing the need for travel by the private car, providing attractive and safer routes for active travel while aggressively reducing emissions for South Essex to become Carbon Neutral ahead of national targets.
- improving connections between existing and future residential and employment areas, supporting logistics and advanced manufacturing sector by creating new opportunities to integrate these land uses and reducing the need to travel.
- supporting access to local services, particularly health and education, by active modes and public transport.
- to seek government investment to tackle the infrastructure deficit and for the powers to make decisions locally that will improve the lives of residents, now and in the future.

A tiered spatial approach is being developed to plan appropriate connectivity for different places, communication needs, and different journey purposes, namely:

- Strategic Connectivity between South Essex, the rest of the United Kingdom and the World to support business and economic activity.

- South Essex Economic hinterland; connections between the main towns in South Essex to function as a coherent whole.
- Connectivity to and within each town, connecting local neighbourhoods to key services and to each other.
- Local neighbourhood connectivity for local journeys.

The following shared priorities for transport have been developed across the ASELA area, namely.

- Avoiding unnecessary travel – through designing out unnecessary trips; locating development in most appropriate locations to minimise carbon emissions; and enhancing digital connectivity to minimise trips through home working, local office hubs, video conference facilities, and online shopping.
- Mode shift – through prioritising active and sustainable modes; developing a South Essex Active Travel Network which prioritises walking and cycling for key local routes and using integrated, fast and reliable passenger transport (including smart ticketing) for longer journeys linking the main key centres and destinations, and transport hubs along key movement corridors, integrated with existing rail services.
- Decarbonisation of transport – through decarbonising travel for vehicle-based trips; providing EV charging infrastructure for all users; and investigation into hydrogen and alternative fuels.

South Essex is a major location for economic activity and growth including London Gateway, Tilbury and Purfleet, Thames Freeport and London Southend Airport. It will be important to improve connectivity across South Essex through:

- Living Stations, public transport interchanges and railway stations becoming hubs for connecting multiple modes and services.
- Improving North-South links taking into account cars, freight and rapid transit systems.
- Better use of the River Thames for people movement, freight movement (including short-sea shipping), regeneration and growth in South Essex through developing riverside hubs / strategic locations connecting to priority town locations, inland transport infrastructure, particularly bus services and active travel modes.
- a new all modes NE route linking Chelmsford to Southend.
- better connected towns making short trips accessing local services/businesses by sustainable and active travel links the preferred option
- provision of 15 minute liveable/walkable/low traffic neighbourhoods.

A127 Corridor

The A127 corridor is of strategic importance for south Essex and an essential access point for Castle Point residents and businesses to the wider highway network. An A127 Task Force has been established to co-ordinate transport requirements within the A127 corridor, formed by ECC and partners (including ECC, ASELA, London Borough of Havering and Highways England/National Highways).

ECC is seeking investment in the A127 because it connects major centres of population and London Southend Airport; the volume of trips exceeds many other A-roads; the need to improve safety, reliability and predictability along the route; the current performance of the route limits ability to prosper from growth across the wider region; to provide resilience improving traffic management responses to incidents, capacity and sustainable travel improvements enabling improvements to assist accommodating future housing and employment growth ambitions, including regarding London Southend Airport.

ECC is currently preparing a business case for the Major Road Network (MRN) investment programme with regards improvements to the Fortune of War, Basildon and Halfway House, Brentwood junctions. The MRN programme seeks to reduce congestion; support economic growth and housing delivery; support all road users; and improve safety and resilience. The mechanism for this is via the A127 Task Force, of which CPBC is an active participant.

A127/A130 Fairglen Interchange junction (short term scheme)

The interchange is of strategic importance to the existing and future transport movements in South Essex (including the A13, A127 and A130; with linkages to A12, M25 and Lower Thames Crossing). There is a committed and funded short term scheme for the Fairglen Interchange. The latest position regarding the delivery of this scheme can be viewed [here](#). A date for the start of construction will be confirmed in due course, however current estimations indicate a start date of winter 2024.

A127/A130 Fairgen Interchange junction (long term scheme)

ECC is aware that a longer-term scheme may be required at this interchange beyond 15 years in order for the A127 and the Fairglen Interchange to remain effective. An initial concept option was drafted in 2017 to show the scale of intervention required at that time, however no detailed design work has yet been undertaken. The latest position can be viewed [here](#), but is planned to be updated in due course. Any future scheme will be required to consider the cumulative growth being planned for in south Essex and not simply the Castle Point borough, which will require a broad consensus amongst strategic partners as to the appropriate solution.

In responding to the Rochford New Local Plan: Spatial Options Consultation (July 2021), ECC sought the safeguarding of land in the vicinity of the Fairglen Interchange, to facilitate the long term improvement scheme and that there should be no new development in this area, in the short – medium term period. However, it is recognised there are growth pressures and if RDC did progress growth/development in this area, there will need to be a series of steps to work through with ECC and ASELA partners on this matter.

Improved access and egress to Canvey Island

Canvey Island is currently accessed via the following two routes.

- the B1014 Canvey Road, which passes by Benfleet Railway station (the nearest station to Canvey Island) and through the historic core of South Benfleet. There are presently no options to improve highway capacity on this route, which whilst being a Priority 1 route, also performs as a local and residential route in places.
- principal access is via the A130 Canvey Way comprising a single carriageway in each direction and converges with the B1014 from South Benfleet at the Waterside Farm junction. This junction experiences congestion and delay at peak hours. The northern extent of Canvey Way is the Sadlers Farm junction of the A13 with the A130.

There is potential to improve general access and egress to Canvey Island (CI) and the Access to Canvey Study is the beginning of a series of investigations to seek to improve traffic flows wherever possible. Improved access to Canvey Island would assist in reducing peak hour congestion at key access points and improve the resilience of the highway network for the Island's residents, particularly in the case of an emergency. There are major employment opportunities emerging in Thurrock, not least of which is Thames Freeport, which presently involves lengthy journeys via the A130, A13 and A1014 Manor Way for local residents.

As highway and transportation authority, ECC would welcome continued engagement and/or involvement regarding access and egress from Canvey Island.

Somnes Avenue and Canvey Road/Long Road

Traffic is distributed from waterside farm, east-west via two main routes of Somnes Avenue and Canvey Road/Long Road. Both routes experience peak time congestion, with delays on Canvey Road/Long Road exacerbated due to the number of access and egress points along its route including residential side roads, schools and other developments. Congestion can impact on the efficiency of public transport services as well as private vehicles. There is also the potential to improve the attractiveness for cycling in the vicinity, and such locations will continue to be considered in the future for cycle corridor upgrades. The improvements along Somnes Avenue may require additional land, and therefore there is a need for safeguarding along this route between the Waterside Farm junction and the Elsinor junction.

Safety improvements to the slip road onto the A13 in the north/west direction from Canvey Way

The slip road is thought to be too short and so there is a perceived increased risk of conflict between other vehicles. ECC is aware of the request to extend the slip road to improve egress from Canvey Island. However, the land required to deliver the scheme lies outside of the plan area entirely within neighbouring Basildon Borough, and there is little that the Castle Point Local Plan can do to directly deliver the scheme. Nonetheless, CPBC is supportive of the scheme as it would assist in improving access and egress for Canvey Island and its residents and will work with ECC and Basildon Council to explore an effective solution.

Route Improvements to the A129

Significant congestion is experienced on the A129 between the A13 / A129 junction and the A129 / A127 Rayleigh Weir junction and significant congestion at the Woodmans Arms junction currently occurs. There is a need for further work with ECC to identify appropriate solutions on the A129 route to improve traffic management in the area to accommodate demands from the new development.

Tarpots – (A13 with the B1006 High Road and Rushbottom Lane)

The current junction configuration is considered to provide the maximum capacity for vehicles. Previous works have included the installation of intelligent traffic signs to provide maximum throughput especially for traffic on the A13. ECC considers it is unlikely that additional journey time benefits can be secured, or additional measures installed without acquisition of third-party land. Future schemes would need to consider alternative approaches to encourage traffic away from the junction or through increased uptake of sustainable transport alternatives, otherwise there would be a significant capital outlay to achieve additional road capacity options.

Sadlers Farm

This junction experiences congestion and delay at peak hours because of pinch points on various arms of the junction, including on Canvey Way where traffic converges from four lanes down to a single lane over a relatively short distance.

Significant remedial works are being undertaken between 2017 and early 2024. Works have included upgrading the drainage systems on the A13 Link Road, replacement of bearings on two bridges and carriageway strengthening on the A13 near Pitsea.

Local Cycling and Walking Infrastructure Plan (LCWIP)

The Castle Point Borough Cycling Action Plan identified 26 existing cycle route improvements required throughout the Borough. The schemes have been prioritised against their deliverability; directness; extension to existing network; and to key attractors and the highest priority schemes are identified as 'H' in Table 7.1.

Any new development coming forward in the Local Plan and/or planning applications should refer to these route improvements in terms of their delivery and/or providing connections from the proposed development to enable actual and/or potential linkage in the future. These will clearly be dependent on whether they are necessary to make the development acceptable in planning terms; directly related to the development; and are fairly and reasonably related in scale and kind to the development (Regulation 122 – CIL).

An LCWIP has been commissioned covering the borough. Stage 2 of the LCWIP has been completed and potential corridors are presently being identified.

Highway Junction Improvements

With the absence of an up-to-date Local Plan ECC is required to respond to planning applications on their own merit in accordance with NPPF, paragraphs 110 and 111. This requires ECC to consider opportunities for sustainable transport; safe and suitable access; and any impacts on the transport network (in terms of capacity and congestion), or on highway safety, that can be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In addition to S106 and CIL, ECC, as the Highway and Transportation Authority (HA), will also require a developer to enter into a S278 Agreement with ECC to make permanent alterations or improvements to a public highway and to secure highways and transportation related infrastructure improvements.

Highway modelling undertaken to inform the `withdrawn` Local Plan identified a number of key junctions that would perform at or over their capacity based on the provision of around 5,500 homes in the borough. Any future spatial strategy will be required to review this modelling to ascertain the performance of the highway network, its junctions and links at present and with regards any future local and cumulative impact from new development.

The following junctions were modelled in the `withdrawn` Plan as being `amber` in the baseline scenario, namely they were operating in excess of their recommended threshold without and with local plan growth, namely:

- Victoria House corner junction - a large four-arm roundabout between Kiln Road / London Road (east and west), Rayleigh Road (north) and Benfleet Road (south). All approaches consist of two lanes, with two lane exits provided on Kiln Road and London Road. The gyratory is also quite large, with three lanes marked in places.
- Somnes Avenue / Link Road junction - a four-arm roundabout between Somnes Avenue (east and west) and Link Road (north and south).
- B1014 High Street / B1014 Essex Way / B1006 High Road junction - a three-arm mini roundabout between B1014 High Street, B1014 Essex Way and B1006 High Road. Single lanes are currently provided on all three approaches to the junction and a signalised pedestrian crossing is provided on High Street, near to the junction. On Essex Way and High Road zebra crossings are also provided near to the junction.
- Kenneth Road/London Road - a three-arm priority junction, between London Road (east and west) and Kenneth Road (north). Single lanes are provided on all approaches and a right turn ghost island is provided for traffic bound between London Road (east) and Kenneth Road. A signalised pedestrian crossing is provided to the east of the junction and bus lay-bys are provided east of the junction (for eastbound buses) and to the west of the junction (for westbound buses).
- Woodmans Arms junction - a double mini-roundabout junction where the A129 Rayleigh Road, Daws Heath Road and Hart Road intersect.

Any future spatial strategy will require the identification of key junctions and links that will require to be modelled regarding the potential direct and cumulative impact of that growth. These will need to be agreed by ECC, as the highway and transportation authority, prior to the commencement of any modelling.