Castle Point Infrastructure Delivery Plan

Infrastructure Assessment

May 2025

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1 Introduction

1.1 Purpose of the update to the Infrastructure Delivery Plan

1.1.1 Castle Point Borough Council (CPBC) is currently producing the new Castle Point Borough Local Plan (Castle Point Plan), which will replace the Adopted Local Plan produced in 1998. The emerging Castle Point Plan (CP Plan) will set out the strategic planning policy framework for the Borough up to 2043, and will present a range of policies which will guide new development and identify appropriate locations for future housing and employment growth.

1.1.2 The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) require local plans to include strategic policies which set out the strategy for growth in the area to meet local needs and objectives, and make sufficient provision for the delivery of new infrastructure which supports the proposed levels of growth. The NPPF states that local plans should set out the infrastructure required to support growth, and the contributions required from developers and other organisations to support the delivery of new infrastructure.

1.1.3 This Infrastructure Delivery Plan (IDP) forms part of the CP Plan evidence base and is a review of the previous IDP produced in September 2020.

1.1.4 This IDP will assess the existing provision of infrastructure throughout the Borough, to consider what additional infrastructure will be required in the future to support growth being allocated in the emerging Castle Point Plan. The IDP also considers how required infrastructure should be delivered, and if there are any gaps in information or funding which need to be addressed. The IDP is therefore vital in ensuring that the emerging Castle Point Plan meets the requirements of the NPPF to outline when and how new infrastructure will be delivered.

1.1.5 An IDP is a 'live' Local Plan evidence base document which will be regularly refined and updated as required to present the best and most up to date information on infrastructure requirements throughout the area.

1.2 What infrastructure is considered in the IDP

1.2.1 This IDP does not consider all infrastructure types, but instead focuses on key items of infrastructure which will be required to support the delivery of growth proposed for allocation in the emerging Castle Point Plan. For the purposes of this IDP, 'infrastructure' is defined as physical, social and green items required to enable sustainable development. While not exhaustive, Table 1.2.1 provides an indication of the infrastructure types which should be considered to support the delivery of growth in the emerging Castle Point Plan.

Table 1.2.1: Items considered as infrastructure

Social	• Education – early years and childcare, primary and secondary schools, further education, adult education • Healthcare – GP surgeries, hospitals, medical centres, emergency ambulance facilities. • Adult social care • Emergency services – policy, fire, ambulance • Community services – community centres providing facilities for children, elderly people, and people with special needs, cemeteries and crematoria, children's facilities, courts, hostels, places of worship, libraries, post offices • Culture and leisure facilities • Indoor and outdoor sports facilities
Green	• Open Space – parks and country parks, children's play areas, sports pitches and grounds, allotments, green public realm • Biodiversity – local wildlife sites, local nature reserves, private nature reserves, Sites of Special Scientific Interest
Physical	• Transport – highway, rail and bus networks, footpaths, cycle routes, bridleways and waterways, car parking • Energy – gas and electricity generation and distribution, renewable energy projects • Water – water supply, wastewater treatment, drainage, flood defences • Telecommunications, broadband and wireless connections • Security and defence • Waste management - collection, disposal and recycling

1.2.2 IDPs can consider a range of infrastructure suitable to the needs and aspirations of the area being considered, and the particular circumstances of the proposed development sites and stage of preparation of the CP plan. To appropriately support the progression of the CP Plan at this time, this IDP will cover the following topics:

1. **Education** (early years and childcare, primary, secondary, further education and skills)
2. **Healthcare** (GP surgeries, hospitals, medical centres)
3. **Adult social care** (adult day care, residential care, independent living, supported living, extra care)
4. **Green and blue infrastructure** (public parks and gardens, amenity green space, natural and semi natural green space, bodies of water, provision for children and young people)
5. **Sports, indoor and built facilities** (Football grass pitches, 3G artificial grass pitches, cricket, rugby, hockey, golf, bowls, tennis, netball, athletics, cycling, MUGAs, indoor and built facilities, sports, community and village halls, swimming pools, health and fitness suites, indoor tennis, squash, gymnastics, sailing)

6. **Transport** (Highways network: strategic road network, local roads; sustainable transport: buses, rail, pedestrian and cycling)
7. **Flood management** (Tidal flooding, river flooding, surface water flooding)
8. **Utilities** (electricity, gas, communications, potable water and wastewater)
9. **Waste Management** (waste collection, waste disposal)
10. **Libraries**
11. **Emergency Services**

1.3 Methodology

Baseline Assessment

1.3.1 In 2024, DAC Planning undertook an IDP Baseline Assessment on behalf of the Council, which included desktop research and engagement with infrastructure providers to understand the status of existing infrastructure in the area. The Baseline information considered existing infrastructure capacity and needs throughout the area, providing information which would form the basis upon which the Council could determine future infrastructure needs associated with growth being proposed through the Castle Point Plan.

The Infrastructure Assessment

1.3.2 The next stage of the IDP is known as the 'infrastructure assessment'. This IDP builds on the baseline information previously obtained to consider the potential infrastructure related implications of growth being considered within the emerging Castle Point Plan. Through the Infrastructure Assessment, this IDP assesses the needs for new or improved infrastructure which may be required to support growth being proposed in the Castle Point Plan, and will consider how such infrastructure could be delivered.

1.3.3 To provide sufficient information to meet the needs of the Castle Point Plan at this time, this IDP will provide the following information for each type of infrastructure:

- Baseline information, providing background information on infrastructure items and current infrastructure provision in the area.
- Consideration of existing infrastructure needs, not including the impacts of growth allocated in the Local Plan.
- Identification of infrastructure needs throughout the area to support growth proposed for allocation in the Castle Point Plan.
- Cost estimates for delivering identified infrastructure needs and the consideration of potential funding sources.
- Where infrastructure projects have been identified, consideration of delivery leads, delivery timescales, and the prioritisation of projects.

Considering the impacts of the Local Plan Growth Scenarios

1.3.4 The Council is considering a range of Growth Scenarios for inclusion within the emerging Castle Point Plan. The Growth Scenarios are presented and explained at the

end of this chapter. Proposed growth will have an impact on existing infrastructure within the area, and may require new or improved infrastructure. A review of existing information contained within the Local Plan evidence base and further consultation with relevant infrastructure providers was undertaken to establish how the proposed Growth Scenarios may impact existing infrastructure provision, and what improvements may be required to appropriately service the proposed growth.

Funding and delivery of new and improved infrastructure

1.3.5 Following the identification of infrastructure improvements which may be required to support the proposed Growth Scenarios being considered for inclusion within the emerging Castle Point Plan, ongoing engagement with relevant stakeholders, desk-based analysis, and experiences from other areas, has informed the consideration of how new and improved infrastructure could be funded and delivered.

1.4 Content and structure of the IDP

Information contained within the Infrastructure Delivery Plan

1.4.1 Information contained within the IDP is produced in collaboration with relevant infrastructure providers at all stages, such as the NHS, the Environment Agency, Anglian Water, Essex and Suffolk Water, Sport England, and National Grid, and neighbouring authorities, and is therefore subject to change and regular updates as the various organisations undertake further assessment work and produce new information.

1.4.2 The infrastructure requirements, costs, and timescales contained within this IDP represent the best information available to the Council at this time. Consultee feedback is expected from additional infrastructure providers, and will be included in later versions of the IDP. This information may therefore be amended and refined as further details on the emerging Castle Point Plan site allocations become available. The IDP is a 'living document' with the information provided therein regarding necessary infrastructure and their costs being a 'snapshot' in time, subject to indexation and appropriate review. The information within the IDP will be subject to further review as part of the detailed planning application process, where further details will become known about the land use mix, housing mix, site and wider infrastructure requirements and their detailed costings (including indexation).

1.4.3 All identified infrastructure costs within this IDP are taken from a range of relevant sources. For the consideration of the date of costs for indexation purposes, the reader should refer to the information contained within each IDP section, and the original source material used which will be listed within the evidence base to each IDP chapter.

Structure

1.4.4 This IDP is structured in the following chapters:

- Chapter 2 sets out the national and local planning policy background for infrastructure planning and delivery in the area, and the Growth Scenarios being considered for inclusion within the emerging Castle Point Plan.
- Chapters 3 to 13 set out the information on current infrastructure provision in the area, identify existing infrastructure needs, and consider future infrastructure needs to support growth options being considered for allocation in the Castle Point Plan. Lead agencies for the delivery of infrastructure and relevant sources are also listed in these infrastructure chapters.
- Chapter 14 introduces the IDP Infrastructure Schedule which is presented within the Appendix.

Infrastructure schedule

1.4.5 The infrastructure schedule lists all infrastructure items identified as being required to support the needs of existing residents, and infrastructure items required to support the needs of future residents within the growth scenarios being considered for inclusion within the draft CP Plan. The infrastructure schedule is presented within the Appendix.

1.5 Next steps

1.5.1 This IDP will be used to support the production and publication of the Regulation 19 version of the new Castle Point Plan. It is expected that this IDP will be published as part of the Castle Point Plan evidence base alongside the Regulation 19 Castle Point Plan. As a 'live' document, the IDP will be updated where necessary to take account of any feedback on infrastructure needs from Regulation 19 representations and from any further engagement with infrastructure providers and developers.

1.5.2 The Council will continue to work with infrastructure providers, relevant stakeholders, and developers associated with sites proposed for allocation in the draft CP Plan to update, expand, and improve the information contained within the IDP. The IDP will be regularly refined and updated as required to present the best and most up to date information on infrastructure requirements throughout the Borough.

2 Policy Context for Infrastructure Delivery

2.1.1 This section outlines key policy documents relating to infrastructure delivery at a national, regional and local level.

2.2 National Context

2.2.1 The NPPF (2024) states that local planning authorities must prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places a particular emphasis on the need for local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

2.2.2 IDPs are an important part of the evidence base that supports Local Plans, with the purpose of demonstrating that the infrastructure requirements necessary to support the proposed levels of growth can be delivered. IDPs outline the costs of infrastructure delivery, highlighting potential sources of funding and challenges associated with securing these funds. IDPs are therefore an important tool for local planning authorities when negotiating developer contributions through section 106 agreements, developing evidence of need for charging under the Community Infrastructure Levy (CIL) and when applying for other sources of grant funding. The NPPF outlines that local plans should set the contributions expected from development to deliver infrastructure, however such policies should not undermine the delivery of the plan. Local plans should also seek to provide infrastructure which widens transport choices, delivers advanced, high quality and reliable communications infrastructure, and supports infrastructure associated with renewable and low carbon energy.

2.2.3 The NPPF places the emphasis on demonstrating development viability at the plan-making stage which seeks to avoid the extent to which viability is challenged by developers on individual planning applications. This means that an early understanding of infrastructure requirements (and their impact on viability) has become an increasingly important part of the plan-making process.

Planning Practice Guidance

2.2.4 The Planning Practice Guidance (PPG) on Plan-Making explains the role and function of a local plan in delivering infrastructure, stating that the plan should identify what infrastructure is required and how it can be funded and delivered.

2.2.5 PPG advises that discussion with infrastructure and service providers should be undertaken collaboratively at an early stage in the plan making process in order to identify infrastructure deficits and requirements, and opportunities for addressing them. It is expected that local planning authorities should undertake assessments of the quality and capacity of infrastructure, and its ability to meet forecast demands. Local plan policies should then set out how identified deficiencies will be addressed

and take account of strategic infrastructure, including (where relevant) nationally significant infrastructure, within these areas.

2.2.6 The PPG also states that local authorities should ensure that the combined total impact of requests for developer contributions towards infrastructure, and development plan policies more generally, should not threaten the deliverability of the plan.

2.2.7 The information contained within this IDP will support the CP Plan in meeting these requirements of national planning policy.

CIL Regulations and S106

2.2.8 The Community Infrastructure Levy (CIL) Regulations 2010 limits the extent of contributions which can be sought from developers. Regulation 122 states that a contribution (also referred to as planning obligations or Section 106 contributions) can only be required from developers when the contribution is:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.

2.2.9 Consideration of funding for identified infrastructure needs must take into account the limitations set out in CIL Regulation 122.

2.3 Sub-regional context

2.3.1 The councils of Basildon, Brentwood, Castle Point, Rochford, Southend on Sea, Thurrock and Essex County Council form the strategic partnership known as South Essex Councils (SEC). The SEC aims to provide leadership for South Essex and deliver a vision for the region up to 2050.

2.3.2 Essex has two tiers of local government. Essex County Council (ECC) is the upper tier authority, and is responsible for services including education, transport, surface water flooding, libraries, waste management, minerals, and social services. ECC produces a range of strategies guiding the delivery of its services. Development contributions towards new or improved infrastructure which supports ECC services and are outlined within the ECC Developer Guide to Infrastructure Contributions (2024).

2.3.3 The Essex and Southend Waste Local Plan is a jointly prepared waste plan covering the Essex County Council and Southend-on-Sea City Council administrative areas and was adopted in October 2017. The document sets out the vision, objectives and spatial strategy for dealing with waste in the Plan area up to 2032. Locations for the provision of waste management sites are set out as well as the key development management policies that waste planning applications will be assessed against.

2.3.4 The Essex Minerals Local Plan was adopted in 2014. The Plan sets out the long term strategy for minerals development and a plan to deliver this. It identifies locations for mineral infrastructure across the county, including mineral extraction and recycling

sites. ECC is currently reviewing the Minerals Local Plan, which will cover the plan period 2025 to 2040.

2.4 Local context

2.4.1 Castle Point Borough Council provides services including the collection of refuse and recycling, leisure services, housing, planning and building control.

The Local Plan

2.4.2 The 1998 Adopted Local Plan forms the development plan for the Borough. The Council has since produced several draft iterations of a new Castle Point Plan, however to date none have successfully been adopted. The recently withdrawn Castle Point Local Plan covered a plan period from 2018 to 2033. The Plan was examined in 2021 and was found sound by the Inspector. However, the Council took the decision to withdraw the Local Plan in June 2022, to protect the Green Belt, focus development on brownfield land and reassess the housing target.

2.4.3 The Council is currently producing a new CP Plan which when adopted will replace the 1998 Adopted Local Plan. This IDP will support the production of the new Castle Point Plan, and will form part of the Castle Point Plan evidence base. The new Castle Point Plan will include a strategic growth strategy for the area, including strategic site allocations for new development, and detailed development management policies which will guide the determination of planning applications in the area.

Supplementary Planning Documents

2.4.4 The Council has produced a series of developer contributions guidance, Supplementary Planning Documents (SPD, 2023) setting out how developer contributions will be sought and details of the developer contributions process. The guidance also provides specific information on how contributions will be sought for affordable housing, healthcare facilities, highways, travel, education, libraries, flooding, drainage, playing pitch and indoor built facilities.

Community Infrastructure Levy

2.4.5 The Community Infrastructure Levy (CIL) is a locally set charge on new development in a local authority area. CIL provides a flexible source of funding for a range of infrastructure projects. Infrastructure related projects identified in the IDP could potentially be funded through CIL. A CIL Charging Schedule came into effect for the Borough in May 2023.

The emerging draft Local Plan Growth Scenarios

2.4.6 To meet local growth needs the emerging draft Castle Point Plan will seek to deliver between 4,862 and 8,845 new homes (subject to the selected growth scenarios), in addition to the provision of new employment and commercial floorspace, between

2023-2043. It is expected that extant permissions and a planned pipeline of new park homes will provide around 829 dwellings between 2023-2028. Also, an estimated windfall[1] rate of 47 dwellings per annum, 940 dwellings within the Plan period, is included within the growth strategy. Therefore, in addition to the delivery of extant permissions, new park homes, and windfall development, the Council is considering the following growth scenarios in order to meet local housing needs through development allocations within the emerging draft Castle Point Plan.

[1] 'Windfall' is the term used for the development of land which has not been specifically identified as available through the local plan process. Windfall sites
typically comprise previously developed sites or infill sites which become unexpectedly available.

Scenario 1

2.4.7 Scenario 1 includes sites only within the existing urban area, and includes no proposed sites on existing Green Belt land.

Ref	Site Name	Site type and cluster/Area	Mix	Non-Resi Floorspace (sqm)	Dwellings	Estimated trajectory
B3	Furniture Kingdom	Specific site Tarpots (mainland)	Flats	0	48	6-17 years
B7a	Richmond Avenue Car Park		Houses and Flats	0	27	6-17 years
B6	159-169 Church Road		Houses and Flats	273	22	6-17 years
23/0560/FUL	Rear of 179-181 Church Road		Flats	379	62	6-17 years
B7b	L/a Villa Park, Tarmarisk		Houses and Flats	0	10	6-17 years
B7c	312-320 London Rd (Queen Bee's)		Flats	274	22	6-17 years
B5	Canvey Supply, 223 London Road		Flats	0	80	6-17 years
C1	Knightswick Shopping Centre	Specific site Canvey Town Centre	Flats	2562	210	6-17 years
C1	Canvey Library + Barclays		Flats	232	19	6-17 years
C1	Grouts and land to rear		Flats	281	23	6-17 years
C1	Matrix House, 12-16 Lionel Rd		Flats	122	10	6-17 years
C1	Long Rd & Furtherwick Rd Cluster		Flats	354	29	6-17 years
C1	L/a The Paddocks		Houses and Flats	1513	124	6-17 years

Ref	Site Name	Site type and cluster/Area	Mix	Non-Resi Floorspace (sqm)	Dwellings	Estimated trajectory
C1	Oak Road Car Park		Flats	0	44	6-17 years
C1)	Venables Close Cluster		Flats	671	55	6-17 years
C1	Canvey Job Centre		Flats	159	13	6-17 years
C1	Kushi, Furtherwick Rd		Flats	110	9	6-17 years
C10(b)	Land to the rear of North Avenue	Specific site Canvey	Houses and Flats	0	26	6-17 years
C10(g)	Land between Station Road & Seaview Road		Houses and Flats	0	11	6-17 years
C10(a)	Former Admiral Jellicoe, High Street		Houses and Flats	0	7	6-17 years
C10(c)	Essex Coachworks, 218 High Street		Houses and Flats	0	8	6-17 years
C10(d)	Former Council Offices, Long Rd		Houses and Flats	0	32	6-17 years
C10(f)	Ozonia Gardens, Eastern Esplanade		Houses and Flats	0	12	6-17 years
C10(e)	Corner of Little Gypps Rd & Willow Cl		Houses and Flats	0	7	6-17 years
C9	Land at The Point		Houses and Flats	0	172	6-17 years
Had1	The Island Site, High St / London Rd	Specific site	Flats	908	74	6-17 years

Ref	Site Name	Site type and cluster/Area	Mix	Non-Resi Floorspace (sqm)	Dwellings	Estimated trajectory
Had1	Johnsons Factory, London Road	Hadleigh TC (mainland)	Flats	542	44	6-17 years
Had1	Castle Lane Car Park		Flats	464	38	6-17 years
Had1	Osbourne Motor Company, London Road		Flats	102	8	6-17 years
Had3	Hadleigh Clinic, 49 London Road		Flats	0	11	6-17 years
Had4	Land South of Scrub Lane		Houses and Flats	0	80	6-17 years
Thun3(b)	Thames Loose Leaf, 289 Kiln Road	Specific site Thundersley (mainland)	Flats	0	22	6-17 years
Thun3(a)	Thundersley clinic, Kenneth Road		Houses and Flats	0	13	6-17 years
Thun2	Council Offices, Kiln Road	Specific site Kiln Road (mainland)	Flats	4339	237	6-17 years
Thun2	USP College, Kiln Road		Flats	6949	380	6-17 years
Total for specific sites				20,232	1,993	6-17 years
C4	West Canvey	Broad location Canvey Island	Houses and Flats	0	500-1,000	Towards the end of the Plan period
C1	Canvey town centre		Houses and Flats	0	200	
Had1	Hadleigh town centre	Broad location Hadleigh	Houses and Flats	0	200	
B8	Manor Trading Estate	Broad location	Houses and Flats	0	200	

Ref	Site Name	Site type and cluster/Area	Mix	Non-Resi Floorspace (sqm)	Dwellings	Estimated trajectory
		Benfleet				
Total for broad locations				0	1,100-1,600	
Scenario 1 Total				**20,232**	**3,093-3,593**	
Total potential Local Plan growth (extant permissions and windfall + Scenario 1)				**20,232**	**4,862-5,362**	

Scenario 2

2.4.8 Scenario 2 consists of all the Scenario 1 growth, plus the following potential allocations on sites being considered as part of early findings from the Green Belt Review.

Ref	Site Name	Area	Mix	Non-Resi Floorspace (sqm)	Dwellings	Estimated trajectory
GB3	Land South of Charfleets	Canvey	Tbc	33,750	0	Tbc
GB4	Land off Glebelands	Benfleet	Tbc	0	169	Tbc
GB5	West of Benfleet (Jotmans)	Benfleet	Tbc	0	1,308	Tbc
GB6	Land between Felstead Road and Catherine Road	Thundersley	Tbc	0	159	Tbc
GB12	The Chase	Thundersley	Tbc	0	521	Tbc
Scenario 2 Total				33,750	2,157	
Total potential Local Plan growth (extant permissions and windfall + Scenario 1 + Scenario 2)				53,982	7,019-7,519	

Scenario 3

2.4.9 Scenario 3 consists of all the Scenario 1 and 2 growth, plus the following additional potential allocations on sites being considered as part of early findings from the Green Belt Review.

Ref	Site Name	Area	Mix	Non-Resi Floorspace (sqm)	Dwellings	Estimated trajectory
GB1	West of Canvey Road	Canvey	Tbc	0	392	Tbc
GB2	East of Canvey Road	Canvey	Tbc	0	400	Tbc
GB9[2]	Oak Tree Farm	Hadleigh	Tbc	0	71	Tbc
GB13a	East of Rayleigh Road - reduced	Thundersley	Tbc	0	322	Tbc
N3	East of Manor Trading Estate	Benfleet	Tbc	0	141	Tbc
Scenario 3 Total				0	1,326	
Total potential Local Plan growth (extant permissions and windfall + Scenario 1 + Scenario 2 + Scenario 3)				53,982	8,345-8,845	

2.4.10 The Council is currently considering the preferred growth strategy to be included within the emerging draft Castle Point Plan, and the information contained within this IDP will therefore assist the Council in this process. The preferred growth strategy selected for allocation in the draft Castle Point Plan may include all or a selection of the scenarios presented above. Given the uncertainty of the Council's preferred growth strategy at this time, and particularly where some sites or scenarios may not be progressed as allocations, this IDP does not include an assessment of the potential infrastructure impacts of each individual site being considered. Instead, the total quantum of residential growth for each Scenario has been tested to consider the total potential infrastructure impacts. Therefore, for each

[2] It is understood that GB9 has now been discounted as a potential allocation site. The status of the other sites continues to be considered by the Council in developing the Local Plan growth strategy.

infrastructure type, the following levels of growth have been tested (note that where a dwelling range has been presented for the West Canvey Broad Location in Scenario 1, the higher figure has been used throughout this IDP infrastructure assessment):

- Scenario 1: 5,362 new dwellings
- Scenario 2: 7,519 new dwellings
- Scenario 3: 8,845 new dwelling

3 Education

Early years and childcare

3.1 Context and existing provision

3.1.1 Early years and childcare (EY&C) provision in Castle Point Borough comprises a range of private, voluntary and independent facilities, and includes full day care nurseries, pre-schools, childminders, school run provision, and wrap around care (which includes breakfast, after school and holiday clubs).

3.1.2 ECC has a duty to ensure that there are sufficient early years' and childcare places for children living in the County, and has an obligation to meet national standards of provision in terms of Funded Early Education Entitlement (FEEE). ECC are responsible for assessing the strategic issues affecting childcare and formulating appropriate action plans to respond to identified issues.

3.1.3 The ECC Early Years and Childcare Strategy (2022) sets out the County Council's vision, aims and actions to ensure that there will be no barriers to children achieving the best they can be and realising their full potential in the County.

3.1.4 Government legislation sets out that all 3 to 4 year olds in England are entitled to 570 hours of funded childcare per year, formed of 15 hours a week for 38 weeks of the year. FEEE provision also allows disadvantaged 2 year olds to access 570 hours funded childcare (currently around 40% of children). The Extended Funding Entitlement offer (EFE) allows eligible working families to access an additional 570 hours funded childcare for 3 to 4 year olds.

3.1.5 From April 2024 Early Years Entitlements will expand, in addition to the above, to 15 hours of funded childcare for the term after the child turns two-years-old with working parents who meet the criteria. From September 2024 children from the term after they turn 9 months old with working parents who meet the criteria will be eligible for 15 hours funded childcare. This will increase to 30 hours free childcare from September 2025 for children from the term after they turn 9 months old, including 2, 3 and 4 year olds, with working parents who meet the criteria.

3.1.6 ECC Early Years and Childcare service undertake a sufficiency provider termly return, which assists in the regular review of provision and demand for childcare facilities across Essex. Sufficiency data enables the service to understand where there is a need for additional high quality, sustainable early years and childcare provision to meet the needs of the community.

3.1.7 Engagement with ECC has indicated that there is a lack of provision in the Benfleet/ Thundersley and Hadleigh areas. With the introduction of the new Early Years Entitlements, there is a further demand for childcare for eligible working families, with insufficient 0 to 3 year old places in particular. ECC are in the process of publishing the 2024 sufficiency data, which begins to capture the additional pressure in the sector from the places required because of the roll out of the reforms.

3.2 Establishing Future Infrastructure Needs and Developer Contributions

3.2.1 The ECC Developers' Guide to Infrastructure Contributions (2023) explains how ECC calculate future need for early years and childcare facilities, and outlines that the Early Years & Childcare Service will only require developer contributions where there is a current or forecast lack of provision in the immediate area of the proposed development. Available places at a provider should not solely be used to demonstrate whether there is sufficient early years and childcare provision in an area.

3.2.2 Where new facilities are proposed, ECC will assess the location of any proposed development and consider the ability of residents to access surrounding childcare. The child yield from qualifying houses is nine children per one hundred homes (0.09 per dwelling) with half this number expected from qualifying flats i.e., 0.045 per dwelling. For the purposes of calculating this contribution, qualifying flats refers to two or more bed dwellings, excluding student and elderly accommodation.

3.2.3 Where a new facility is required, a standard 56 place early years and childcare facility would require around 0.13ha of land. Where a new primary school is also required in the area, often an early years and childcare facility can be co-located within the new school. The cost of each project and, thereby, any appropriate developer contribution must be considered on a case-by-case basis. By way of guidance, the provision of new, standalone facilities will cost around £23,865 per child place whilst expansion projects will cost £19,989 (Q1 2024). These costs are based on the Department for Education (DfE) National Scorecard, are indexed linked to inflation and likely to increase year on year. The costs include buildings, site works, professional fees plus furniture and equipment.

3.3 Lead agencies:

- Essex County Council

3.4 Evidence base:

- Early Years and Childcare Sufficiency Data, ECC, 2021
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
- The ECC Early Years and Childcare Strategy, ECC, 2022

3.5 Infrastructure Assessment

Scenario 1

3.5.1 The impact of the development set out in the scenario on early years and childcare provision cannot be fully mitigated through the allocation of the land for early years and childcare nurseries, given the nature (urban high density sites), scale of sites being proposed, and significant windfall allowance. Whilst developer contributions will be

sought, the opportunities to expand existing facilities is often limited given existing site constraints.

3.5.2 The qualifying houses and flats from this level of growth would generate the demand for around 228[3] additional early years and childcare places. Given the scale and distribution of sites within this scenario, ECC would seek, as a minimum, the provision of two new 56 place 0.13ha stand-alone early years and childcare nurseries potentially located at the West Canvey broad location site and one of the sites allocated on Kiln Road, Thundersley. Each new 56 place nursery would be expected to cost £1,336,400.

3.5.3 Given the existing shortfall of nursery provision in the area, the expansion of existing facilities will also be sought in addition to the new facilities.

3.5.4 ECC seeks varying rates of contributions subject to how the new infrastructure will be delivered. Where it is unclear at this time which sites within this scenario would contribute to either the extension of a facility or the provision of a new facility, the total contributions required from this scenario will be based on the higher rate of £23,865 for the provision of a new nursery. This would require total developer contributions for Scenario 1 of (£23,865 x 228) £5,441,220.

Scenario 2

3.5.5 The qualifying houses and flats from this level of growth would generate the demand for around 535[4] additional early years and childcare places. Given the scale and distribution of sites within this scenario, ECC would seek as a minimum, the provision of five stand-alone 56 place nurseries and two stand-alone 30 place nurseries. These could potentially be located at the West Canvey broad location site, West of Benfleet, Land at the Chase, or a site allocated on Kiln Road in Thundersley.

3.5.6 The cost of a new stand-alone 56 place nursery would be expected to cost £1,336,400, and a new stand-alone 30 place nursery would cost £715,950.

3.5.7 Given the existing shortfall of nursery provision in the area, the expansion of existing facilities will also be sought in addition to the new facilities. Where it is unclear at this time which sites within this scenario would contribute to either the extension of a facility or the provision of a new facility, the total contributions required from this scenario will be based on the higher rate of £23,865 for the provision of a new nursery. This would require total developer contributions for Scenario 2 of (£23,865 x 535) £12,767,775.

[3] It should be noted that windfall development generates the demand for around 113 places, but it is not possible to determine its impact given the lack of any spatial distribution at this time.
[4] It should be noted that windfall development generates the demand for around 113 places, but it is not possible to determine its impact given the lack of any spatial distribution at this time.

Scenario 3

3.5.8 The qualifying houses and flats from this level of growth would generate the demand for around 681[5] additional early years and childcare places. Given the scale and distribution of sites within this scenario, ECC would seek as a minimum, the provision of five stand-alone 56 place nurseries and four 30 place stand-alone nurseries. These could potentially be located at the West Canvey broad location site, West of Canvey Road, East of Rayleigh Road, West of Benfleet, Land at the Chase, or a site allocated on Kiln Road in Thundersley.

3.5.9 Given the existing shortfall of nursery provision in the area, the expansion of existing facilities will also be sought in addition to the new facilities. Where it is unclear at this time which sites within this scenario would contribute to either the extension of a facility or the provision of a new facility, the total contributions required from this scenario will be based on the higher rate of £23,865 for the provision of a new nursery. This would require total developer contributions for Scenario 3 of (£23,865 x 681) £16,252,065.

3.5.10 For all scenarios considered, costs presented are high level estimates based on the information available at this time. Further assessment will be undertaken to support individual planning applications once the detailed housing mix has been determined by the developer. Any site required to provide a new early years and childcare nursery will be expected to provide the `land' and a proportionate financial contribution based on the ECC Developers' Guide.

3.5.11 ECC will need to closely monitor capacity given the implications arising from the new access to childcare, as its full implications are not yet fully known. Any update to the ECC Developers' Guide to Infrastructure Contributions (Revised 2024) will seek to review the child yields presently incorporated in order to ensure land is allocated and developer contributions secured to accommodate an additional demand.

[5] It should be noted that windfall development generates the demand for around 113 places, but it is not possible to determine its impact given the lack of any spatial distribution at this time.

Primary Schools

3.6 Context and existing provision

3.6.1 The provision of primary school education covers children aged 4 to 11 years old. ECC has a duty to ensure that there are sufficient school places for children living in the County, and section 2 of the 2006 Education and Inspections Act requires ECC to secure diversity in the provision of schools to increase opportunities for parental choice. In relation to managing future needs, ECC acts as a commissioner of schools rather than a provider.

3.6.2 Since the introduction of Academies and Free Schools in 2010, the provision and operation of schools has shifted towards greater levels of institutional autonomy. Academies and free schools are independent of local authority control, and are instead funded directly by central Government, and sponsors. Both types of school do not have to follow the national curriculum.

3.6.3 Regardless of whether schools have Academy status, are Free Schools, or are maintained schools, ECC remains the responsible authority for ensuring that there are sufficient school places available within the County to meet the educational needs of the school age population. ECC therefore remains the appropriate authority to assess the requirements for school place provision for any new housing developments, are a signatory to any S106 agreement, and receive and manage the education related developer contributions.

3.6.4 The DfE collates the number of pupils on roll data from all schools in Essex. This information is published three times a year on ECCs website. ECC also produce an Education 10 Year Plan which provides a forecast of school place demand and capacity within forecasting group areas agreed with the DfE. Forecasts produced by ECC take into account planning permissions for new housing within the forecasting area.

3.6.5 In the North (Thundersley) forecasting area ECC has identified a rise in the reception place forecast for 2024/25 followed by a stabilisation. In the South (Canvey) forecasting area ECC has identified a decrease in number on roll. Overall, there are currently sufficient places forecast for each Castle Point Planning Group. Table sets out the total numbers on roll and capacity figures for primary school planning groups in the Borough according to the Education 10 Year Plan (2024).

Table 3.6.5 2024/2025 number on roll figures by primary school planning groups

Primary School Planning Group	Numbers on Roll	Capacity
South (Canvey)	2,622	3,167
North (Thundersley)	3,674	3,753

3.6.6 Table lists the numbers on roll at all primary schools in the Borough in academic year 2023 / 2024, as identified through the October 2023 School Census. This information assists in providing an indication of the size of each school. The exact numbers on roll and available capacity at each school changes over time, as outlined by each ECC Education 10 Year Plan, published annually on ECC's website.

Table 3.6.6 January 2024 number on roll figures for primary schools in Castle Point Borough

Primary School Planning Group	Primary School	Total numbers on roll (January 2024)
South (Canvey)	Canvey Island Infant	180
	Canvey Junior	239
	Leigh Beck Infant & Nursery	229
	Leigh Beck Junior	337
	Lubbins Park Primary	183
	Northwick Park Primary	574
	St Joseph's Catholic Primary	197
	St Katherine's CE Primary	201
	William Read Primary	219
	Winter Gardens Primary	378
North (Thundersley)	Hadleigh Infant & Nursery	267
	Hadleigh Junior School	342
	Holy Family Primary	205
	Jotmans Hall Primary	315
	Kents Hill Infant	218
	Kents Hill Junior	366
	Kingston Primary	211
	Montgomerie Primary	204
	Robert Drake Primary	314
	South Benfleet Primary	408
	Thundersley Primary	447
	Westwood Primary	212
	Woodham Ley Primary	207

3.7 Establishing Future Infrastructure Needs and Developer Contributions

3.7.1 The ECC Developers' Guide to Infrastructure Contributions outlines that any development of 20 or more dwellings will be assessed and could generate a request for an education contribution. Contributions towards the provision of additional places will not be sought where pupil forecasts suggest that existing local schools can reasonably accommodate the expected increases in demand for places without expansion.

3.7.2 When estimating the number of children that a new housing development will generate requiring a new school place, ECC takes account of the number of houses and flats that

are suitable to accommodate children. One bedroom units and dwellings, such as student and elderly accommodation, are excluded from the calculation. For education contribution purposes, houses are all dwellings with two or more floors and with sole access to private outdoor space. Maisonettes, trailers and bungalows (not chalet style bungalows with an attic room) are therefore treated as flats. The primary school place requirements from qualifying houses is thirty pupils per one hundred homes (0.3 per dwelling) and fifteen pupils per one hundred homes from qualifying flats (0.15 per dwelling).

3.7.3 Using the factor of 0.3 primary school pupils per house, only development in excess of 1,400 new houses or a mixed development of around 2,000 homes would create a demand for 420 primary school places (known as two form of entry (2FE)). To ensure financial viability, the Education and Skills Funding Agency currently looks to establish two form entry primary schools (420 places). ECC supports this approach. DfE Guidance 'Securing Developer Contributions for Education' (2023) states that all new primary schools should be co-located with new nursery provision where there is capacity to do so.

3.7.4 To estimate the costs of primary education infrastructure, the ECC Developers' Guide identified that contributions of £19,989 (Q1 2024) per place should be applied where extensions to existing facilities would be required and £23,865 (Q1 2024) per place where new facilities would be required. These costs are based on the DfE National Scorecard, are indexed linked to inflation and likely to increase year on year. The costs include buildings, site works, professional fees plus furniture and equipment.

3.8 Lead agencies:

- Essex County Council

3.9 Evidence base:

- Academic Year 2023/2024 Primary Number on Roll, ECC, 2024
- Essex School Organisation Service, Essex County Council website
- Essex School Organisation Service 10 Year Plan 2024-2033, ECC, 2024
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
- Securing Developer Contributions for Education, DfE, 2023

3.10 Infrastructure Assessment

Scenario 1

3.10.1 The qualifying houses and flats from this level of growth would generate a level of demand which can be accommodated within the current surplus of places in existing primary schools in the area. Minor amendment may be required to bring rooms back into use. Therefore, ECC would not seek primary school developer contributions to accommodate only the Scenario 1 level of growth.

Scenario 2

3.10.2 The qualifying houses and flats from this level of growth would generate a demand for an additional 3 forms of entry (630 primary school places) on the mainland, and around 0.3 forms of entry (63 primary school places) on Canvey. ECC has confirmed that based on the capacity of existing schools this level of growth would require the provision of a new 2 form entry 420 place primary school to be provided within the Thundersley area, and the extension of some existing schools to accommodate the remaining demand.

3.10.3 ECC seeks varying rates of contributions subject to how the new infrastructure will be delivered. Where it is unclear at this time which sites within this scenario would contribute to either the extension of a primary school or the provision of a new primary school, the total contributions required from this scenario will be based on the higher rate of £23,865 for the provision of a new primary school. This would require total developer contributions for Scenario 2 of (£23,865 x 693) £16,538,445.

Scenario 3

3.10.4 The qualifying houses and flats from this level of growth would generate a demand for an additional 3.7 forms of entry (777 primary school places) on the mainland, and around 1.3 forms of entry (273 primary school places) on Canvey. Similar to Scenario 2 above, ECC has confirmed that based on the capacity of existing schools this level of growth would require the provision of a new 2 form entry 420 place primary school to be provided within the Thundersley area, and the extension of some existing schools to accommodate the remaining demand.

3.10.5 Where it is unclear at this time which sites within this scenario would contribute to either the extension of a primary school or the provision of a new primary school, the total contributions required from this scenario will be based on the higher rate of £23,865 for the provision of a new primary school. This would require total developer contributions for Scenario 2 of (£23,865 x 1,050) £25,058,250.

3.10.6 For all scenarios considered, costs presented are high level estimates based on the information available at this time. Further assessment will be undertaken to support individual planning applications once the detailed housing mix has been determined by the developer.

Secondary School

3.11 Context and existing provision

3.11.1 Secondary school education covers pupils aged 11 to 16. ECC has a duty to ensure that there are sufficient secondary school places for children living in the County. Sixth form facilities provide for pupils aged 16 to 18, and are often co-located with secondary schools.

3.11.2 The School Organisation and Place Planning section of the ECC website provides information on the current provision and capacity of secondary schools and sixth forms

in the Borough. This information provides a detailed breakdown of existing capacity, number of pupils on roll, and future forecasts.

3.11.3 There are five secondary schools within the Borough, three within the Benfleet Forecasting Group and two within the Canvey Island Forecasting Group. **Error! Reference source not found.** lists the numbers on roll at all secondary schools in the Borough in the 2023/2024 academic year, as identified through the January 2024 School Census. This information assists in providing an indication of the size of each school. The exact numbers on roll and available capacity at each school changes, as outlined in the ECC 10 Year Plan (2024).

Table 3.11.3 Pupil figures for secondary schools in Castle Point Borough (2024)

Schools Planning Group	Secondary School	Total numbers on roll (January 2024)
North (Benfleet)	The Appleton School	1,603
	The Deanes	543
	King John School	2,096
South (Canvey)	Castle View School	1,046
	Cornelius Vermuyden	770

3.12 Establishing Future Infrastructure Needs and Developer Contributions

3.12.1 The ECC Developers' Guide to Infrastructure Contributions outlines that any development of 20 or more dwellings will be assessed and could generate a request for an education contribution, however contributions towards the provision of additional places will not be sought where pupil forecasts suggest that existing local schools can reasonably accommodate the expected increases in demand for places without expansion. When estimating the demand for secondary school places that a new housing development will generate, ECC takes account of the number of houses and flats that are suitable to accommodate secondary school pupils. The secondary school place requirements from qualifying houses is 20 pupils per 100 homes (0.2 per dwelling) and 10 pupils per 100 qualifying flats (0.1 per dwelling).

3.12.2 To estimate the costs of secondary education infrastructure, the ECC Developers' Guide identified that contributions of £27,492 (Q1 2024) per place should be applied where extensions to existing facilities would be required and £28,912 (Q1 2024) per place where new facilities would be required. These costs are based on the DfE National Scorecard, are indexed linked to inflation and likely to increase year on year. The costs include buildings, site works, professional fees plus furniture and equipment.

3.13 Lead agencies:

- Essex County Council
- Department for Education - Education Funding Agency

3.14 Evidence base:

- Essex School Organisation Service, Essex County Council website
- Essex School Organisation Service 10 Year Plan 2024-2033, ECC, 2024
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024

3.15 Infrastructure Assessment

Scenario 1

3.15.1 The qualifying houses and flats from this level of growth would generate a level of demand which can be accommodated within the current surplus of places in existing secondary schools in the area. Minor amendments may be required to bring rooms back into use. Therefore, ECC would not seek secondary school developer contributions to accommodate only the Scenario 1 level of growth.

Scenario 2 and Scenario 3

3.15.2 For Scenarios 2 and 3, the qualifying houses and flats would generate a level of demand which can be accommodated within existing schools through expansion works and minor amendments in order to accommodate the additional demands. ECC has therefore confirmed that, for Scenarios 2 and 3, secondary school contributions would only be sought for the expansion of existing schools using the rate of £27,492 per place. This would require the following total contributions for each scenario:

- Scenario 2, additional 2.7 forms of entry required (567 places), requiring a total contribution of (£27,492 x 567) £15,587,964.
- Scenario 3, additional 4.3 forms of entry required (567 places), requiring a total contribution of (£27,492 x 903) £24,825,276.

3.15.3 For all scenarios considered, costs presented are high level estimates based on the information available at this time. Further assessment will be undertaken to support individual planning applications once the detailed housing mix has been determined by the developer.

Further Education

3.16 Context and existing provision

3.16.1 Access to education for post 16 year olds plays a key role in skills development and assists both residents and businesses progression into, and through, sustainable employment and apprenticeships. Ages 16-18 education is mainly delivered through school sixth forms, sixth form colleges, further education colleges, or private training providers. Sixth form education is covered in the previous section.

3.16.2 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. Further education and skills comprise education and training, apprenticeships, workplace learning and community learning.

3.16.3 The Department for Education 'Raising the Participation' Policy requires all young people in England to continue in education or training beyond the age of 16. The law requires all young people in England to continue in education or training until at least their 18th birthday, although in practice most young people continue until the end of the academic year in which they turn 18.

3.16.4 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.

3.16.5 South Essex Councils created the South Essex Advanced Technical Skills (SEATS) initiative. This training provider offers degrees, degree-level apprenticeships and short course CPD in vocational subjects. Since September 2023, SEATS has catered to business-sponsored learners from large firms and their supply chains, and will open to the wider business community in September 2024, and individual self-sponsored students from September 2025. SEATS is open to Castle Point Borough businesses and residents.

3.16.6 The following providers offer further education in the Borough:

- USP College, Benfleet: A-levels, professional courses, foundation learning, apprenticeships, adult and higher education courses.
- Appleton School, Benfleet: A-levels.
- King John School, Benfleet: A-levels.
- Hair Pro 1, Canvey: professional hairdressing and beauty training courses and apprenticeships for 16 to 18 year olds and adults.
- XTEND Digital Campus, Canvey: virtual and extended reality higher education courses.

3.16.7 Through Adult Community Learning (ACL), residents and business are entitled to access post 16 apprenticeships and 19+ funded skills, qualifications and employment training programs such as GCSE's English, Maths and digital skills, vocational courses and skills

bootcamps. ACL is currently delivered online and in community outreach venues and schools. There is a need for a permanent physical ACL centre in Castle Point.

3.16.8 Table 3.16.8 shows the current number of pupils in Further Education in the Borough and future demand as of April 2024.

Table 3.16.8 Current pupils and demand for Further Education in Castle Point (2024)

Destination	Year 12	Year 13	Year 12/13 Total
Cohort Total	987	1,021	2,008
In Education Total	845	751	1,596
Employment	69	174	243
Training	25	14	39
Re-engagement	0	0	0
NEET – available to labour market	31	26	57
NEET – not available to labour market	6	11	17
Other	5	11	16
Current situation unknown	6	34	40

3.17 Establishing Future Infrastructure Needs and Developer Contributions

3.17.1 Post 16 place requirements from qualifying houses is 0.04 per dwelling and 0.02 per dwelling for qualifying flats. The key difference between post 16 provision and primary / secondary education is the element of choice and the landscape of different training routes. The need in any area will be assessed on a case-by-case basis, so that contributions are only required where necessary.

3.17.2 To estimate the costs of post-16 education infrastructure, the ECC Developers' Guide identified that contributions of £26,717 (Q1 2024) per place should be applied where extensions to existing facilities would be required and £28,096 (Q1 2024) per place where new facilities would be required.

3.18 Lead agencies:

- Essex County Council
- Department for Education - Education Funding Agency

3.19 Evidence base:

- Youth Service What's Next Guide, ECC, 2023
- Reaching new heights: Levelling up year two impact report, ECC, 2023/24
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024

3.20 Infrastructure Assessment

3.20.1 Based on the scale of growth being proposed, available capacity within existing post 16 facilities, and the potential ability to extend existing facilities to accommodate growth, there will not be a need for new post 16 facilities in order to meet demands arising from the proposed growth. The impacts of growth will therefore be addressed through extensions to existing facilities as required.

3.20.2 Using the approach to calculating needs and developer contributions as presented within the ECC Developers' Guide to Infrastructure Contributions, the scenarios would be expected to provide the following total contributions towards post-16 infrastructure.

- Scenario 1: Pupil product of 113, requiring contributions of (£26,717 x 113) £3,026,732
- Scenario 2: Pupil product of 192, requiring contributions of (£26,717 x 192) £5,140,030
- Scenario 3: Pupil product of 241, requiring contributions of (£26,717 x 241) £6,438,864

3.20.3 For all scenarios considered, costs presented are high level estimates based on the information available at this time. Further assessment will be undertaken to support individual planning applications once the detailed housing mix has been determined by the developer.

Special Educational Needs and Disability (SEND)

3.21 Context and existing provision

3.21.1 The statutory obligation to provide primary and secondary school places set out in previous sections of the IDP applies also to school provision for those children who have special educational needs or disabilities.

3.21.2 Forecasting requirements for school provision for children with special needs or disabilities is much more complex than projecting mainstream places. This is because the needs of these children often do not manifest themselves until the child has been in the school system, and failing to thrive in it, for some time. The additional needs presented are varied and include visual impairment, hearing impairment, physical disability, moderate learning difficulties, severe learning difficulties, autism and social, emotional and mental health needs.

3.21.3 Some children have more than one need to be met. ECC therefore seeks to ensure that provision is available to meet a range of needs in each geographic area of the County.

3.21.4 Special needs or disabilities may be met in a mainstream school, a specially resourced or enhanced provision within a mainstream school or in a special school depending upon the level of need. As the number of children to be educated in Essex has increased, so too has the number of children presenting special educational needs.

3.21.5 Integrated Care Systems (ICS) are responsible for purchasing secondary and community care services for their local populations. This includes working in partnership with ECC to ensure services to support people with SEND are available as identified in the Childrens and Families Act 2014. The Borough is part of the Mid and South Essex Integrated Care System.

3.21.6 ECC developed a 5 year SEND Strategy for 2022-2027. The Strategy identifies a rise in the number of SEND pupils, especially among the 16 to 19 age group. The Strategy aims to achieve five strands:

1. My Voice, My Choice: Every child and young person's views, feelings and wishes are always considered and taken seriously in all matters that affect them.
2. My Health and Wellbeing: Every child and young person has the best possible health and wellbeing.
3. My Education & Training: Every child and young person develops their personality, talents and abilities to the full, through their education and training.
4. My Community: Every child and young person is connected to, and plays an active part, in their local community.
5. My Life, My Opportunities: Every child and young person has the education, care and support they need to lead a full and purposeful life with dignity and independence.

3.21.7 The ECC Levelling Up Essex paper (2022) identifies Canvey Island as a priority place for levelling up work, and in particular, children and adults with SEND, learning disabilities or mental health conditions.

3.21.8 Glenwood school is a 246 place community special school located in Benfleet which caters to 3 to 19 year olds. 60% of learners have autistic spectrum condition, 30% have

complex physical and sensory impairments and the remaining 10% have a range of other needs.

3.21.9 Cedar Hall provides education for children and young people aged 4 to 16 with moderate and severe learning difficulties which may include autistic spectrum disorder and social and communication difficulties. The school was expanded in 2023 to accommodate an additional 80 students. The school currently has 186 places.

3.21.10 Canvey Junior provides 5 places for Social, Emotional and Mental Health provision for Key Stage 2.

3.21.11 The Council offers 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.

3.22 Establishing Future Infrastructure Needs and Developer Contributions

3.22.1 The SEND population has grown significantly in Essex with the greatest growth taking place in the statutory Education, Health and Care Plan (EHCP) category, which sets out a child or young person's special educational, health and social needs and how these should be met. This has risen by 83% since 2016 with the largest growth in children and young people with more severe needs. Despite an ambitious SEND capital programme the number requiring places has outgrown the capacity of provisions in Essex, resulting in a greater number with higher needs children and young people being accommodated in mainstream schools and more parents using the appeal process for a special school place. In addition, there has been continued growth in the number of children and young people placed in independent special schools on 38 week day placements, which has placed a strain on SEN funding via the High Needs Block.

3.22.2 The SEND Sufficiency Plan forecasts a significant increase in demand for SEND in the plan area increasing from 750 places with an EHCP in mainstream schools in 2024/2025 (an increase of 50% since 2018/2019) to around 1000 places (around 550 in mainstream and 300 special schools) in 2028/2029 (an increase of 33% from 2024/2025). At present those in special schools travel an average of 4.3 miles to school and those in independent special schools 25.5 miles.

3.22.3 The ECC Developer Contributions Guide notes that that the number of children likely to present with special educational needs (SEN) ranges 3.4-3.9%, resulting in seven SEN places per 1000 dwellings. All new school sites within new developments will be considered for the provision of special needs facilities and appropriate bespoke contributions will be requested if a need is identified.

3.23 Lead agencies:

- Essex County Council
- Department for Education - Education Funding Agency

3.24 Evidence base:

- Essex School Organisation and Place Planning Service, Essex County Council website
- Essex School Organisation Service 10 Year Plan 2024-2033, ECC, 2024
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
- Essex Local Area SEND Strategy 2022-2027, ECC, 2022
- Levelling up Essex: An Essex White Paper, ECC, 2022

3.25 Infrastructure Assessment

3.25.1 Where new housing development comes forward, ECC will work to establish the impact on SEN capacity and expect housing developers to work with ECC as infrastructure provider to ensure new development continues to support provision of SEND capacity.

3.25.2 Only the largest housing developments will generate the number of children with serious special educational needs which justify the requirement for a new school. It is more likely that the Council would seek to create a small unit of Specially Resourced Provision in a mainstream school or to expand an existing unit of Specially Resourced Provision in a mainstream school.

Scenario 1

3.25.3 Based on 3.4% of the school population requiring an Education, Health and Care Plan (EHCP) the homes arising from this scenario would generate the need for around 47 pupils with an EHCP in mainstream and a further 29 in special schools places.

Scenario 2

3.25.4 Based on 3.4% of the school population requiring an Education, Health and Care Plan (EHCP) the homes arising from this scenario would generate the need for around 70 pupils with an EHCP in mainstream and a further 29 in special schools places.

Scenario 3

3.25.5 Based on 3.4% of the school population requiring an Education, Health and Care Plan (EHCP) the homes arising from this scenario would generate the need for around 84 pupils with an EHCP in mainstream and a further 43 in special schools places.

3.25.6 The level potential need for additional SEND places would not be sufficient to warrant a new standalone SEND facility. Therefore, where needs for extended and new mainstream schools have been identified as outlined above, it is expected that specialist resource provisions (SRP) will be included within these proposals.

3.25.7 Developer contributions could be sought to support the delivery of new SEND places. DfE guidance 'Securing developer contributions for education' (November 2019) recommends that developer contributions for special or alternative school places are set at four times the cost of mainstream places. Therefore, based on the proposed

developer contributions for extended primary schools infrastructure outlined above[6], developer contributions could be requested at £79,956 per place, creating the following SEND infrastructure funding for each scenario.

- Scenario 1: (£79,956 x 76) £6,076,656
- Scenario 2: (£79,956 x 99) £7,915,644
- Scenario 3: (£79,956 x 127) £10,154,412

3.25.8 Further assessment will be undertaken in future versions of the IDP to determine where and how the SRP will be delivered.

[6] Required contribution has been calculated based on the DfE National Scorecard (Q1, 2024) extension to existing facilities = pupil product x £19,989 (cost per pupil)

4 Healthcare

4.1 Context and existing provision

4.1.1 Primary healthcare provides the first point of contact within the health system, which includes general practice (GPs), pharmacies, dental and optometry. This Plan does not include specific wider primary care service needs such as dentists, pharmacies, opticians, community health (health visiting, school nursing, midwifery, district nursing, etc). While demand for these services will be impacted by growth allocated in the Castle Point Plan, the National Health Service (NHS) as the commissioners will assess the future need for additional services and facilities.

4.1.2 The Mid and South Essex Integrated Care System (ICS) was launched in July 2022, replacing Clinical Commissioning Groups. The ICS supports the health and wellbeing of borough, district and city councils of Basildon, Braintree, Brentwood, Castle Point, Chelmsford, Maldon, Rochford, Southend-on-Sea, and Thurrock.

4.1.3 The ICS is made up of the Integrated Care Board (ICB), an NHS organisation and the Integrated Care Partnership (ICP), a committee of stakeholder partners. The ICS is a partnership of organisations across the hospital, mental health, social care, community and voluntary services sectors.

4.1.4 The ICS seeks to:

- Create opportunities: in education, employment, housing, growth;
- Support health and wellbeing: promoting healthy lifestyles and behaviours, focussing on prevention and self-care;
- Bring care closer to home: where, safe and possible; and
- Improve and transform our services: integrating care for and with our residents.

4.1.5 The ICS delivers support and services through four place-based systems, Basildon and Brentwood; Mid Essex; South East Essex; and Thurrock; which involve multiple partners operating and serving populations of around 170,000 - 400,000 residents. These place-based systems provide a meaningful footprint within which to plan, design and deliver health and care services for and with the local community. Castle Point, Rochford and Southend for the South East Essex place-based system.

4.1.6 The ICB is developing Integrated Neighbourhoods Teams (INT), a neighbourhood approach to health and care. INTs provide residents with timely access to support from the individual, community asset, or organisation that is best placed to do so. Integrated neighbourhoods in South Essex are geographically aligned to Primary Care Network footprints. There are two integrated neighbourhoods in the Borough, in Canvey and Benfleet (covering Benfleet, Hadleigh and Thundersley), serving 47,639 and 45,262 residents respectively (adjusted population list size).

4.1.7 Public health services are commissioned by ECC who work with the respective local authorities. These services are primarily focused on prevention and early intervention, specifically developing measures that help to reduce illness and to tackle the causes of poor health at source. This includes initiatives to increase physical activity and healthy

living, such as cycling and walking, as well as improving access to green space within developments.

4.1.8 The Essex Joint Health and Wellbeing Strategy 2022-2026 sets out health priorities identified in Joint Strategic Needs Assessments to be delivered by local government, the NHS and other partners through the Health and Wellbeing Board (HWB). The five key priority areas are:

1. Improving mental health and wellbeing
2. Physical activity and healthy weight
3. Supporting long term independence
4. Alcohol and substance misuse
5. Health inequalities and the wider determinants of health

4.1.9 The Castle Point and Rochford Health and Wellbeing Strategy sets out how the two Councils will improve health and wellbeing between 2022 to 2025. The Strategy identifies inequalities between wards and significant healthy life expectancy gaps which can be addressed in part by reducing preventative health issues.

4.1.10 In the Borough there are sixteen pharmacies, nine dental surgeries, ten opticians, four community clinics, two ambulance stations in Rayleigh and Canvey Island, and thirteen GP practices. The ICB reviews and manages the capacity of GP practices within the Borough.

Table 4.1.10 NHS clinics located in Castle Point Borough[7]

Facility	Location	Services
Thundersley Clinic	Kenneth Road	Long term conditions Palliative care
Hadleigh Clinic	London Road	Speech and language
Benfleet Clinic	High Road, Benfleet	Continence Speech and language
Knightswick Clinic	Folksville Road, Canvey Island	Community mental health Dental services

4.1.11 Current healthcare infrastructure is constrained and is expected to become severe unless it is addressed through future growth. As presented within the Table below, all GP surgeries within the Borough are operating over capacity, at a near total deficit of space of 2,400m^2.

[7] www.nhs.uk

Table 4.1.11 2025 GP provision in Castle Point Borough

Premises	Weighted List Size[8] Jan 25	NIA (m^2)[9]	Capacity[10]	Spare Capacity (NIA m^2)[11]
Hart Road Surgery	3,133	81	215	-134
Essex Way Surgery	5,327	149	365	-216
The Community Practice	7,093	212	486	-274
Canvey Island Surgery	5,337	186	366	-180
The Island Surgery	7,167	247	491	-244
Canvey Village Surgery	3,807	146	261	-115
St. George's Medical Practice	5,739	227	394	-167
Rushbottom Lane Surgery	12,165	453	834	-381
The Hollies	12,786	553	877	-324
Third Avenue Health Centre	7,424	327	509	-182
Benfleet Surgery	2,306	131	158	-27
Oaklands Surgery	11,066	620	759	-139
High Road Family Doctors	3,654	242	251	-9
Total	**87,004**	**3,574**	**5,966**	**-2,392**

4.1.12 Acute care provides short term treatment for a severe injury or illness episode, an urgent medical condition, or during recovery from surgery. This type of care is predominantly provided in hospitals. There are no hospitals in the Borough, the closest hospitals in Basildon and Southend on Sea are both around six miles from central areas of the Borough, and Broomfield Hospital in Chelmsford is around nineteen miles from the Borough. Southend Hospital has a bed capacity of 519, Basildon Hospital has a bed capacity of 563, and Broomfield Hospital has a bed capacity of 495 as of 2024. These hospitals are referred to collectively as the Mid and South Essex University Hospitals Group.

4.2 Establishing Future Infrastructure Needs and Developer Contributions

4.2.1 The CPBC Healthcare Facilities Developer Contributions Guidance SPD (2023) sets out the types of developer contributions or planning obligations required for health and social care. Using this guidance. contributions would be sought towards new healthcare infrastructure in the form of Section 106 agreements from sites delivering ten or more units. The SPD identifies a contribution of £496 per dwelling from qualifying sites (based on 2022 BCIS costs). The SPD notes that the cost per dwelling

[8] The weighted list size of the Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
[9] Current Net Internal Area occupied by the Practice
[10] Based on 120m^2 per GP (with an optimal list size of 1750 patients) as aligned with DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
[11] Based on existing weighted list size

will be regularly kept up to date by the NHS, therefore the cost provided by the NHS at the time of an application will be used when entering into a Section 106 agreement.

4.2.2 Where the NHS has identified a need for a new healthcare facility on site, the developer will be expected to provide land and build the facility. The developer can either rent the facility back to the service provider on a 20-year lease or sell the facility to a third party provider who will lease the facility to the NHS.

4.3 Lead agencies:

- Mid and South Essex Integrated Care Board
- Essex County Council

4.4 Evidence base

- Castle Point and Rochford Health and Wellbeing Strategy, ECC, 2022
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
- Essex Joint Health and Wellbeing Strategy 2022-2026, ECC, 2022
- Healthcare Facilities Developer Contributions Guidance SPD, CPBC, 2023

4.5 Infrastructure assessment

4.5.1 Growth being considered within the emerging Castle Point Plan would result in an increase in the local population, and would therefore result in an increase in the demand for and use of primary healthcare services across the Borough. As outlined above, GP surgeries in the area are currently over capacity, and the levels of growth being considered for the new Castle Point Plan will exacerbate this situation without the provision of additional healthcare infrastructure.

4.5.2 Table 4.5.1 below presents the impacts of the three growth scenarios on primary healthcare capacity in the area, and demonstrates how the growth scenarios could result in increased capacity deficits without the provision of additional primary healthcare facilities.

Table 4.5.1 Capacity of primary care facilities

Area	Existing capacity	Forecasted capacity following Scenario 1 growth	Forecasted capacity following Scenario 2 growth	Forecasted capacity following Scenario 3 growth
Benfleet and Thundersley	-934	-1,119	-1,474	-1,550
Canvey	-1,134	-1,464	-1,464	-1,594
Hadleigh	-324	-399	-399	-404

4.5.3 The Mid and South Essex ICS has confirmed that their budgets are severely constrained. Infrastructure improvements in the area would therefore be funded by

developer contributions. The ICB is currently developing an estates strategy for the area what will assist in identifying the impacts of growth and the need to expand or improve existing facilities. The costs associated with expanding healthcare infrastructure capacity will therefore becomes clearer as the estates strategy is progressed. Prior to the completion of the strategy, the ICS has provided an update to the 2022 recommended healthcare developer contribution of £496, and suggested that healthcare contributions should now be in the region of £500-600 per dwelling.

4.5.4 For the purposes of this assessment, £550 per dwelling will therefore be used to estimate the total developer contributions which could be sought for each scenario presented below.

- Scenario 1: (5,362 x £550) £2,949,100
- Scenario 2: (7,519 x £550) £4,135,450
- Scenario 3: (8,845 x £550) £4,864,750

4.5.5 It should be noted that these are high level estimates, which will be updated in future versions of the IDP following the completion of the ICB estates strategy.

5 Adult Social Care

5.1 Context and existing provision

5.1.1 ECC commissions adult social care for Essex residents and supports people to remain living independently in their homes. Adult social care (ASC) aims to help people stay independent and well, and reach the outcomes they want to achieve. Adult social care includes adult day care, independent living, also known as extra care housing, supported living and residential care.

5.1.2 Adult day care offers structured programs and activities for adults who require daytime support, but do not need residential care. Adult day care is provided through dedicated centres which offer recreational and socialisation activities, as well as meals, personal care and health assistance.

5.1.3 Extra care housing is designed to provide housing with care for people over the age of 55 and adults with disabilities whose current home no longer meets their needs, and they may need care and support to continue living independently (between 6-24 hours care per day) and are able to live independently.

5.1.4 Extra care housing comprises self-contained homes with special design features tailored to the needs of older adults and adults with disabilities.

5.1.5 Supported living provides adults with disabilities with tenancy-based accommodation to allow for independent living with some support. ECC defines supported living schemes as clusters of single occupancy units with a shared core support for all service user, or tenants living in a shared house or bungalow with their own room and shared communal area. ECC has published Supported Living Accommodation Standards which set out the standards for any supported living properties.

5.1.6 There are two main categories of residential care facilities. Nursing care will always include one qualified nurse or doctor, and can therefore cater for people with conditions that require nursing attention. Residential homes will call in routine and emergency medical support from other agencies (e.g. GPs or district nurses) as required. Both types of facilities provide accommodation, meals, cleaning and personal care. It should be noted that whilst residential care is often thought of as catering for older people, some facilities will cater in part or exclusively for other ages with specific needs.

5.1.7 There is an increasing shift towards adults receiving care in their homes, over residential and nursing care. Residents can continue living in their own homes, and receive ongoing support to maintain independence. Services are tailored to the individual's needs and vary depending on the level of support required. This has led to a demand in personalised care and specialist housing options.

5.1.8 The Adult Social Care Services Map on the Essex Provider Hub website provides data about care services provided by ECC in the County, including Castle Point. 1,121 adults receive adult social care in the Borough, of which 119 use day services, 591 receive domiciliary care, 42 are supported in a nursing bed, 209 in a residential bed and 40

residing in supported living schemes. There are nine supported living schemes in the Borough for learning disability physical and/or sensory impairment needs and six for mental health needs. There are 15 residential care homes in the Borough and 18 organisations providing community-based adult social care services, providing accommodation for 635 places.

5.1.9 Sheltered housing offers self-contained accommodation for people aged 55 plus who are capable of independent living with some support. Properties are supported by a visiting officer or scheme manager. There are 20 sheltered accommodation schemes providing 584 total tenancies in the Borough, operated by a mix of CPBC and landlords.

5.1.10 There are currently the following ASC commissioned/utilised building-based and specialist and supported housing and accommodation:

- 16 care homes providing 582 rooms (3 of which are residential with nursing)
- 15 supported living properties incorporating 54 tenancies
- 5 day opportunity providers / centres

Adult Day Care

5.1.11 ECL Canvey Island Day Centre offers support for adults with autism and or learning disabilities. There are other adult day care centres in nearby districts and boroughs offering specialised structured daytime programs.

Supported Living

5.1.12 Demand for supported living in the Borough is for shared accommodation. There are no adults currently seeking accommodation with complex physical and/or sensory needs.

Extra Care

5.1.13 ECC's Shaping Futures: Market Position Statement, Designing Services for the Future 2015-2025 looks at the adult social care needs that are likely to be required across the county over the next decade. ECC is currently producing an updated Market Position Statement.

5.1.14 The volume and general demand for extra care is expected to increase in the future. Currently there are no affordable Extra Care schemes that adults known to ECC can access. ECC is developing a pipeline of nine new extra care schemes for the County and is seeking to identify a suitable site in Castle Point.

Residential Care

5.1.15 ECC's Provider Hub webpage provides information on the latest market position. There are supply issues on Canvey Island, mainly due to recruiting challenges. Other challenges include rising utility costs, affordable nursing placements and DE capacity, as well seasonal pressures. Since COVID-19, occupancy in residential and nursing

homes has decreased, resulting in an oversupply. Occupancy as of 2023 was at 82% for all of Essex, compared to pre-COVID levels of 92%.

5.2 Establishing Future Infrastructure Needs and Developer Contributions

5.2.1 Specialist housing can be secured as part of the overall housing mix. Grants are also available through Homes England to support the delivery of adult social care units. The exact location and type of future adult social care will continue to be explored through the production of the emerging CP Plan.

5.3 Lead agencies:

- NHS England
- Essex County Council
- Castle Point Borough Council

5.4 Evidence base:

- Shaping Futures: Market Position Statement, Designing Services for the Future 2015-2025, Essex County Council/ NHS
- Independent Living Programme for Older People, ECC, 2016
- Essex Provider Hub, Essex County Council website
- Supported Living Accommodation Standards, ECC, updated 2024
- Supported Living Demand Bulletin, ECC, 2024
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
- Extra Care Market Position Statement, ECC, 2023

5.5 Infrastructure Assessment

5.5.1 ECC Adult Social Care (ASC) has commissioned the Housing LIN to complete a 'Supported and Specialist Housing and Accommodation Needs Assessment'. The work commenced May 2024 and is expected to be completed in Spring 2025. The forward forecasting is for people who meet the Care Act criteria and those who do not, but may do so in the future. The forward forecast will provide a robust and credible assessment of the need for the different types of supported and specialist housing and accommodation over the next 5, 10, 15 and 20 years, this will be broken down by cohort and local housing authority area.

5.5.2 The assessment will include data on Borough residents who need specialist, supported and accessible housing and accommodation to meet their needs due to their age, health, disability, mental health need and/or cognitive ability. The assessment will enable ECC ASC to provide more detailed evidence of the need for and the type of specialist and supported housing and accommodation required in the Borough, which can inform any future iteration of the Local Plan (depending on timescales).

6 Green and Blue Infrastructure

6.1 Context and existing provision

6.1.1 Green and blue infrastructure is a network of multifunctional natural spaces and corridors in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities. This includes parks and gardens, woodlands, footpaths, playing fields, allotments, and water infrastructure referred to as blue infrastructure. Playing fields are covered in Section 7 of this IDP under Sports, Indoor and Outdoor Facilities.

6.1.2 Green infrastructure assets provide a range of benefits including providing ecological habitats, contributing to landscape character and quality, making places healthier and more distinctive, providing amenity and recreational opportunities as well as a range of 'ecosystems' benefits such as climate change mitigation and pollution control. More valuable green spaces have multiple uses and are connected as part of an integrated network as opposed to being isolated. There are also economic benefits including attractors for inward investment, promoting local economic regeneration, increasing tourism, as well as passive benefits to buildings (such as shading) and lower energy costs by helping to maintain internal building temperatures.

6.1.3 The Essex Local Nature Partnership (LNP) is working on a Greater Essex Local Nature Recovery Strategy (GELNRS) for Essex as required by the Environment Act (2021). ECC is working closely with the LNP and LPAs to provide direction and ensure key stakeholders are engaged in the production of the GELNRS. A timeline is provided on the Essex Nature Partnership website which sets out key milestones and explains that the GELNRS may be published during 2025.

6.1.4 The LNP Board agreed to achieve 25% of natural green infrastructure coverage by 2030. This target was adopted from the Essex Climate Action Commission target in the Net Zero: Making Essex Carbon Neutral report (2021).

6.1.5 Building with Nature is an initiative which came from a collaboration between Gloucestershire Wildlife Trust and the University of West England. Building with Nature Standards are underpinned by evidence and good practice and have been co-developed with local authorities, private sector developers, people and communities. They provide standards for green infrastructure at each stage of the development process. Natural England's National Green Infrastructure Framework (2023) establishes the following five voluntary national standards for delivering green infrastructure in England:

- S1: Green Infrastructure Strategy Standard
- S2: Accessible Greenspace Standard
- S3: Urban Nature Recovery Standard
- S4: Urban Greening Factor Standard
- S5: Urban Tree Canopy Cover Standard

6.1.6 Natural England's *S4 Urban Greening Factor Standard* seeks to increase greening in existing urban developments and towns. Urban greening is important for addressing the inequality of access to green space within towns and cities, including public realm. This is worsened by the impacts of air pollution, climate change and population pressures. The Urban Greening Factor is a planning tool developed by Natural England to improve the provision of green infrastructure particularly in urban areas, to increase urban greening and to increase biodiversity net gain.

6.1.7 Table 6.1.7 sets out accessible green space standards based on Natural England's *S2 Accessible Green Space Standard*.

Table 6.1.7 Natural England Green Infrastructure Standards for England (2023)

Category of Accessible Greenspace	Actual walking distance	Name of criterion	Accessible Natural Greenspace	Size criteria (minimum)	Approximate walking / cycling time
1. Small greenspace close to home: either a Doorstep or Local Greenspace	200m	Doorstep Greenspace	N	0.5 ha	Less than 5 minutes
As above	300m	Local Natural Greenspace	Y	2 ha	5 minutes
2. Medium sized greenspace within 1km	1km	Neighbourhood Natural Greenspace	Y	10 ha	15 minutes
3. Medium large Greenspace within 2km	2km	Wider Neighbourhood Natural Greenspace	Y	20ha	35 minutes
4. Large greenspace within 5km from home	5km	District Natural Greenspace	Y	100 ha	15-20 minutes cycling from home
5. Very large Greenspace within 10km from home	10km	Sub-regional Natural Greenspace	Y	500 ha	30-40 minutes cycling from home

6.1.8 Green infrastructure can be incorporated into all scales of development. More valuable green spaces have multiple uses and are connected as part of an integrated network as opposed to being isolated. Open space includes some of the types of features (typologies) listed below. The Castle Point Open Space Assessment (2023) recommends

local authority wide open space standards for open space features, as set out in \[12]. It should be noted that paragraph 2.2.20 of the Castle Point Developer Contributions Supplementary Planning Document (SPD) explains that "up to date assessments should be used to determine what level of open space provision is needed. There are various national standards that set out accessible green space standards, which are reasonable to expect in new development. It is therefore appropriate to expect provision of new open spaces on development sites". Therefore it is reasonable to expect the following recommended open space provision in the Council's infrastructure assessment.

Table 6.1.8 Open Space Assessment (2023) recommended provision and accessibility standards for open space typologies

Typology	Recommended Standards (ha/1000 population)	Preferred maximum walking distance
Allotments	0.2 ha/1000 population	15 minutes' walk-time (720m straight line)
Amenity Green Space (>0.1ha): including informal accessible spaces above 0.1ha	0.6 ha/1000 population (minimum size 0.1 ha)	10 minutes' walk time (480m straight line)
Parks and Recreation Grounds: includes publicly accessible playing fields and outdoor sports areas, urban parks, accessible recreation/sports grounds	1.1 ha/1000 population	15 minutes' walk time (720 metres straight line)
Play Space (Children): including equipped areas of play that cater for the needs of children up to and around 12 years of age.	0.07 ha/1000 population	10 minutes' walk time (480m straight line)
Play Space (Youth): including teenage facilities – informal recreation opportunities for, broadly, the 13 to 17 age group, including skateboard parks, basketball courts, BMX ramps and 'free access' Multi Use Games Areas (MUGAs).	0.07 ha/1000 population	15 minutes' walk time (720m straight line)
Accessible Natural Green Space: including meadows, woodland, copses, river valleys and lakes, country parks	1.8 ha/1000 population (for new provision)	15 minutes' walk time (720m straight line) and Natural England's Accessible Natural

[12] Open space standards differ across organisations. The Open Space Assessment proposed capacity standard for Accessible Natural Green Space is 1.8ha per 1000 population for new provision, as set out by the Fields in Trust. Natural England's Accessible Greenspace Standards recommend a minimum of 3ha per 1000 population.

		Green Space standards

6.1.9 The children's play spaces described above include the following:

- Local Area of Play (LAP) – a small area of open space designed for young children to play close to where they live.
- Local Equipped Area of Play (LEAP) – an area of open space designed with features and equipment for children who are beginning to play independently close to where they live.
- Neighbourhood Area of Plan (NEAP) – an area of open space designed for older children but with play opportunities for younger children as well.

6.1.10 49% of the Borough is covered by green infrastructure. Open space in Castle Point consists of a variety of natural landscapes, wetlands, marshlands, heathlands, meadows and woodlands with the Thames Estuary and Green Belt areas. The South Essex Green and Blue Infrastructure Study (2020) also identifies 0.5ha of ancient woodland in the Borough. One of the largest areas of open space in the Borough is located on the west of Canvey Island, consisting of Canvey Wick and West Canvey Marshes.

6.1.11 Canvey Wick is a 19ha Site of Special Scientific Interest (SSSI) and provides one of the most important British sites for endangered invertebrates. The RSPB manages the SSSI in partnership with Buglife and on behalf of the Land Trust. An extension to Canvey Wick is being planned which will increase the protected area to around 100 hectares.

6.1.12 West Canvey Marshes contains 256ha of wet and dry grassland, reed beds, lagoons, saltmarsh, scrub and mudflat habitats managed by the RSPB. There are 6.5km of visitor access, with 3.5km consisting of permissive nature trails and 3km of public footpaths along the perimeter of the site. The area is historically grazing marsh and is now managed as a reserve, providing feeding and breeding grounds for wintering, migratory and breeding waders and wildfowl. This is primarily achieved through hydrological management and appropriate grazing regimes. The area also supports a range of important protected species such as water voles and reptiles by providing managed habitats such as ditch networks, meadows and fields of varied structure and floral diversity.

6.1.13 With West Canvey Marshes and Canvey Wick, West Canvey has a good provision of natural and semi-natural open space. The ecological value and overall quality of these open spaces continues to be improved by the Land Trust and the RSPB. The current lack of visitor facilities on the West Canvey sites limits the use of the areas, for example without toilet facilities the RSPB is current unable to accommodate school groups and public events which could raise the profile of nature conservation in this area and the work of the conservation organisations involved more broadly.

6.1.14 The opening of the Canvey Wick extension will result in increased visitor numbers to this area. The level of popularity of these sites may require additional facilities to be provided in the future, such as a visitor's centre, welcome hut, refreshment facilities, improved signage, public footpath links and road crossing points to surrounding areas, toilets, and a larger car park. The location of Castle Point Borough near the River Thames provides additional opportunities to undertake sporting activities. The Port of London Authority's (PLA) Vision for the Thames in 2050 seeks to achieve net zero targets by 2040 for PLA operations. The PLA is producing the Tidal Thames Masterplan, which captures all potential strategic opportunities on the Thames River and will aid in decision making.

6.1.15 Hadleigh Country Park consists of 152ha of undulating hills, pasture, hay meadow and marsh, old hedgerows and ponds, providing opportunities for recreation and providing excellent habitats for flora and fauna. The Park includes a mountain biking course and extensive walking routes encompassing the ruins of Hadleigh Castle. The management of Hadleigh Country Park is complex balancing recreation and access with the protection and enhancement of many statutory designations, including 127ha of Priority Habitat.

6.1.16 Hadleigh retained its Green Flag Award in 2022/23 and 2023/24 and is expected to be retained in 2024/25. The scheme recognises and rewards well managed parks and green spaces, setting the benchmark standard for the management of recreational outdoor spaces.

6.1.17 Parkland Management and Grassland Plans are now in place for Registered Parks and Gardens at some Country Parks. The Salvation Army entered into agreement with Natural England for a Grassland Restoration Management Plan for its Hadleigh Estate including Hadleigh Country Park. The program is set to conclude at the end of 2024.

6.1.18 The Essex Forest Initiative, funded 50% by ECC, is planting £1 million worth of trees, hedging and fruit trees in the County from 2019 to 2024. The initiative has planted trees across the Borough, including Hadleigh Country Park, schools, amenity green spaces and privately owned land.

6.1.19 As outlined in Table 6.1.19 below, the appraisal assessed the level of existing provision of open space in the Borough according to the open space typologies identified in the appraisal.

Table 6.1.19 Existing provision of open space in Castle Point Borough

Typology	Number of Sites	Size (Ha)	Size (Ha per 1,000 population)
Allotments	8	7.24	0.08
Amenity Green Space (>0.1ha)	56	47.01	0.52
Parks and Recreation Grounds (combined)	19	102.58	1.14
Parks and Recreation Grounds	17	101.70	1.13
Outdoor Sport (Fixed)	2	0.88	0.01
Play Space (Child)	24	2.52	0.03

Typology	Number of Sites	Size (Ha)	Size (Ha per 1,000 population)
Play Space (Youth)	10	1.04	0.01
Accessible Natural Green Space	27	854.61	9.45
Small Amenity Green Space (<0.1ha)	97	3.89	0.04
Churchyards and Cemeteries	8	13.68	0.15
Education	28	94.34	1.05
Green/Blue Corridors	16	84.48	0.94
Outdoor Bathing	2	0.47	0.01
Outdoor Sport (Private)	11	113.14	1.26
Total Borough Wide	**325**	**1427.58**	**15.74**

6.1.20 Table 6.1.20 below lists the existing provision of open space in the Borough by ward and Table 6.1.21 shows the current provision against the recommended standards in the Open Space Assessment. Borough wide, there are quantity deficits in allotments, amenity green space, play space for children and play space for youth. The Open Space Assessment undertook a quality audit of 260 open spaces in the study area. The majority of accessible natural green space sites were assessed as being of excellent or good quality.

6.1.21 Six wards in the Borough have no access to youth play space. There is good access to youth play space in Canvey Island East, east of Canvey Island Winter Gardens, Appleton, St Marys and St Georges. Six out of the eight youth place spaces were assessed as being fair with 1+ poor criterion.

6.1.22 There are significant gaps in access to children's play space across the Borough, particularly in the east of Canvey Island, St Michaels and in the south of Thundersley North. More than half of the children's play spaces were assessed as fair with 1+ poor criterion.

6.1.23 Access to amenity green space is generally good, with gaps in the west of St. Marys, east of Tarpots, Appleton and south of Canvey Island Central. For amenity green space above and below 0.1ha, the sites were assessed in a range from good to fair with 1+ poor criterion. Seven amenity green spaces above 0.1ha were assessed as being poor quality.

6.1.24 There are significant gaps in access to parks and recreation grounds in south Tarpots, south Thundersley North and Thundersley South. Most parks and recreation grounds were assessed as either good quality or fair with 1+ poor criterion.

6.1.25 Residents in Canvey Island, apart from the eastern side, have no access to allotments, as well as St Marys ward, west of Appleton and south Thundersley. Most allotments scored as being good quality, with two assessed as being fair, with 1+ poor criterion.

Table 6.1.20 Schedule of Open Space Provision in Castle Point Borough by Ward

Ward	St Michaels	Hadleigh St James	Thundersley South	St George's	Appleton	Thundersley North	St Mary's	Tarpots	Canvey Island Winter Gardens	Canvey Island South	Canvey Island East	Canvey Island North	Canvey Island Central	**Total Borough wide (Ha)**
Allotments	2.24	1.03	0	0	0	0.19	0.62	1.6	1.23	0	0.33	0	0	**7.24**
Amenity Green Space >0.1ha	1.44	0.97	5.61	2.71	1.59	0.63	0.12	0	15.14	0.21	3.98	2.85	11.75	**47**
Parks and Recreation Grounds (Combined)	8.47	0.06	0	0.02	0	19.01	24.43	0	27.03	7.59	14.56	0	1.39	**102.56**
Parks and Recreation Grounds	8.25	0.06	0	0.02	0	19.01	24.43	0	26.37	7.59	14.56	0	1.39	**101.68**
Outdoor Sport (Fixed)	0.22	0	0	0	0	0	0	0	0.66	0	0	0	0	**0.88**
Play Space (Child)	0.06	0.24	0.13	0.08	0.1	0.22	0.24	0	0.69	0.3	0.39	0.04	0.02	**2.51**
Play Space (Youth)	0	0	0	0	0	0.02	0.23	0	0.24	0.49	0.05	0	0	**1.03**
Accessible Natural Green Space	126.18	188.86	74.92	3.6	0.06	27	35.22	6.54	362.62	0	0.22	17.42	3.92	**846.56**
Churchyards & Cemeteries	0.07	0.52	0	0	0	5.72	0.94	0	4.88	0	0	0	1.55	**13.68**
Education	12.13	2.92	7.28	6.86	9.89	6.88	1.39	4.09	25.05	13.23	2.81	0	1.81	**94.34**
Outdoor Sport (Private)	0.24	0.14	3.31	0	0.06	0.27	43.22	0	60.85	1.89	1.08	0	2.08	**113.14**
Green/ Blue Corridors	0	18.21	4.08	0	0	0.07	2.58	0.05	6.27	14.14	38.11	0.96	0	**84.47**
Outdoor Bathing	0	0	0	0	0	0	0	0	0	0.47	0	0	0	**0.47**
Amenity Green Space (<0.1ha)	0	0	0.01	0.08	0.01	0.03	0.19	0	1.3	0.37	0.37	0.28	1.26	**3.9**

Table 6.1.21 Schedule of Open Space Provision against quantity standards in Castle Point Borough by Ward

Ward	St Michael's	Hadleigh St James	Thundersley South	St George's	Appleton	Thundersley North	St Mary's	Tarpots	Canvey Island Winter Gardens	Canvey Island South	Canvey Island East	Canvey Island North	Canvey Island Central	**Borough wide (Ha)**
Allotments	1.11	-0.18	-1.24	-1.27	-1.31	-1.21	-0.79	0.17	-0.25	-1.49	-1.18	-1.53	-1.53	**-10.68**
Amenity Green Space	-1.95	-2.66	1.9	-1.1	-2.34	-3.57	-4.11	-4.29	10.71	-4.25	-0.55	-1.73	7.17	**-6.76**
Parks and Recreation Grounds (Combined)	2.25	-6.59	-6.79	-6.97	-7.21	11.32	16.68	-7.86	18.91	-0.59	6.25	-8.4	-7.02	**4**
Play Space (Children)	-0.34	-0.18	-0.3	-0.36	-0.36	-0.27	-0.25	-0.5	0.17	-0.22	-0.14	-0.49	-0.51	**-3.76**
Play Space (Youth)	-0.4	-0.42	-0.43	-0.44	-0.46	-0.47	-0.26	-0.5	-0.28	-0.03	-0.48	-0.53	-0.53	**-5.24**
Accessible Natural Green Space	116	177.98	63.8	-7.83	-11.73	14.41	22.54	-6.32	349.34	-13.39	-13.37	3.68	-9.83	**685.28**

6.2 Establishing Future Infrastructure Needs and Developer Contributions

6.2.1 The provision of new green and blue infrastructure items, land for new green and blue infrastructure, and future management arrangements, will usually be secured through section 106 agreements supporting planning applications. Other funding sources for the provision of new green and blue infrastructure could include funding from Government, community events, the National Lottery, Sport England, and grant funding from relevant sporting organisations.

6.2.2 The Open Space Assessment identifies the contribution for the on-site provision or improvement of open space as £1,779.48 per person or off-site contributions. The calculated costs are based on the recommended green space standards identified in Table 6.1.8. The costs assume an average household size of 2.4 people. Table 6.2.2 breaks down the cost by open space typology.

Table 6.2.2 Open space costs by typology

Typology	Standard (m^2) per person	Cost of provision (cost / m^2)	Contribution per person
Allotments	2.0	£34.20	£68.40
Parks and Recreation grounds (Combined)	11.0	£116.53	£1,281.83
Play Space (Children)	0.7	£149.91	£104.94
Play Space (Youth)	0.7	£163.30	£114.31
Amenity green space	6.0	£16.40	£98.40
Accessible Natural green space	18.0	£6.20	£111.60
Total	**38.4**	**£1,779.48**	

6.2.3 Where new open space is provided, the developer would be expected to provide the open space and either maintain the open space through a management company or other suitably agreed stewardship arrangement. Alternatively, if the site is to be adopted by the Local Authority, then maintenance fees will be included in the Section 106 legal agreement. Maintenance costs for open space are set out in Table 6.2.3 below. The costs do not include professional fees, set up costs and admin, and have not been adjusted for inflation.

Table 6.2.3 Open space maintenance costs

Typology	Cost/sq. m per annum
Play Space (Children)	£13.34
Play Space (Youth)	£9.21
Parks and Recreation Grounds	£3.47
Amenity Green Space and Natural Green Space	£0.77

Allotments	£0.76

6.3 Lead agencies:

- Castle Point Borough Council

6.4 Evidence base:

- Castle Point Borough Council Open Space Assessment, Ethos Environmental Planning, 2023
- Standards Framework 2.0, Building with Nature
- National Green Infrastructure Framework, Natural England, 2023
- Our Vision for the Thames in 2050, Port of London Authority, 2023
- South Essex Green and Blue Infrastructure Strategy, ECC, 2020

6.5 Infrastructure Assessment

Open Space Provision

6.5.1 Based on an assumption of 2.4 people per household, the three draft Local Plan growth strategy scenarios would result in the following possible population increases:

- Scenario 1: 12,869
- Scenario 2: 18,046
- Scenario 3: 21,228

6.5.2 Paragraph 6.2.3 above explains that the Open Space Assessment identifies the contribution for the provision or improvement of open space as £1,779.48 per person. The calculated costs are based on the recommended green space standards identified in Table 6.1.8. This means that the total cost of new open space to meet the needs of the growth scenarios being considered range from approximately £23 million - £38 million, as follows:

- Scenario 1: £22,900,128
- Scenario 2: £32,111,784
- Scenario 3: £37,774,801

6.5.3 The following table sets out the additional amount of each open space typology area required (in m^2) to support each growth scenario.

Table 6.5.3 Total Additional Open Space Requirements by Type (m^2).

Open Space Typology	Scenario 1 m^2 required[13]	Scenario 2 m^2 required[14]	Scenario 3 m^2 required[15]
Allotments	25,737.60	36,091.20	42,456.00
Parks and Recreation grounds (Combined)	141,556.80	198,501.60	233,508.00

[13] Based on 12,869 population growth
[14] Based on 18,046 population growth
[15] Based on 21,228 population growth

Play Space (Children)	9,008.16	12,631.92	14,859.60
Play Space (Youth)	9,008.16	12,631.92	14,859.60
Amenity green space	77,212.80	108,237.60	127,368.00
Accessible Natural green space	231,638.40	324,820.80	382,104.00
Total	**494,161.92**	**692,951.04**	**815,155.20**

6.5.4 Paragraph 6.2.4 above explains that where new open space is provided, the developer would be expected to provide the open space and either maintain the open space through a management company or other suitably agreed stewardship arrangement. Alternatively, if the site is to be adopted by the Local Authority, then maintenance fees will be included in the Section 106 legal agreement. Table 6.5.4 provides the maintenance cost/m^2/annum. This equates to the following total costs for maintenance of open space, to support planned growth:

Table 6.5.4 Maintenance cost/open space provision/annum

Typology	Scenario 1	Scenario 2	Scenario 3
Allotments	£19,560.58	£27,429.31	£32,266.56
Parks and Recreation grounds (Combined)	£491,202.10	£688,800.55	£810,272.76
Play Space (Children)	£120,168.85	£168,509.81	£198,227.06
Play Space (Youth)	£82,965.15	£116,339.98	£136,856.92
Amenity green space	£59,453.86	£83,370.67	£98,073.36
Accessible Natural green space	£0.00	£0.00	£0.00
Total	**£773,350.54**	**£1,084,450.33**	**£1,275,696.66**

6.5.5 It is important to note that the total new open space provision required, when using the Open Space Assessment 2023 standards, is significant both in terms of cost and in terms of identifying sufficient land to deliver the provision. For example, Scenario 1 would require 2.5Ha of allotment land; 14 Ha of new parks and recreation grounds; and 23 Ha of Accessible Natural Green Space.

6.5.6 It will be important to consider the impact of the standards on development viability and also to determine whether provision can be made on-site or whether there is land available to make provision off-site. An exercise in mapping new open space typology provision against the existing open space deficit data (Table 6.1.5 above) and the preferred walking distance standards (Table 6.1.2), may be of assistance in guiding the location of new open space provision.

6.5.7 In terms of maintenance, it will be important to consider the Council's approach to managing each type of open space to ensure that they are maintained to a standard which allows for safe enjoyment of the land in perpetuity. Maintenance may be delivered through private management companies on a site-by-site basis or for some types of open space, the Council may contribute towards maintenance. A policy approach covering each typology of open space is recommended.

6.5.8 Finally, it is important to note the Natural England Green Infrastructure Standards, including the Urban Greening Factor and Green Infrastructure Standards for England. The Council may consider how these standards and the Urban Greening Factor are incorporated into site assessments and design, alongside the requirements of Biodiversity Net Gain standards, to be incorporated into policy. Taking these standards into account may result in duplication of provision. Therefore it is recommended that a holistic approach is identified which considers clear methods to avoid duplication between open space typologies; urban greening and BNG. Furthermore the development of delivery and management mechanisms for on-site and off-site provision of each type of open space.

Recreational disturbance Avoidance and Mitigation (RAMS)

6.5.9 In their response to the IDP consultation process, Natural England commented that "much of the development proposed will occur within the identified Zones of Influence (ZoI) for coastal Habitats Sites ("European Sites"). The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD was created in partnership with 12 LPAs and adopted by SCC in 2020. The SPD applies to new residential dwellings to be built in the ZoI of the Essex coast Habitats Sites, intended to mitigate the 'in combination' effect of recreational pressure created by new residents.

6.5.10 The SPD explains that to deliver the mitigation package proposed, "the current tariff is £125.58 per dwelling as of 2020/21. This will be index linked with a base date of 2019.". The table below provides the total payment required towards the Coastal RAMS mitigation package, per growth scenario[16]:

Growth Scenario	**Total**
Scenario 1: 5,362 dwellings	£673,359
Scenario 2: 7,519 dwellings	£944,236
Scenario 3: 8,845 dwellings	£1,110,755

Green and Blue Infrastructure

6.5.11 As set out above, Natural England's Urban Greening Factor should be taken into account in policy preparation, including increased tree cover to enhance health and wellbeing.

6.5.12 In terms of blue infrastructure, appropriate foul drainage management would be required, and SuDS (Sustainable urban Drainage Systems) should also be integrated into the design of sites from the outset. Finally, improvements to the diversification of wildlife and habitats is promoted including setting ambitious BNG targets and ensuring that wildlife corridors are retained, maintained, enhanced and created.

[16] Note that the figure must be index linked correctly to achieve the most up to date chargeable fee at the time.

6.5.13 The Essex Wildlife Trust emphasises the importance of identifying key biodiversity improvement projects from the Biodiversity Action Plan, Local Nature Partnership, Rights of Way Improvement Plan, the Essex Green Infrastructure Study and the Local Nature Recovery Network, where relevant.

7 Sports, Indoor and Outdoor Facilities

7.1 Context and existing provision

7.1.1 Indoor and outdoor sports and leisure facilities play an important role in supporting healthy communities, as well as providing opportunities for all age groups to socialise and develop skills. Regular exercise contributes to achieving a range of wider socio-economic objectives, therefore ensuring an adequate supply of suitable sporting facilities to meet local need is a requirement of the planning system. Careful consideration of the existing provision and future need for sports and leisure facilities is important to support the well-being of existing residents, and to support growth proposed in the Castle Point Plan.

7.1.2 National strategy for sports facilities from Sport England emphasises a Protect, Enhance, Provide approach to the quality and quantity of provision of sports facilities. The focus is firstly on maintaining and improving the quality of existing facilities before providing new facilities.

7.1.3 Castle Point's vision for its sports and leisure provision as set out in the Indoor Built Facilities Strategy Update (2023) is to "make Castle Point a Borough with a diverse leisure and recreation provision which is accessible to all, encourages and promotes participation and healthy lifestyle choices, making a major contribution to a safe and healthy community".

7.1.4 The Castle Point Playing Pitch Strategy (2023) assesses the provision of playing pitches in the Borough, and identifies a range of current and/or future deficiencies in provision. The Indoor Built Facilities Strategy Update (2023) identifies the need to protect and enhance existing indoor and built sports facilities in the Borough. The Council is producing a new Playing Pitch Strategy and a new Built Facilities Strategy, which are due to report in the autumn. The Football Foundation intend to update the Football Facilities Plan in due course. These updates will be considered in future versions of the IDP.

7.1.5 Playing fields associated with educational uses are set out in Table 7.1.5.

Football Grass Pitches

7.1.6 The Strategy identifies 93 grass football pitches within Castle Point across 32 sites. Of the pitches, 93 are available, at some level, for community use across 21 sites. In total, one community available pitch is assessed as good quality, 61 as standard quality and 17 as poor quality. Changing provision is assessed as poor quality at Canvey Island Youth Football Club and John H Burrows Ground. The Strategy finds 155 teams from within 40 clubs are playing within Castle Point. This consists of 38 adult men's, two adult women's, 65 youth boys', three youth girls' and 47 mini teams.

7.1.7 A total of 12 pitches across four sites are considered to contain some level of actual spare capacity, equating to 8.5 match equivalent sessions. There are 13 pitches overplayed by 15.5 match equivalent sessions, nine of which are assessed as poor

quality. Based on current demand, youth 11v11 and mini 7v7 pitches have minimal spare capacity, whilst adult, youth 9v9 and mini 5v5 pitches have identified shortfalls.

3G Artificial Grass Pitches

7.1.8 There is one full size 3G pitch in Castle Point (Waterside Farm Leisure Centre) which is available to the community and floodlit. The full size 3G pitch at Waterside Farm Leisure Centre is FA approved to host competitive matches, as is the smaller sized pitch at Cedar Hall School. None of the 3G pitches are World Rugby compliant. The 3G pitch at Waterside Farm Leisure Centre is considered good quality, having been replaced in 2024.

7.1.9 There are three smaller sized 3G pitches, of which 2 are available for community use. During engagement for the Strategy, football clubs within Castle Point expressed a strong desire for more 3G artificial grass pitches for training purposes.

Table 7.1.5 Schedule of Playing Fields Associated with Educational Uses

Name	Address	Ward
Kingston Primary School	Church Road, Thundersley	St. Peters
Thundersley Primary School	Hart Road, Thundersley	Cedar Hall
Cedar Hall School	Hart Road, Thundersley	Cedar Hall
King John Senior School	Shipwrights Drive, Benfleet	Boyce
The Deanes School	Daws Heath Road	Victoria
Appleton School	Croft Road, South Benfleet	Appleton
Kents Hill Infant and Junior Schools	Kents Hill Road, South Benfleet	Appleton
Jotmans Hall Primary School	High Road, Benfleet	Appleton
Robert Drake Primary School	Church Road, Benfleet	St. Peters
Montgomerie Primary School	Rushbottom Lane, Thundersley	St. Georges
Glenwood School	Rushbottom Lane, Thundersley	St. Georges
Hadleigh Junior School	Bilton Road, Hadleigh	St. James
Westwood Academy	Beresford Close, Hadleigh	Victoria
South Benfleet Primary School	High Road, South Benfleet	St. Marys
St Katherines Primary School	Hilton Road, Canvey Island	Canvey W. Gardens
St Josephs Primary School	Vaagen Road, Canvey Island	Canvey Central
Leigh Beck Junior School	Point Road, Canvey Island	Canvey East
Lubbins Park Community School	May Avenue, Canvey Island	Canvey South
Northwick Park Nursery, Infant and Junior Schools	Third Avenue, Canvey Island	Canvey W. Gardens
William Read Primary School	Long Road, Canvey Island	Canvey West
Canvey Infant and Junior Schools	Long Road, Canvey Island	Canvey West
Canvey Skills Campus	Meppel Avenue, Canvey Island	Canvey W. Gardens

Name	Address	Ward
Cornelius Vermuyden School	Dinant Avenue, Canvey Island	Canvey West
Castle View School	Meppel Avenue, Canvey Island	Canvey South
Leigh Beck Infants and Nursery School	Point Road, Canvey Island	St. Marys
Woodham Ley Primary School	Rushbottom Lane, Benfleet	St. Georges
Holy Family Catholic School	Kents Hill Road, Benfleet	Appleton
Winter Gardens Primary School	Hilton Road, Canvey Island	Canvey East
The Chase Playing Fields	The Chase, Benfleet	Cedar Hall

Cricket

7.1.10 There are five grass wicket squares in Castle Point located across three sites. There are five Non-Turf Pitches in Castle Point, all located at school sites. All are assessed as standard quality. John H Burrows Ground is serviced by good quality changing facilities; Woodside Park and Smallgains Recreation Ground (Canvey Island Cricket Club) are serviced by poor quality changing facilities.

7.1.11 Current and future demand can be accommodated in Castle Point; however, an increase in provision may be required to accommodate any future senior demand derived from either Canvey Island Cricket Club and Hadleigh & Thundersley Cricket Club. Both analysis areas and all clubs have capacity to accommodate both current and future demand for junior cricket.

Rugby

7.1.12 Within Castle Point, there are eight senior pitches provided across seven sites, with six pitches available for community use across five sites. Of the community available pitches, one is assessed as good quality and five as poor quality. Only one pitch, located at Benfleet Playing Fields, currently has actual spare capacity.

7.1.13 There are currently no dedicated rugby league pitches within Castle Point and no rugby league teams.

Hockey

7.1.14 There are no hockey suitable artificial grass pitches and there are no hockey clubs based in Castle Point. Any demand is likely to be exported to neighbouring authorities.

Golf

7.1.15 There are two golf courses within Castle Point. Membership to both golf courses has steadily reduced since 2014.

Bowls

7.1.16 There are three flat greens located across three sites in Castle Point. Two are assessed as good quality and one as standard quality. The three clubs have reported an increase in membership.

Tennis

7.1.17 There are 18 tennis courts identified in Castle Point across four sites, with 13 of the courts being available for community use, and three are considered disused. Nine

community available courts are assessed as good quality and four assessed as poor quality. Supply is considered insufficient for non-club sports.

Netball

7.1.18 There are 10 outdoor netball courts in Castle Point across three sites, all of which are located at school sites, with four located at Deanes School Sports Centre, available for community use. four netball courts are assessed as good quality, three as standard quality and three as poor quality. The Strategy recommends ensuring courts at Deanes School Sports Centre remain sustainable if league demand transfers off site.

Athletics

7.1.19 There is one athletics track in Castle Point located at Waterside Farm Leisure Centre; however, this is currently disused due to substantial quality issues. Local group have expressed support for the track to be reinstated.

Cycling

7.1.20 Hadleigh Park, a purpose-built Mountain Bike facility, is located in Castle Point has an Olympic mountain bike course consisting of 5km of sandstone track. The Strategy recommends sustaining the quality of the site.

MUGAs

7.1.21 There are six Multi-use Game Areas (MUGAs) in Castle Point, available as open access. All six are assessed as poor quality and none are accompanied by floodlighting. Provision is considered adequate, however the quality of MUGAs in Castle Point should be improved.

Indoor and Built Facilities

7.1.22 The Indoor Built Facilities Strategy Update (2023) for Castle Point Borough identifies the existing indoor and built sports facilities in the Borough, as set out in Table 7.1.212.

Table 7.1.21 Existing indoor and built sports facilities in the Borough

Type of indoor sports provision	Location
Sports hall	Castle View School
	Deanes School Sports Centre
	Montgomerie Primary School
	Richmond Hall
	USP College, Seevic Campus
	The Appleton School
	The Cornelius Vermuyden School
	The King John School

Type of indoor sports provision	Location
	The Paddocks Community Centre
	Waterside Farm Leisure Centre
Swimming pools	Runnymede Leisure Centre
	South Benfleet Primary School
	Appleton School
	King John School
	Virgin Active
Swimming pools	Waterside Farm Leisure Centre
	William Read Primary School
Health and fitness suites	Bodycare Personal Fitness Club, Benfleet
	Castle View School, Canvey
	Deanes School Sports Centre, Thundersley
	Island Gym, Canvey
	Oasis Ladies, Thundersley
	Runnymeade Leisure Centre
	USP College, Seevic Campus
	King John School
	Virgin Active, Thundersley
	Waterside Farm Leisure Centre
	Anytime Fitness, Canvey
Indoor tennis	Deanes School Sport Centre
Squash courts	Waterside Farm Leisure Centre
Village halls which support sports clubs	The Paddocks Community Centre
	Runnymede Hall
	Woodside Hall
	King George V Pavilion Hall

Sports, community and village halls

7.1.23 The Borough has 16 sports halls located on 11 sites, however only seven sites provide halls for community sports uses. With the exception of Waterside Farm Leisure Centre, the majority of sports halls currently have spare capacity, however provision during the day is restricted within school facilities. Village and community halls assist in providing additional capacity for sport hall provision during the day. Existing provision of village and community halls in the Borough is limited with only four halls in the Borough, therefore only one third of the Borough's population live within an 800m catchment of a village and community hall. As a result of the limited provision, the demand for the use of village and community hall facilities is high.

Swimming pools

7.1.24 Public swimming pools in the Borough are at capacity, and therefore may not be able to increase participation to meet additional demands from population growth in the Borough.

Health and fitness suites

7.1.25 There are currently 11 health and fitness suites in Castle Point, with a total of 853 stations. Based on UK penetration rates in 2016 there is an existing deficit in health and fitness suite provision in the Borough of around 500 stations.

Indoor tennis

7.1.26 Indoor tennis facilities are only offered at Deanes School. Other facilities are available in neighbouring areas.

Squash

7.1.27 There are no squash facilities in the Borough, the last squash courts were closed due to limited demand.

Gymnastics

7.1.28 There is one gymnastics club in Castle Point, with a waiting list of around 200. It is unable to meet demand due to a lack of volunteers and coaches.

Sailing

7.1.29 There are three sailing clubs in Castle Point. The clubs are seeking to raise membership numbers among junior members.

7.2 Current Infrastructure Needs in the Area

7.2.1 The Castle Point Playing Pitch Strategy assessed the provision of playing pitches in the Borough, and identified a range of current and/or future deficiencies in provision, especially in relation to natural turf, 3G football and rugby pitches. The Strategy (recommendation a) has confirmed that lapsed and disused playing fields as well as currently used outdoor sports sites should be protected or replaced.

7.2.2 Table 7.2.2 considers the Indoor Built Facilities Update 2023 and Playing Pitch Update 2023 and provides a high-level overview of current infrastructure needs identified within these documents for each of the infrastructure types discussed above.

Table 7.2.2 Assessment of existing playing pitch provision in Castle Point Borough & surplus/deficit

Sport	Existing provision	Surplus / deficit
Football	93 grass football pitches across 32 sites 11 youth 11 verses 11 pitches	Based on current demand, youth 11 verses 11 and mini 7 verses 7 pitches have minimal spare capacity, whilst adult, youth 9 verses 9 and mini 5 verses 5 pitches have identified shortfalls. All football pitch types have a potential future shortfall based on predicted future demand.
Sports on a 3G pitch	1 full size 3G pitch 3 smaller 3G pitches	Based on future demand there is a shortfall of three full size 3G pitches, 1 pitch on Canvey Island and 2 pitches on the mainland. New 3G pitches should be provided with floodlights where possible to increase the potential use of the facility.
Cricket	5 grass cricket squares[17] in the Borough, across 3 sites	The existing provision of cricket squares is sufficient to meet current demands.
Rugby union	8 rugby union pitches	There is a shortage of rugby pitches to meet current demand.
Rugby league	0 pitches	No identified demand.
Hockey	0 pitches	No identified demand.
Golf	2 courses	Existing provision meets current demand.
Bowls	3 bowling greens	Need for an indoor bowls facility
Tennis	18 courts	There is a sufficient supply of club courts to meet demand, however there is a need to provide more non-club courts.
Netball	10 outdoor courts	Sufficient supply of courts to meet current demand.
Athletics	1 track, currently disused due to quality issues	There is sufficient demand to re-instate the use of this track.
Cycling	1 mountain biking facility	Sufficient cycling facilities to meet existing demand.

[17] Square relates to the number of central squares on a cricket pitch, rather than separate pitches. For example, 1 pitch can contain multiple squares.

Sport	Existing provision	Surplus / deficit
Multi use games areas (MUGA)	5 MUGAs	Sufficient provision of MUGAs to meeting current needs, however the quality of these facilities could be improved.

7.3 Establishing Future Infrastructure Needs and Developer Contributions

7.3.1 The Council will liaise with relevant contacts to establish infrastructure needs for indoor and outdoor sports facilities.

7.3.2 Contributions will be sought towards new indoor and outdoor sports infrastructure from sites delivering ten or more units. CPBC Developers Contributions Guidance SPD Playing Pitches and Indoor Built Facilities (2023) recommends using Sport England's Playing Pitch Calculator and Sport Facility Calculator to help estimate demand generated from a new population. Additional consideration is required in relation to facility location, existing and surrounding capacity of existing facilities, travel networks, and the attractiveness of existing facilities, to determine precise needs.

7.3.3 ECC is planning a future annual programme to maintain the footpaths and routes in Hadleigh Country Park to manage increased footfall from new growth in the Borough.

7.3.4 To help meet need in the Borough, a new full size 3G artificial grass pitch will be delivered at Deanes School, Thundersley, refurbishments will be undertaken for the 3G artificial grass pitch at Waterside Farm Leisure Centre, Canvey Island, and new practice nets will be delivered at Hadleigh & Thundersley Cricket Club.

7.4 Lead agencies:

- Castle Point Borough Council
- Sport England
- Active Essex

7.5 Evidence base:

- Castle Point Local Football Facilities Plan, Football Foundation, 2018
- Indoor Built Facilities Strategy Update, Castle Point Borough Council, 2023
- Playing Pitches and Indoor Built Facilities Developer Contributions Guidance SPD, Castle Point Borough Council, 2023
- Playing Pitch Strategy Update, Castle Point Borough Council, 2023
- Playing Pitch Calculator, Sport England

7.6 Infrastructure assessment

7.6.1 At present, Castle Point Council are preparing a Playing Pitch and Outdoor Sports Strategy (PPOSS). This will provide the necessary robustness and direction to inform decisions affecting relevant provision within the authority area. The PPOSS is not due to be completed until October 2025. Therefore, at this point in time the 2023 updates to the Council's Playing Pitch Strategy and Built Sports Facilities Strategy provide the

most up to date data, and have informed the Sport England calculators used to determine potential future needs for the area.

7.6.2 By using the Sport England Playing Pitch Calculator and Built Facilities Calculator, it is possible to identify the quantum and total cost of playing pitch and built facility requirements to support the options for growth. This is shown in the table below. To summarise; Scenario 1 results in the need to deliver 133 sqm of pool space; 1 new sports hall and 2 new tennis courts, costing approximately £5.5 million. Scenario 3 requires approximately double the provision of Scenario 1.

7.6.3 In terms of playing pitch provision, Scenario 1 would require approximately 12 new natural grass pitches and 12 new changing rooms; 1 new artificial grass pitch and 1 associated new changing room. The cost would total approximately £5 million. Scenario 3 requirements are almost double that of Scenario 1 with approximately 22 new natural grass pitches required alongside 21 new changing rooms. In terms of artificial grass pitches, the need remains at 1 new pitch but 2 associated new changing rooms. The cost would total approximately £8million for playing pitch provision in Scenario 3.

7.6.4 The results are important to consider in terms of viability and feasibility of provision to ensure delivery of the calculator requirements, to support the growth options. They are also useful for helping to identify where new provision is needed, and whether policies will require on site provision of a certain proportion of sports pitches for example, or whether delivery will be largely off site, to increase capacity of existing facilities.

Built Sports Facilities Calculator Results

Scenario 1 Population Growth	Pools (sqm)	Pools (£)	Halls (courts)	Halls	Indoor Bowl	Indoor Bowl (rinks)	Tennis Courts (number)	Tennis Courts (£)	Total indoor sports facilities costs (£)
12,869	133.32	£2,872,457	0.8 (3.18)	£2,387,470	0.28	£125,804	1.62	£183,554	£5,569,285

Scenario 2 Populaton Growth	Pools (sqm)	Pools (£)	Halls (courts)	Halls	Indoor Bowl	Indoor Bowl (rinks)	Tennis Courts (number)	Tennis Courts (£)	Total indoor sports facilities costs (£)
18,046	186.95	£4,028,002	1.12 (4.47)	£3,347,912	0.39	£179,413	2.27	£257,395	£7,812,722

Scenario 3 Population Growth	Pools (sqm)	Pools (£)	Halls (courts)	Halls	Indoor Bowl	Indoor Bowl (rinks)	Tennis Courts (number)	Tennis Courts (£)	Total indoor sports facilities costs (£)
21,228	219.91	£4,738,248	1.31 (5.25)	£3,938,240	0.46	£207,519	2.67	£302,781	£9,186,788

Playing Pitch Calculator Results

Population Growth Scenario 1	Natural Grass Pitches (number)	Natural Grass Pitches (£)	Changing rooms (number)	Changing rooms (£)	Total natural grass pitches and changing room facilities costs
12,869	12.42	£1,245,054	11.99	£2,477,511	£3,722,565
Population Growth	**Artificial Grass Pitches**	**Artificial Grass Pitches (£)**	**Changing rooms (number)**	**Changing rooms (£)**	**Total artificial grass pitches and changing facilities costs**
12,869	0.57	£687,981	1.15	£237,134	£925,115

Population Growth Scenario 2	Natural Grass Pitches (number)	Natural Grass Pitches (£)	Changing rooms (number)	Changing rooms (£)	Total natural grass pitches and changing room facilities costs
18,046	18.31	£1,835,647	17.68	£3,652,754	£5,488,401
Population Growth	**Artificial Grass Pitches**	**Artificial Grass Pitches (£)**	**Changing rooms (number)**	**Changing rooms (£)**	**Total artificial grass pitches and changing facilities costs**
18,046	0.85	£1,014,323	1.69	£349,618	£1,363,941

Population Growth Scenario 3	Natural Grass Pitches (number)	Natural Grass Pitches (£)	Changing rooms (number)	Changing rooms (£)	Total natural grass pitches and changing room facilities costs
21,228	21.54	£2,159,332	20.8	£4,285,739	£6,445,071
Population Growth	**Artificial Grass Pitches**	**Artificial Grass Pitches (£)**	**Changing rooms (number)**	**Changing rooms (£)**	**Total artificial grass pitches and changing facilities costs**
21,228	1.00	£1,193,189	1.99	£411,269	£1,604,458

8 Transport

8.1 Context and existing provision

Highways

8.1.1 Highways infrastructure includes both the strategic road network and local roads within the Borough. National Highways is responsible for operating, managing and improving the strategic motorway network, whilst the local road network is managed and maintained by ECC, which is the Highways and Transportation Authority. ECC is working with strategic partners to improve the resilience, reliability and efficiency of the A127 and the Major Route Network for all users.

8.1.2 As the Highways and Transportation Authority, ECC is responsible for preparing the Local Transport Plan (LTP), which sets out local transport policies, a future vision and approach to transport management, and identifies areas in need of improvement. The Essex LTP (2011) covers a 15 year period to 2026. The LTP states that effective transport networks are essential to ensure the efficient and effective movement of people and goods necessary to support a thriving economy, and that it is essential that transport networks are developed in an integrated way that not only supports growth and increased prosperity but does this in a way that creates great places to live, work and visit and also enables people to live independently and make the most of the opportunities available to them.

8.1.3 ECC transport policy also includes Net Zero: Making Essex Carbon Neutral (ECAC) and the Transport East: Transport Strategy. These place a greater emphasis upon the provision and use of sustainable transport and the decarbonisation of the transport network.

8.1.4 A fourth LTP (LTP4) is currently being prepared to outline future transport infrastructure priority schemes and plans until 2040 such as rapid transit, mobility hubs and improving station interchange facilities. The LTP is supported by a suite of more specific documents and locally specific implementation plans that are also periodically updated by ECC. A Future Transport Strategy for South Essex is being prepared along with a Local Cycling and Walking Infrastructure Plan (LCWIP) for Castle Point.

8.1.5 Essex and Castle Point are covered by the Sub-national Transport Body (STB) Transport East. STBs deliver improved collective transport planning and decision making over areas larger than current transport authorities. Transport East is responsible for the development of a high-level transport strategy linked to the delivery of economic growth and prosperity, and has a functional link with spatial planning. Transport East's Transport Strategy 2023-2050 (2023) sets out four pathways to deliver its vision for transport networks in the East of England:

- Decarbonisation to net-zero
- Connecting growing towns and cities
- Energising coastal and rural communities
- Unlocking international gateways.

8.1.6 The Local Plan Transport Assessment (July 2025) considered in detail the current performance of the highway network, including an assessment of the current capacity of junctions throughout the Borough. The following junctions were identified as having existing capacity issues:

- Fairglen Interchange: A127 Arterial Road/A124;
- Woodmans Arms: A129 Rayleigh Road/Daws Heath Road/Hart Road;
- B1014 Somnes Avenue/Link Road;
- A13 London Road/Kenneth Road; and
- B1014 High Street/B1014 Essex Road/B1006 High Road.

8.1.7 Through the production of the draft CP Plan and through ongoing engagement with ECC, a range of transport schemes have been identified to address existing issues on the highways network within the Borough. These highways improvement schemes are presented in Table 8.1.8.

Table 8.1.8 Projects to address existing highways issues affecting local residents

Project	Location	Reason for improvement	Proposed improvements	Delivery / Funding
Somnes Avenue and Canvey Road/Long Road	Canvey Island	East-west movements are currently focussed along Somnes Avenue and Canvey Road/Long Road resulting congestion at peak hours, especially Canvey Road/Long Road. This is exacerbated by the number of egress points including residential side roads, schools and other developments impacting upon the efficiency of public and private transport movements. There is a need for increased capacity of east-west routes across the island. There is the potential to improve the attractiveness for cycling and this is being considered in the LCWIP.	Improvements may require additional land to be safeguarded along Somnes Avenue between Waterside Farm and Elsinor junction.	Cost unknown at this stage.
New access for Canvey Island	Canvey Island	Access for Canvey Island is from the B1014 Canvey Road and the A130 Canvey Way. Both accesses join the island at the B1014 / Canvey Road roundabout in the north eastern corner of the island. The limited access results in significant congestion on these routes at peak hours, and safety concerns regarding emergency access to / from the island in the instance where the B1014 / Canvey Road roundabout and associated existing access points are inaccessible.	Construction of a third access for Canvey Island, from Northwick Road, crossing Holehaven Creek, to the Manorway A1014 on the mainland has been a long-term ambition of CPBC. A third access would provide access for the island from an alternative route unreliant on the B1014 / Canvey Way roundabout. This would provide alternative emergency access, and would also open up access to employment opportunities to the west for Canvey Island residents.	Cost unknown at this stage. Potential funding sources include the Government, ECC, and potential partial funding through developer contributions where appropriate.

Project	Location	Reason for improvement	Proposed improvements	Delivery / Funding
		Access to employment opportunities west of Canvey Island for residents on the island, particularly at Thames Freeport in Thurrock, involves lengthy car based journeys, requiring residents to travel north to the A13.	However, previous studies highlighted that all route options cross environmentally significant areas, including a SSSI requiring mitigation. There are also significant engineering design issues given the need for a raised elevation to mitigate against flood risk and to cross a navigable river linking to the Thames. Any feasibility study would need to consider routes across the river, as well as active and sustainable travel movement options.	
Improved access to Canvey Island	Canvey Island	Congestion and queueing on access routes to Canvey Island, in particular on Canvey Way and Somnes Avenue. There is the potential to improve general access and egress to Canvey Island and the Access to Canvey Study (2017) is the beginning of a series of investigations to seek to improve traffic flows wherever possible.	Proposed improvements are to: • Widen Somnes Avenue to provide two lanes between Waterside roundabout and Elsinor Avenue roundabout. • Provide 'KEEP CLEAR' marking across junction of Long Road / Hawkesbury Road. • Provide traffic signals at the junction of Long Road / Thorney Bay Road. • Instigate residential travel plans and school travel plans / safer journeys to school intervention to discourage trips to school by car at Canvey Junior School, Canvey Island Infant School, William Read Primary School and Castle View School.	Cost unknown at this stage. Potential funding sources include the Government, ECC, and potential partial funding through developer contributions where appropriate.
A127 corridor for growth and route	Northern edge of the Borough	The A127, which passes along the Borough's northern boundary, is a strategic route in South Essex which becomes congested during	An A127 Corridor Engagement Group has been established to co-ordinate transport requirements within the A127 corridor, formed by ECC and	ECC is currently preparing a business case for

Project	Location	Reason for improvement	Proposed improvements	Delivery / Funding
management strategy		peak periods. Congestion is experienced at key junctions along its route. Junctions which experience problems include the Fortune of War, Basildon and Halfway House, Brentwood. Congestion on the A127 inhibits economic growth across the wider region, and particularly south Essex, with a need to improve its safety, resilience and reliability.	partners, including ECC, SEC, London Borough of Havering and Highways England/National Highways. The Group was first established in 2018 to develop a long-term vision for transport along the A127 corridor and lobby for investment.	the Major Road Network investment programme with regards to improvements to the Fortune of War, Basildon and Halfway House, and Brentwood junctions.
A127/A130 Fairglen Interchange junction	Northern edge of the Borough	The Fairglen Interchange is of strategic importance to the existing and future transport movements and housing and economic growth in South Essex (including the A13, A127 and A130; with linkages to A12, M25 and Lower Thames Crossing). It has reached capacity and requires significant improvement.	A short term scheme for Fairglen Interchange has planning consent and includes: • A new road linking the A130 to the A1245; • Widening of slip roads on the Fairglen Roundabout; • Additional and longer slip lanes off the A127; • Traffic lights at Rayleigh Spur Roundabout and an additional lane; and • A new pedestrian and cycle bridge on the A127. Long term Fairglen Interchange improvements beyond the next 15 years may be required for the interchange to remain effective. No detailed design work has yet to be undertaken. Any future scheme will be required to consider the cumulative growth being planned for in south Essex and land will need	Short term improvements to Fairglen Interchange have planning consent and commencement of construction is expected in early 2025. Potential funding sources include Government, ECC and potential partial funding through developer

Project	Location	Reason for improvement	Proposed improvements	Delivery / Funding
			to be safeguarded for a scheme in the vicinity of the Fairglen Interchange in Local Plans.	contributions where appropriate.
A129 Route Improvements	Thundersley	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.	ECC are currently assessing potential improvement options on this route. No specific projects have been identified at this stage but any new development in the vicinity would be expected to contribute to any mitigation measures along this route.	n/a
Canvey Way / A13 slip	Sadlers Farm Roundabout, westbound (in Basildon Borough)	Concern that the slip road from Canvey Way to the A13 is too short, with a perceived increased risk of conflict with other vehicles and reducing the flow of traffic to the A13 from Canvey Island.	No proposals are identified. ECC are currently considering improvement options. The land necessary to deliver the scheme lies within the Basildon Borough authority area.	n/a

Sustainable Transport

8.1.8 Sustainable transport refers to transport options that create less carbon emissions and support reductions in congestion on the roads. Active and sustainable transport modes include walking, cycling, E-scooters and public transport such as buses and trains.

8.1.9 The Essex Climate Action Commission (ECAC) report Net Zero: Making Essex Carbon Neutral (2023) supports a modal shift towards the use of active and sustainable transport modes, including walking and cycling, and taking the bus or train.

8.1.10 The ECC 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. Its vision seeks to create a road environment that is safer, especially for shorter journeys; deliver sustainable transport solutions to support the reduction in carbon emissions and deliver long-term greener benefits, including long term public health benefits.

8.1.11 ECC encourages the production of Travel Plans to identify and deliver sustainable travel planning interventions and behavioural changes within all large-scale development proposals, schools and businesses. Travel Plans can include:

- identification of and monitoring of modal split targets;
- appointment of a Travel Plan Co-ordinator;
- developing car sharing, car club schemes and bike/e-bike/e-scooter hire schemes;
- the provision of Travel Packs with information on public transport vouchers or discount schemes for residents of new developments (in conjunction with any new bus services/routes) and/or digital travel information;
- shuttle bus services for employment travel; and
- facilities for encouraging cycling (for example secure storage lockers and changing facilities).
- An Action Plan setting out specific actions, timelines and targets to be monitored and reviewed annually.

8.1.12 Mobility hubs should be located at neighbourhood centres and public transport interchange locations ensuring that they are attractive, complement the aesthetics of the public realm and street environment and maximise accessibility and utility.

Buses

8.1.13 Public transport provides an important contribution to reducing reliance on car use to access services and facilities, and therefore reducing congestion on roads within the Borough. In 2021, the Government published their national bus strategy Bus Back Better, in response to declining bus ridership, the impact of the COVID-19 pandemic, regeneration goals and efforts to reduce carbon emissions. The Strategy seeks to improve bus services, through providing a greater role for local authorities in planning local bus services by preparing Bus Service Improvement Plans, jointly produced by local transport authorities and operators which set out how the area will deliver the goals and expectations of the National Bus Strategy.

8.1.14 ECC published its Bus Service Improvement Plan (BSIP) for the period 2021 to 2026 setting out the specific measures where ECC will work with the bus industry to deliver Safer, Greener, Healthier is ECCs vision for travel across Essex which seeks to make it easy for residents to travel more sustainably. In 2022, in accordance with the national strategy, ECC agreed, issued and formally enacted an Enhanced Partnership (EP) with bus operators. The EP covers bus service across the County (excluding Thurrock and Southend Councils) and is a statutory partnership with local bus operators.

8.1.15 The BSIP and EP are required to be reviewed regularly. BSIP targets and indicators are reported every six months, and set out in a yearly review. The first annual review for the County was published in 2023 (Review of the ECC Bus Service Improvement Plan 2021 to 2026 (2023). Annual passenger numbers in Essex fell significantly during the COVID-19 pandemic by 69.05% and have still not returned to pre-pandemic levels. The figure for 2022-2023 was 26.2 million compared to 40.8 annual passengers in 2019-20. Reasons for the decline since the pandemic are linked to changing office working patterns, changes to travel habits and bus service reliability issues, exacerbated by budget pressures.

8.1.16 A Bus Network Review (2023) was undertaken for the Borough by ECC. The bus network in Castle Point connects local networks in Rochford, Southend and Basildon and longer distance services to Chelmsford from Hadleigh/Daws Heath. The A13 corridor provides a good public transport service, maintaining a high frequency of buses along the route. However, beyond this corridor many parts of the Borough would benefit from bus service improvements, which would require discussion with the commercial operators who provide 98% of existing services. Parts of the Borough experience limited evening and weekend services, and some areas have no access to public transport. As a result, only around 2% of residents in the Borough commute to work by bus, below the national average of 4.3%[18].

8.1.17 Existing bus services within the Borough as of March 2024 are presented in Table 8.1.18.

Table 8.1.18 Existing bus services in the Borough (2024)

Service	Route	Provider	Regularity of weekday service
1	Southend to Rayleigh	Arriva Herts and Essex	At least every 30 minutes
3	Chelmsford to Southend	First Essex	Irregular, around 5 times a day
21	Hadleigh to Southend	First Essex	At least every 30 minutes, hourly midday service
21C	Canvey to Hadleigh	First Essex	Hourly AM service
21S	Canvey to Southend	First Essex	School days only: at least every 30 minutes, hourly midday service
22	Basildon to Canvey	First Essex	At least every 30 minutes
27	Canvey to Sutton Park	First Essex	At least every 30 minutes

[18] Based on 2021 Census data

27A	Southend to Canvey	First Essex	Hourly Sunday evening only
28	Basildon to Southend	First Essex	At least every 30 minutes
827	Canvey to Southend	First Essex	School days only: one time AM and one time PM service
Z3	Tilbury to Southend	First Essex	4 times a day

Rail

8.1.18 A large proportion of residents in the Borough commute to work by train. The Essex Thameside railway line connects London Fenchurch Street Station to Southend and Shoeburyness, stopping within the Borough at Benfleet Station.

8.1.19 The Essex Thameside franchise is managed by Trenitalia c2c Limited, which runs until 2029. Through growth in the surrounding area and increasing demands on rail services, it is projected that services on the Thameside route will be running at full capacity by 2025. Trenitalia c2c Limited are currently seeking funding to implement digital signalling upgrades to the Thameside route which would provide the opportunity to increase speed, frequency, and reliability of services, and therefore increase the overall rail capacity of the route.

8.1.20 As part of the franchise agreement Trenitalia c2c Limited committed to leasing new trains to manage rising passenger numbers, and to various upgrades around stations and ticketing. Improvements to Benfleet Station are proposed in respect of the booking hall, external access, and in creating a secure station information area.

8.1.21 Many residents in the north and east of the Borough also access the rail network from Rayleigh Station, which is around 1.2 miles from the northern boundary of the Borough. This line connects Southend to London Liverpool Street Station, stopping close to the Borough at Rayleigh Station. This franchise is managed by Greater Anglia.

Walking and Cycling

8.1.22 ECC is preparing Local Cycling and Walking Infrastructure Plans (LCWIPs) for different parts of Essex, including an LCWIP covering the Castle Point authority area. Proposed indicative walking and cycling routes were identified in consultation with stakeholders from November 2023 to January 2024 to inform the emerging LCWIP. The proposed indicative routes are presented in Table 8.1.25 and Table 8.1.26 below, and are subject to finalisation.

Table 8.1.25 Indicative Areas for New or Improved Walking Infrastructure for the LCWIP

Walking Route No.	Walking Route Name
1	Canvey Island Town Centre - Sandy Bay Park
2	Canvey Island Town Centre - Point Road
3	Canvey Island Town Centre - Somnes Avenue
3A	Lakeside Path

4	Oak Road - Eastern Esplanade
5	Knightswick Shopping Park - Kellington Road
6	Hadleigh Town Centre - King George V School
7	Hadleigh Town Centre - Daws Heath
8	High Street - Kiln Road
9	Hadleigh Town Centre - Leigh on Sea
10	Hadleigh Town Centre - Belfairs Park
11	Scrub Lane - Chapel Lane

Table 8.1.26 Indicative Areas for New or Improved Cycling Infrastructure for the LCWIP

Cycling Route No.	Cycling Route Name
1	North Benfleet - South Benfleet
1A	North Benfleet - South Benfleet
2	Sadlers Farm Roundabout - Leigh-on-Sea
2A	Hadleigh Town Centre - Hadleigh Bike Park
3	Rayleigh Weir Trading Estate - Hadleigh
4	East Thundersley – West Thundersley (Via Hart Road and Church Road)
5	Hadleigh – Northwest Leigh-on-Sea (Via Belfairs Wood, Park and Nature Reserve)
6	Hart Road – London Road
6A	Hart Road – London Road (Alt)
7	South Benfleet – Benfleet (via High Road)
7A	South Benfleet – Benfleet (via Appleton Road)
8	East Canvey Island – West Canvey Island (Via B 1014 and Long Road)
8A	East Canvey Island – West Canvey Island (Alt)
9	North Canvey Island (Somnes Avenue) – South Canvey Island (Thorney Bay Park)
10	Benfleet – Canvey Island (Via B1014)
11	West Thundersley – South Benfleet
12	Benfleet – Hadleigh (Via Hadleigh Country Park)
13	Link Road – Knightswick Road (Via Canvey Lake Walk)
14	Waterfarm Side Roundabout – Charfleets Industrial Estate

8.1.23 ECC is also preparing a countywide LCWIP to ensure connectivity is provided between local planning authority areas. The LCWIP will build on the Castle Point Borough Cycling Action Plan (CAP, 2018), to develop a network of plans for walking and cycling across the borough and beyond administrative boundaries. The LCWIP provides a prioritised plan of preferred routes and core zones which will be used to inform and prioritise future funding opportunities in the short, medium and long term; identify potential walking and cycling routes for inclusion into site specific policies of the Castle Point Local Plan; 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 and rapid transit.

8.1.24 The Essex Walking Strategy (2021) identifies the following nine county wide objectives to encourage walking and increased physical activity for better health and wellbeing outcomes:

1. Increase walking for everyday trips
2. Improve road safety for pedestrians
3. Better design and enhanced accessibility
4. Enable physical activity & walking for health
5. Enable more walking to schools
6. Promote walking for leisure
7. Support economic development
8. Improve neighbourhoods and supporting the development of new communities
9. Encourage walking by changing attitudes and behaviour.

8.2 Establishing Future Infrastructure Needs and Developer Contributions

8.2.1 Development sites that propose more than 50 dwellings, or commercial development that generates equivalent or higher traffic flows, will require a full Transport Assessment (TA). Lower levels of development may require a Transport Statement (TS). Details on the thresholds for TAs and TSs are given in Appendix B of ECC's Development Management Policies (2011) and any subsequent updates.

8.2.2 Where mitigation is required for highway, pedestrian, cycle, and public transport schemes, this must be fully funded and delivered directly by the developer, preferably via a s278 agreement, subject to technical approval by the Highway and Transportation Authority prior to commencement on site. Contributions for highway works will only be taken in exceptional circumstances such as for large scale strategic transportation schemes, which may have more than one funding source, and/or have been identified through the local plan process and included in the associated Infrastructure Delivery Plan. For any other transport projects associated with meeting existing needs, potential funding sources include the Department for Transport, ECC funding through Local Highways Panel and/or capital programme.

8.2.3 Funding for highway, pedestrian, cycle, and public transport projects essential to enable the delivery of strategic allocations proposed within the draft CP Plan will be provided by developers through section 106 contributions. For any other transport projects associated with meeting existing needs, potential funding sources include the Department for Transport's Local Sustainable Transport Fund, ECC funding, and developer contributions where appropriate.

8.3 Lead agencies:

- Essex County Council, Highway and Transportation Authority
- Castle Point Borough Council
- Network Rail

- Trenitalia C2C Limited
- Bus operators

8.4 Evidence base:

- Access to Canvey Study, ECC, 2017
- Bus Back Better, Department for Transport, 2021
- Castle Point Bus Network Review, ECC, 2023
- Castle Point Borough Cycling Action Plan, ECC, 2018
- Castle Point Local Plan Transport Assessment, Systra, 2025
- Census, Office for National Statistics, 2021
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
- Essex County Council Bus Service Improvement Plan – 6 month Report, ECC, 2023
- Essex County Council Bus Service Improvement Plan 2021-2026, ECC, 2021
- Essex Enhanced Partnership Plan 2022-2027, ECC, 2022
- Essex Walking Strategy, ECC, 2021
- Net Zero: Making Essex Carbon Neutral, Essex Climate Action Commission, 2023
- Transport Strategy 2023-2050, Transport East's, 2023

8.5 Infrastructure Assessment

8.5.1 The Local Plan Transport Assessment has identified that the introduction of Scenario 1 growth would increase peak morning traffic flows throughout the network, with the most significant traffic increases on the main arterial links in and out of the Borough (the A127 and the A13 London Road) as well as the two routes off Canvey Island (the B1014 Canvey Road and the A130 Canvey Way). The A129 also experiences an increase in traffic with drivers travelling to and from the A127.

8.5.2 Canvey Island shows some significant increase in peak morning traffic flow as a result of the Scenario 1 growth. In particular the highways network links leaving the Island on Long Road leading to the A130 Canvey Way. These increases will likely increase pressure on the Canvey Road / Canvey Way roundabout which is known to currently experience congestion during peak times.

8.5.3 The increase in traffic flows is generally less in the evening peak period. This is likely due to peak hour spreading, changes in work schedules, remote working, and other social factors which can alter when people travel, leading to a broader distribution of demand. The largest increases in evening peak traffic flows are shown on the north / south movements through the Borough on the B1014 and A129 as well as notable increases to the flows to Canvey Island.

8.5.4 Morning peak presents the most notable increases in queue length at junctions as a result of Scenario 1 growth, particularly around the A13 London Road / High Road signalised junction. The A130 / A1245 Rayleigh Spur junction is identified to experience increased queue lengths specifically on the A130 north bound approach.

8.5.5 There would also be a notable increase in queue lengths on the A127 to the east of the Borough around Eastwood in Southend-on-Sea. This section of the network is known to experience delay during peak times and so will be sensitive to any change in traffic flow.

8.5.6 In the evening peak, the only junctions on the mainland shown to experience a significant increase in queue lengths as result of growth are located to the west of the Borough around the Saddlers Farm junction and A13 London Road / High Road signalised junction. This is likely to occur as people return home from their place of work to the west of the Borough.

8.5.7 In the morning peak the Canvey Road / Canvey Way roundabout shows a notable increase on the A130 Canvey Way eastbound arm, however no other junctions on Canvey Island are shown to experience a significant increase in queues as a result of growth.

8.5.8 In the evening peak, the Canvey Road / Canvey Way roundabout again shows a notable increase on the A130 Canvey Way eastbound and the B1014 westbound arms. As this junction is the single-entry point to Canvey Island it creates a bottleneck which is known to experience delay currently. It is therefore logical that this would be exasperated by the addition of Scenario 1 growth traffic.

8.5.9 All the highways network links tested in the Transport Assessment experience some additional delay as a result of the Scenario 1 growth. The route showing the longest increase in journey time is A130 northbound in the morning peak which experiences additional delay of circa 3 minutes. The A13 is shown to experience an additional 1 min of delay eastbound in the morning peak and around 2 minutes westbound in the evening peak.

8.5.10 The Transport Assessment has undertaken a detailed assessment of junctions within the Borough to consider mitigation measures which could be implemented to support a Scenario 1 level of growth in the area. The Assessment identified the following potential mitigation measures at junctions across the Borough:

Junction	**Potential mitigation measures**	**Initial cost estimates**
Junction 1 – Manor Road / Church Road	• Moving the stop lines closer to the entry points of the junction, in order to reduce inter-phase times and improve junction capacity; • Movement of the lamp posts along Manor Road to the rear of the footway to increase space and improve accessibility for pedestrians; • Consideration of speed limit reduction to 20mph to improve safety for pedestrians and cyclists; and	TBC

	• Implementation of a signalised crossing on the Church Road eastern arm, to improve pedestrian safety.	
Junction 2 – Kiln Road / Runnymede Chase	• Alteration of the unsignalized pedestrian crossing to signalised; • Reduction of the speed limit on Runnymede Chase to 20mph to allow simplified and safer access for cyclists and pedestrians onto Kiln Road; • Trimming or removal of the tree foliage directly adjacent to the junction to improve visibility surrounding the junction; and • Possible introduction of cycle lanes/road markings along Kiln Road.	TBC
Junction 3 – London Road / High Road	• Investigation of the removal of hatching to the north of the A13 London Road exit in order to extend the two lanes exit and reduce congestion; and • Removal of the right turn storage into Lidl to facilitate the extension of the two lanes along A13 London Road eastbound and provide more queuing space between the Rectory Road/London Road junction and the London Road zebra crossing.	£10,000
Junction 4 – Scrub Lane / Rectory Road	• The improvement of inter-phase timings by shifting the stop-lines closer to the junction entry; • The crossings may potentially be upgraded to toucans, with the potential to introduce a signalised crossing across the Rectory Road northern arm; and • Banning the left-turn from Rectory Road southern arm to New Road could be considered, enabling the widening of the narrow footway to provide more space for pedestrians and cyclists.	TBC

Junction 5 – Rushbottom Lane/London Road/High Road	• A signal-phasing assessment to identify the most effective adjustment to the junction signalisation; • Further assessment surrounding the collision severity and causation to inform a safety review; • Movement of the stop lines closer to the junction entry to increase queueing space; and • Shifting of the central island on the London Road eastern arm to the south, in order to increase the eastbound arm to two lanes, by combining the westbound left turn lane with the head-on lane.	TBC
Junction 6 – London Road/Kents Hill Road	• Removal of the left-turn slip from London Road to Kents Hill Road southern arm to reduce the number of crossing phases for pedestrians; • Reducing kerbside parking along Kents Hill Road southern arm through revised road markings; and • Improving the crossing facilities to provide Toucan crossings to provide greater support for cyclists.	TBC
Junction 7 – Northwich Corner Roundabout	• Possible signalisation of the junction; and • Investigating the potential to remove Charfleets Service Road to the south of the roundabout, allowing the realignment of the south of the junction to provide compliant widths for cycle and footways.	TBC
Junction 8 – Long Road / Southwick Road	• An additional crossing between the two existing pedestrian crossings to improve pedestrian and cycle accessibility; and • Consideration of signal phasing of the Long Road/Thorney Bay Road junction in order to improve the westbound congestion along Long Road.	TBC
Junction 9 – Long Road /	• Improvement of the crossing and footway facilities for both pedestrians and cyclists	TBC

Furtherwick Road	through measures such as making all zebra crossings raised; and • Consideration of reducing the speed limit from 30mph to 20mph through the junction. This would be compatible with the surrounding existing uses and would also assist in maintaining and improving safety for active modes in the context of expected increased demand for both active and vehicular travel as a result of CPP development.	
Junction 10 – Furtherwick Road / Foksville Road	• The removal of a lane along Foksville Road and introducing a bidirectional cycleway to join Furtherwick Road eastern footway, with the provision of cycle parking on Furtherwick Road; and • Potential to restructure the junction into a priority T-junction with a single-stage north-south and east-west toucan crossings to improve facilities for pedestrians and cyclists, whilst also reducing the number of crossings.	£320,000
Junction 11 – High Street / Foksville Road	• The potential widening of High Road, in order to introduce a third lane, and road markings for cyclists.	TBC
Junction 12 – Point Road Roundabout	• The reduction of the carriageway width to allow space for cycle lanes throughout the roundabout gyratory and entry/exit arms; and • Depending on how the new access to the CPP development is to be configured, the layout of the junction may require further consideration, as to whether to convert roundabout into a priority junction, with Wall Road and the development access as a minor road coming directly off the B1014 Point Road.	TBC
Junction 13 - Eastern Esplanade/Seaview Road	• Utilising the highway verge to widen existing footways to facilitate shared-use with cyclists. This could be provided on the northern side of Eastern Esplanade to avoid	TBC

	the use of pedestrian steps on the southern side of the Esplanade.	
Junction 14 – Rayleigh Road/London Road	• Introduction of signalisation on each of the arms, in addition to improving the existing signage and road markings, such as the addition of a centreline delineation to the gyratory to clarify the lanes; and • Introduction of crossings across the four arms to improve safety for pedestrians and cyclists.	£740,000

8.5.11 The Local Plan Transport Assessment has assessed areas of the Borough, referred to in the Assessment as 'Development Clusters', to consider the potential sustainable transport improvements which may be necessary to support the Scenario 1 level of growth. The following table presents the conclusions from the transport assessment most relevant to the areas associated with Scenario 1, and the recommendations for sustainable transport infrastructure improvements which would support growth within these areas:

Area	**Recommends for sustainable transport infrastructure improvements within the Local Plan Transport Assessment**
North Benfleet – North of London Road	Walk: • Smoothing and widening of footpaths, such as Eversley Road, Woodside Avenue, and Overton Road. Cycle: • Improvements to the shared use cycle route along London Road are recommended. • A further cycle route running east-west along Church Road could be implemented to facilitate active transport further. Bus: • In order to increase the number of services operating through North Benfleet, it is recommended that the 28 bus route is rerouted along Church Road and Kenneth Road to better serve the residential areas to the north • Improved frequency of the 22 service and services along the A13 would be beneficial.

Thundersley – South of Hart Road	Walk: • Improve pedestrian infrastructure along the main east-west Hart Road with further pedestrian crossings, particularly to the centre and to the west of the road. Cycle: • Potential CAP routes are sufficient to support the area. Further on-road routes are recommended along Vicarage Road/Benfleet Road to ensure the entire area is supported for cycle accessibility. • Potential exists for backstreet routes enhancing cycle accessibility to residential areas on Shipwrights Drive and The Chase. Bus: • Increasing of frequency of the 27 bus route to every 10 minutes, to increase the frequency of services to Basildon. • Implementing selective detection technology would also improve the reliability of the bus service along the A13.
Hadleigh – South of New Road	Cycle: • Further on-road cycle routes are implemented along New Road and Scrub Lane. • Potential for backstreet routes are identified for Woodfield Road and Church Road.
Canvey Island	Walk: • The provision of further pedestrian crossings along the Central Wall Road and Dovervelt Road – Mitchells Avenue axes. • Improvement of surfacing quality and footpath width on Runnymede Road, Beverley Avenue and Maryland Avenue. • Widening of crossings to improve accessibility. Crossings recommended across Central Wall Road. Cycle: • In order to improve the cycle accessibility it is recommended that further routes are developed through the central areas, with strategic routes on the main through routes such as Furtherwick Road, Eastern Esplanade and High Street/Point Street, as identified in the CAP.

	• Enhanced access to the Labworth Recreation Ground to the southeast and connecting to potential off- road routes to the northeast along Foksville Road. • Backstreet routes are recommended to serve north-south axes such as Marcos Road/Lottem Road as well as east-west axes such as Odessa Road/Crescent Road. • On-road segregated cycle routes should be continued east through Smallgains Recreation Park and to Canvey Heights Country Park to the east. • Implementation of cycle routes along Waarden Road/Cedar Road east- west and Denham Road north-south. • A widened cycle path/extension along Canvey Bridge would improve access to Benfleet to the north. • Implement CAP recommendations in order to increase access to Benfleet Station. Bus: • To improve accessibility to bus services for the residential area between Eastern Esplanade and Point Street, the 21C bus route could be diverted to loop northbound along Maurice Road, eastbound along Crescent Road then southbound to Eastern Esplanade. • Increased frequency of the 21, 22, and 27 services would improve accessibility, particularly to the rail station. • It is recommended that the 22 bus route is redirected along Denham Road to the north of Long Road, and eastbound along Waarden Road.

8.5.12 The introduction of potential sustainable transport measures is estimated to result in a 13% reduction in car trips.

8.5.13 The Transport Assessment considers the implications only of Scenario 1. If the new Local Plan strategy includes growth from Scenarios 2 and 3, the Council will liaise with Systra (the Council's appointed transport consultants) and ECC to establish relevant additional transport infrastructure needs.

9 Flood Management

9.1 Context and existing provision

9.1.1 Infrastructure provision for flood defence and surface water management includes a range of measures to counteract the risks of flooding from main rivers and the sea as well as from local sources of flooding (surface water, groundwater and minor/ordinary watercourses). The Flood and Water Management Act (2010) states that local flood risk includes the flood risk from surface runoff, groundwater and ordinary watercourses. The Environment Agency published the National Flood and Coastal Erosion Risk Management Strategy for England (2022) and sets three long term ambitions: climate resilient places, today's growth and infrastructure resilient in tomorrow's climate and a nation ready to respond and adapt to flooding and coastal change.

9.1.2 Responsibility for flood risk management and drainage is shared between the Environment Agency, ECC and wastewater companies. The Environment Agency is responsible for managing flood risk from main rivers or the sea, alongside engagement with CPBC, Anglian Water, the LLFA and the Highways Authorities. The EAs responsibilities also relates to the management of infrastructure assets which prevent flooding from tidal and fluvial sources.

9.1.3 As the Lead Local Flood Authority (LLFA), ECC is responsible for the management of local flood risk covering surface water flooding, ordinary watercourse flooding and groundwater flooding from surface water drainage systems. ECC is responsible for developing a strategy for flood risk management and relevant monitoring procedures, and is a statutory consultee in responding to major planning applications for sustainable drainage systems (SuDS). 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. Anglian Water is responsible for addressing flooding impacts from the sewerage system.

9.1.4 Building Resilience in Flood Disadvantaged Communities (BRIC) is a community engagement project ECC is undertaking with Thames21 BRIC Project in Canvey Island. The project facilitates conversation between residents and the local authority on flood resilience and has led to several flood management projects.

9.1.5 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 Environment Agency (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. CPBC is responsible for producing a Riverside Strategy, following the EAs Riverside Strategy.

9.1.6 The LLFA is a partner in the Local Nature Recovery Partnership ensuring there is linkage between green and blue infrastructure and into nature-based flood and water management solutions (including water scarcity). The LLFA is also a partner with Water Resources East in the preparation of a Regional Water Resources Plan which seeks to safeguard a sustainable supply of water.

9.1.7 An updated Strategic Flood Risk Assessment (SFRA) has been prepared for CPBC in March 2025 which assesses flood risk from rivers and the sea, surface water, groundwater, sewers, reservoirs, any cumulative impact from development, and any cross-boundary considerations which may have implications on flood risk.

Tidal flooding

9.1.8 Castle Point Borough comprises two distinct portions of land; Canvey Island, with an area of approximately 16km^2 and a portion of the mainland covering approximately 27km^2. These two areas are divided by the Benfleet Creek, a tidal inlet that runs north-westwards from the Thames estuary to the A130 Canvey Way. The estuary of the River Thames borders the southern edge of Canvey Island. The remaining sides of Canvey are bordered by the Holehaven Creek and East Haven Creek which are tidal inlets linking to the wider estuary of the River Thames.

9.1.9 The Thames Estuary is a potential source of tidal flooding to the Borough. Tidal flooding is most likely to occur during storm surge conditions characterised by wind driven waves and low atmospheric pressure coupled with high spring tides. In areas protected from flooding by sea defences, tidal flooding can occur as a result of a breach in the defences, failure of a mechanical barrier or overtopping of defences.

9.1.10 Much of Canvey Island is at or below mean high tide level and in response to this, clay embankments with a steel sheet pile supported reinforced concrete upstand parapet wall defences protect the entire island. In addition to these defences, the Benfleet Creek, East Haven Creek and Fobbing Horse Barriers are operated by the EA to protect the Borough in times of flood. The EA is undertaking a £75 million project renewing and improving the erosion protection on the seaward face of Canvey Island's tidal defences along a 3km stretch between Thorney Bay and the Island Yacht Club. The Southern Shoreline Revetment Project began in 2022 and is expected to run until 2025.

9.1.11 The EA flood zone map incorporates both tidal and fluvial flood risk extents, excluding the presence of defences, and identifies that the majority of Canvey Island, the Hadleigh Marshes and an area to the south west of South Benfleet are within Flood Zone 3. The definition of tidal Flood Zone 3a is based on the 0.5% AEP (1 in 200 annual chance flood event), rather than the 1% AEP (1 in 100 annual chance event) used for fluvial Flood Zones.

9.1.12 Much of Canvey Island is reclaimed land that sits at or around 1m below mean high tide level and is protected by tidal flood defences. The EA AIMS data shows that Castle Point Borough is protected from tidal flooding by the following defences:

- Benfleet Creek Barrier – flood barrier to control tidal water levels on the Benfleet Creek;
- East Haven Barrier – flood barrier to control tidal water levels on the East Haven Creek;
- Secondary tidal defences – raised clay embankments along East Haven Creek;
- Formal sheet pile walls to tie into flood barriers;
- Formal concrete flood defences along the remaining perimeter of Canvey Island; and,
- Raised earth embankments along the southern boundary of Hadleigh Marsh.

9.1.13 The EA AIMS data shows that the majority of Canvey Island is protected by a concrete wall that spans the southern coastline of the island, with a design standard operating procedure of 1 in 1000 years. Embankments are located along the southern edge of Hadleigh Marsh, an area to the south west of South Benfleet and the western coastline of Canvey Island, with a design standard operating procedure of 1 in 1000 years.

9.1.14 The Thames Estuary 2100 Plan (2023) presents a strategic flood risk management plan for London and the Thames Estuary. The Plan proposes flood management actions along the entire route of the Thames Estuary to address the future impacts of climate change and sea level rise. The southern boundary of the Borough is adjacent to the River Thames, proposals within the Plan will therefore have significant implications for large areas of the Borough. The Plan identifies three policy unit areas in Castle Point: Bowers Marshes, Canvey Island and Hadleigh Marshes. CPBC is responsible for preparing Riverside Strategies as outlined in the Thames Estuary 2100 plan.

9.1.15 At Bowers Marshes, the Plan proposes taking further action to keep up with climate and land use change to ensure that flood risk does not increase in the future. The area is at risk of tidal and fluvial flooding. At Hadleigh Marshes, the Plan recommends continuing to maintain flood defences at the current level, which will result in an increased future likelihood of flooding in this area. There is a risk of tidal and fluvial flooding in the area.

9.1.16 At Canvey Island, the Plan proposes taking further action to keep up with climate and land use change to ensure that flood risk does not increase in the future.

9.1.17 Canvey Island was selected for a Decision Support System (DSS) as part of the EU funded project MEDiate (Multi-hazard and risk informed system for Enhanced local and regional Disaster risk management). The DSS will provide disaster risk management through a web tool and disaster risk management framework, allowing local authorities and others to build accurate scenarios to model the potential impact of their mitigation and adaptation risk management actions. The project runs from 2022 to 2025. The LLFA is involved with this project and the EA's Canvey Island southern shoreline revetment project.

Flooding from rivers

9.1.18 Approximately 39% of the Borough is located within Flood Zone 3, and 5% is defined as Flood Zone 2 along the northern edge of Canvey Island. There are four main rivers located within the Borough: Prittle Brook, Benfleet Hall Sewer, Kersey Marsh Sewer and

Hadleigh Marsh Sewer. The Prittle Brook is located in the east of the Borough and flows east into Southend-on-Sea. Flood Zone mapping identifies a small area of fluvial flood risk along the edge of the Prittle Brook.

9.1.19 The Benfleet Hall Sewer flows through Hope's Green, to the south west of the Borough on the mainland. Water is conveyed down the steep gradient of the upper reaches to the flat playing fields at Hope's Green where the water slows suddenly due to the flat gradient. This area south of the playing fields, along with Benfleet Marsh, is considered a washland and a designated flood storage area. The washland is expected to contain fluvial flooding in excess of the 1% annual exceedance probability (1 in 100 years) fluvial flood event. The washland is defined by a combination of an earth embankment and fully concrete encapsulated steel sheet pile hard defence which is maintained to a level of 4m above ordinance datum. The outflow of water is restricted by a tidal flap valve located at the confluence with Benfleet Creek.

9.1.20 The Kersey Marsh Sewer and Hadleigh Marsh Sewer both rise in Hadleigh Marsh on the mainland and outfall to the Benfleet Creek. They are both rural catchments, which limits the potential flood consequence associated with them.

Surface water flooding

9.1.21 The South Essex Surface Water Management Plan (SWMP, 2012) concluded that surface water flooding within the Borough is driven predominantly by the topography relating to the watercourse channels of the Benfleet Creek, Prittle Brook and tributaries of these. Areas of localised flooding can in most cases be attributed to either local topographic depressions, insufficient capacity in ordinary watercourses and failures in the management of the drainage network during high rainfall events.

9.1.22 Benfleet Creek, Prittle Brook and tributaries of the Rawreth Brook are vulnerable to surface water flooding as well as fluvial and tidal flooding. There is a high probability of surface water flooding on Canvey Island, surface water flood risk in Canvey Island is largely associated with failure of the managed (and pumped) drainage network during high intensity rainfall events.

9.1.23 The Canvey Island Six Point Plan (2018) identifies six actions to invest in Canvey Island's infrastructure and flood resilience, and identifies a total investment shortfall of £24 million. Part of the work associated with the Six Point Plan was to assess the condition and ownership of drainage infrastructure across Canvey Island. Findings from the assessment were used to understand drainage infrastructure in the Island in the Integrated Urban Drainage Model.

9.1.24 The SWMP identifies a range of projects for each Critical Drainage Area (CDA) to reduce flood risk in the Borough. These projects are managed by ECC through regular updates to the SWMP. 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. There are five CDA's within the borough (NCST_001 to 005) of which one is on Canvey Island and four on the mainland, including cross boundary CDAs with neighbouring Basildon BC, Rochford DC and Southend on Sea City Council.

The latest CDA flood data and hydraulic modelling area mapping is included in the SuDS Design Guide for Essex (2020).

9.1.25 The South Essex SWMP District Level Action Plan (2020) provides details on the outcomes of the CDA modelling and potential mitigation measures being considered by ECC within the respective CDA areas, across the Borough.

9.1.26 Within ECC's Flood resilience Capital flood programme, ECC is currently involved in two Rain Garden schemes flood mitigation schemes on Canvey Island, the Rain Garden Park Avenue Canvey and Springfield Canvey rain gardens schemes which lie within CDAs. The schemes are 1 on 3 Building Resilience in Flood Disadvantaged Communities projects in England.

9.2 Establishing Future Infrastructure Needs and Developer Contributions

9.2.1 Funding for flood risk management schemes for Hadleigh Marshes and Bowers Marsh is currently being identified. The Grassland Restoration Management Plan at Hadleigh Park will provide additional flood defence to the Railway Line in Hadleigh Marshes.

9.2.2 The SuDS Design Guide for Essex provides the LLFA's local design standards for developers, designers and consultants to comply with LLFAs requirements in the design of new developments. It provides details of the standards and guidance on the planning, design and delivery of attractive and high-quality SuDS schemes, including rain water harvesting which should offer multiple benefits to the environment and community.

9.2.3 The SFRA notes that the SFRA should be used alongside ECC's Surface Water Management Plan and Flood Risk Management Strategy to develop a list of potential flood schemes and projects. It is anticipated that SuDS and other site level drainage projects will be delivered through site specific S106 agreements. Strategic projects associated with the Canvey Island Six Point Plan, the SWMP, and the Thames Estuary 2100 Plan will require alternative funding sources, potentially using CIL funds.

9.3 Lead agencies:

- Essex County Council
- Environment Agency
- Anglian Water
- Castle Point Borough Council

9.4 Evidence base:

- Canvey Island Six Point Plan, Canvey Island Multi-Agency Partnership, 2018
- National Flood and Coastal Erosion Risk Management Strategy for England, Environment Agency, 2022
- Regional Water Resources Plan for Eastern England, Water Resources East, 2023
- South Essex Surface Water Management Plan, Scott Wilson, 2012 and ECC, 2018
- South Essex SWMP District Level Action Plan, ECC, 2020

- Sustainable Drainage Systems Design Guide for Essex, ECC, 2020
- Thames Estuary 2100 Plan, Environment Agency, 2023
- Developers Contributions Guidance Supplementary Planning Document (SPD) Highways, Travel, Education, Libraries, Flooding and Drainage Infrastructure March 2023
- Castle Point Strategic Flood Risk Assessment, AECOM, 2025

9.5 Infrastructure required to support growth options being considered within the draft Castle Point Plan

9.5.1 Defence raising projects are funded via DEFRA's Partnership Funding Principles. A project will attract a set percentage of funding from central government based upon tariffs for the qualifying benefits and specific metrics known as outcome measures. Some projects are eligible for 100% government funding, subject to the benefits that the project demonstrates, whereas others will require contributions to be agreed and secured prior to commencement of construction.

9.5.2 Two defence raising projects are identified in Castle Point – the Canvey Revetment scheme, which is under construction, and Hadleigh Marsh, which is identified as a P3 scheme in the Thames Estuary 2100 plan, which requires the EA and partners to maintain flood defences at their current level.

9.5.3 No specific measures and their costs are identified, but measures could include further protection to the London Fenchurch Street to Shoeburyness rail line, and improvements to existing fluvial/surface water assets (including dykes). Any improvements should be in accordance with the TE2100 Riverside Strategy Approach.

9.5.4 The EA suggests measures to protect land by utilising existing fluvial / surface water assets. Parts of the London Fenchurch Street to Shoeburyness rail line is identified as land to be protected. The Riverside Strategy Approach indicates that defence raising and flood protection measures should be integrated into placemaking and growth strategies, which will require the EA and local partners to establish a vision for protecting communities against increasing flood risk. This vision will likely assist with identifying specific measures and costs for flood protection.

9.5.5 CPBC will continue to work with partners to develop additional flood management infrastructure projects for inclusion within future versions of the IDP.

10 Utilities

Electricity

10.1 Context and existing provision

10.1.1 Distribution Network Operators (DNO) are the companies that run regional electricity networks that connect businesses, homes and other users to the National Grid. The DNO for the Borough is UK Power Networks (UKPN). UKPN divides their jurisdiction into three operating areas, Eastern Power Network, London Power Network and South Eastern Power Network. Castle Point falls within the Eastern Power Network (EPN) operating area.

10.1.2 UKPNs EPN distribution network supplies electricity to more than 3.6 million customers over an area of approximately 20,300 square kilometres. Their operating area includes most of Essex. Electricity is taken from National Grid's 400kV and 275kV networks at several Grid Supply Points.

10.1.3 Local primary substations, which generally feed out to secondary substations which, in turn, connect to local homes and commercial premises, pose the biggest constraint to development and works to upgrade or provide new primary substations can result in high costs. Figure 10.1.3 shows the primary, as well as grid, substations serving Castle Point.

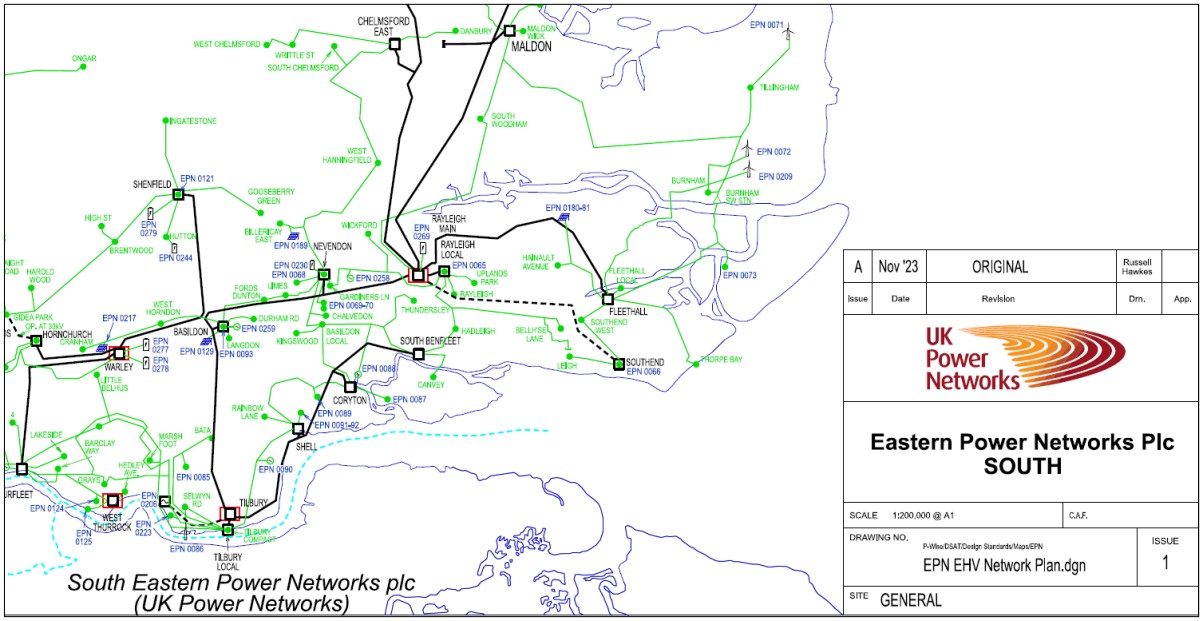

Figure 10.1.3 Extract from UK Power Network's Long Term Development Strategy (2023) showing electrical infrastructure in and around Castle Point

10.1.4 UKPN, like all regional DNOs, operate a first come, first served basis for electricity. This means that an individual development site may absorb the existing capacity in an electricity substation, requiring further upgrades to be implemented to accommodate further growth in the area. UKPN is expected to fund network reinforcement and asset replacement to underpin growth in the area. Traditionally, UKPN has not been

responsible for funding network extension and reinforcement necessary to service large scale new development, as this has fallen on developers in the past. UKPN has covered these costs since 2023.

10.1.5 EPN's latest Long Term Development Statement (LTDS) and Network Development Plan (NPD) indicate no current capacity issues across the EPN area. However, forecasts indicate negative demand headroom in several local substations from 2035 onwards (i.e. actual demand would exceed network supply).

10.1.6 While grid substations (and their associated primary substations) may currently have capacity, this has largely been reserved for future development. It can take many years for development which has been accepted by UKPN to be built out and, as such, reflects the capacity constraints highlighted by the 2035 forecasts. UKPN is pursuing a programme to unlock additional generation capacity across the area through identifying and removing network constraints. Their RIIO-ED2 Business Plan 2023 – 2028 acknowledges the differing requirements of customers requiring either minor or major connections to the network, recognising the latter as including industrial, commercial and major residential uses.

10.2 Establishing Future Infrastructure Needs and Developer Contributions

10.2.1 There are no major UKPN infrastructure works currently scheduled in the Borough.

10.3 Lead agencies:

- UKPN
- National Grid

10.4 Evidence base:

- Network Development Plan for Eastern Power Networks, UK Power Networks, 2024
- Long Term Development Statement for Eastern Power Networks, UK Power Networks, 2024
- RIIO-ED2 Business Plan 2023 – 2028, UK Power Networks, 2023

10.5 Infrastructure required to support growth options being considered within the draft Castle Point Plan

10.5.1 The requirement for new infrastructure or reinforcement of existing infrastructure would be identified and costed on a case-by-case basis. Under present Ofgem methodology, works on UK Power Networks' network will be triggered ahead-of-need based on forecasted and accepted customer connections. If UK Power Networks have enough advanced notice of the new loads, works to enable the new demand to be connected when it is required can be completed.

Gas

10.6 Context and existing provision

10.6.1 National Gas Transmission's (previously National Grid) national high pressure transmission gas mains transport gas throughout the UK. DNOs receive high pressure gas from National Gas' transmission pipelines. Gas enters the local network at high pressure and through a series of pressure reducers. The pressure is then adjusted for distribution to residential premises.

10.6.2 Cadent Gas is the DNO responsible for maintenance of the natural gas distribution network in Castle Point. Cadent is responsible for the National Transmission System which covers the East of England, North West, West Midlands, and North London, providing gas services to a diverse range of customer and stakeholder groups.

10.6.3 South Essex falls within Cadent's 'North London' region and is served by both the Becton and Isle of Grain gas terminals, which together supply a large area of the South and East of England.

10.6.4 The South East is largely reliant on imported gas. The Becton terminal is a key strategic gas terminal, providing an entry point for imported gas for the South East. National Grid's Gas Ten Year Statement (2023) indicates that recent increased demand is expected to remain high, with the Becton terminal in operation until at least 2050 under the Falling Short scenario. Retaining current entry capacity at Becton over the long-term is a priority for National Gas, who are assessing a series of long-term options for asset maintenance.

10.6.5 Cadent note in their Long Term Development Plan (2023) that growth in housing and the rise in gas-fuelled power generation sites over the medium term are constantly changing network capacity requirements. In the North London region, Cadent are carrying out general network reinforcements for this reason, pointing also to the refurbishment of historic buildings in the region leading to an increased demand for gas.

10.6.6 Gas supplies are funded by developers and National Gas. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network then a Reinforcement Charge may also be applied. The apportioning of reinforcement costs is split between the developer and National Gas, depending on the results of a costing exercise internally. Cadent, like all DNOs, processes connection requests from developers on a first-come, first-served basis.

10.6.7 Cadent note that while annual demand for gas increased in 2022/23, forecasts predict a gradual decrease over a 10-year period because of energy efficiency measures employed in homes and industry. The assumptions made about the impact of energy efficiency measures on gas demand continue to be reviewed as the easier measures are completed, which leaves the more costly and difficult ones to address. Additionally, there will be no gas boilers installed in newly built homes from 2025 onwards.

10.6.8 Under all Future Energy Scenarios deemed credible by Cadent, hydrogen will play a crucial role in the future energy mix to decarbonise heat, transport, industry and power.

Accordingly, Cadent is implementing the 30:30 programme to retrofit its distribution network to predominantly consist of plastic pipes. Plastic pipes can carry a wider range of gases, including hydrogen. Cadent note that these pipes require significantly lower maintenance than existing materials, meaning that they will deliver a low-cost, low-carbon network in support of the UK's net zero ambitions. As part of this programme, Cadent is upgrading old gas mains in the North London network and is currently replacing 13km of old metallic pipes with durable plastic pipes in the Benfleet and Canvey Island pipe network.

10.7 Establishing Future Infrastructure Needs and Developer Contributions

10.7.1 The Council will liaise with National Gas and Cadent to establish infrastructure needs. Any planned strategic upgrades in the plan area will be included in the IDP.

10.8 Lead agencies:

- National Gas
- Cadent

10.9 Evidence base:

- Developing Networks for the Future - Long Term Development Plan 2023, Cadent, 2023
- Gas Ten Year Statement, National Grid, 2023

10.10 Infrastructure required to support growth options being considered within the draft Castle Point Plan

10.10.1 At the time of preparing the IDP, Cadent, British Gas Plc and National Gas had not confirmed the infrastructure requirements and associated costs for providing gas services to support the levels of growth within the growth scenarios being considered by the Council. Where possible, this information will be included within future updates to the IDP.

Communications

10.11 Context and existing provision

10.11.1 Communications infrastructure is the technology, products and network connections upon which various broadcasting and telecommunication services are operated. It can be built from copper cable, fibre or wireless technologies. Fixed (broadband) connectivity is the transmission of wide bandwidth data over a high-speed internet connection, and is typically split into superfast broadband, ultrafast broadband, full fibre and gigabit broadband – each faster than the previous. Mobile connectivity, which is provided by mobile network operators, is underpinned by different generations of cellular technology (e.g., 3G, 4G or 5G).

10.11.2 Connection to gigabit capable broadband throughout the region is delivered through commercial roll-outs by BT Openreach, Virgin Media and Gigaclear. In addition to this, other commercial operators are offering rapidly expanding alternatives to the traditional fibre approach.

10.11.3 South Essex Councils (SEC) are expanding full fibre access through the Digital Programme. Regional Network Solutions are working on behalf of the SEC to roll out full fibre infrastructure across the region and are delivering connections to public sector sites. According to ThinkBroadband, as of June 2025, 69% of dwellings in Castle Point have full fibre infrastructure. This figure is below the national and regional averages.

10.11.4 Digital Essex is a superfast Essex programme led by ECC. The programme seeks to ensure that new, faster services, delivered by gigabit-capable or 5G technology, reaches everyone in Essex. Currently it is forecasted that the commercial rollout of gigabit-capable broadband will only reach 80% of Essex leaving behind the hardest-to-reach areas. Digital Essex helps to support commercial rollouts and develop projects to help reach rural homes and businesses in the hardest-to-reach areas of the county.

10.11.5 Digital Essex has a current investment of £1.9m until March 2026. The Digital Strategy for Essex (2022) sets out several infrastructure delivery targets to boost digital connectivity by the end of 2025:

- Superfast speeds available at all premises in Essex.
- Gigabit-capable services available at more than 85% of premises in Essex.
- 4G services available across 99% of the Essex geography.
- 5G services available at all key employment locations and in identified priority areas.

10.11.6 Project Gigabit is a national plan to deliver gigabit capable broadband to hard to reach communities, being implemented by BDUK. BDUK is assessing whether additional investment is necessary in Essex as part of Project Gigabit to support remote rural areas, with specific locations to be determined. Eligible households can also access grants from the Gigabit Voucher scheme to facilitate the installation of gigabit-capable broadband ISP services.

10.11.7 There is a lack of gigabit broadband coverage in the east of Canvey Island. ECC aims to exceed 85% gigabit coverage by 2025 and achieve superfast speeds at all premises in the County.

10.11.8 The SEC have secured funding from National Highways to deliver an Internet of Things network across the region. This will be a Council owned indoor and outdoor network capable of monitoring non personal data. The project aims to bring 94% coverage in South Essex.

10.12 Establishing Future Infrastructure Needs and Developer Contributions

10.12.1 The Council will liaise with the telecommunications and broadband industry to maximise access to gigabit broadband, wireless hotspots and improved mobile signals.

10.13 Lead agencies:

- Openreach
- Cornerstone
- MBNL
- 3
- Regional Network Solutions (SEC consultant)

10.14 Evidence base:

- Digital Strategy for Essex, ECC, 2022
- Essex Design Guide, EPOA, 2018
- Think Broadband website, 2024

10.15 Infrastructure required to support growth options being considered within the draft Castle Point Plan

10.15.1 Virgin Media/O2 has confirmed that Scenario 1 is unlikely to generate any impacts on the mobile network. However Scenario's 2 and 3 would require new cell sites to be constructed to accommodate the anticipated growth. There are currently ten cells within the Castle Point area.

10.15.2 The cost of a new cell site is between £100,000 and £500,000, depending on the location, type of tower, necessary infrastructure, and whether it's a standard macro cell site or a smaller "small cell" deployment. New cell sites need an elevated location and uninterrupted lines of site.

10.15.3 Mobile network operators fund and build their own cell sites and for the level of growth proposed it is likely that the main mobile operators would be required to construct new cell sites based on the anticipated growth. The specific locations would need to be discussed and agreed with the Council.

10.15.4 Ideally new infrastructure would be delivered in time to serve the new population. Typically a cell site requires roughly two parking spaces allocated for maintenance purposes.

Potable Water

10.16 Context and existing provision

10.16.1 Essex and Suffolk Water (ESW) supply potable (drinking) water to Castle Point. The Borough sits within ESW's Essex Water Resource Zone (WRZ). Reservoirs at Hanningfield and Abberton provide potable water for the area. 40% of drinking water in Essex is imported from sources outside the County. The Environment Agency (EA) has declared Essex as a Seriously Water Stressed Area.

Figure 10.16.1 Essex Water Resource Zone (WRZ) and associated infrastructure (Essex and Suffolk Water WRMP 2019)

10.16.2 ESW is consulting on their draft Water Resource Management Plan (WRMP) for 2024 in accordance with the EA's Water Resources Planning Guideline (the WRPG) (2017a). The WRPG requires the WRMP to demonstrate that ESW have an efficient, sustainable and secure supply of water over a chosen planning period which must be a minimum of 25 years. The population of Essex is expected to grow by 24.5% by 2050. ESW's draft WRMP expects an increase in demand for water from non-households due to the growth of new businesses and a decrease in household water usage by 2050 with the implementation of water metres and awareness on water usage. Currently, 64% of all properties in Essex have a water meter. ESW plan to introduce compulsory metering from 2025. Water meters will be required on all homes by 2035.

10.16.3 ESW have planned water treatment process modifications, including increasing pumping capacity to enable water transfers on both potable and non-potable water networks. Duplicate water mains are also being added to ESWs network to add resilience to storage and supply of water. A new water treatment works is planned in Linford, Thurrock and a new chalk borehole.

10.16.4 The Water Strategy for Essex (2024) sets out 30 actions to address water issues in the County over the next five years which involve reducing water demand, changing land use and alternative supply.

10.17 Establishing Future Infrastructure Needs and Developer Contributions

10.17.1 No additional water demand is expected from non-household development. Existing infrastructure is sufficient to manage current demands.

10.17.2 Where infrastructure improvements are required to support growth, this is funded and delivered by Essex and Suffolk Water. Funding to deliver the new / improved infrastructure would be via infrastructure charges which are collected by water companies when new or redeveloped properties connect to their networks. Essex & Suffolk Water set this out in their annual Charging Arrangements document[19] and provide an online tool for developers to calculate costs for applications to connect and the works to connect to the network.

10.18 Lead agencies:

- Essex and Suffolk Water
- The Water Services Regulation Authority (Ofwat)

10.19 Evidence base:

- Our shared vision for the future, Business Plan 2025-30, Essex & Suffolk Water, 2024
- Revised Draft Water Resources Management Plan, Essex & Suffolk Water, 2024
- Water Resource Planning Tables 2022. Resource Zone Name: Essex, Essex & Suffolk Water, 2022
- Water Strategy for Essex, ECC, 2024

[19] https://www.eswater.co.uk/services/developers/developer-services-charges/

10.20 Infrastructure required to support growth options being considered within the draft Castle Point Plan

10.20.1 The scale of growth in all the scenarios would impact the potable water network, given Hanningfield Reservoir currently has limited available capacity (as existing). The strategic mains system already experiences capacity issues, particularly during emergency works. Proposed growth will exacerbate this issue.

10.20.2 Essex and Suffolk Water has identified infrastructure improvements across each of the three scenarios. These improvements include mains rehabilitation works, mains reinforcements, and mains duplication from Bowers reservoir to ensure supply is maintained and to avoid back-feeding from Benfleet during emergency work. Specific costs are yet to be identified for these improvements.

Wastewater

10.21 Context and existing provision

10.21.1 Wastewater treatment refers to the treatment of both domestic and commercial wastewater, including from toilets, baths, washing machines, industrial waste, and rainwater run-off from roads and other impermeable surfaces such as roofs and pavements. If left untreated, this can cause contamination and significant adverse impacts on the water environment, including oxygen depletion, eutrophication of water as a result of the build-up of nutrients, and sewage litter. Wastewater is treated for appropriate disposal at water recycling centres.

10.21.2 Anglian Water Services is the statutory sewerage undertaker for the Borough. WRCs which service the Borough include Canvey Island WRC, Southend WRC, Benfleet WRC and Rayleigh East WRC.

10.21.3 The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales. The water and sewerage companies are required to submit an asset management plan (AMP) every five years or Price Review period to Ofwat. The plan sets out the company's view of what is needed to maintain its assets, improve services to customers, and manage its impact on the environment. The current AMP7 covers the period 2025-2030. Any infrastructure requirements which arise after agreement of the five-year AMP will normally be considered within the following AMP period.

10.21.4 Anglian Water's Drainage and Wastewater Management Plan 2025-2030 informs proposed investments in its Business Plan (Our Plan 2025-2030 PR24). Anglian Water plans to invest more than £600,000 between 2025 and 2030 on water recycling in the Borough to improve quality. This includes installing certified monitors on all emergency overflows as part of Anglian Water's Water Industry National Environment Programme (WINEP) which must be delivered by March 2030. The PR24 Business Plan has been submitted to Ofwat for determination by December 2024 and will inform investment over the asset management period 2025-2030.

10.21.5 Anglian Water is aiming to reach net zero carbon operation emissions by 2030 and to reduce the carbon in building and maintaining their assets by 70%. Anglian Water introduced Event Duration Monitors (EDMs) across their network to measure the length and number of storm overflows into the environment. In 2023 storm spills averaged 22 per EDM, compared to 15 in 2022.

10.21.6 Canvey WRC discharges into the River Thames approximately 2km upstream of the Benfleet and Southend Marshes Special Protection Area (SPA) / Ramsar site. Benfleet WRC discharges into the Benfleet approximately 3.5km upstream of Management Unit 6 of the Benfleet and Southend Marshes Site of Special Scientific Interest (SPA) / Ramsar site. Anglian Water is planning a 25% infiltration reduction for Benfleet WRC in its 2050 strategy. Southend WRC discharges treated water into local waterways, however a number of incidents in recent years has led to untreated wastewater being discharged into the sea.

10.21.7 Anglian Water is also planning a new storm mitigation wetland at Benfleet WRC which will treat storm discharge, and reduce the organic matter going into Benfleet Creek, to help stop the degradation of the SSSI Salt Marsh, and improve the water quality in Benfleet Creek.

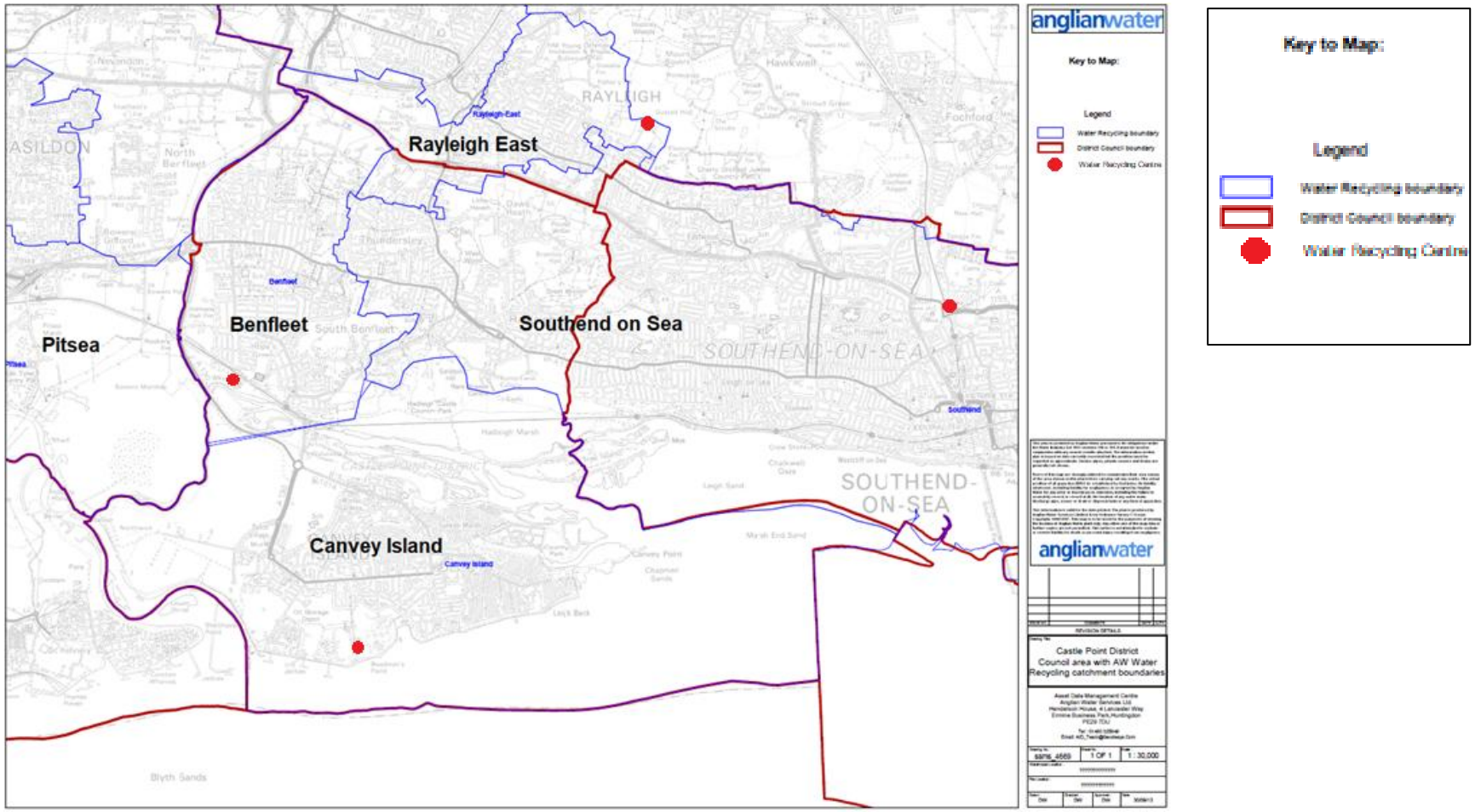

Figure 10.21.7 Map of water recycling centre coverage in the Borough[20]

[20] Map provided by Anglian Water Services

10.22 Establishing Future Infrastructure Needs and Developer Contributions

10.22.1 Benfleet and Canvey Island WRCs have available capacity to accommodate growth.

10.22.2 Anglian Water's PR24 Business Plan proposes investment in community and partnership working to allow for the removal of some identified properties from the flood risk register. This investment is subject to Ofwat's final determination.

10.22.3 Works to connect new developments to the existing sewer network are typically funded by the developer, as discussed below. However, it is unlikely that connection costs will be prohibitive where proposed developments are located close to existing settlements, where wastewater infrastructure is already established. However, Natural England comment in their response to the baseline IDP that any improvements to wastewater management and treatment need to be in place before first occupation where new development will exceed the capacity of sewerage treatment works.

10.22.4 There are three types of charges which the developer will likely incur:

- New Connection Charge – paid by the developer to the water company for the physical connection for a premise to the water main or sewer.
- Site Specific Requisition Charges - when a developer requests the water company to provide a new water main or public sewer and the associated infrastructure to a certain locality, this is known as requisition. The water company then builds the infrastructure required to connect the new development to its network. The site-specific requisition charges are based on 12% of the total site-specific infrastructure costs.
- Zonal Charge - Zonal charges are separate from and additional to connection charges. Zonal charges are similar to the infrastructure charges set out in section 146(2) of the Water Industry Act 1991. AWS zonal charge should be paid by anyone who wishes to build or develop a property. The zonal charge consists of two elements; the fixed element and the variable element.

10.22.5 The cost and extent of the required network improvements are investigated and determined when the developer submits a pre-development enquiry and an appraisal is carried out, once development proposals are more advanced.

10.22.6 It can take 18 months to three years to deliver local upgrades, with more strategic upgrades taking 3-5 years to deliver from the point of certainty about development occurring. As such developers are encouraged to engage with Anglian Water at an early stage and ahead of submitting any planning applications to discuss their development and timescales for delivery.

10.22.7 Anglian Water is in the process of delivering a new mycelium wetland at Benfleet to support network capacity constraints.

10.23 Lead agencies:

- The Water Services Regulation Authority (Ofwat)
- Anglian Water Services

10.24 Evidence base:

- Drainage and Wastewater Management Plan 2025-2050, Anglian Water, 2023
- Net Zero Strategy to 2030, Anglian Water, 2021
- Our Plan 2025-2030 PR24, Anglian Water, 2023
- Storm Overflows, Anglian Water website
- Taking Action on the Environment, Anglian Water, 2022
- Water Recycling Long-Term Plan, Anglian Water, 2018

10.25 Infrastructure required to support growth options being considered within the draft Castle Point Plan

10.25.1 Given the level of growth being considered not only in Castle Point Borough, but also in the surrounding local authority areas, Anglian Water has recommended that a Water Cycle Study or Integrated Water Management Study is undertaken which considers the wider area, including Castle Point Borough. Currently however there are no proposals in place to undertake such a Study prior to the Regulation 19 publication of the draft Castle Point Plan. The outcomes of any future water management related studies will be considered within future updates to the IDP.

10.25.2 Based on the level of growth being considered through the scenarios, Anglian Water confirmed that any additional wastewater flows could be accommodated within the existing capacity of the Canvey water recycling centre (WRC), however there are network capacity constraints in Benfleet which may require infrastructure improvements and growth requiring a sustainable point of connection. Growth within Hadleigh would be accommodated by the Southend WRC, which will require capacity improvements to accommodate this growth. Anglian Water have planned investments currently and for 2025-30 to address network attenuation and reducing storm overflow spills in the catchment. There may be some areas of the network in Hadleigh (such as terminal sewers) that are prone to flooding which could be impacted on by further growth that would need to be considered.

10.25.3 There are currently no specific infrastructure improvement projects identified for the WRCs specifically associated with growth being considered for the emerging Castle Point Plan. Where the growth strategy is confirmed, identified projects from Anglian Water will be included within the IDP.

10.25.4 Anglian Water advise developers to review the infrastructure charges associated with connecting to their network[21].

[21] https://www.anglianwater.co.uk/siteassets/developers/new-content/charges/aws-developer-charging-arrangements-2024-25-v5.pdf

11 Waste Management

11.1 Context and existing provision

11.1.1 ECC is the Waste Disposal Authority (WDA) for the county and has a statutory obligation to arrange for the disposal of controlled waste collected by the waste collection authorities (including CPBC) 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.

11.1.2 ECC operates a range of waste management infrastructure, including Waste Transfer Stations, operational depots and recycling centres for household waste. In addition to its WDA function ECC is also responsible for the long-term management and monitoring of 13 closed and restored former landfill sites.

11.1.3 The WDA prepares the necessary strategies, infrastructure and contractual arrangements for the management of local authority collected waste to support the delivery of the current Joint Municipal Waste Management Strategy 2007-2032 (JMWMS). The JMWMS for Essex sets the vision for the management of waste collection. The core focus of the JMWMS is to ensure the establishment of appropriate waste infrastructure and contractual arrangements to minimise waste, maximise recycling and reduce reliance on landfill, through high quality and extensive kerbside collection schemes and local waste collection and treatment facilities. This consists of a mix of local authority owned infrastructure and contracted arrangements with private sector infrastructure providers. The WDA works in partnership with the 12 Essex Waste Collection Authorities, through the Essex Waste Partnership (EWP); the umbrella collaborative arrangement to deliver the JMWMS.

11.1.4 ECC is working in partnership with the Essex Waste Collection Authorities (including CPBC) on a new 30-year joint Waste Strategy for Essex (WSfE) to replace the JMWMS. The Waste Strategy for Essex commits councils to stretching targets to reduce waste, increase reuse and recycling and to recover energy and materials from waste that can't be recycled.

- halve the amount of residual waste produced per person by 2042.
- reuse, recycle, or compost 65% of waste by 2035 with an ambition to achieve 70% or more.
- stop using landfill by 2030.
- ensure that all residents have access to recycling services for plastic, paper, card, metal, glass, food, and garden waste by 2026.
- ensure that all residents have access to recycling services for plastic film by 2027.

11.1.5 The WSfE recognises that waste management approaches need to change, which may necessitate new or expanded waste management infrastructure. The WSfE 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 in the Essex Climate Action Plan.

11.1.6 The focus of the WSfE is to reduce waste generation and maximise recycling. The proposed approach is aligned with the National Waste Strategy, and approaches to Reduce, Reuse and Compost to stop landfilling and deliver a more Circular Economy. The proposal aims to halve residual waste, boost recycling to 70%, and cease the use of landfill for local authority collected waste.

11.1.7 ECC operate one Recycling Centre for Household Waste (RCHW) in the Borough on Canvey Island, and the nearest neighbouring facilities are in Rayleigh and Pitsea. The Canvey RCHW is operating at capacity and its size and location limit its capacity to effectively separate waste in the long term. Due to the physical constraints of the Canvey Island RCHW certain waste materials and vehicle types cannot be accommodated requiring Castle Point's residents to utilise the neighbouring sites in Pitsea and Rayleigh. Both sites operate at capacity during peak times.

11.2 Establishing Future Infrastructure Needs and Developer Contributions

11.2.1 New development will increase the amount of Local Authority Collected Waste which will place operational pressures on waste infrastructure, managed by ECC. The major centralised waste management and treatment facilities have been developed with appropriate capacity to accommodate growth up to 2032, however, larger developments are likely to necessitate additional investment in the local public facilities and logistics infrastructure. The local infrastructure that may require investment to increase capacity are the public facilities such as RCHW and recycling bring back sites, and local logistics infrastructure such as vehicle depots and waste transfer stations.

11.2.2 ECC through the new WSfE 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. A new long-term residual waste solution is required which depending on the location may require waste infrastructure for bulking and haulage in the South of Essex. While there are currently no specific plans for new or expanded waste infrastructure, requirements will emerge during WSfE action planning. The WDA aim to explore the potential employment land that may be suitable for the provision of new WDA logistical waste infrastructure within South Essex.

11.2.3 Existing RCHW facilities do not match the level of growth being planned in the County and will be a challenge to meet current demand and potentially worse with more growth. ECC, as the WDA, is exploring the potential for upgrading RCHW provision to improve facilities available for residents and businesses.

11.2.4 There will be a need to explore the options for upgrading the Canvey RCHW's and new or additional sites to serve the Borough and adjacent areas.

11.2.5 The WDA with partners is also exploring the approach to seeking developer contributions, to be incorporated in the next review of the ECC's Developers' Guide to Infrastructure Contributions.

11.3 Lead agencies:

- Essex County Council, Waste Disposal Authority
- Castle Point Borough Council, Waste Collection Authority

11.4 Evidence base:

- Joint Municipal Waste Management Strategy 2007-2032, ECC, 2007
- Draft Waste Strategy for Essex, ECC, 2023
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024

11.5 Infrastructure required to support growth options being considered within the draft Castle Point Plan

11.5.1 Development will increase the amount of Local Authority Collected Waste (LACW) in Castle Point, which combined with the change in requirements to segregate materials and treat waste in different ways, will place operational pressure on infrastructure managed by both CPBC as the Waste Collection Authority and ECC and the WDA for the collection, treatment, and disposal of waste, and associated logistics.

11.5.2 A cumulative impact assessment of the total planned growth under scenarios 2 and 3 is required. This is to assess the cumulative impact on the provision of public waste infrastructure arising from the planned growth, particularly as demand increases for access to public waste facilities such as recycling centres for household waste. This needs to be explored by CPBC in liaison with the WDA and may include options for and provision of new waste management facilities or infrastructure for example, as part of the local plan evidence base. This should also have regard to the provisions in the Adopted WLP, to facilitate the provision of any new public waste infrastructure/facility.

11.5.3 At present the South Essex sub-region lacks the required level of waste infrastructure for the efficient movement of waste from source to treatment facilities. To enable efficient movement of waste, new transfer station capacity is required in the South Essex sub-region. ECC as the WDA wish to explore with CPBC the potential employment land that may be suitable for the provision of new WDA logistical waste infrastructure within South Essex.

11.5.4 CPBC will continue to engage with ECC to consider waste management infrastructure needs further. Where specific infrastructure needs and projects are identified, these will be included within future updates to the IDP.

12 Libraries

12.1 Context and existing provision

12.1.1 ECC has a statutory duty under the 1964 Public Libraries & Museums Act to provide a comprehensive and efficient library service for all residents and persons working and studying in Essex.

12.1.2 The Everyone's Essex Library Service Plan 2022-26 commits to putting libraries at the heart of Essex communities. Libraries act as a hub for communities to come together and interact and are a vital resource for helping residents improve their literacy, and provide a place to learn new skills. The library service is a shared gateway to other services and also for accessing digital information and communications. The Service Plan is structured on 3 pillars:

- Library Service and literacy
- Communications and infrastructure
- Supporting our communities and levelling up ensuring our libraries are fit for purpose, working with the right partners and, most importantly, in the right places.

12.1.3 ECC is responsible for the network of libraries and mobile library services across the Borough. The four main public libraries in the Borough are:

- Canvey Library – open 6 days per week providing services including reading and story events for younger readers, various book groups, family history groups, and a 'knit and natter' group.
- Great Tarpots Library – open 4 days per week providing services including reading for younger readers, gaming groups for teens and a 'knit and natter' group.
- Hadleigh Library – open 5 days per week providing services including reading for babies and toddlers, story events for younger readers, a poetry reading group, a social tea club, a craft group and a 'knit and natter' group.
- South Benfleet Library – open 4 days per week providing services including reading for babies and toddlers, craft groups, social groups for seniors and a 'knitter and stitchers' group.

12.2 Establishing Future Infrastructure Needs and Developer Contributions

12.2.1 The Council will liaise with relevant contacts to establish infrastructure needs for library services. The provision of a new stand-alone library is only likely to be sought on major new housing sites/allocations of 7,000 dwellings or more. However, each case will depend on an assessment of the particular requirements in that area and the likely impact of cumulative development on current provision. The cost of a new library will need to be negotiated on a site-by-site basis. Contributions will be sought to provide additional facilities, stock and IT provision where there is expected to be significant growth in population created by development, or where a new community remote from an existing provision is established.

12.2.2 The ECC Developers' Guide identifies a cost of £244 per new dwelling associated with the upgrading and / or extension to existing library facilities to accommodate growth. Fitting out costs are identified as £100 per new dwelling, and stock and IT equipment to increase opening times and library capacity is identified as £75 per new dwelling.

12.3 Lead agency:

- Essex County Council

12.4 Evidence base:

- ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
- Everyone's Essex Library Service Plan 2022-26, ECC, 2022
- Public Libraries and Museums Act 1964, Legislation.gov.uk
- Essex Libraries Service, Essex County Council website
- Developers Contributions Guidance Supplementary Planning Document (SPD) Highways, Travel, Education, Libraries, Flooding and Drainage Infrastructure March 2023

12.5 Infrastructure required to support growth options being considered within the draft Castle Point Plan

12.5.1 The range of housing growth across the scenarios for Castle Point varies between 4,862 and 8,845 homes. The sites are distributed across the Borough rather than one single area of growth. On this basis if the highest growth scenario was implemented a new standalone facility is unlikely to be required. Instead contributions towards the existing four libraries would most likely be appropriate to reflect the distribution of growth across the Borough.

12.5.2 The varying levels of contributions that could be pooled based on the three growth scenarios are set out below, presenting maximum library related contributions of £419 per dwelling which may be requested where the upgrading and / or extension to existing library facilities, fitting out, and additional stock and IT equipment are required. It should be noted that where all these improvements may not be required, requested developer contributions towards library infrastructure improvements may be less.

- Scenario 1: 5,362 new dwellings x £419 = £2,246,678
- Scenario 2: 7,519 new dwellings x £419 = £3,150,461
- Scenario 3: 8,345 new dwellings x £419 = £3,706,055

12.5.3 Aim 2 of Everyone's Essex Library Service Plan 2022-26, ECC, 2022, identifies broad measures to improve communication and infrastructure of libraries across Essex, including improvements to buildings and reducing carbon footprints. There will be an opportunity to identify specific projects which are linked to growth in Castle Point and align with the improvement measures.

13 Emergency Services

13.1 Ambulance

Context and existing provision

13.1.1 Ambulance services in the Borough are provided by the East of England Ambulance Service NHS Trust (EEAST). The goals as set out in the EEAST Strategy 2020-2025 are to:

- Be an exceptional place to work, volunteer and learn
- Provide outstanding quality of care and performance
- Be excellent collaborators and innovators as system partners; and
- Be an environmentally and financially sustainable organisation

13.1.2 The latter goal confirms the Trust is reviewing their 'make ready', fleet and estates strategies to ensure they are operating from cost effective and efficient premises, that the feet is of the right size, specification and condition to support the delivery of clinical care to the communities they serve.

13.1.3 The EEAST has also established a Sustainability Strategy 2024-2025 which identifies an Estates Strategic Enabling Plan. This Plan focusses on ensuring the Trust's estate is, amongst other things, located in the right place the meet service and patients' needs, a mix of facilities, fit for purpose and safe, and fosters joint working with other healthcare, emergency and public sector organisations.

13.1.4 Underpinning the Plan is the Trust's target to achieve an 80% reduction in its carbon footprint by 2028-2032 and net zero by 2040. Ultimately the Plan seeks to reduce energy related carbon emission, by designing new properties to achieve an excellent rating for energy efficiency and to install efficient equipment into the existing portfolio.

13.1.5 There are ambulances operating from Canvey Island, Rayleigh, Basildon and Wickford. Ambulances respond from the Southend Hub which includes a workshop to service and repair ambulance service vehicles. In March 2022, 75% of category one calls were on the scene within 15 minutes of dispatch compared to 94% in April 2021 against a standard of 90%. The percentage of category four calls on the scene from dispatch within three hours were 21% in March 2022 compared to 89% in April 2021 against a target of 90%. Factors contributing to these delays were long delays at accident and emergency departments, staff vacancy rates, sickness impacting on the number of vehicles available and increased service user demand.

13.1.6 The Mid & South Essex Trust operates in the area and provides acute and some community services across three main hospitals:

- Southend University Hospital;
- Basildon University Hospital; and
- Broomfield Hospital

Lead agency:

- East of England Ambulance Service NHS Trust (EEAST)

Evidence base:

- East of England Ambulance Service NHS Trust Strategy (2020-2025),
- East of England Ambulance Service, 2020 Estates Enabling Strategy 2020-2025
- East of England Ambulance Service Annual Report and Accounts 2023-24
- Mid and South Essex NHS Foundation Trust Inspection Report, Care Quality Commission 2022
- East of England Ambulance Service NHS Trust Inspection Report, Care Quality Commission 2022

Infrastructure required to support growth options being considered within the draft Castle Point Plan

13.1.7 EEAST has identified that both new and improved infrastructure would be required across all three growth scenarios. This is derived from the calculated additional emergency ambulance incidents per annum as set out below.

- Scenario 1: Additional 11,669-12,869 residents = 2,684-2,960 additional emergency ambulance incidents per annum
- Scenario 2: Additional 16,846-18,046 residents = 3,875-4,151 additional emergency ambulance incidents per annum
- Scenario 3: Additional 20,028-21,228 residents = 4,607-4,883 additional emergency ambulance incidents per annum

13.1.8 The identified new and improved infrastructure is identified in the table below along with estimated costs.

Infrastructure item	**Cost**
Replacement of existing Basildon ambulance station with Basildon Hub	£15m plus land costs 35 ambulances and 4 rapid response vehicles at new Hub. Each ambulance requires 78.46m2 GIA at a cost of £5,167 per m2.
Additional ambulance response posts	TBC
Two additional ambulances / rapid response units	Dual Staff Ambulance costs £140,000 for 5 years (cost excludes running costs, maintenance, servicing, repairs)
Additional accommodation space, staff parking capacity and IT equipment for more call handlers at regional call centres	TBC

Sufficient electrical network capacity to site to enable charging of ambulances/rapid response vehicles, and charging of staff vehicles	TBC

13.1.9 The EEAST anticipates that funding the above can be secured at £340 per dwelling (based on a household size of 2.2 persons per dwelling). A business case will also be made to NHS England seeking capital funding for this infrastructure, though some existing capital could be allocated to contribute towards infrastructure requirements.

13.1.10 The schedule below identifies the financial contributions based on each scenario:

	Per dwelling cost	**Scenario 1**	**Scenarios 2**	**Scenarios 3**
Ambulance Service	£340	£1,823,080	£2,556,460	£3,007,300

13.2 Police

Context and existing provision

13.2.1 Police services in Castle Point are provided by Essex Police. The Essex Police Estates Strategy 2023-2028 sets out a commitment to provide a modern, flexible, energy efficient estate which enables the Force to deliver an effective service and keep communities safe over the 5-year period of the Strategy.

13.2.2 Castle Point is served by a police station on Long Road in Canvey Island and an operational base at offices on Kiln Road.

13.2.3 Essex Police record response times to incidents by response gradings. The six response gradings are based on threat, harm, risk and vulnerability. The highest grade is emergency response, referred to as grade 1 for urban areas and grade 2 for rural area calls.

Current Infrastructure needs in the area

13.2.4 Local Policing Area is resourced by a dedicated team, consisting of warranted officers, including specialist unit officers (such as the Criminal Investigative Department), non-warranted Police Community Support Officers (PCSO's) and support functions. This resourcing structure ensures that an appropriate level of response is coordinated at the outset, ranging from a routine community safety/ cohesion deployment to a serious crime response, to meet the community's needs.

13.2.5 The Castle Point Local Plan Area is covered by the Castle Point District Policing Area. The baseline police resources within the Local Policing Area are operating at capacity, and would be significantly impacted by the planned housing and population growth envisaged, as outlined in the Castle Point Plan Issues and Options Consultation (Regulation 18) response from Essex Police.

Lead agency:

- Essex Police

Evidence base:

- Castle Point Local Plan Issues & Options Consultation (Regulation 18) response from Essex Police
- Essex Police Estates Strategy 2023-2028
- PFCC Police & Crime Plan 2024-2028
- Essex Police – Police Infrastructure/Facilities IDP stakeholder consultation response February 2025

Infrastructure required to support growth options being considered within the draft Castle Point Plan

13.2.6 Essex Police has identified that both new and improved infrastructure would be required across all three growth scenarios. This is derived from the calculated impact of growth on its operational capacity and resources. The following police facilities are identified to be funded and or provided by developers through S.106 agreements or CIL:

- Additional or enhanced police station (LPT) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Mobile Police Stations;
- Communications including ICT;
- Speed Camera/ Automatic Number Plate Recognition Technology;
- Police Vehicles;
- Funding for additional staff resources, incorporating the recruitment, training, equipping & tasking of Police Community Support Officers (PCSO's) during the construction phase of residential development, & recruitment, training & equipping of Local Policing Team Officers (LPTO's) during the operational phase of residential development.

13.2.7 The schedule below identifies the financial contribution based on each scenario:

	Scenario 1	**Scenarios 2**	**Scenarios 3**
Police Infrastructure / Facility	£1,602,621 (£446.91 per dwelling)	£2,848,511 (£520.18 per dwelling)	£3,018,050 (£426.76 per dwelling)

13.2.8 For each scenario, and as recommended by Essex Police, 1,769 dwellings associated with extant planning permissions, new park homes & windfall allowance, are not included within the above calculations, and no specific budget is sought for these supply sources.

13.2.9 The infrastructure requirements will be delivered by Essex Police across the entirety of the plan period.

13.3 Fire

Context and existing provision

13.3.1 Fire & Rescue services in the area are provided by the Essex County Fire & Rescue Service (ECFRS). A key focus of the Essex County Fire & Rescue Service Estates Strategy (2021-2026) is to enable its buildings to deliver the right working environments, and provide effective, environmentally sustainable and collaborative workplaces.

13.3.2 The Strategy's core principles aim to support communities by providing the best possible protection to the public through changes made to the estate. Collaborating with other 'Blue Light' Agencies, the intention is to modernise and achieve fit for purpose future estate, where operations are conducted in a safe, agile and flexible environment with the latest technology.

13.3.3 By implementing the Prevention, Protection and Response service role set out in the Integrated Risk Management Plan (2020-2024), Essex County Fire & Rescue Service strive to make the area a safe place to live, work and travel.

13.3.4 Castle Point is covered by the South East Essex unit of the ECFRS and served by two fire stations at Canvey Island and Rayleigh Weir – Canvey Island is crewed by on-call employees whilst Rayleigh Weir is crewed by wholetime employees.

13.3.5 Essex County Fire & Rescue Service work with the Safer Essex Roads Partnership to prevent harm on the roads through education, engagement and identifying and dealing with emerging risks.

Current Infrastructure needs in the area

13.3.6 To use its service capacity effectively, Essex County Fire & Rescue Service resources are tasked into localities to cover the operational risk in that locality, and to be effective there is a requirement for local hubs or fire stations from which operational crews can be deployed.

13.3.7 Community Safety, Wellbeing and Fire Safety Officers are also focused on localities, and an increase in development would require additional capacity in a specific locality, to meet the increased operational and non-operational demands arising.

13.3.8 The increased risk arising from development within a locality would be managed in line with the three main strands of the service role in mind, as outlined below:

- Prevention – creating space within fire stations or hubs to prioritise community safety work in conjunction with delivery at home and school visits, including locations to work with partner agencies to reduce fire and road traffic incidents;
- Protection – by carrying out fire risk assessments with a focus on education, providing advice and seminars;
- Response – by tasking highly trained personnel, including firefighters, into an area to deal with emergency and non-emergency incidents requiring a fire and rescue facility deployment;
- Major new housing developments give rise to significant additional resource needs and implications for ECFRS, requiring appropriate funding by developers in order to mitigate and manage community safety, cohesion and engagement requirements, including the increased incidents arising.

13.3.9 The baseline fire and rescue service resources within Castle Point are operating at capacity, and would be severely impacted by the planned housing and population growth envisaged, leading to an 'infrastructure funding gap'.

Lead agency:

- Essex County Fire and Rescue Service

Evidence base:

- Castle Point BC Infrastructure Delivery Plan (Stakeholder Consultation) December 2024;
- Essex County Fire & Rescue Service Estates Strategy 2021-2026;
- Essex County Fire & Rescue Service Integrated Risk Management Plan 2020-2024;
- Police, Fire & Crime Commissioner Fire & Rescue Plan 2024-2028; ECFRS Integrated Risk Management Plan (2020-2024)

Infrastructure required to support growth options being considered within the draft Castle Point Plan

13.3.10 ECFRS has identified that both new and improved infrastructure would be required across all three growth scenarios. This is derived from the calculated impact of growth on its operational capacity and resources. The following facilities are identified to be funded and or provided by developers through S.106 agreements or CIL:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;

- Fire service plant & equipment, including hydrants, specialist pump/hose appliances, Aerial Ladder Platform appliances, cutters, spreaders, rams, stretchers, lifting air bags, tools, winches, ventilation fans, operational lighting equipment, thermal imaging cameras, ladders, dry suits, uniforms, breathing apparatus, defibrillators, first aid kit & personal protective equipment (PPE);
- Fire & rescue vehicles, inflatable boats, rescue sled, rescue paths, drones & electric vehicle (EV) charging points;
- Funding for additional staff resources, incorporating the recruitment, training, equipping & tasking of Community Safety, Community Wellbeing & Fire Safety Officers, & recruitment, training & equipping of Firefighters;

13.3.11 The schedule below identifies the financial contribution based on each scenario:

	Scenario 1	**Scenarios 2**	**Scenarios 3**
ECFRS Infrastructure / Facility	£1,231,150 (£342.65 per dwelling)	£2,011,100 (£350 per dwelling)	£2,475,200 (£350 per dwelling)

13.3.12 For each scenario, and as recommended by ECFRS, 1,769 dwellings associated with extant planning permissions, new park homes, and windfall allowance, are not included within the above calculations, and no specific budget is sought for these supply sources.

13.3.13 The infrastructure requirements will be delivered by ECFRS across the entirety of the plan period.

14 **Infrastructure Schedule**

14.1.1 The Infrastructure Schedule sets out infrastructure items identified as being required to support the needs of existing residents, and infrastructure items required to support the needs of future residents within growth scenarios being considered for inclusion within the emerging draft Castle Point Plan. The Infrastructure Schedule is presented within the appendix.

14.1.2 The Infrastructure Schedule will also prioritise each identified infrastructure project as either essential, needed or desirable. The priorities are described as follows:

- Essential – an infrastructure project which is essential for the delivery of strategic sites allocated in the draft CP Plan, and essential in ensuring that the impact of the new development does not have a significantly detrimental impact on existing infrastructure, services and facilities.
- Needed – an infrastructure project which is not directly related to the delivery of strategic sites allocated in the draft CP Plan, but is needed to support existing and potential future needs in the Borough.
- Desirable – an infrastructure project which would benefit the Borough.

14.1.3 Around 20% of infrastructure items listed within the Schedule are considered to be essential in supporting the delivery of growth within the Borough.

14.1.4 For Scenario 1, the Schedule identifies 51 infrastructure items with identified total costs of £64.122m. This presents a per dwelling infrastructure cost of (£64.122m / 5,362) £11,958.

14.1.5 For Scenario 2 (including Scenario 1 growth, but excluding transport projects which have only been assessed for Scenario 1), the Schedule identifies 15 infrastructure items with identified total costs of £120.582m. This presents a per dwelling infrastructure cost of (£120.582m / 7,519) £16,036.

14.1.6 For Scenario 3 (including Scenarios 1 and 2 growth, but excluding transport projects which have only been assessed for Scenario 1), the Schedule identifies 14 infrastructure items with identified total costs of £151.307m. This presents a per dwelling infrastructure cost of (£151.307m / 8,845) £17,106.

14.1.7 Where no infrastructure funding has yet to be received for these infrastructure items, the costs identified represent the current infrastructure funding gap. Funding mechanisms are however identified for all infrastructure items within the Schedule which would therefore support the delivery of the infrastructure.

15 Conclusion

15.1 Consideration of the Scenarios

15.1.1 This IDP has considered the infrastructure related impacts of the three Castle Point Plan growth scenarios. Through the infrastructure assessment presented within this IDP, no significant issues or concerns have been identified which could have an impact on the approach being taken by the Council to determine a growth strategy within the emerging Castle Point Plan. There are currently no infrastructure related 'showstoppers' identified which would suggest that any of the scenarios, either alone or in combination, could not be delivered through allocations within the emerging Castle Point Plan.

15.2 Next steps

15.2.1 This review of the Castle Point Borough IDP has considered additional types of infrastructure which are essential to support the assessment and consideration of the viability and deliverability of growth scenarios being considered in the Borough. Following the finalisation of the Castle Point Plan growth strategy, the Council will continue to work with infrastructure providers, relevant stakeholders, and developers associated with sites proposed for allocation in the draft CP Plan, to update, expand, and improve the information contained within the IDP.

16 **Acronyms**

AMP	Asset Management Plan
BRIC	Building Resilience in Flood Disadvantaged Communities
BSIP	Bus Service Improvement Plan
CAP	Cycling Action Plan
CDA	Critical Drainage Area
CIL	Community Infrastructure Levy
CPBC	Castle Point Borough Council
DfE	Department for Education
DNO	Distribution Network Operators
DSS	Decision Support System
ECAC	Essex Climate Action Commission
ECC	Essex County Council
EFE	Extended Funding Entitlement Offer
EHCP	Education, Health and Care Plan
ESP	Employment and Skills Plan
ESW	Essex Suffolk Water
EP	Enhanced Partnership
EPN	Eastern Power Networks
EWP	Essex Waste Partnership
EY&C	Early Years and Childcare
FE	Form of Entry
FEEE	Free Early Education Entitlement
GENLRS	Greater Essex Local Nature Recovery Strategy
GENLP	Greater Essex Local Nature Partnership
GP	General Practice
HWB	Health and Wellbeing Board
ICB	Integrated Care Board
ICS	Integrated Care System
IDP	Infrastructure Delivery Plan
INT	Integrated Neighbourhood Teams
JMWMS	Joint Municipal Waste Management Strategy
LCWIP	Local Cycling and Walking Infrastructure Plans
LEAP	Local Equipped Area of Play
LAP	Local Area of Play
CP Plan	Castle Point Borough Local Plan
LTP	Local Transport Plan
LLFA	Lead Local Flood Authority
MLP	Minerals Local Plan
MMO	Marine Management Organisation
MUGA	Multi-use Grame Areas
NEAP	Neighbourhood Area of Play
NHS	National Health Service

NIA	Net Internal Area
NPPF	National Planning Policy Framework
Ofwat	Water Services Regulation Authority
RCHW	Recycling Centre for Household Waste
PLA	Port of London Authority
PPG	Planning Practice Guidance
SEATS	South Essex Advanced Technical Skills
SEC	South Essex Councils
SEN	Special Educational Needs
SEND	Special Educational Needs and Disability
SFRA	Strategic Flood Risk Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
STB	Sub-national Transport Bodies
SWMP	Surface Water Management Plan
TA	Transport Assessment
TS	Transport Statement
UKPN	UK Power Networks
WDA	Waste Disposal Authority
WRC	Water Recycling Centres
WRMP	Water Resource Management Plan
WRPG	Water Resource Planning Guideline
WRZ	Water Resource Zone
WSfE	Waste Strategy for Essex

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18 Appendix: IDP Infrastructure Schedule

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project
Education, early years and childcare	2 x 56 place new stand-alone nurseries, and expansion of existing nurseries	Various	1	ECC	Developer contributions	£5,441,200	£0	£5,441,200	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, early years and childcare	5 x 56 place new stand alone nurseries, 2 x 30 place new stand-alone nurseries, and expansion of existing nurseries	Various	2	ECC	Developer contributions	£12,767,775	£0	£12,767,775	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, early years and childcare	5 x 56 place new stand-alone nurseries, 4 x 30 place new stand-alone nurseries, and expansion of existing nurseries	Various	3	ECC	Developer contributions	£16,252,065	£0	£16,252,065	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, primary	2 form entry primary school, and extension of existing primary schools	Thundersley/Various	2	ECC	Developer contributions	£16,538,445	£0	£16,538,445	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, primary	2 form entry primary school, and extension of existing primary schools	Thundersley/Various	3	ECC	Developer contributions	£25,058,250	£0	£25,058,250	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, secondary	Expansion and minor amendments to existing secondary schools	Various	2	ECC	Developer contributions	£15,587,964	£0	£15,587,964	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, secondary	Expansion and minor amendments to existing secondary schools	Various	3	ECC	Developer contributions	£24,825,276	£0	£24,825,276	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, post-16	Expansion and minor amendments to existing post-16 facilities	Various	1	ECC	Developer contributions	£3,026,732	£0	£3,026,732	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, post-16	Expansion and minor amendments to existing post-16 facilities	Various	2	ECC	Developer contributions	£5,140,030	£0	£5,140,030	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, post-16	Expansion and minor amendments to existing post-16 facilities	Various	3	ECC	Developer contributions	£6,438,864	£0	£6,438,864	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, SEND	Expansion and minor amendments to existing schools and facilities	Various	1	ECC	Developer contributions	£6,076,656	£0	£6,076,656	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Education, SEND	Expansion and minor amendments to existing schools and facilities	Various	2	ECC	Developer contributions	£7,915,644	£0	£7,915,644	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project
Education, SEND	Expansion and minor amendments to existing schools and facilities	Various	3	ECC	Developer contributions	£10,154,412	£0	£10,154,412	Essential	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Healthcare	New or improved primary healthcare facilities	Various	1	NHS ICS	Developer contributions	£2,949,100	£0	£2,949,100	Essential	Subject to site specific housing trajectory	IDP engagement with NHS Mid and South Essex ICS
Healthcare	New or improved primary healthcare facilities	Various	2	NHS ICS	Developer contributions	£4,135,450	£0	£4,135,450	Essential	Subject to site specific housing trajectory	IDP engagement with NHS Mid and South Essex ICS
Healthcare	New or improved primary healthcare facilities	Various	1	NHS ICS	Developer contributions	£4,864,750	£0	£4,864,750	Essential	Subject to site specific housing trajectory	IDP engagement with NHS Mid and South Essex ICS
Green infrastructure and open space	Provision of new, or improvement to existing, open space, including allotments, parks and recreation grounds, childrens play space, youth play space, amenity green space, accessible natural green space	Various	1	CPBC	Direct on-site provision or developer contribution	£22,900,128	£0	£22,900,128	Needed	Subject to site specific housing trajectory	Castle Point Borough Council Open Space Assessment, Ethos Environmental Planning, 2023
Green infrastructure and open space	Provision of new, or improvement to existing, open space, including allotments, parks and recreation grounds, childrens play space, youth play space, amenity green space, accessible natural green space	Various	2	CPBC	Direct on-site provision or developer contribution	£32,111,784	£0	£32,111,784	Needed	Subject to site specific housing trajectory	Castle Point Borough Council Open Space Assessment, Ethos Environmental Planning, 2023
Green infrastructure and open space	Provision of new, or improvement to existing, open space, including allotments, parks and recreation grounds, childrens play space, youth play space, amenity green space, accessible natural green space	Various	3	CPBC	Direct on-site provision or developer contribution	£37,774,801	£0	£37,774,801	Needed	Subject to site specific housing trajectory	Castle Point Borough Council Open Space Assessment, Ethos Environmental Planning, 2023
Green infrastructure and open space	Recreational disturbance Avoidance and Mitigation (RAMS) contribution	Various	1	CPBC	Developer contributions	£673,360	£0	£673,360	Needed	Subject to site specific housing trajectory	Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD
Green infrastructure and open space	Recreational disturbance Avoidance and Mitigation (RAMS) contribution	Various	2	CPBC	Developer contributions	£944,236	£0	£944,236	Needed	Subject to site specific housing trajectory	Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD
Green infrastructure and open space	Recreational disturbance Avoidance and Mitigation (RAMS) contribution	Various	3	CPBC	Developer contributions	£1,110,755	£0	£1,110,755	Needed	Subject to site specific housing trajectory	Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD
Sports facilities	Sports facilities, including pools, halls (courts), indoor bowls, tennis courts	Various	1	CPBC	Direct on-site provision or developer contribution	£5,569,285	£0	£5,569,285	Needed	Subject to site specific housing trajectory	Sport England Built Facilities Calculator
Sports facilities	Sports facilities, including pools, halls (courts), indoor bowls, tennis courts	Various	2	CPBC	Direct on-site provision or developer contribution	£7,812,722	£0	£7,812,722	Needed	Subject to site specific housing trajectory	Sport England Built Facilities Calculator
Sports facilities	Sports facilities, including pools, halls (courts), indoor bowls, tennis courts	Various	3	CPBC	Direct on-site provision or developer contribution	£9,186,788	£0	£9,186,788	Needed	Subject to site specific housing trajectory	Sport England Built Facilities Calculator

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project
Sports facilities	Playing pitches, including natural grass, artifical grass, and associated changing rooms	Various	1	CPBC	Direct on-site provision or developer contribution	£4,647,680	£0	£4,647,680	Needed	Subject to site specific housing trajectory	Sport England Playing Pitch Calculator
Sports facilities	Playing pitches, including natural grass, artifical grass, and associated changing rooms	Various	2	CPBC	Direct on-site provision or developer contribution	£6,812,342	£0	£6,812,342	Needed	Subject to site specific housing trajectory	Sport England Playing Pitch Calculator
Sports facilities	Playing pitches, including natural grass, artifical grass, and associated changing rooms	Various	3	CPBC	Direct on-site provision or developer contribution	£8,049,529	£0	£8,049,529	Needed	Subject to site specific housing trajectory	Sport England Playing Pitch Calculator
Utilities, communications	Construction of new cell to support mobile communications	TBC	2	Mobile network providers	Mobile network providers	£250,000	0	£250,000	Needed	Subject to site specific housing trajectory	IDP engagement with mobile network operators
Utilities, communications	Construction of new cell to support mobile communications	TBC	3	Mobile network providers	Mobile network providers	£250,000	0	£250,000	Needed	Subject to site specific housing trajectory	IDP engagement with mobile network operators
Libraries	Upgrading and / or extension to existing library facilities, fitting out, and additional stock and IT equipment	Various	1	ECC	Developer contributions	£2,246,678	£0	£2,246,678	Needed	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Libraries	Upgrading and / or extension to existing library facilities, fitting out, and additional stock and IT equipment	Various	2	ECC	Developer contributions	£3,150,461	£0	£3,150,461	Needed	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Libraries	Upgrading and / or extension to existing library facilities, fitting out, and additional stock and IT equipment	Various	3	ECC	Developer contributions	£3,706,055	£0	£3,706,055	Needed	Subject to site specific housing trajectory	IDP engagement with ECC and ECC Developers' Guide to Infrastructure Contributions, ECC, 2024
Emergency Services, Ambulance	Ambulance service improvements, including a new hub to replace the Basildon station and additional ambulances	Various / Basildon	1	EEAST	Developer contributions	£1,823,080	£0	£1,823,080	Needed	Subject to site specific housing trajectory	IDP engagement with EEAST
Emergency Services, Ambulance	Ambulance service improvements, including a new hub to replace the Basildon station and additional ambulances	Various / Basildon	2	EEAST	Developer contributions	£2,556,460	£0	£2,556,460	Needed	Subject to site specific housing trajectory	IDP engagement with EEAST
Emergency Services, Ambulance	Ambulance service improvements, including a new hub to replace the Basildon station and additional ambulances	Various / Basildon	3	EEAST	Developer contributions	£3,007,300	£0	£3,007,300	Needed	Subject to site specific housing trajectory	IDP engagement with EEAST
Emergency Services, Police	Police service improvements, including station improvements, custody facilities, mobile stations, communications, speed camera and ANPR technology, vehicles, staffing and equipment	Various	1	Essex Police	Developer contributions	£1,602,621	£0	£1,602,621	Needed	Subject to site specific housing trajectory	IDP engagement with Essex Police
Emergency Services, Police	Police service improvements, including station improvements, custody facilities, mobile stations, communications, speed camera and ANPR technology, vehicles, staffing and equipment	Various	2	Essex Police	Developer contributions	£2,848,511	£0	£2,848,511	Needed	Subject to site specific housing trajectory	IDP engagement with Essex Police

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project
Emergency Services, Police	Police service improvements, including station improvements, custody facilities, mobile stations, communications, speed camera and ANPR technology, vehicles, staffing and equipment	Various	3	Essex Police	Developer contributions	£3,018,050	£0	£3,018,050	Needed	Subject to site specific housing trajectory	IDP engagement with Essex Police
Emergency Services, Fire and Rescue	Fire and rescue service improvements, including station improvements, equipment, vehicles, staffing and equipment	Various	1	ECFRS	Developer contributions	£1,231,150	£0	£1,231,150	Needed	Subject to site specific housing trajectory	IDP engagement with Essex County Fire and Rescue Service
Emergency Services, Fire and Rescue	Fire and rescue service improvements, including station improvements, equipment, vehicles, staffing and equipment	Various	2	ECFRS	Developer contributions	£2,011,100	£0	£2,011,100	Needed	Subject to site specific housing trajectory	IDP engagement with Essex County Fire and Rescue Service
Emergency Services, Fire and Rescue	Fire and rescue service improvements, including station improvements, equipment, vehicles, staffing and equipment	Various	3	ECFRS	Developer contributions	£2,475,200	£0	£2,475,200	Needed	Subject to site specific housing trajectory	IDP engagement with Essex County Fire and Rescue Service
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 1 – Manor Road / Church Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 2 – Kiln Road / Runnymede Chase	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 3 – London Road / High Road	1	ECC	Developer contributions	£10,000	£0	£10,000	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 4 – Scrub Lane / Rectory Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 5 – Rushbottom Lane/London Road/High Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 6 – London Road/Kents Hill Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 7 – Northwich Corner Roundabout	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 8 – Long Road / Southwick Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 9 – Long Road / Furtherwick Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 10 – Furtherwick Road / Foksville Road	1	ECC	Developer contributions	£320,000	£0	£320,000	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 11 – High Street / Foksville Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 12 – Point Road Roundabout	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 13 - Eastern Esplanade/Seaview Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Highways	Junction improvements identified within the Transport Assessment	Junction 14 – Rayleigh Road/London Road	1	ECC	Developer contributions	£740,000	£0	£740,000	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Walk: Smoothing and widening of footpaths, such as Eversley Road, Woodside Avenue, and Overton Road.	North Benfleet – North of London Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Improvements to the shared use cycle route along London Road	North Benfleet – North of London Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Cycle route running east-west along Church Road	North Benfleet – North of London Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Bus: The 28 bus route is rerouted along Church Road and Kenneth Road	North Benfleet – North of London Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Walk: Pedestrian infrastructure improvements along the main east-west Hart Road with further pedestrian crossings	Thundersley – South of Hart Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Cycle route on Vicarage Road/Benfleet Road	Thundersley – South of Hart Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Backstreet routes enhancing cycle accessibility to residential areas on Shipwrights Drive and The Chase.	Thundersley – South of Hart Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Bus: Increasing of frequency of the 27 bus route to every 10 minutes	Thundersley – South of Hart Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Bus: Implementing selective detection technology would also improve the reliability of the bus service along the A13	Thundersley – South of Hart Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: New cycle route on New Road and Scrub Lane.	Hadleigh – South of New Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Backstreet routes for Woodfield Road and Church Road.	Hadleigh – South of New Road	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Walk: Pedestrian crossings along the Central Wall Road and Dovervelt Road – Mitchells Avenue axes.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Walk: Improvement of surfacing quality and footpath width on Runnymede Road, Beverley Avenue and Maryland Avenue.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project
Transport - Sustainable transport	Walk: Widening of crossings to improve accessibility. Crossings recommended across Central Wall Road.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Further routes in the central areas, with strategic routes on the main through routes such as Furtherwick Road, Eastern Esplanade and High Street/Point Street	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Enhanced access to the Labworth Recreation Ground to the southeast and connecting to potential off- road routes to the northeast along Foksville Road.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Backstreet routes are recommended to serve north-south axes such as Marcos Road/Lottem Road as well as east-west axes such as Odessa Road/Crescent Road.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: On-road segregated cycle routes should be continued east through Smallgains Recreation Park and to Canvey Heights Country Park to the east.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: New cycle routes along Waarden Road/Cedar Road east- west and Denham Road north-south	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Widened cycle path/extension along Canvey Bridge	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Cycle: Implement CAP recommendations in order to increase access to Benfleet Station.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Bus: Diversion of 21C bus route to loop northbound along Maurice Road, eastbound along Crescent Road then southbound to Eastern Esplanade.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Bus: Increased frequency of the 21, 22, and 27 services	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025
Transport - Sustainable transport	Bus: Redirect 22 bus route along Denham Road to the north of Long Road, and eastbound along Waarden Road.	Canvey Island	1	ECC	Developer contributions	TBC	£0	TBC	Needed	Subject to site specific housing trajectory	Local Plan Transport Assessment, Systra, 2025