

Local Plan Refining the Options Consultation 2021

Main Report



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Cover photo: Southchurch Family Festival, St Lukes Community Hub, Cluny Square (25th September 2021)

Summary

What we consulted on

Public consultation on Southend Local Plan Refining the Options was carried out between 31st August and 26th October 2021.

Local Authorities set out a vision through their Local Plan and framework for the future development of the area, in partnership with the local community. The Local Plan addresses future needs and opportunities for homes, jobs, community facilities, and infrastructure.

This is the second stage in producing Southend's Local Plan, following the Issues and Options consultation in 2019. The consultation asked questions about the policy direction the Council should take and presented potential site allocations submitted by individuals and private and public developers, including the Council as landowner and housing provider. The Local Plan did not, at this stage, propose any policies or set out which sites should be allocated for development.

How and who we consulted

Consultation events were held both in person and online, within 8 neighbourhoods in the City and with various interest groups. We reached over 75,000 people on social media, with around 2,500 people responding to items posted online. Approximately 400 people attended events in person with over 500 visiting our virtual exhibition on the Southend Local Plan website. Around 1,000 comments were received on the Local Plan itself. In addition, a petition posted on the Council's website prior to the Local Plan public consultation regarding housing in the Green Belt garnered 14 signatures.

In parallel to the Local Plan consultation document four Big Debate surveys were hosted on the Your Say Southend consultation portal. Approximately 1,000 comments were received on the surveys.

Most comments were received by individuals, with 653 comments from 81 individuals, 127 comments from neighbouring local authorities, 68 comments from national and local groups or associations, 81 comments from 13 landowners, agents or developers and 76 comments from 8 statutory consultees or utility companies.

Appendix C provides a breakdown of the representations received on each question in the consultation document, and if they were in support of, objecting, or commenting on the proposals. 1005 individual comments were received in total.

What you Said

The main issues raised by neighbouring local authorities (including Essex County Council) under the duty to co-operate were about the evidence underpinning the local plan and the need to work collaboratively and manage impacts that can be felt wider than the local area, such as strategic transport connections and social infrastructure.

Appendix A provides a list of duty to co-operate bodies and Appendix B provides a summary of the comments received from each.

Appendix C provides a breakdown of the number of representations supporting, objecting and commenting on each question.

Appendix D sets out a summary of each of the representations received on Parts 1 and 2 of the consultation document.

Main issues raised

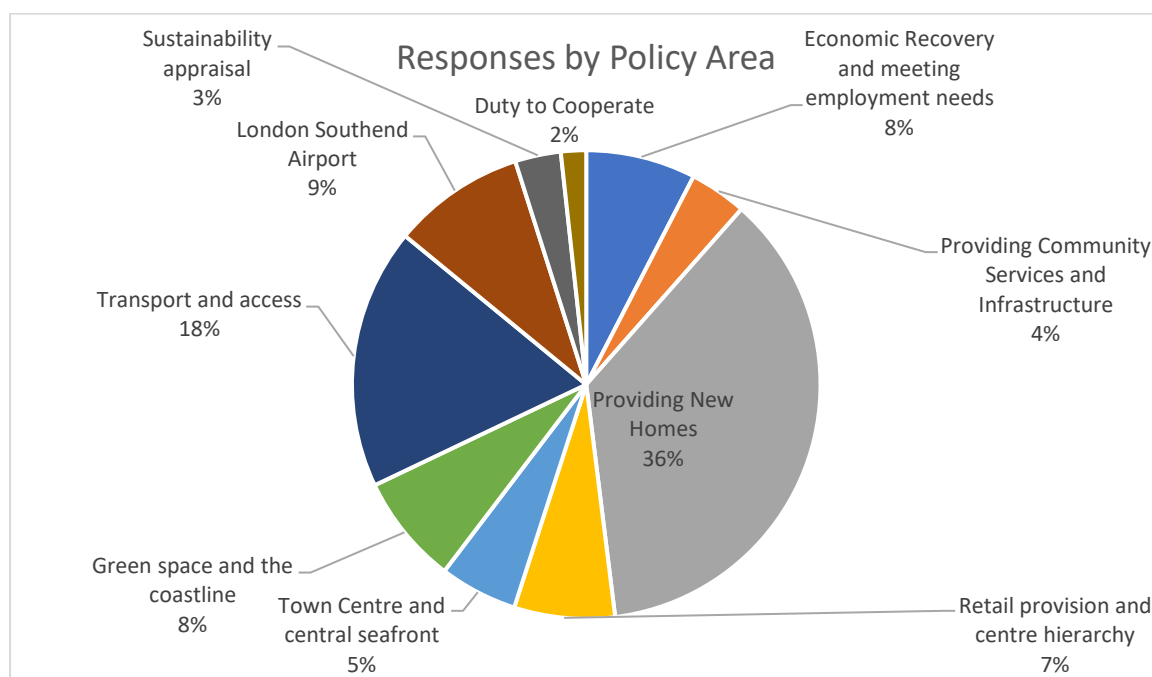


Figure 1: Responses received by policy area

Responses by neighbourhood

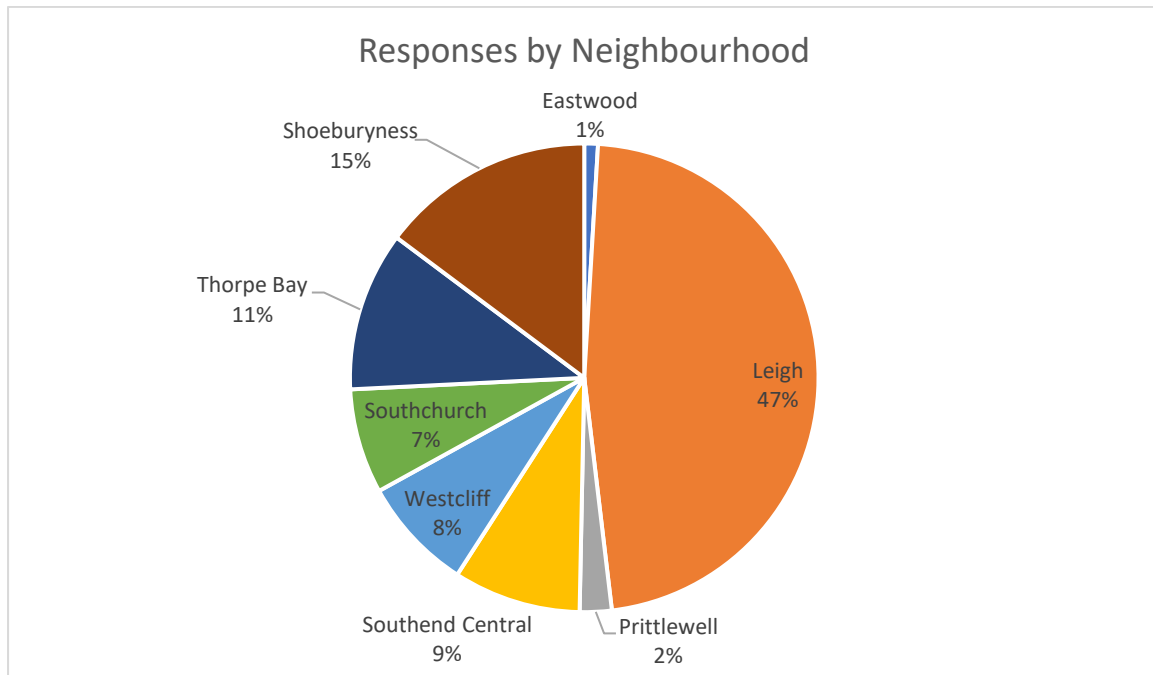


Figure 2: Responses received by neighbourhood

Appendix E sets out each of the comments received in relation to the neighbourhoods.

Introduction

This report has been compiled to comply with the requirements of Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Local Plan is one of the Council's most important documents as it sets out how the area should be developed in the future. Local Authorities set out a vision through their Local Plan and framework for the future development of the area, in partnership with the local community. The Local Plan addresses future needs and opportunities for homes, jobs, community facilities, and infrastructure.

The plan should safeguard the environment, enable and drive climate change adaptation and secure high-quality design accessible and suitable for all. It will provide a degree of certainty for communities, businesses and investors on the future strategic direction for the City of Southend, and a framework for guiding decisions on individual planning applications. Consultation on the plan helps to ensure it provides the right spatial framework for Southend that will meet the future needs of its citizens.

Southend 2050 and the Local Plan

Southend 2050 is the Borough's shared ambition for the future, grounded in the values of Southenders, following extensive conversations with those who live, work, visit, do business and study in Southend. Preparation of the Local Plan is a key outcome of Southend 2050 under the Opportunity and Prosperity theme.

A key and integral part of developing the Local Plan will be to embed the Southend 2050 ambition and present an aim and series of objectives for where we want to be in 20 years' time and provide a framework for the development of planning policies and guidance to deliver upon this.

The Local Plan has both a direct and indirect influence on many of the other 2050 outcomes, including for homes, businesses, transport, infrastructure and the environment.

Refining the Options – what did we consult on?

This is the second stage in the preparation of the Local Plan, taking forward comments received during the Issues and Options consultation in Spring 2019¹, and evidence gathered on a range of issues.

Comments were invited on the proposed aims and objectives of the plan, a set of high-level development principles and various policy options on a range of issues including homes, jobs, infrastructure and the environment and climate change. The Council also engaged with neighbouring authorities and statutory consultees on issues that do not stop at the Borough boundary, such as transport, education, health and environment.

The consultation asked questions about the policy direction the Council should take and presented potential site allocations submitted by individuals and private and public developers, including the Council as landowner and housing provider. It is important to note that the Council were not, at this stage, proposing any policies or setting out which sites should be allocated for development.

Following analysis of the responses received to this consultation, the Council will consult later on a Preferred Option for its spatial strategy and local plan policies.²

The Local Plan website and preparation timetable (Local Development Scheme) can be viewed here - <https://localplan.southend.gov.uk/>

The evidence base for the plan can be viewed here –

[Evidence Documents | Southend Local Plan](#)

The virtual exhibition can be viewed here –

[Southend New Local Plan - Refining the Options 2021 - Southend-on-Sea Borough Council](#)

Proposed site allocations can be viewed on our interactive map here

[Southend New Local Plan - Refining the Options 2021 - Southend-on-Sea Borough Council](#)

¹ Feedback from the Local Plan Issues and Options consultation 2019 can be viewed here: <https://localplan.southend.gov.uk/issues-and-options/issues-and-options-reports>

² A timetable for preparing the Local Plan is available here: <https://localplan.southend.gov.uk/local-development-scheme>

Summary of Consultation Methods

Consultation website

Stakeholders on our Local Plan consultation database were emailed with details of the consultation and how to comment. A link to the consultation website was also provided in all social media content, on digital bus stop signs and postcard distributed at consultation events and local cafés and shopping centres.

We received 1005 individual comments via the consultation website, which can be viewed here:

[Local Plan - Refining the Plan Options | Southend Local Plan](#)

Consultation Events

Around 400 people attended consultation drop-in events or meetings throughout the Borough during the eight-week consultation period. Wherever possible we endeavoured to hold events in person at outdoor venues following all covid protocols in place at the time. Some meetings were held online. The drop-in events included exhibition banners and maps displaying information from the consultation document and policy team members were available to answer any questions. Postcards were handed out with details of the consultation website and policy team email address.

Virtual Exhibition

For those who were unable to attend in-person events a virtual exhibition was created, replicating the physical exhibition banners and including virtual maps of the existing and potential site allocations for housing, employment and green space. A short video to inform consultees of the local plan was also available to view online (see below).

Social Media

We carried out a wide-ranging social media campaign, including video content. We reached 76,000 people. Reach is the total number of people who see your content and only counts unique users. 35,623 people clicked on features for example opening social media posts or videos.

A detailed report of social media posts and advertising is set out in Appendix G

Big Debate Online Surveys

In parallel with the Local Plan consultation we sought views from residents on four key topics. These “Big Debate” surveys provided an opportunity for people to give their views on the Council’s future approach to Climate Change and the environment, planning for economic growth, planning for new homes, and planning for transport and infrastructure. We received around 1000 individual comments across the four surveys. They can be viewed here:

[Southend Local Plan Conversation 2021 | Your say Southend](#)

There was also an opportunity to suggest ideas – all ideas received are set out in Appendix F to this report.

Press and other advertising

Advertisements for the Local Plan consultation include Newspaper advertisements in Evening Echo and Leigh Times.

Digital Bus Stop advertisements were displayed at bus stops across the Borough at railway stations and main bus corridors (A13 London Road) during the consultation period (see overleaf).



Videos

We produced three videos to publicise the local plan consultation and engage the community to respond. These were shared on the Council's You Tube Channel and the Your Say Southend Local Plan consultation page.

A video was co-created with young people living and/or studying in Southend about what they liked about the town and what they thought should change or improve. It can be viewed using the link below:

[Videos | Southend Local Plan Conversation 2021 | Your say Southend](#)

Councillor Carole Mulroney, Lead Councillor for Environment, Culture, Tourism and Planning also featured in two videos about the Local Plan consultation:

[The Local Plan 2021: an Introduction from Cllr Carole Mulroney - YouTube](#)

[Carole Mulroney Climate Change Local Plan - YouTube](#)

Scope and Reach of Consultation

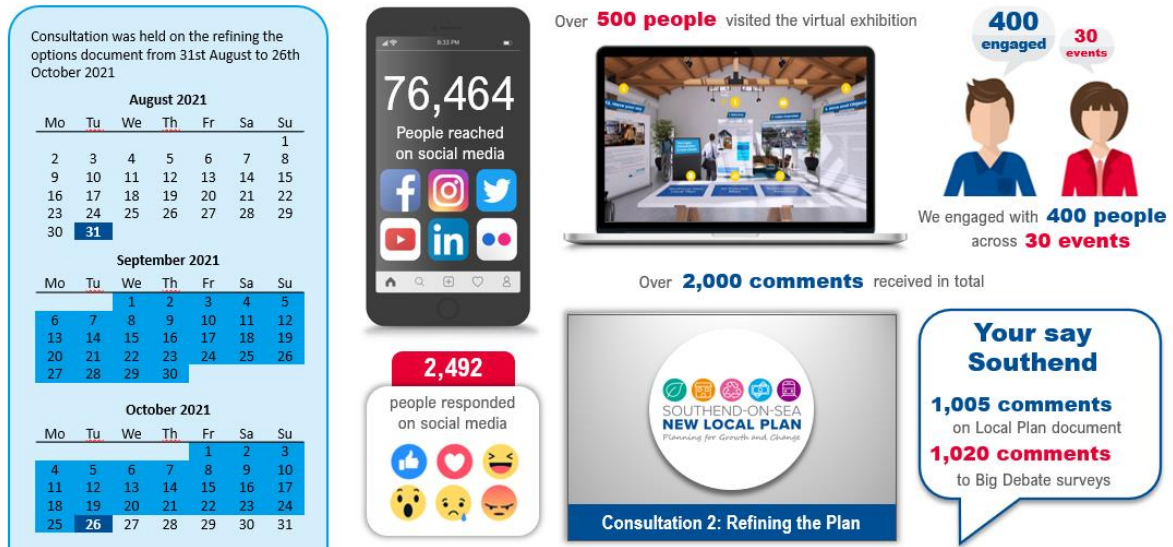


Figure 3: How people responded to our consultation

Neighbourhood Consultation Events – Schedule

Public events were held in each of the eight neighbourhoods of Southend-on-Sea Borough. Due to the ongoing Covid pandemic, consultation events were held outdoors wherever possible to maintain social distancing and follow covid protocols in place at the time.

Table 1: Schedule of Local Plan Neighbourhood Consultation Events

Date	Venue	Key Issues raised
Wednesday 15th September 2021	Shoeburyness	Congestion and impact of housing growth on existing infrastructure; impact of proposed allocations at sheltered housing sites on existing residents
Thursday 16th September 2021	Leigh Community Centre - Room 1	Infrastructure to support new residents, concern with intensification of existing residential areas
Friday 17th September 2021	Leigh Library Gardens	Infrastructure to support new residents
Sunday 19th September 2021	Hamlet Court Road in Harmony Festival - Hamlet Court Road	Need for more housing including affordable and rented; town and local centre regeneration; improved green space; heritage
Wednesday 22nd September 2021	Priory Park Bandstand	Different options for housing; Green Belt
Thursday 23rd September 2021	Southend Town Centre - Victoria Plaza	Housing numbers; need to improve transport network; Southend United FC current and proposed sites
Saturday 25th September 2021	Southchurch Family Festival, Cluny Square	Need for infrastructure including road improvements; Southend United FC current and proposed sites
Tuesday 28th September 2021	Thorpe Bay Yacht Club	Amount of dwellings proposed and spatial options; Green Belt; infrastructure requirements including health, education and transport
Friday 8th October 2021	Southend Town Centre - Victoria Plaza	Progress of sites e.g. Marine Plaza; SUFC Fossetts Farm; need for more green space in Southend town centre e.g. around Southend Central station/high street
Saturday 9 th October 2021	Eastwood Park	Amount of dwellings proposed and spatial options; need for supporting infrastructure for new residents, site allocation queries – Beaver House and Bellhouse Lane
Wednesday 13 th October 2021	Southend Town Centre – The Forum	Concerns with further intensification of urban area; concerns about further growth

Other stakeholder consultation events -Schedule

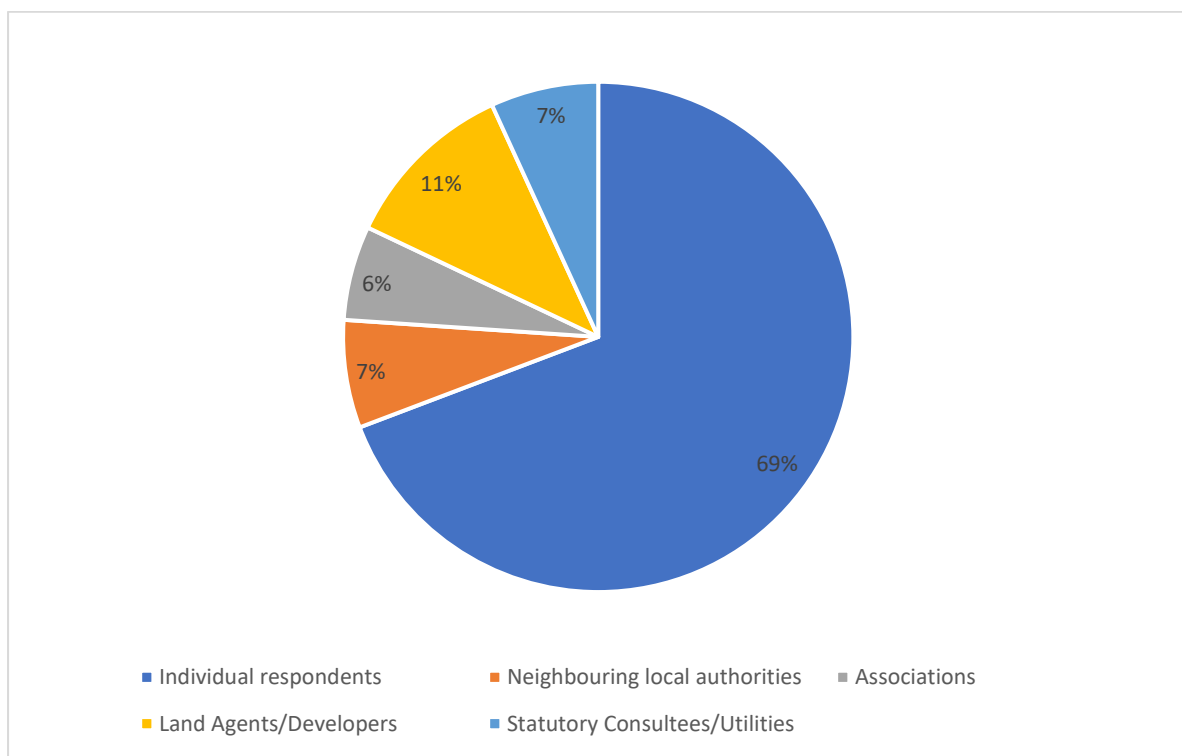
Table 2: Schedule of stakeholder events

Date	Organisation	Venue	Key Issues raised
Tuesday 7th September	Southend Business Partnership Executive	Online	Employment and skills, regeneration of town centre
Tuesday 14 th September	Southend Homeless Action Network	Plaza Centre, Southchurch Road	Need for affordable housing; overall amount of housing required
Thursday 16 th September	Leigh Town Council (LTC) Planning Committee	Leigh Community Centre	LTC to respond to plan consultation
Wednesday 15 th September	Southend and District Pensioners Campaign	Balmoral Centre	Need for infrastructure to match growth; flood risk
Wednesday 15 th September	Southend Strategic Health Estates	Online	Agreed further meetings would be held as plan progresses
Wednesday 22 nd September	Faith and Belief Network	Online	Concern about numbers of houses proposed; affordable provision; concern about infrastructure; working with partners
Thursday 16 th September	Southend Association of Voluntary Services (SAVS)	Online	Public transport connections especially bus services; new green space in Southend town centre; concerns re: housing sites in Eastwood close to Airport
Thursday 16 th September	Leigh Town Council Planning Committee	Leigh Community Centre	Improve public transport especially bus services, new parks and local growing spaces
Wednesday 6 th October	Southend Youth Council	Civic Centre	Give priority to policies for climate change mitigation and adaptation, new and improved parks and other spaces for young people
Thursday 7 th October	Leigh Town Council Youth Forum	Leigh Community Centre	Bus services; opportunities for local food growing and new/ improved green spaces
29 th September 6 th October and 11 th October 2021	Southend-on- Sea councillors	Civic Centre	Issues related to local neighbourhood

Who responded?

Figure 4: Summary of who responded to the consultation by consultee type

Type of Respondent	Number of individuals/groups responding	Number of individual comments received
Individual Respondents	81	653
Neighbouring LAs	8	127
Associations	7	68
Land Agents/ Developers	13	81
Stats/ Utilities etc.	8	76
Total	117	1005



Duty to Co-operate in Plan Making

What is the Duty to Co-operate?

The Duty to Co-operate³ requires that Southend Borough Council, as a Local Planning Authority, engages constructively, actively and on an on-going basis with relevant or prescribed bodies in regard to the preparation of development plan documents and other strategic matters in order to maximise their effectiveness.

Whilst there is no duty to agree, the Council endeavours to secure the necessary co-operation on strategic cross-boundary matters before submitting the Local Plan for examination. Cooperation should help to determine where additional infrastructure is necessary and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.

An independently appointed Planning Inspector will examine the Plan, and in doing so will determine whether or not the legal Duty to Cooperate has been adequately addressed during the preparation of this Plan.

How will Southend carry out the Duty to Co-operate?

Southend Borough Council shares administrative boundaries with Rochford District Council to the north and Castle Point Borough Council to the west. Both are two-tier authorities with Essex County Council as the county authority. Southend is a Unitary authority.

Southend is part of The Association of South Essex Authorities (ASELA), a group comprised of Councils across South Essex working together to promote prosperity and wellbeing in South Essex. An ASELA Joint Committee has been established and comprises of: Southend Borough Council, Rochford District Council, Castle Point Borough Council, Basildon Council, Brentwood Borough Council, Thurrock Council, and Essex Country Council. A non-statutory Joint South Essex Spatial Framework is being developed and the ASELA authorities have worked jointly to prepare a number of different evidence base studies in order to inform plan preparation.

The ASELA authorities published a Statement of Common Ground in June 2018 in relation to the South Essex Joint Strategic Plan⁴ as well as a Memorandum of Understanding. The establishment of ASELA and continued collaboration is important to ensure the six Local Plans provide for an effective 'joined up' planning approach.

³ as required by Section 33A (1) of the Planning and Compulsory Purchase Act 2004³ (and as introduced through Section 110 of the Localism Act 2011)

⁴ <https://localplan.southend.gov.uk/sites/localplan.southend/files/2021-08/Joint%20Strategic%20Plan%20-%20Statement%20of%20Common%20Ground%202018.pdf>

Strategic Cross-Boundary Matters

The NPPF provides that one or more Statements of Common Ground should be prepared to document the cross-boundary matters being addressed and progress to co-operating with neighbouring local authorities to address these. Table 3 identifies cross-boundary matters to be considered in the preparation of the Southend New Local Plan.

Appendix B sets out a summary of the representations received from neighbouring local authorities and Essex County Council in relation to these matters.

Table 3: Strategic Cross boundary matters to be addressed in the Local Plan

Issue	Cross-boundary Matter	SCC action
Housing	Southend forms part of the South Essex Housing Market Area with Thurrock, Basildon, Castle Point, Rochford	Southend Council (SCC) has been working together with neighbouring authorities (including through ASELA) to produce evidence base documents such as Strategic Housing Market Assessment and updates, Gypsy and Traveller Accommodation Assessment.
Housing	Work to date indicates Southend cannot meet all of its objectively assessed housing need	Southend Council has had continuing discussions with neighbouring authorities in relation to meeting its housing requirement
Housing	Strategic growth opportunities	ASELA has prepared joint evidence to assess strategic growth opportunities. SCC has also worked with Castle Point Borough Council and Rochford District Council to assess strategic growth opportunities around the wider Southend metropolitan area.
Economy	Southend is working with other South Essex authorities on evidence relating to future economic needs including land availability	ASELA has produced joint evidence including an Economic Development Needs Assessment (EDNA), Grow-on Space study and South Essex Tourism, Recreation and Leisure Strategy. A South Essex Economic Land Availability Assessment (ELAA) is due to be completed in 2022
Green Belt	Southend has areas of Green Belt around its north and western edges, which form part of the extensive Metropolitan Green Belt stretching from the borders of east London across South Essex.	Southend undertook a Green Belt study jointly with Rochford District Council.
Climate Change	Southend Borough Council declared a Climate Change emergency in 2020, noting the special situation of	Southend Council is working with partner organisations as Lead Local Flood Authority to adapt and mitigate climate change impacts

Issue	Cross-boundary Matter	SCC action
	the Borough geographically, ecologically and environmentally	and through the Integrated Impact Assessment will identify actions to reduce carbon emissions and address climate change adaption and mitigation measures in the local plan, including strategic policies with cross-boundary implications.
Green and Blue Infrastructure	Policies for the green space, coastline and waterways of the Borough and neighbouring areas have cross boundary implications, with Southend residents visiting Hadleigh and Cherry Orchard Country Parks and Southend seafront and parks having a wide catchment which includes residents of neighbouring local authority areas. Designated habitats along the coastline also have a wide zone of influence with impacts from recreational visits.	ASELA produced a South Essex Green and Blue Infrastructure Study which provides high level objectives, strategic opportunities and policies for GBI, including ambitions to form the South Essex (SEE) Park. In addition, joint South Essex Playing Pitch and Built Facilities Strategies were completed in 2018 in collaboration with Sport England. Work is underway on an update to the PPS. Southend Council also worked with Essex authorities to produce the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS), with an SPD ⁵ adopted in November 2020
London Southend Airport	Southend City Council and Rochford District Council adopted a Joint Area Action Plan (JAAP) in 2014 for London Southend Airport. Its future development is a cross-boundary issue.	London Southend Airport reached a throughput of over 2 million passengers in 2019. While these numbers have been severely impacted due to the COVID-19 pandemic, they are expected to recover over coming years and the Council is actively engaging with the airport and Rochford District Council through a range of working groups to address different issues, such as noise, surface access and air quality.
Strategic Transport	Any strategic cross-boundary development will have implications for the strategic transport network	The transport evidence base ⁶ was commissioned jointly with Rochford District Council, with active on-going engagement from

⁵ <https://localplan.southend.gov.uk/sites/localplan.southend/files/2021-08/9%20-%20Appendix%20%20-%20Essex%20Coast%20RAMS%20SPD%20June%202020.pdf>

⁶ https://localplan.southend.gov.uk/sites/localplan.southend/files/2021-10/Southend%20Local%20Plan%20Transport%20Evidence_Phase%201_Stage%201%2B2_2021.pdf
https://localplan.southend.gov.uk/sites/localplan.southend/files/2021-10/Southend%20Local%20Plan%20Transport%20Evidence_Phase%201_Stage%203_2021_0.pdf

Issue	Cross-boundary Matter	SCC action
	including the A127 and A13, and rail networks.	<p>Essex County Council, looking at the cross-border impacts of development.</p> <p>A further study is to be commissioned looking at the options for developing a multi-modal link road corridor from the A127 via Southend Airport to the A13 in North Shoeburyness.</p>
Infrastructure	<p>The South Essex Strategic Infrastructure Position Statement⁷ (2019) was produced collectively for the South Essex local authorities by ARUP in order to identify current infrastructure deficiencies, including those with cross-boundary implications, and where investment was likely to be required to accommodate new growth.</p>	<p>The Council continues to actively engage with its South Essex partners to determine what further work is required to plan for infrastructure.</p> <p>Infrastructure Delivery Plan and CIL – The Council adopted its CIL charging schedule⁸, and associated Infrastructure Delivery Plan⁹ in 2015. As part of the production of the Southend new Local Plan, a new Infrastructure Development Plan (IDP) will be produced (providing an update to the Council's current IDP) to identify infrastructure issues and requirements over the Plan period. The Council will also be reviewing and updating its CIL Charging Schedule, together with an update to the supporting viability work.</p> <p>Communications Infrastructure – ambitions for Southend to be a digital city, forming part of the Southend 2050 work and outcomes, has seen work undertaken to transform Southend into one of the world's best digitally connected towns. Digital connectivity¹⁰ is one of the five ASELA 'Pioneer Priorities' with the Southend full-fibre network due to</p>

⁷ https://ca1-jsp.edcdn.com/downloads/Part-1A-report_issue_numbered-FINAL-version.pdf

⁸ https://www.southend.gov.uk/downloads/file/3715/community_infrastructure_levy_charging_schedule_-_july_2015

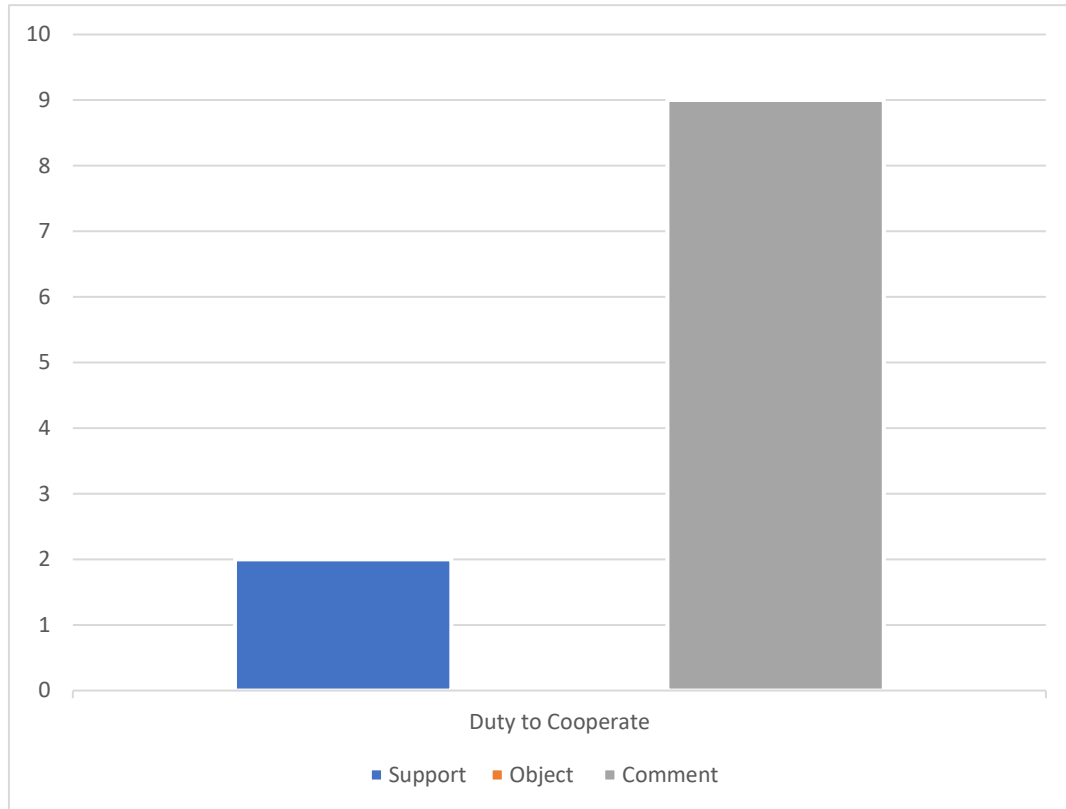
⁹

https://www.southend.gov.uk/downloads/file/3412/southend_infrastructure_delivery_plan_%20E2%2080%2093_february_2015

¹⁰ <https://www.southessex.org.uk/vision/digital-connectivity>

Issue	Cross-boundary Matter	SCC action
		be integrated into the broader South Essex framework.
Health and Wellbeing	Health and well-being will continue to be a key consideration of the plan, going forward, with a focus on promoting health and well-being and active communities, including consideration of active travel, and feeding into policy and guidance on design of places and spaces, including residential development.	Discussions have been held between Southend Council planning officers and the various NHS bodies, including engagement during the most recent consultation on the Southend new Local Plan (2021) to highlight the role of the plan, its current stage and the next stages of plan making.

Figure 5: Number of respondents commenting on Duty to Cooperate when responding to the Local Plan consultation



Feedback from Infrastructure Providers

We heard throughout the consultation at our community events and in the written responses we received that provision of sufficient infrastructure to meet local needs is a crucial issue to address in the new Local Plan.

There was broad support and recognition that new infrastructure and community services (roads, capacity of foul and surface water, new schools, health, recreation, and emergency facilities) need to be delivered as part of new development (prior to occupation).

Discussions with infrastructure providers will continue as the plan progresses, and an Infrastructure Delivery Plan will be produced setting out the short, medium and long term infrastructure needs for Southend over the plan period, indicative costs and how these will be funded.

A summary of responses received from infrastructure providers or national advisory bodies is set out below:

NHS Estates - Essential that planning policies enable flexibility within the NHS estate

Southend Clinical Commissioning Network - Providing quality services for the future health, education, sports and leisure and community needs of residents are fundamental to achieving a high quality of life and should be delivered in conjunction with and through strategies of all relevant delivery bodies

Sport England – The Local Plan should identify key sports facility infrastructure as identified in Playing Pitch Strategy and Built Facilities Strategy

Essex County Council – Provision of infrastructure in any cross-boundary development must be consistent with ECC standards. Need to emphasise sustainable construction and use of minerals

Petition

The Council welcomes petitions and recognises they are one way in which people can let us know their concerns. Anyone who lives, works or studies in the City of Southend-on-Sea (including under 18's) can sign or organise a petition.

A petition headed "Remove plan to build over 7,000 homes on Green Belt land" was posted on the Council's ePetition webpage by Tony Cox.

The petition ran from 26th May 2021 to 7th July 2021 (prior to the start of the Local Plan consultation). The wording of the petition was as follows:

"We the undersigned petition the council to We the undersigned petition the Council to ensure that the consultation around the local plan does not include the proposal to allow over 7,000 homes to be built on Green Belt land north of Bournes Green Chase"

14 people signed the petition. The ePetition responses can be viewed here:

[ePetition - Remove plan to build over 7,000 homes on Green Belt land \(moderngov.co.uk\)](#)

Summary of Representations Received – Part 1 Aims and Objectives

The main issues raised by representations received are summarised in the sections below.

The plan section receiving the most comments was housing, although this also reflects the number of questions on housing in the document. The plan aims and objectives and transport and access were the second and third most commented on sections.

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate bullet points for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case. The full responses received are available at Appendix D.

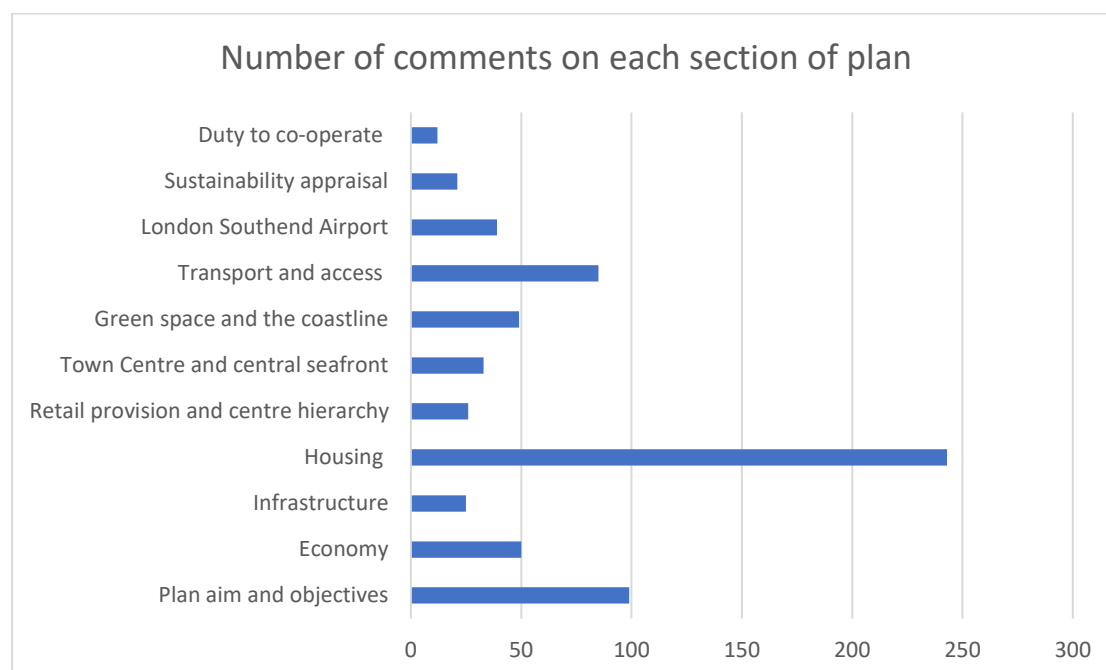


Figure 6: Total number of individual comments received on each plan section

Aims and Objectives

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate bullet points for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case.

The full responses made to the consultation document can be found in Appendix D.

What you said

- Draft Aim, Spatial Objectives and Development Principles are broadly supported
- Climate Change should be central to the plan and given urgent attention to reach net zero ambition
- Ambition for London Southend Airport to be a net zero airport appear at odds with Southend's aim to be net zero by 2030
- Housing numbers are unrealistic and should be challenged
- Infrastructure of all types is essential to support new development
- Transport accessibility must be improved especially non car modes, and access to new neighbourhoods
- Regeneration of high street and local centres to support local businesses and jobs
- Sustainable new and existing neighbourhoods
- Expand environmental aims to include more detail on protecting the coastline, geodiversity, agricultural land, biodiversity, and flood risk management

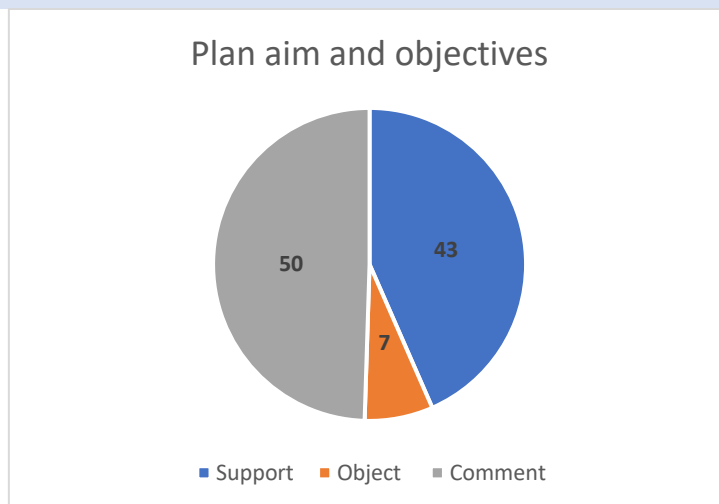


Figure 7: Number of representations received on Plan aims and objectives

Do you agree with the draft Aim for the Southend New Local Plan, setting out where we want to be in 20 years time? Please explain your answer. (1.1.a)			
No. of responses	Support 15	Object 1	Comment 18
Agree with most of aim. More support for local businesses especially high street.			
All very good aims. Increase infrastructure capacity to keep pace with housing growth.			
Climate change should be central to the plan and given urgent attention.			
Focus on reducing carbon emission, not rely on offset to achieve zero carbon.			
Broadly support aim. Ensure development supports physical activity to address health.			
Broadly agree with ambitions. Achieving objectives will require strategic co-ordination.			
Need additional education, health and transport and green space infrastructure to support housing growth.			
Government should be realistic about the capacity for new housing delivery.			
Transport planning requires external investment and shared vision. New neighbourhoods need to be sustainable and connected			
Generally support aims. Neighbourhood priorities to be locally defined.			
Aims should be realistic rather than hopeful.			
Promote Southend for residents as well as tourists.			
More emphasis on protecting environment including coastline and existing green spaces			
Support aims and objectives.			
Plan should break actions into smaller deliverable chunks over the plan period.			
Support reference to health inequalities.			
Improve transport accessibility.			
Aim fails to recognise the need for car access to support Southend's tourism economy.			
No general concerns with general approach which clearly embeds the principles of sustainable development			
Commitment to working strategically with neighbouring authorities across South Essex is welcomed.			
Broadly support principles, but consider advantages of longer term (30+ years) visioning, spanning multiple plan periods to give longer term security and co-ordination for partners and stakeholders.			
Widen commitment to protecting environment to include geodiversity, local landscape and best and most versatile agricultural land.			

Do you agree with the draft Development Principles? Please explain your answer. (1.1b)			
No. of responses	Support 14	Object 1	Comment 14
Net zero development not just minimise carbon emissions			
Climate change the biggest challenge we face underpinning all actions we must take and should be the key driver not issue 10.			
Providing green space sits awkwardly with plans for homes on Green Belt. Plan for approximate 50% increase in population neither realistic nor necessary considering physical constraints of Borough.			
Broadly support draft development principles. Focus more on need to reduce car travel and improve air quality. More bike lanes and clean public transport. Be more proactive in transport planning rather than reacting to current usage patterns			
Southend built up already without much space available Road/transport infrastructure needed to cater for new homes			

Add reference to protecting, maintaining and enhancing the inherent and historic beauty of our landscape and the estuary.
Require new development to be high quality, provide sufficient infrastructure and energy efficiency credentials. Reject poor quality conversions.
Development Principles are progressive.
Plan should break actions into smaller deliverable chunks over the plan period.
Principles should be stronger in discouraging private petrol/diesel transport.
Future proofing is a key factor, taking account of constraints within existing built environment (e.g. Victorian terraces)
Good quality well designed places with adequate infrastructure and digital connectivity encourage good health.
No further development on flood plains
Southend at serious flood risk – sort out sewerage system before building new homes.
Add to development principles promoting active travel and optimising scale and density of development.
Need to consider cumulative impacts of development on the strategic road network in collaboration with neighbouring authorities.
Add principle of sustainable economic development including tourism and culture, digital, creative, healthcare, advanced manufacturing and engineering and opportunities from growth of airport.
Support development principles which embed health at the heart of planning policies.
Add reference to engaging health and emergency services in masterplanning, including consideration of health in design of homes and places.
Clarify approach to planning for minerals including the Borough's minerals related responsibilities.
Considerable challenges to provide infrastructure and transport in a green/low carbon future.
Prioritise brownfield sites. Provide supporting infrastructure throughout the Borough, not just in the north
Parking in the town should not be increased.
Diversify high street including more homes above shops.
Some areas of Southend should not be burdened with too much over-development (e.g. Westborough and Milton ward.
Build neighbourhoods with effective transport and homes/facilities for families and older people.
Attract more visitors to Southend by promoting our international attractions.

Do you agree with the draft Spatial Objectives? Please explain your answer. (1.1c.)			
No. of responses	Support 13	Object 5	Comment 17
Include reference in SO2, SO3 and SO4 to managing flood risk.			
SO2- seek clarity on whether objective relates to Southend Borough or also within Rochford District Council.			
SO4 – suggest greater flexibility in form and location of improvements to the strategic green infrastructure network, with particular reference to facilities located close to the boundary such as Cherry Orchard Country Park, in addition to the potential for new			

inter-urban greenways between Southend and local towns/villages and improved coastal access from each.
SO7 should refer to working with neighbouring authorities to enhance the tourism draw of South Essex
SO7 - reference should be made to importance of day trips within objective alongside other forms of tourism
SO8 - should refer to traffic and parking management as these are crucial to seafront tourism
SO9 - fails to recognise importance of accommodating the private car to growing visitor numbers, while encouraging a shift to other forms of transport for residents. An additional sentence should be added to the vision to reflect accessibility and transport being critical to the success of the seafront area, as well as improved sustainable transport options throughout the City.
SO11 needs more detail as there is much more of the Fossetts Farm development than the football stadium
SO13 should include reference to ensuring heritage sites are promoted for tourism and for residents (Pride and Joy)
SO14 should include reference to tourism
SO14 – support objective, which should be supported by a specific river related policy that helps to achieve the aims of the Local Plan
Support development principles with exception of development of airport. Air travel not sustainable and development of zero carbon options seems further than 20 years away.
Consider sustainable transport infrastructure in Green Belt expansion.
Welcome reference to lifelong learning but suggest further emphasis on adult education and reskilling
Include a much wider and up to date consideration of what heritage is and how it can assist a modern future for Southend beyond ‘conserve and protect’.
Spatial Objectives promote good economics for Southend, consideration for the health of the plant and wellbeing of residents
Support recognition of important role of London Southend Airport and pathway to reduce carbon emissions from its operations.
Loss of Green Belt is unacceptable. East of Borough already too overdeveloped
Use the Green Belt land as a Country Park, don't build on it.
Some areas of Southend should not be burdened with too much over-development (e.g. Westborough and Milton ward).

What we'll do

- Continue to work together with neighbouring authorities and other strategic partners to develop a locally appropriate spatial strategy
- Refine Development Principles and Strategic Objectives in light of feedback
- Mainstream climate change mitigation and adaptation throughout the plan
- Provide more detail on environmental objectives of the plan
- Include clearer statement on delivery and phasing

Summary of Representations Received – Part 2 Spatial Strategy

Economic Recovery and meeting Employment Needs

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate lines of the table for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case.

The full responses made to the consultation document can be found at Appendix D.

What you said

- Broad support for proposed employment site allocations
- Some flexibility required for sites in central locations e.g. Short Street - important to retain affordable workspace close to town centre including potential for live/work units
- Sufficient supply of housing is essential to retain working age population and drive recovery and economic growth
- Education providers are key partners – need to future proof and realise digital and green economy opportunities
- Need careful consideration of needs for employment space in new neighbourhoods with reference to transport connectivity and sustainability

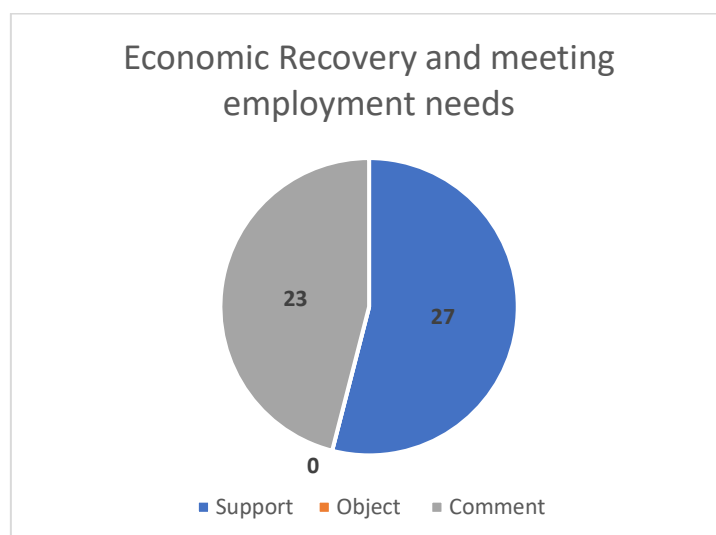


Figure 8: Number of representations received on Economic Recovery and Meeting Employment Needs

Do you agree with the employment sites proposed to be safeguarded as set out in Table 2 and Map 2? Please reference the site. (2.1a)			
No. of responses	Support 3	Object 0	Comment 5
Broad support for plans			
Need flexibility around Short Street area as regeneration of central Southend is offering additional business opportunity			
Agree with retaining work sites to maintain local employment			
Agree with thrust of Council's economic policies, but sufficient supply of housing is essential to retain working age population and facilitate objective of driving recovery and economic growth			
RDC notes the historic collaboration between the two authorities to establish the Airport Business Park. SBC should make best endeavours to meet their employment need lands within their own area, prioritising the efficient use of land on existing employment sites where appropriate.			

Do you agree with the identified potential opportunities set out in Table 3 and Map 2? Please reference the site. (2.1.b)			
No. of responses	Support 2	Object 0	Comment 4
Yes but need to recognise pull of London for workers due to accessibility by two railway lines - need to attract major global companies to locate in Southend to counter this			
There may be a justification for additional employment land to address 'micro' needs, such as those for particular uses or building type. In this context, the potential for Temple Farm Industrial Estate to be expanded into land within Rochford District will need to be considered, alongside potential alternatives for how these needs could be met.			
Site B - Airport Business Park could accommodate much of need for larger premises locally and sub-regionally for key sectors			
Site F - Stronger demand for industrial in Southend than office and comes from a wide range of industrial sectors			
Consider and explore level and quality of transport connectivity between employment sites and employees homes including bus networks and services – ECC seek engagement on identification of new Passenger Transport services			

Should we prioritise the provision of new employment land within Southend (Sites A+B); or (2.1.b (i))			
No. of responses	Support 1	Object 0	Comment 0
Re-location of employment sites in central areas including Shoeburyness and east of Southend Victoria station would allow re-use of land in highly accessible and 'complete' locations for residential development			

Should we prioritise the intensification of economic uses within existing employment areas (Sites C + D); or (2.1.b (ii))			
No. of responses	Support 1	Object 0	Comment 0
Support			

Should we prioritise the provision of new employment land on the edge of Southend in partnership with Rochford District Council (Sites E + F) (2.1.b (iii)) or:			
No. of responses	Support 2	Object 0	Comment 0
Support = for industrial type jobs rather than office or retail			

Support provision of new employment land on edge of Southend in Partnership with Rochford District Council
--

Should we prioritise all or a combination of the above? (2.1.b (iv))

No. of responses	Support 2	Object 0	Comment 2
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Combination

All of the above.

Cross-boundary co-operation can be difficult – delivery is essential
--

Do you agree with the identified potential re-allocation of Prince Close to housing led redevelopment? (2.1.c.1)

No. of responses	Support 3	Object 0	Comment 1
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If not used for business then use for housing

Do you agree with the identified potential re-allocation of Grainger Road to housing led redevelopment? (2.1.c.2)
--

No. of responses	Support 4	Object 0	Comment 2
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Agree with approach to employment land release including Grainger Road.

Fixed parameters about historic employment land may need revisiting – transport links and infrastructure are key.

Support in part but important to retain affordable workspace close to town centre – some units should be retained or refurbished – potential for live/work units?

Do you agree with the identified potential re-allocation of Terminal Close to housing led redevelopment? (2.1.c.3)

No. of responses	Support 3	Object 0	Comment 1
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Support

Housing elements are subsidiary to the environmental and economic plans. The latter require full analysis of their viability
--

Do you agree with the identified potential re-allocation of Shoebury Garrison to housing led redevelopment? (2.1.c.4)
--

No. of responses	Support 3	Object 0	Comment 1
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Agree with approach to employment land release.

Use as residential requires an embedded local plan message – local employment opportunities are incredibly important near to areas of deprivation, different offers, including connection to transport and logistics should be considered.
--

Do you agree with how we plan to meet employment needs? Please explain your answer (2.1.d)

No. of responses	Support 2	Object 0	Comment 4
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Need a range and mix of provision to respond to the identified need and recognise the different employment accommodation and space requirements.
--

Clarification required on the approach to employment and jobs including ambitions around London Southend Airport as strategic cross-boundary matters
--

No general concerns with approach which clearly embeds the principles of sustainable development
--

Education providers are key partners – need to future proof and realise digital and green economy opportunities

Our location is not conducive to attracting investment. There is not a 360o catchment area of [retail] customers / clients. Would it not make more sense to either a) build the houses where the jobs already exist or b) build the houses and create the jobs in an area with more space and therefore a larger potential ‘catchment’ area?

Economic Recovery and Meeting Employment Needs – General Comments
(2.1.c.1)

No. of responses	Support 1	Object 0	Comment 3
Support a strategy that will meet the employment needs of residents and encourage economic growth including flexible shared (inside and outdoor) space by offering more 24/7 access to community hubs and high-quality local employment skills and training opportunities.			
Southend is already overcrowded and infrastructure cannot cope.			

What we’ll do

- Set out our Preferred Option for Southend’s Spatial Strategy, including planning for employment needs
- Ensure policies retain sufficient flexibility to adapt to economic challenges and opportunities over the plan period
- Focus on providing local employment opportunities and supporting local education and skills to meet needs of growth sectors and to retain skilled workforce

Providing Community Services and Infrastructure

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What you said

- Infrastructure first approach needed for development schemes
- Road links and public transport need to be improved prior to development
- Funding must be leveraged in areas of significant housing growth to ensure appropriate infrastructure is provided
- Developer contributions could be too low given the scale of growth proposed and the infrastructure requirements

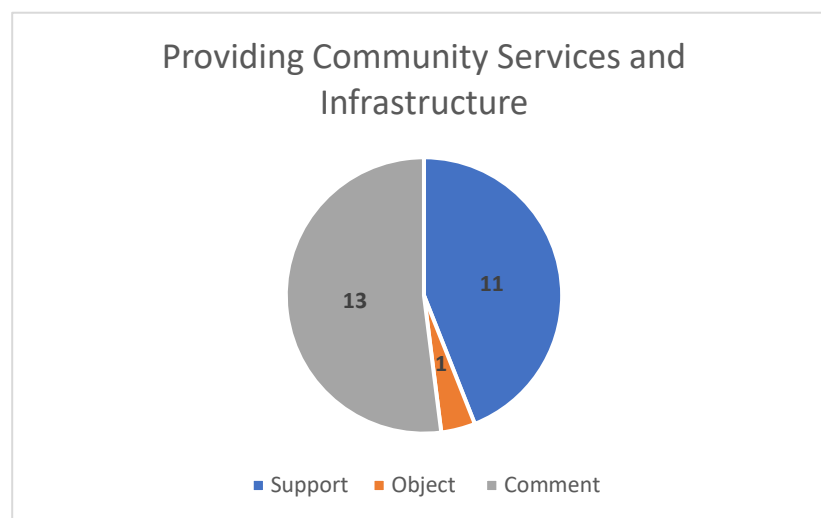


Figure 9: Number of representations received on Providing Community Services and Infrastructure

Do you agree that new infrastructure and community services should be delivered as part of the phasing of new development? Are there any infrastructure types we should prioritise due to current capacity issues? (2.2a)			
No. of responses	Support 9	Object 1	Comment 11
	Need to address need for additional roads, capacity of foul and surface water, new schools, health and emergency facilities.		
	Road links and public transport need to be improved prior to development.		
	Infrastructure already at breaking point.		
	New developments/neighbourhoods should only be delivered if new infrastructure is provided such as health and community facilities.		
	Issues regarding hospital provision and distances patients travel. Need for more doctors' surgeries. More housing affects everyone regardless of type of development. Issues regarding school travel and supply of utilities plus surface water removal and sewerage provision needs to be upgraded.		
	Plan needs to identify key sports facility infrastructure as identified in Playing Pitch Strategy and Built Facilities Strategy.		
	Need outside swimming pool and additional sports centre facilities such as at Garons.		
	Need to optimise use of suitable sites		
	Need to embrace and understand community needs.		
	Infrastructure must be provided before development with developer contributions		
	Issues regarding hospital provision and distances patients travel. Need for more doctors' surgeries. More housing affects everyone regardless of type of development. Issues regarding school travel and supply of utilities plus surface water removal and sewerage provision needs to be upgraded.		
	Bellway Strategic is committed to providing enhanced transport, social and community and green and blue infrastructure alongside new development.		
	It is essential that planning policies enable flexibility within the NHS estate.		
	Request that the Local Plan includes policies for health and wellbeing which reflect the wider determinants of health and promote healthy and green lifestyle choices through well designed places.		
	Funding must be leveraged in areas of significant housing growth and ensure that new planning obligation policies for development proposals are linked to the provision of health and care service to address strategic and local needs. The NHS should be engaged in the process as soon as possible.		
	The Local Plan must take into account the NHS Long Term Plan and other key documents including guidance on Health Impact Assessments		
	ECC agrees new infrastructure and community services should be delivered as part of the phasing of new development. Further detailed infrastructure statements need to be undertaken. Cross-boundary development will need to address matters relating to schools, childcare, highways and transportation, waste and recycling, employment and skills. It will also need to explore delivery mechanisms, preparation of Infrastructure Delivery Plan, whole plan viability and legal and financial contributions.		
	SBC need to engage ECC and ASELA to address cross boundary matters and required transport infrastructure. Clarification needed on how SBC will contribute towards funding mitigation required outside SBC area. Any proposed roads should be part of an integrated transportation solution.		
	ECC consider in any proposed new Garden Settlement due consideration needs to be given to the future delivery of active travel, walking and cycling, and delivering walkable neighbourhoods.		
	Local Plan needs to refer to Minerals and Waste Planning issues, including exploring the potential for prior extraction of minerals.		

ECC would expect to be engaged on any development near or on the SBC/Essex boundary, to ensure that any development does not increase flood risk within either authority area and complies with ECC SuDS Guidance.
SBC will need to work with ECC on necessary education provision arising from cross-boundary developments including primary and secondary school provision. ECC may request on occasions that additional land is set aside to future proof new school sites and allow for potential expansion
ECC expect to be engaged on cross-boundary matters relating to care provision as part of a partnership approach.
Reference should be made to the South Essex Green and Blue Infrastructure Study 2020 and emerging Essex GI Standards Guidance.
Rochford DC acknowledges that both Southend and Rochford share a range of common infrastructure issues. Rochford strongly supports the need for growth to deliver new infrastructure and community services. It supports collaborative working. Rochford particularly supports joint working with ECC and SBC on transport issues including how growth could fund schemes.
Rochford DC consider it important that infrastructure funded by growth is delivered as early as possible, ideally prior to occupation – infrastructure first approach.
There is a need to consider a new health centre in central Southend. Possibility of health centre in Victoria Shopping Centre should be investigated.
Need to build new infant and junior school in central Southend and in proximity to new estates built on the Southend/Rochford boundary.

Infrastructure – General Comments (2.2)			
No. of responses	Support 2	Object 0	Comment 2
PLA consider local plan should encourage the protection and enhancement of existing sports and recreational facilities on foreshore for new and existing residents in accordance with its Thames Vision. PLA considers that a river-related Local Plan policy should specifically set out that such development must ensure that appropriate riparian lifesaving equipment (such as life buoys) is provided.			
HCP agrees that providing quality services for the future health, education, sports and leisure and community needs of residents are fundamental to achieving a high quality of life. Also agreed that growth should be infrastructure led. There will be a need for additional healthcare capacity to support growth from early in the local plan period as there is little capacity within the existing system to absorb growth.			
Need to support wider health and emergency services provision via S106/CIL agreements to deliver agile services.			
Education and health departments should be advised and consulted on planning applications for new housing to assess whether they can provide for additional requirements.			

What we'll do

- Set out the infrastructure required to meet the needs of Southend to the end of the plan period, taking an 'infrastructure first' approach
- Continue to engage with infrastructure providers to identify future requirements and barriers to delivery
- Produce a new Infrastructure Delivery Plan setting out what infrastructure is required over the plan period; where, when, the cost and who will fund it
- Review our Community Infrastructure Levy rate based on updated viability evidence

Providing New Homes

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The full responses made to the consultation document can be found here in Appendix D.

What you said

- New housing must be infrastructure-led, including a new link road, health, education, community and green space facilities
Objections in principle to loss of Green Belt land to housing development
- Provide the amount and type of housing that is right for Southend, not to meet government targets
- Southend is doing a good job of maximising brownfield sites for housing but in some areas, intensification is causing problems affecting quality of life e.g. lack of green space, parking stress
- Only way to meet housing needs in full, including family and affordable housing is to build on the Green Belt
- Building a new neighbourhood in the Green Belt (including land north of Bournes Green Chase) would impact on current residents in the area and already stretched health, education and community services and add to traffic congestion and poor air quality
- Strategic plan making for larger scale development should be set within a vision that looks further ahead (at least 30 years), and take into account the longer timescales for phasing, infrastructure, investment, implementation delivery, and may need to consider greater provision given increase in timeframe
- Essential that Southend and Rochford Local Plans are coordinated and compatible in considering a new cross boundary garden settlement.

It should be noted that many of the comments under the housing section also referred to transport and infrastructure requirements that would need to be provided to keep pace with new development.

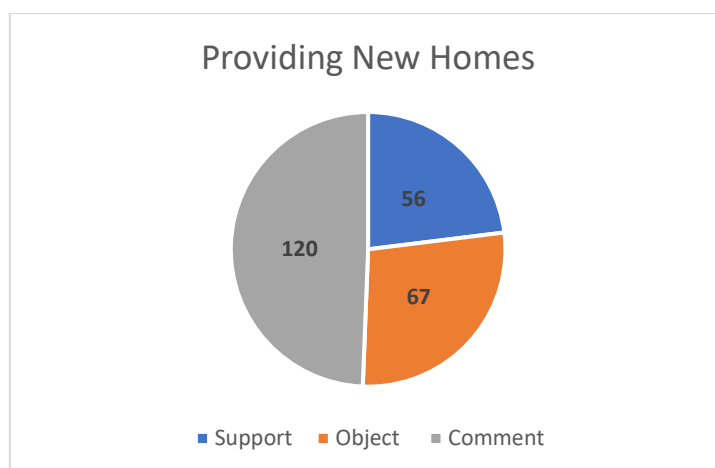


Figure 10: Number of representations on Providing New Homes

Development Opportunity A: Increasing urban capacity

Government supports the development of Urban Area Sites and these should therefore be included within the New Local Plan. Do you have any comment to make regarding this? (2.3.a.b)			
No. of responses	Support 1	Object 0	Comment 4
Prioritise brownfield sites over greenfield and Green Belt.			
Southend is doing a good job at optimising its limited capacity			
Support intensification of urban areas providing developments contribute to infrastructure provision			
Deliver development at a density that supports compact walkable neighbourhoods			
Clarify how the Council will contribute towards infrastructure outside the Borough required by cumulative effect of growth and development within the Borough.			

Development Opportunity B: Facilitating urban change

Do you support the principle of allocating Housing Regeneration Sites for housing led redevelopment? (2.3b.a)			
No. of responses	Support 4	Object 0	Comment 3
If housing sites need regeneration, it makes sense to build eco-friendly, affordable, and accessible new homes in their place			
House Builders Federation advise caution in selecting housing regeneration sites in the early years of the plan due to the need for consultation and where appropriate rehousing of residents during the re-development and thus impact on delivery of housing. Building regulations changes, infrastructure costs and abnormal costs must be factored in when setting local policies to ensure development does not become unviable			
Development of the urban area of Southend will have implications for transport capacity and congestion on the A13 London Road and A127 within the wider South Essex area			
More family and affordable housing on suitable sites			

Do you support the principle of allocating Employment Land Release Sites for housing led development? (2.3.b.b)			
No. of responses	Support 0	Object 2	Comment 2
Be careful not to take away too many potential employment sites so losing opportunities for local jobs. A growing borough like Southend needs more [employment] not less. Provide a plan for each employment site which fully considers the options for retaining or including employment as part of the mix.			
All suitable land in the town should be used to ease our housing crisis.			

Do you support the principle of allocating a small number of sites that are currently located on public Green Space for housing led redevelopment? (2.3.b.c)			
No. of responses	Support 1	Object 2	Comment 1
Protect and enhance public green space wherever possible. If sites are public green space they should be enhanced, or at the very least alternative green space delivered elsewhere.			
Sport England note the location of Elm Road for residential use would not be consistent with national planning policy, Sport England's Playing Fields policy or the Council's Playing Pitch Strategy. Potential may exist for a potential objection to be addressed if the playing fields were acceptably replaced as a requirement of a site allocation policy and a linked replacement playing field site allocation in the Local Plan			

Do you support the principle of allocating a small number of sites that are currently located on Agricultural Land for housing led redevelopment? (2.3.b.d)			
No. of responses	Support 1	Object 0	Comment 1
Do not support release of agricultural sites for housing. Central government should understand the local position.			

Do you support the principle of providing a new neighbourhood on the edge of Southend to provide for comprehensive development to include new homes and family housing, jobs etc.? (2.3.c.a)			
No. of responses	Support 3	Object	Comment 11
Cannot support this development until new roads and transport infrastructure is in place. Wish to avoid overdevelopment and worsening congestion. Losing green space is a concern as is developing to Borough boundary. Could support if transport infrastructure is in place, and density/design of development is appropriate.			
Oppose development of the Green Belt			
Sport England should be engaged in any proposals which involve the loss of playing fields and sports facilities.			
New road links a prerequisite – especially needed is the major link from east of town to the A130 and beyond to M25.			
The overall target for homes to build is way too high.			
No further intensification of residential use should be permitted without a costed, funded and adopted infrastructure plan.			
Would only support if new link road provided and a country park on Southend's doorstep.			
We need the homes, improved transport links and access to better parks.			
I support the development of some of this land, but not all of it.			

New neighbourhood is necessary, but should make efficient use of land by championing smaller houses e.g. terraces and not wasting space with 4/5 bed executive homes which favour multiple car ownership.
The Council should not reach any conclusions until Government Housing Policy and numbers to be found has fully explored and has been confirmed and implications of City status fully explored and opportunities confirmed. What is the point of having green belt land if, just because it is easier to build on than brownfield, it becomes an option in the next consultation etc.
Thorpe Estates Limited support new neighbourhood development on the edge of Southend. The delivery of a comprehensive and sustainable new neighbourhood with associated infrastructure would help to meet the critical development needs of the area that could not get anywhere close to being fulfilled on brownfield land.
Iceni Projects on behalf of Bellway Strategic Land and Cogent Land LLP state they are fully committed to delivering their proposals which have been designed to ensure they can come forward independently or delivered alongside wider proposals of Southend and Rochford's plan, working closely with all stakeholders including SBC, RDC, and adjoining landowners and promoters. Option C is the only credible option available to the Council to address the existing limitations such as lack of affordable housing and limited stock of family homes.
On the Green Belt a fairly large area should be saved and registered as a woodland area - this can all happen if the Green Belt is left as it is or if it is taken out of the green belt but it can become policy whatever happens.
ECC consider a development the size of Option C on the SBC/Essex boundary, to be a strategic cross boundary matter, and seek engagement by SBC in the refinement and shaping of this growth Option through the next stages in the preparation of the emerging Local Plan.
ECC seek wording to acknowledge the importance of SuDS provision in developing the natural environment and providing green and blue infrastructure across administrative boundaries

If a new neighbourhood came forward on the edge of Southend do you have a view on what our priorities should be – e.g. what types of services, open spaces and infrastructure should be prioritised? Please explain your answer and let us know what you think the priorities should be. (2.3.c.b)			
No. of responses	Support 0	Object 1	Comment 6
Ideally, a new development would deliver a serious new transit system along with new cycling routes linking Southend and Rochford, reducing the need for car use. Without this, it is unsustainable. It should have its own GP, school and shops.			
Suitable infrastructure must be provided before or as land is developed and the developer should pay.			
Public transport should be prioritised to ensure there are links from all parts of the town. Green space and increased biodiversity should also be provided, including nesting for birds, bats and other animals.			
All homes should be carbon neutral.			
It is accepted that we need more homes and sadly Green Belt becomes a victim of this progression. The main issue is the road network which is not sufficient to handle traffic in the area and this must be addressed before more homes in the numbers being suggested are considered.			
Is there also a plan for building electric car charging stations in the area and provision of the necessary power grid to accommodate charging points?			

There will need to be a good regular bus service to serve the centre of Southend and the two rail lines to serve the proposed new residential estates on the edge of town.

A legal agreement for 15 years is required to ensure the provision of a regular bus service

Do you agree that there are opportunities to ensure any new development successfully integrates with existing communities, town and local centres and the wider transport network? Please explain your answer. (2.3.c.c)

No. of responses	Support 1	Object 0	Comment 2
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Yes, but this must be done very carefully!

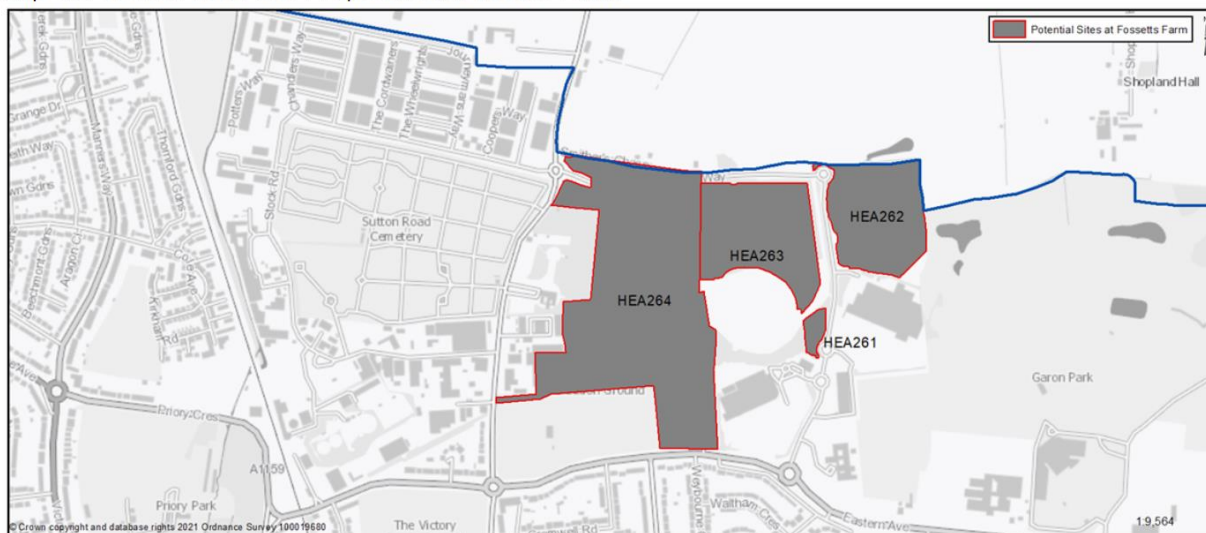
If we build on land outside the Borough boundary, we will need to negotiate with any neighbouring Local Authorities. A Country Park would be welcome by me as part of the scheme.

Secure new and improved bus priority measures and/or service network improvements and engaging with Essex County Council on new developments on or near the Southend/Essex boundary to collectively identify (with Rochford District Council and Castle Point Borough Council) wider bus network improvements for the new and existing communities, including innovative interventions on the highway network, to improve bus journey times. Also consider capacity of Southend Travel Centre and ability to expand beyond its current capabilities.

Integrate the new and existing communities, including for example sustainable drainage provision and planting green infrastructure along the routes to benefit people and wildlife supporting active and healthy lifestyles and providing environment net gains.

Development Opportunity C: Provision of a new Neighbourhood

Map 6: Potential Land Use Proposals at Fossetts Farm



Development Opportunity C: New Neighbourhood (Fossetts Farm) Map 6

Do you support the allocation of these sites for a new stadium, new homes and supporting uses? (2.3c d.(ii)) 3 comments

If development at Fossetts Farm is pursued as an option, health and emergency services would support the creation of cohesive and inclusive communities, using flexible shared (inside and outdoor) space by offering more 24/7 access to community hubs supported by designing out crime and other safety initiatives.

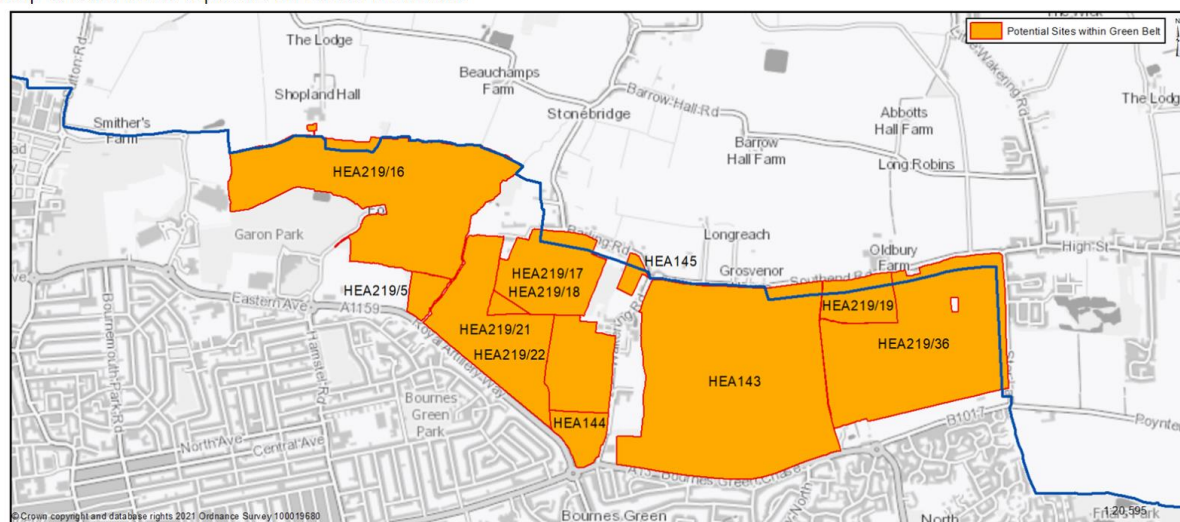
Health and the emergency services would ask to be engaged with master-planning for developments, collaboratively working with the relevant authorities to ensure that new developments are planned and designed to improve safety on the various road networks
ECC seek engagement from SBC to explore the wider cross boundary matters, infrastructure and service requirements including but not limited to Transport, Education and Surface Water Management
Do you agree with the allocation of these sites for development?
Site HEA261 (2.3c.d) support , 1 object 0 comment
Object - to loss of green space / overdevelopment / lack of road infrastructure
Support - C&S Associates supports the allocation of Land West of Fossetts Way (HEA261) for development within the emerging Local Plan. The site is in a sustainable location and does not require the release of Green Belt land. There are no significant constraints that would prevent development from coming forward.
Support provided it delivers meaningful infrastructure, a cycle link between Southend and Rochford and a new stadium for Southend United.
Support - it will move the noisy Association Football Club away from the historic village of Prittlewell, and end the planning blight which exists in the local area
Site HEA262 (2.3c.d) 2 support , 0 object 1 comment
I would only support it if the land use provides proper affordable and lifetime homes. Also that all homes are carbon neutral and the whole development is built with the intention of increasing biodiversity such as including green roofs, solar panels, heat pumps, green landscaping with patches of wildflowers, and incorporating swift nesting bricks and other bird nesting sites
C&S Associates supports the allocation of Land East of Fossetts Way (HEA262) for development within the emerging Local Plan. The site is in a sustainable location and does not require the release of Green Belt land. There are no significant constraints that would prevent development from coming forward. The site is suitable, achievable and available and can come forward early in the Plan period - particularly as it benefits from extant planning permission for the development of 221 dwellings under planning permission ref. 21/00711/FULM
Site HEA263 (2.3c.d) 1 support , 1 object , 1 comment
Object - overdevelopment/road infrastructure
Yes, but only if it delivers a new facility to educate the public about the monument
Site HEA264 (2.3cd(iii)) 2 support 0 object 0 comment
Yes, I support the development of the football ground
Development Opportunity C: New Neighbourhood (within Southend)
Do you support the allocation of the sites shown in Map 6 and Table 11 to deliver a new neighbourhood? (2.3.c.e) 2 support , 9 object , 2 comment
Site HEA219/16 (2.3c.e) 0 support , 4 object , 2 comment
Yes, provided that it is not currently being used as productive farmland.
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also
Object on the basis of increased traffic, pollution, noise and the loss of natural surroundings is detrimental to the area and the environment. A considerably smaller development, spread more widely across the city would possibly be more palatable.
Sport England notes the strategy option for the new neighbourhood would involve the loss of Garon Park Golf Complex (Site Refs: HEA 219/16, 219/5, 219/21, 219/18) which the Council's Playing Pitch Strategy recommends should be retained. The indicative concept plan shows that the golf course could possibly be relocated but it is unclear whether an equivalent facility could be delivered in practice. An objective golf course

feasibility study [should be] undertaken which assesses in detail whether there is a need to retain all of the golf facilities and how any displaced facilities that need to be retained could be replaced within the site allocation area.
Could support if could see no overdevelopment and [suitable] type of housing and Transport links resolved
Object – delete the site allocation
Site HEA219/5 (2.3c.e) 0 support 3 object, 2 comment
Loss of Green Belt. Overdevelopment
There are already few public areas for recreation and leisure. There is a lack of green space per capita and the proposed plan would lessen such opportunities. Transport links e.g. Thorpe Bay and Southchurch stations, would also suffer as a result of additional strain. Aside from total rejection of the plan, a scaled down plan may impact less negatively.
Only if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
Site HEA219/21 (2.3c.e) 1 support, 2 object, 2 comment
I disagree with this. Urban development would have the least impact environmentally. Both to the landscape, local environment, and global warming, including increased flood risk. Urban regeneration is essential. The high street is too long: it would be better being half retail, and half residential, with a green corridor for walk/cycle down the middle
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
Yes, if not currently being used as productive farmland.
No – delete allocation.
Site HEA219/18 (2.3c.e) 2 support, 2 object, 2 comment
Object. The government must drop the target.
We need more affordable family homes. In favour, provided it is not being used as productive farmland.
Support
Loss of green belt and overdevelopment
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
HEA219/22 (2.3c.e) 1 support, 2 object, 1 comment
Loss of green belt. Overdevelopment
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
Support
No – delete allocation
Site HEA144 (2.3c.e) 2 support, 2 object, 1 comment
Object to proposal - loss of green belt, overdevelopment, insufficient infrastructure.
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
This is the only plot that I would support to be developed (along with site 145 see below)
Support
Site HEA145 (2.3c.e) 1 support, 1 object, 1 comment
Object to proposal - loss of green belt and overdevelopment
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.

Support this site in addition to site 144
Site HEA143 (2.3c.e) 0 support, 3 object, 1 comment
Overdevelopment /insufficient infrastructure. Leave green belt as it is
Retain green belt as much as possible. Reject this site and move site further north so as to lessen impact across residents, nature, environment.
As indicated in earlier answers, I would only support development along the southern edge of this site (i.e. along the northern side of Bournes Green Chase). The road should be dualled at the expense of the developer.
Site HEA219/19 (2.3c.e) 1 support, 2 object, 1 comment
Loss of green belt. Overdevelopment
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
Support this site in addition to site 144
No. Delete allocation
Site HEA219/36 (2.3c.e) 1 support, 2 object, 1 comment
Loss of green belt. Overdevelopment
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
Support
No. Delete allocation
Site HEA219/17 (2.3c.e) 1 support, 2 object, 1 comment
Loss of green belt. Overdevelopment
Only [support] if they are developed comprehensively and bring about the infrastructure, roads and parkland required also.
Support
No. Delete allocation

Development Opportunity D: Development outside the Borough, including new neighbourhoods

Map 7: Land Use Proposals on Green Belt Land



Do you support the allocation of the sites shown in Map 7 and Table 11 to deliver a New Neighbourhood (2.3c.e)

No. of responses	Support 2	Object 9	Comment 2
Object to proposal – significant improvements required to infrastructure to cater for such a large increase in housing including highway infrastructure and schools and will have a negative impact on residents of Southend.			
Totally against building homes on the Green Belt. Loss of natural habitats for wildlife			
The new Southend Plan should allow infill development within the Green Belt, if not breaching the objectives of greenbelt			
Oppose any development on Green Belt. Also concerned that houses may be built on flood land in the Garrison			
Result in urban sprawl and coalescence with Great Wakering. Create precedent for further Green Belt release to north and east of the area.			
Thorpe Estates and Bellway/Cogent support allocations			

Do you believe that any of the sites shown in Map 7 and Table 11 could come forward individually for housing led development that is not part of a strategic new neighbourhood? (Question 2.3.c.f)

Sites HEA

No. of responses	Support 0	Object 0	Comment 5
Thorpe Estates believe site HEA143 can be developed independently (or as a first phase) able to deliver 975 homes, a primary school, a local centre including health uses and local employment. There are added benefits to developing this site with other holistically to ensure infrastructure is delivered in a comprehensive manner.			
The Iceni Proof of Concept plan has been designed holistically comprising of a series of neighbourhoods which can come forward alongside one another or independently of each other. Land parcels HEA144, HEA219/21 and HEA219/22, North of Bournes Green roundabout Area, has been designed as Phase 1 of the development and could come forward in the short term, independent of the wider development proposals for the area.			

Development of some individual sites may be better than loss of all Green Belt in Southend.

Needs to be comprehensive with the required infrastructure.

Do you support the provision of a series of new neighbourhoods on the edge of Southend to create a Garden Settlement to include new homes and family housing, jobs, a new country park, community services, transport links and supporting infrastructure? Please explain your answer and let us know what your priorities would be if a series of neighbourhoods were to be delivered – what types of supporting facilities, services, green space and infrastructure should be provided?
(Question 2.3.d.a)

No. of responses	Support 8	Object 6	Comment 6
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I support this option the most but only if it delivers a new link road, infrastructure, new country park near Southend and new jobs.

There would need to be significant infrastructure expenditure in order to service such a Garden settlement and a possible country park.

Object; delete proposal

Any plan for new homes & additional infrastructure should be agreed in conjunction with Rochford Council. It does not make sense to operate in isolation given that the border runs through several key areas of the proposed plans.

Southend the largest City or town in Essex has very constrained access, the A13, A127 and smaller roads via Hockley and Rochford are already at capacity and new development to the east of the borough will only make the condition worse. This is not sustainable.

The impact on the environment and local residents would be catastrophic – consider scaling down the proposal

No housing development in the current green belt or on agricultural land should be permissible on sustainability grounds other than small infill of ribbon development areas, extension to existing dwellings in green belt and 'granny flats' where space and neighbour privacy permits etc. Allow residents to make the most of their properties rather than needing to move. All current green belt land adjoining woodland, parkland, ancient copses etc should be retained and reinforced as protected green space and backfill towards these important wildlife havens and CO2 catchments should be prohibited.

Please keep in mind the building of water-based homes e.g. moorings for live aboard boats

Overdevelopment

Barrett David Wilson Homes state Option D is the only option that will provide the opportunity to deliver a sound and legally compliant plan. Whilst it would provide the amount of housing required in full over the Plan period, we contend that the reliance on new neighbourhoods rather than extensions to settlements will not improve delivery. It is critical that the Council focuses on the delivery of growth on a range of small and medium sized sites in the first five years of the Plan. For this Option to be brought forward in an effective manner, it is vital that the Council's Plan is both consistent and aligned with the emerging Rochford Local Plan.

Thorpe Estates fully support this option as it is the only way in which the Council's OAN housing need can be met in full. Furthermore, it would enable a comprehensive approach to be taken to strategic infrastructure such as roads, transport, healthcare and open space. Table 9: New Neighbourhood on the edge of Southend' on page 58, should be amended to state that the 'Total number of potential new homes' column specifies 'at least

5,350 homes' can be delivered. Clear evidence that achieving higher density schemes is not inconsistent with securing higher quality.
The Iceni Proof of Concept proposal provides an insight into how Options C & D could be delivered through joint working between the two Councils. Options C & D would address the current shortcomings in the respective authorities such as an under supply of housing particularly in terms of family housing and affordable housing; insufficient public transport service to provide a realistic alternative to the private car and shortage of open space.
Basildon Council wishes to indicate support for Strategy Option D, as it is the only option which would help meet the assessed housing needs for Southend Borough. Option D would also contribute most effectively to meeting the overall needs of the South Essex Housing Market Area.
Castle Point Borough Council is supportive of this joint initiative [between Southend and Rochford Councils] to explore the potential for new neighbourhoods to be created in the area to the north of Fossetts Farm, Garons Park and Bournes Green Chase. When combined with the levels of growth being proposed in the emerging Rochford Local Plan, impacts on the strategic transport network arising from their local plan proposals could be significant and would need to be assessed fully and appropriately mitigated.
Essex County Council (ECC) consider Option D to be a strategic cross boundary matter. [As Rochford Council is a lower tier authority] ECC will expect to be involved in the close formal partnership working that would be required to deliver any future growth or development, including for the planned provision of infrastructure such as a new secondary school. Policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for phasing, infrastructure, investment, implementation delivery, and may need to consider greater provision given increase in timeframe. ECC would expect any large developments to have regard to clear place making design principles and guidance as outlined below and to be explored through any joint working arrangements.
Brentwood Council support the principle of new settlements and would be keen to work through the Association of South Essex Local Authorities (ASELA) with partners to apply learning experiences of bringing this forward. Joint working within ASELA has been set up to discuss cross-boundary issues such as unmet need.

Are there opportunities for the development to successfully integrate with existing communities, town and local centres and the wider transport network? Please explain your answer. (2.3d.b)			
No. of responses	Support 0	Object 3	Comment 3
Existing public transport and off-road cycle links in the area are abysmal, so development could enhance this. Great Wakering schoolchildren currently have to travel to Rochford, so a solution that delivers a new secondary school for that community may be welcomed.			
The destruction of arable land should not be permitted. We need to be as self-sufficient in food matters as we can be.			
Thorpe Estates consider successful integration can be achieved by providing a network of new connections through the development for active modes and public transport services that connect to existing and new transport hubs, employment areas and retail destinations. A Principal Transport Corridor that connects Southend Airport and Southend via the new neighbourhoods north of Southend will ensure an integrated community is created.			

Housing – General Comments . (2.3d)			
No. of responses	Support 3	Object 0	Comment 4
<p>House Builders Federation – Only sound approach is option D which seeks to meet needs in full though a combination of increasing urban capacity regeneration and green belt release both in Southend and the neighbouring borough of Rochford (combining options A, B, C and D). It is evident from the recent consultation undertaken by Rochford District Council on its local plan and the examination of the Castle Point Local Plan that urban capacity in those neighbouring areas would be insufficient to address their own needs moving forward. The HBF considers that the acuteness of the development needs in Southend coupled with clearly negative consequences on sustainable development from not amending Green Belt boundaries are sufficient to justify the amendment of Green Belt boundaries in Southend as set out in option C alongside further amendments in Rochford as suggested in option D. An essential element of any thriving housing market is a multiplicity of sites in terms of both size and location that will deliver different homes for different sectors of the population. A greater range of sites improves the mix of housing coming forward as, by and large, it encourages a wider range of housebuilder to operate in an area.</p>			
<p>Pigeon Investment Management - Imperative that Southend Borough meets its full housing needs in order to deliver the homes that people need, and to ensure that these remain as affordable as possible. Strategic Option D is the only option set out in the consultation document that is compliant with national policy and guidance, and ii) that Strategic Option D must therefore form the basis for the emerging Local Plan.</p>			
<p>Iceni Projects on behalf of Bellway Strategic Land and Cogent Land LLP – In order for Southend to meet their full housing needs Options A, B, C & D are required. Options C & D should be the priority location for strategic growth within the emerging Local Plan... these representations fully support the growth options C and D. Bellway Strategic, have acquired the subject landholding from Cogent Land. Option C will provide family and affordable homes, highways improvements, new schools, health centres, the eastern extent of the South Essex Estuary Park, sporting facilities, and public realm enhancement. It will enhance and diversify employment and business opportunities in the local area, with access to high-speed broadband and opportunities to coordinate energy generation and achieve net-zero carbon. There are exceptional circumstances in which to release land from the Green Belt in Southend. The proposals are designed as a series of distinct 'villages' to enable the delivery of early phases ensuring that development in this location will make a positive contribution to the Council's housing needs in the short term, as well as in the medium to long term. As Option D lies within Rochford District Council (RDC) this growth opportunity will be tested through the preparation of the Rochford Local Plan.</p>			
<p>Basildon Borough Council - Although it is recognised that Southend Borough is constrained and its spatial options are somewhat limited, the Southend New Local Plan should seek to meet its housing need in full where it is possible to do so, in line with national policy</p>			
<p>Essex County Council - ECC seek a Memorandum of Understanding and Statement of Common Ground with SBC and RDC to formalise the arrangements to address potential cross boundary matters in accordance with NPPF. Such matters to include (but not limited to) meeting objectively assessed housing need; strategic transport, social infrastructure, green infrastructure, skills and training.</p>			
<p>Alan Grubb - New strategic development should also include land designated as Green Belt, to provide land for cultivation (allotments) and future recreation requirements, and encourage wildlife, and used for production of alternative energy (solar power). Should be sufficient rubbish storage, and recycling bins, food bins etc.</p>			

Strategy Options Overview

How should Southend develop in the future, please select your preferred strategy options stating your reasoning Option A - Increasing Urban Capacity (2.3.e.a)			
No. of responses	Support 2	Object 0	Comment 5
No further intensification of residential use should be permitted without a plan costed, funded and adopted to provide for better sewage disposal, better transport access, better bus services and all the services needed from schools to clinics etc are in place.			
Brown field sites and intensification of existing dwelling areas should only be developed with a very light touch unless easy access to jobs, schools etc without adding to road congestion can be imposed and maintained			
The Consultation Document demonstrates that there is clearly insufficient capacity from brownfield sites in Southend to meet its housing needs. As a result, the only option available to the Council in order meet their housing needs is Options A,B, C & D.			
ECC welcomes that SBC are seeking considering a range of potential spatial strategy options and welcomes engagement in the identification of any future strategy given our role as a neighbouring (and potential host) authority and an infrastructure and service provider. ECC note that these options individually or combined would not deliver the level of growth required to be planned for in accordance with the revised NPPF. Options C and D (combined with options A and B) provide the opportunity through large scale developments to secure the delivery of viable and sustainable large-scale infrastructure			

How should Southend develop in the future, please select your preferred strategy options stating your reasoning Options A & B - Facilitating Urban Change (2.3.e.a)			
No. of responses	Support 3	Object 0	Comment 0
Better utilisation is key			

How should Southend develop in the future, please select your preferred strategy options stating your reasoning Options A, B & C - Including New Neighbourhood (2.3.e.a)			
No. of responses	Support 0	Object 1	Comment 0
Object to new neighbourhood at present			

How should Southend develop in the future, please select your preferred strategy options stating your reasoning Options A, B, C & D - Development outside the Borough, including new neighbourhoods (2.3.e.a)			
No. of responses	Support 1	Object 3	Comment 1
ECC would anticipate a Spatial Strategy Options A-D and combination thereof to be developed and refined, in accordance with the requirements set out in the NPPF. Namely for the new Local Plan to positively seek opportunities promote a sustainable pattern of development meet the development needs of their area, align growth and infrastructure, improve the environment; mitigate climate change (including by making effective use of land in urban areas).			
All development on greenfield or agricultural sites should not be considered further. This land offers a real buffer against the muddling of Southend and Rochford, which is intrinsic to the identity of the areas and also offers open space and leisure for Southend residents in the east of the borough. Green space is hardly prolific in this sector of Southend.			

I am concerned that SBC at a joint councils' meeting chose to prefer development on green belt east of the town centre as preferable to developing a small new town in conjunction with neighbouring councils.

This seems to be the dolphins rather than whales solution.... I.e. nice nimble flexible friendly, rather than huge and slow.

See more homes built within existing Urban Areas (Options A&B) alongside improved infrastructure (2.3e.b i)

No. of responses

Support 3

Object 3

Comment 4

I would prefer to see brownfield sites used before building on green belt.

I do not support the other strategy options as a means to provide any significant numbers of dwellings.

The [Burgess Estate Residents] Association believes that before Southend-on-Sea embarks on any futuristic planning proposals, residents need to be assured that infrastructure requirements are already in place to accommodate whatever the final plans are for the town and that insufficient areas for development have been considered in the local plans and these should all be considered before any plans for the green belt. There also needs to be in place a year-by-year build proposals on all sites.

Oppose on the grounds that it will add to the congestion on the roads which is already a problem on weekday mornings with several schools situated in the area and will put a strain on the existing essential services in the area. Many of us purchased our properties because of their proximity to the little bit of countryside we have in the area and any building work would have a detrimental effect on air pollution, congestion, wildlife and the green spaces essential for our health and wellbeing. We do not want to live in a built up and crowded area.

Whilst it is acknowledged that more homes are needed, why can't these be built on existing unused building sites where disused factories and office once were located. This would solve the problem by developing those areas in a positive way and providing homes where needed.

If significantly more homes are built to the North and East of the Borough, then a major new road will be necessary to adequately move traffic in and out....

Iceni Projects on behalf of Bellway Strategic Land and Cogent Land LLP state that in order to meet the Council's full housing needs the Local Plan needs to deliver Options A, B, C & D. One of the listed cons of Options C & D in the Council's Consultation is that it 'may slow down brownfield development by directing investment away from the urban area'. This is not the case. Options C & D will provide an alternative and complimentary offer to housing in

existing urban areas. Development within Options C & D will have the potential to meet the full profile of housing need, including affordable and family housing, along with the supporting infrastructure. Options C & D afford the opportunity to provide an exemplar new community which sets the benchmark for development in the region and for future generations in terms of the low carbon / renewable energy. Our client is keen to explore the potential to set up an Energy Supply Company and how this could be achieved.

ECC note that these options individually or combined would not deliver the level of growth required to be planned for in accordance with the revised NPPF. The inclusion of options A and B with options C and/or D, could provide for a more balanced approach, and the opportunity to promote and regenerate the existing town centres, through intensification using existing infrastructure to access employment opportunities via public transport. However, there may be limitations on the scale of intensification that could be achieved, which may warrant consideration of other options. Options C and D (combined with options A and B) provide the opportunity through large scale developments to secure the delivery of viable and sustainable large-scale infrastructure such as a secondary school or transformational infrastructure for the connectivity and the movement of people and

goods. Both creating strategic cross boundary matters for SBC to be explored with RDC and ECC as infrastructure and service providers.

Provide new neighbourhood to the north of Southend on undeveloped land within the Green Belt (Options C&D) (2.3e.b ii)

No. of responses	Support 1	Object 3	Comment 0
Support more homes being built as part of a new neighbourhood as it has better chances of delivery the new infrastructure we need, including link roads. Now we are a city we need to embrace growth and ensure it is sustainable, put Southend on the map for investment and provide the homes our young people desperately need.			
Do not support the other strategy options as a means to provide any significant numbers of dwellings.			
Delete the proposal.			

Do you believe there are any other options that we should consider that would help to provide more new homes? If so, what are these? (2.3e.c)

No. of responses	Support 2	Object 0	Comment 4
On a more positive note and in recognition that RDC, BDC and SBC all have to provide some new dwellings that will probably not be able to be fully accommodated within the town centres or brown field sites there are a few areas where I consider development would be sustainable:			
<ul style="list-style-type: none"> • Along the north side of the A127, accessed by a new slip road off the A127 • Land adjoining or close to the A130 in the south Rawreth area, here sufficient development could take place in conjunction with Basildon and Southend to absorb much of the dwelling numbers currently required by Government whilst at the same being large enough to sustain education facilities, healthcare, small retail and supermarkets etc alongside leisure and sports. • reappraisal of areas of current poor dwellings within Southend and their redevelopment to provide better but more intensified dwelling numbers, e.g. Church Road to Whitegate Road. 			
The council (as was its policy several years ago) could clear out the owners of all the empty residential properties as well and purchase them compulsorily, renovate them and thus when they are lived in, the area will be safer.			
As a minimum the Council should be developing at least Option C, as this relates to land within its administrative area, or preferably Option D, although this requires the co-operation of Rochford.			

What we'll do

- Set out our preferred option for the future spatial strategy for Southend, and consider alternative options
- Identify sites where new housing would be acceptable
- In the case of Strategic Housing Allocations, requirements for supporting infrastructure such as transport, community facilities and green space will be identified, with triggers for their provision
- Indicate areas where intensification (e.g. Increasing housing density within existing residential/mixed use areas) may be appropriate, subject to design criteria
- Set out requirements for affordable housing, housing mix and specialist housing needs, based on local evidence

Retail Provision and Centre Hierarchy

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate lines of the table for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case.

The full responses made to the consultation document can be found in Appendix D.

What you said

- Neighbourhood centres should be encouraged.
- Create a thriving environment with what we have
- Concentrate on filling empty retail units in the main centres first, before creating new spaces.
- New neighbourhood(s) should be designed with local centres to provide day to day goods and services, allowing for walking/cycling, reducing dominance of the private car.
- Need further clarification on where 'Out of Town Retail Parks' fit in the retail hierarchy.

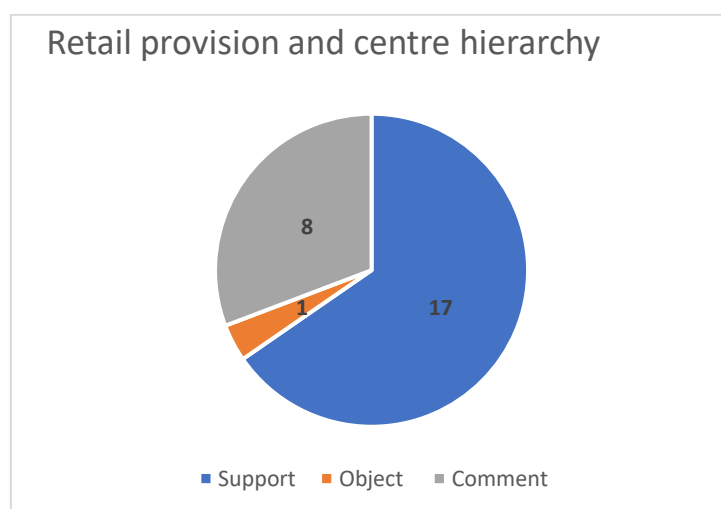


Figure 11: Number of representations on Retail provision and centre hierarchy

Do you agree with the classification of centres and that they should be promoted in line with the proposed hierarchy in Tables 12 and 13 and Map 7? (2.4.a)			
No. of responses	Support 4	Object 0	Comment 3
Provide clarity on location of the centres, particularly Southend High Street (north and south).			
Further clarification needed on where the 'Out of Town Retail Parks' fit in the retail hierarchy. 'Out of Town Retail Parks' designation could be split into two tiers, 1. Out of Centre Retail Parks, within the built-up area of Southend, and 2. Out of Town Retail Parks, which is excluded from the settlement hierarchy. Create a framework to allow for delivery of additional comparison and convenience floorspace. Including Out of Town Retail Parks in the hierarchy could allow for this, in a controlled way.			
Classification of centres and proposed hierarchy of centres meets the requirements.			

Should we seek to define each area as 'Commercial Areas' to promote a range of commercial uses to serve local community needs and provide local employment opportunities? (2.4.b)			
No. of responses	Support 2	Object 0	Comment 0
Yes, define these areas as commercial centres, unless residential properties dominance, as in areas of Westcliff.			

Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development to residential – if so what frontages? (2.4.c)			
No. of responses	Support 2	Object 0	Comment 1
Support Article 4 directions in certain areas – all historic shopfronts should not be altered, nor the High Street.			
Create a thriving environment			
Support Article 4 but not clear which frontages.			

Do you agree we should focus on improving the role and function of existing comparison retail floorspace and their setting, including measures to reduce the number of vacant units, rather than providing additional floorspace? (2.4.d)			
No. of responses	Support 3	Object 0	Comment 0
There are a large number of empty retail sites in the main centres, and concentration should be on filling these before creating new spaces.			

Should future convenience retail floorspace be directed towards the Town Centre in line with the proposed centre hierarchy, or should the focus be elsewhere? If so, where? (2.4.e)			
No. of responses	Support 0	Object 0	Comment 3
Spread floorspace amongst all the retail areas, dependent of type of shop, should be local provision.			
Neighbourhood Centres should be encouraged rather than town centre.			
Retail Study (2018) identifies under provision of convenience retail, and an undersupply of convenience floorspace in Southend Town Centre, and convenience good stores across the area overtrading. Unrealistic to expect large amount of convenience floorspace to be			

delivered in the Town Centre; retail study points to high vacancy levels and smaller units in Town Centre. The need to allocate land for housing will also increase demand for convenience floorspace beyond what is identified in the refining the plan options document.

Allocating Greyhound Retail Park for additional convenience floorspace will serve a local need, is highly accessible by public transport, and located in a predominantly residential area. This would not require undeveloped additional land elsewhere to be allocated for retail.

Thinking about any potential provision of new neighbourhood/s to the north of Southend (2.4.f)

No. of responses	Support 2	Object 1	Comment 1
New neighbourhood(s) should be designed with local centres to provide day to day goods and services, in easy walking distance of the homes within the neighbourhood they serve.			
Protect small/local retail units, but no more coffee shops/cafes.			
Object to new neighbourhood.			
Do not support a new neighbourhood.			

Should we develop policies to protect small and local retail outlets in centres such as Leigh in order to provide a balance between retail and hospitality outlets? (2.4.g)

No. of responses	Support 4	Object 0	Comment 0
Maintain a balance and variety of retail and hospitality. Need a wider range of shops/services, e.g. bank in Westcliff, not just cafes etc.			
Support protecting small, independent retail in local centres, e.g. Leigh, support more than just coffee shops/wine bars.			

What we'll do

- Review and where appropriate update evidence on demand for additional retail floorspace across Southend and its neighbourhoods, to reflect the selected spatial strategy options
- Consider the retail hierarchy for Southend
- Review existing planning controls to ensure the vitality and vibrancy of our existing city, district and local centres;
- Consider opportunities for article 4 directions to safeguard ground floor commercial frontages where this would align with local priorities for the relevant centre

Town Centre and Central Seafront

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate lines of the table for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case.

The full responses made to the consultation document can be found here in Appendix D.

What you Said

- Support the vision
- Town Centre is in need of regeneration.
- Support SCAAP Opportunity Sites being brought forward into the Local Plan
- Improve links between High Street and Seafront.
- Support more town centre housing, but avoid over densification of residential in town centres, and ensure there is enough parking
- Accessibility, parking and transport should be identified as a key theme. It is not possible to grow the tourism market in Southend without additional car parking.
- Encourage visitors to come by train rather than by car.
- Support regeneration – improvements to the public realm are vital to continuing to be perceived as an attractive seaside town, together with more trees, green space and facilities for bathers.
- Proposals to improve access to the coastline are welcome in principle but increasing visitor numbers will create the potential for increased recreational pressure which could have significant impacts for both nationally and internationally designated sites for nature conservation.

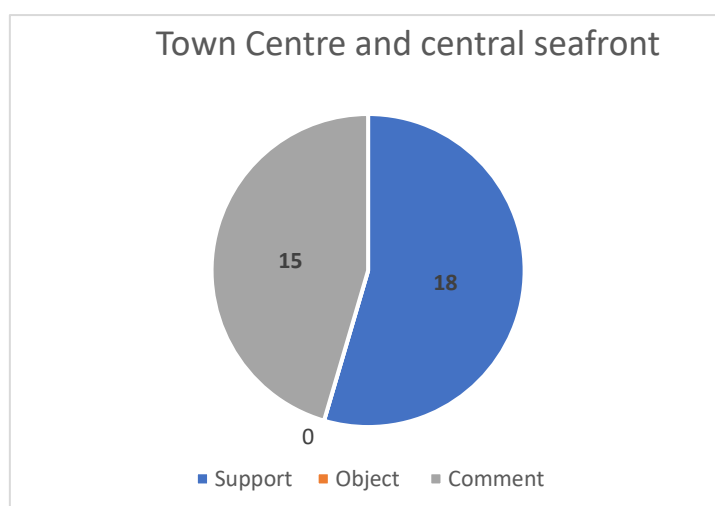


Figure 12: Number of representations on Town Centre and Central Seafront

Do you agree with the suggested vision for the town centre and central seafront? (2.5.1a)			
No. of responses	Support 4	Object 0	Comment 3
Town centre is in need of regeneration, the seafront has improved following projects such as City Beach, and the Palace Hotel but The Kursaal needs a useful purpose, and deal with anti-social behaviour e.g. York Road/Tylers Avenue.			
Support the vision – listen to people.			
Agree with the vision.			
Improvements to the public realm are vital to continuing to be perceived as an attractive seaside town, together with more trees, green spaces, and facilities for bathers.			
Against the reinstatement of the bandstand at the cliffs as the land is unstable and the project would be too expensive.			
Vision should make reference to accessibility – a key issue for the area as per last consultation – and important to Southend's status as a resort – propose reference added to the vision “Accessibility to this area will be enhanced, including additional car parking provision for the seafront area, and improved sustainable transport options throughout the City.”			

Do you think this policy approach would form a sound basis for developing policies for the Town Centre and Central seafront? (2.5.2a)			
No. of responses	Support 3	Object 0	Comment 0
Support			
Support the approach but should be careful to avoid over densification of residential in town centre and ensure there is enough parking.			

Do you agree with the potential main themes/zones for the Town Centre and Central Seafront as outlined in Box 1 above? (2.5.2b)			
No. of responses	Support 1	Object 0	Comment 2
Support development of The Forum/Courtyard for further community space.			

Agree
Accessibility, parking and transport should be identified as a key theme. It is not possible to grow the tourism market in Southend without additional car parking.

Do you think an alternative policy approach would be preferable? If so, please detail what you think it should be. (2.5.2c)			
No. of responses	Support 1	Object 0	Comment 2
An alternative policy is not necessary in my view.			

Do you agree that the SCAAP Opportunity Sites and amended wording set out in Table 16 and Map 9 should be carried forward into the Southend New Local Plan? (2.5.3a)			
No. of responses	Support 5	Object 0	Comment 2
Support – the additional sites identified should be carried forward.			
Support – there was good consultation on the SCAAP over a long period.			
Support town centre housing.			
The proposed allocations are acceptable, however any draft policies for these sites should be clear that development would only be approved where it enhances car parking on site, preserves the level of car parking that serves the seafront in accordance with SCAAP Policy DS5, and secures additional public car parking to assist in the vision of having a larger tourist economy in 2050. Particularly important for Tylers Avenue Car Park PA7.1 (SCAAP).			
Table 16 of the consultation document then does not include the Seaway site in the list of allocated sites from the SCAAP that are proposed to be taken forward into the New Local Plan. Turnstone assume this is an oversight as the site has planning permission and request that the Seaway site is included in the list of sites to be taken forward in the New Local Plan.			

Do you agree with the identified potential opportunities set out in Table 16? Please include the map reference when making your response. (2.5.4.a)			
No. of responses	Support 2	Object 0	Comment 1
Some good ideas			
Welcome the identification of a number of potential additional opportunities and sites, some of which may be able to accommodate tourism and leisure-based activities to complement the existing offer and help grow the market.			
Former Gasworks site (SC17) should be retained as a car park in perpetuity and the local plan should recognise its requirement for supporting the needs of the seafront economy.			

Are there any other ways in which the regeneration of Southend Central could be promoted and achieved? (2.5.4b)			
No. of responses	Support 1	Object 0	Comment 4
Agree with the identified potential opportunities			
Conserve/enhance residential properties around the town centre, e.g. York Road.			
Make the High Street attractive, e.g., independent retailers, planting (i.e. a garden walk), outdoor refreshments, and providing fun ways to travel around e.g. Segway, electric scooter, tram etc			
Encourage visitors to come by train rather than by car.			

Rail advertising – from Southend to London, advertising the resort for family visits.

Car parking [for visitors to the seafront] is insufficient for peak days and car parking capacity within 10 minutes' walk of the seafront remains a significant issue going forward

Town Centre and Central Seafront - General Comments (2.5)
--

Support the aim of increasing accessibility to the central seafront for all users and seeking enhanced links between central seafront and town centre. This is supported by PLA's Thames Vision – cultural goal to see more people coming to enjoy the Thames and its banks.
--

Proposals to improve access to the coastline are welcome in principle but increasing visitor numbers will create the potential for increased recreational pressure which could have significant impacts for both nationally and internationally designated sites, e.g. habitat trampling, bird disturbance, noisy/disruptive water activities etc. The Benfleet and Southend Marshes Special Protection Area (SPA), Ramsar and the Thames Estuary Special Protection Area (SPA), Ramsar are examples of designated sites within the area of the Southend Local Plan which are vulnerable to pressure from increased visitor numbers may be reflected in direct impacts upon these habitats which would need to be mitigated additionally if they cannot be avoided.

What we'll do

- Continue to focus regeneration in the Central Area, promoting public realm enhancements, including seeking improved links between the Town Centre and the Central Seafront area, setting out appropriate policies to guide this area
- Reviewing movement and parking in Town Centre in parallel with LTP4
- Consider the direct effects of additional visitors to the coast on designated coastal habitats and provide mitigation where appropriate
- Consider the role the Thames has to play in cultural regeneration

Protecting and Enhancing Green Space and the Coastline

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate lines of the table for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case.

The full responses made to the consultation document can be found here in Appendix D.

What you Said

- Multiple co-benefits of providing new and improved green infrastructure including health and wellbeing and mitigating climate change
- Importance of cross-boundary working to create new and improved strategic green and blue infrastructure connections
- Support for provision of a country park
- Concern for loss of Green Belt
- Concern for loss of green space within dense urban area
- Further work needed to consider design and delivery mechanisms for country park, especially across local authority boundaries

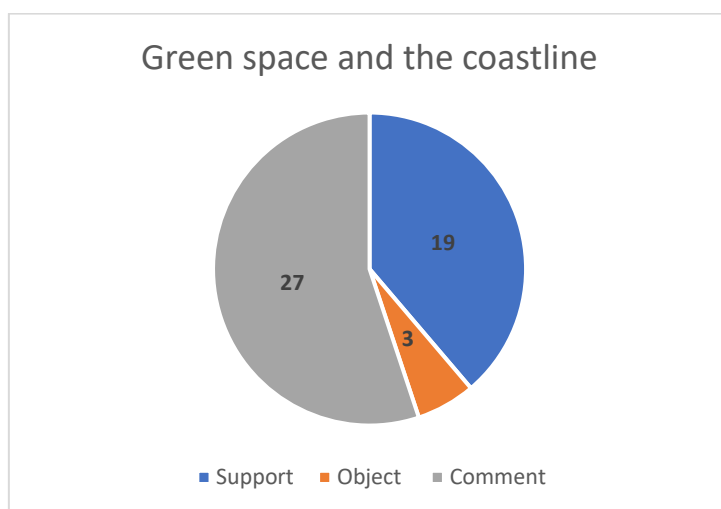


Figure 13: Representations on green space and the coastline

Do support the creation of a new strategic green space or new Country Park as part of the provision of a new neighbourhood/s to the north of Southend?			
No. of responses	Support 4	Object 1	Comment 7
South Essex Green and Blue Infrastructure study identifies opportunity area for delivering strategic green infrastructure – RDC suggest these should be used as a starting point for potential cross-boundary strategic parkland but further exploration required to understand the opportunities and challenges for delivery. There may also be other opportunities to deliver cross-boundary initiatives such as improvements to public rights of way, coastal access and wildlife spaces.			
Recognise that some agricultural/Green Belt land may need to be released for development – this should deliver multi-functional Green Infrastructure including on-site biodiversity net gain in accordance with national planning policy			
Support reference to South Essex Estuary Park, as it will aid the delivery of green and blue infrastructure across the wider South Essex area			
Support provision of a strategic park to provide amenity, ecological and biodiversity benefits for existing and future residents			
Southend is very dense as it stands today. I hope no further development (except may be a country park, similar to the one in Rochford/Eastwood in the green space north of the borough) happens.			
Strong environmental policy is needed to improve the current lack of biodiversity provision in the Borough.			
Support if enhancing biodiversity and offsetting carbon emissions			
Provision of more green space is vital for our health and wellbeing.			
Provide more dedicated wildlife centres around Southend to protect green space and encourage wildlife.			
Object due to Green Belt loss			

Do you agree with the green space sites/agricultural land identified as having the potential to be released from development (Table 18 and Map 12) ?(2.6b)			
HEA138 Land at Mendip Crescent			
No. of responses	Support 1	Object 1	Comment 1
Sport England - Site has been used as a playing field – if site released for development Sport England would have no objection of the playing fields were acceptably replaced and a related site allocation made through the Local Plan for replacement playing field.			
Consider cumulative impact of other schemes investigated [proposed for release]			
Support			

Do you agree with the green space sites/agricultural land identified as having the potential to be released from development (Table 18 and Map 12) ?(2.6b)			
HEA137 Land at Elm Road			
No. of responses	Support 1	Object 0	Comment 1
There is room for improvement here – it would make more sense to develop the (possibly contaminated) site and make it accessible for recreation.			
Support release of Land at Elm Road			

Do you agree with the green space sites/agricultural land identified as having the potential to be released from development (Table 18 and Map 12) ?(2.6b)			
HEA135 Land at George Street			
No. of responses	Support 1	Object 1	Comment 0
Object to new housing close to East Beach as it would lead to overuse of the area			
Support release of Land at George Street			

Do you agree with the green space sites/agricultural land identified as having the potential to be released from development (Table 18 and Map 12) ?(2.6b)			
HEA141 Land at Eastwoodbury Lane			
HEA140 Land South of Eastwoodbury Lane			
HEA139 Land South of Eastwoodbury Lane			
HEA116 Land at Brendon Way/North of Prince Close			
EA024 Land at Nestuda Way/Eastwoodbury Lane			
No. of responses	Support 5	Object 0	Comment 0
No additional comment			

Do you agree with the approach to protecting designated coastal habitats and supporting public access to the coast? Please explain your answer. 2.6c)			
No. of responses	Support 5	Object 0	Comment 4
Levelling Up funding secured for Leigh Port scheme.			
Take account of relevant policies in the South East Marine Plan (adopted in 2021), relating to marine based infrastructure, heritage assets, marine-related employment, designated habitats sites and tourism.			
The Port of London's Vision for the Tidal Thames ('The Thames Vision') (2016) provides the framework for the development of the Tidal Thames between now and 2035. It includes a number of goals to increase activity on and adjacent to the river including for more goods and materials to be transported on the river, more passenger journeys, greater sport and recreation participation on the river and an improved Tidal Thames environment. The PLA support the approach to protect designated coastal habitats and support public access to the coast, including reference to the England Coast Path.			
No significant mention of blue infrastructure and how it will be enhanced in the consultation.			

Do you have any other comments on our proposed approach to green space policy? (2.6d)			
No. of responses	Support 1	Object 0	Comment 10
Preferred Approach consultation should identify the key current and future outdoor sports facility needs identified in the Council's evidence base and include appropriate policies and site allocations as part of the approach to green space policies.			
The natural environment should be maintained and where possible improved as part of any new development.			
Borough is densely developed and its parks and open spaces should be protected. If the Council refuses to build on Green Belt the scale of housing proposed would force the town into large scale overdevelopment.			
Tree cover should be increased in the Borough, especially in the centre of town/Westcliff.			

Concerned at potential loss of home which is included within potential housing regeneration site. Garden areas to the rear of the existing block are so important for food growing, wildlife and mental and physical health.
The borough is far below standard already for accessible open green space and building on it will only reduce what little there is left. Access to green space is important for mental and physical health, biodiversity, reducing air pollution and food growing. More traffic will contribute to further air pollution.
Plan must take account of coastal flood risk on areas of the Borough particularly Shoeburyness
Flood risk management would have a key role in providing green and blue infrastructure corridors throughout SBC area, in particular, linking areas of habitat across the boundaries of adjacent administrative areas.
Plan should acknowledge the importance of sustainable urban drainage systems (SuDS) provision in developing the natural environment, having regard to the quality and volume of watercourses and any potential surface water impacts.
The natural environment should be maintained and where possible improved as part of any new development.
If greenfield sites come forward they should deliver betterment over existing greenfield runoff rates to reduce flood risk to existing properties.
I do appreciate the work the council is doing to make Southend a more pleasant place to live and work. The changes at the end of London Road in the town centre look extremely attractive and hopefully there will be more trees and shrubs in the area between the Odeon, Metrobank and WH Smith and in the rest of the High Street. The seafront is a nice place to be. The parks are enjoyable all year round. I think that, with its very limited resources, Southend is, on the whole, a nice place to be.

Green Space and the Coastline General Comments (2.6e)			
No. of responses	Support 1	Object 0	Comment 4
The proposals that the local plan will protect green space from development and will identify areas for new and improved green spaces are welcomed. As the plan recognises, green infrastructure provides various benefits, including to residents mental and physical health and wellbeing. Good quality accessible open space can encourage local food production, active travel and make places more attractive.			
The coastline and foreshore, as well as other smaller bodies of water in Southend, are valuable resources that complement the green spaces and offer particular opportunities such as the proposed coast path.			
Concern that Option B proposes the development of land currently designated as protected greenspace as this may only add to pressure on retained public open space which Natural England understands to be in deficit.			
New housing at this scale has the potential to cause adverse impacts upon protected sites and habitats through a range of sources (e.g. recreational pressure, air and water quality impacts, loss of best and most versatile agricultural land) and these will need to be assessed (in combination with other plans and projects) against the hierarchical approach of the Habitat Regulations Assessment.			
It would be useful for designated habitat sites to be specifically identified and mapped along with Local Wildlife Sites, National Nature Reserves, SSSIs in neighbouring Authorities (e.g. Great Woods & Dodds Grove SSSI and Garrolds Meadow SSSI) and areas of Ancient Woodland as part of the Authority's ecological network. This network could provide a basis for the development of a Nature Recovery Network (NRN) which could also incorporate new Suitable Alternative Natural Greenspace (SANGs) associated with new housing as well as offering an opportunity to deliver Biodiversity Net Gain.			
Use evidence sources such as the National Habitat Network and Essex Green Infrastructure Strategy 2020, and Analysis of Accessible Natural Greenspace Provision for			

Essex (2009) to inform the plan, which show Southend has a lack of access to natural green space. The aspiration for a Country Park to the north east of Southend is welcomed and supported.

It would be helpful if the emerging Local Plan were more explicit on the scale and nature of green infrastructure provision expected to be provided through the delivery of new neighbourhoods. Distinctions can be made between: the provision of green infrastructure required to meet existing deficiencies; provision for suitable alternative natural greenspace (SANGS); and provision (ideally to Natural England's Accessible Natural Greenspace Standard (ANGSt)) to meet the needs of the new neighbourhoods.

The Plan should firstly map and safeguard the wildlife-rich habitats and ecological networks, secondly promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species and thirdly identify and pursue opportunities for securing measurable net gains for biodiversity. The Authority's intentions will need to be spelt out in strategic policy for biodiversity and set a clear framework at this level for biodiversity net gain (BNG).

The Authority's intentions will need to be spelt out in strategic policy for biodiversity and set a clear framework at this level for biodiversity net gain (BNG). Natural England advocates the use of a standalone BNG policy, and the inclusion of specific BNG requirements within site allocations policies.

What we'll do

- Map the green and blue infrastructure assets (designated and non-designated) within the City
- Promote a multifunctional Green Infrastructure policy which recognises the co-benefits of green and blue infrastructure e.g. on the environment, health and wellbeing, flood risk management and regeneration and the visitor economy
- Manage green and blue infrastructure to adapt and mitigate climate change effects
- Identify deficiencies in different types of green space and target improvements where new development takes place in these locations
- Balance the need to release some green space sites for future development against the co-benefits these sites offer as green infrastructure and the deficiency of green space within the neighbourhood
- Seek to increase tree cover in neighbourhoods with the least tree coverage
- Assess the impact of increased visitor activity on internationally designated habitat sites and propose mitigation where appropriate (including direct impacts and effects in-combination with other plans and strategies)
- Identify the key current and future outdoor sports facility needs and new provision required to support any new neighbourhoods proposed in the plan
- Set out our policy for Biodiversity Net Gain (BNG) including bespoke targets for BNG on site allocations where appropriate.

Transport and Access

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What you said

- Broad support for focussing investment on sustainable modes of transport
- Integrated package of measures needed to promote modal shift
- Multi modal accessibility to key services should be promoted
- Need to embrace smart technology and electric vehicle infrastructure needs
- General support for a new link road which should be multi modal
- General support for a park and ride scheme subject to bus priority measures but some differences on location
- The health and wellbeing benefits of active travel need to be embraced
- The specific accessibility needs of the tourism industry, including parking, needs to be recognised

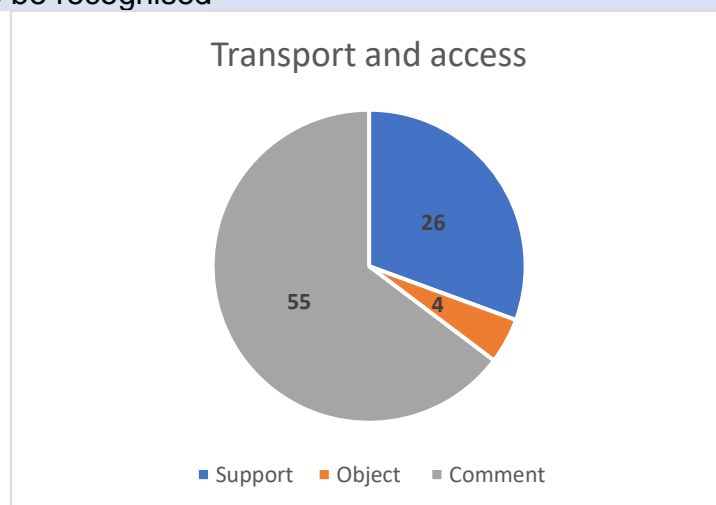


Figure 14: Representations on Transport and access

Where choices are needed, should investment be focussed on a particular mode of transport? Please rank the following modes of transport with 1 being your greatest priority for Southend, and explain your answers: walking, cycling, bus, train, etc (2.7a)			
No. of responses	Support 2	Object 0	Comment 10
Need to identify an appropriate bus network and the integration of transport facilities.			
More cycle lanes needed. Need cycle provision between Leigh and Chalkwell.			
As a densely populated area, cycling should be one of the modes of transport of choice yet the car dominates and dedicated cycle routes are very, very limited. Look to Cambridge or Holland, or even Chelmsford, which has a far better and more joined up network of off-road cycle paths.			
Bus – potentially has the greatest opportunity to change driving habits.			
Sustainable options			
Within new developments, the cycle infrastructure would be ranked higher than the bus. Walking would be the first priority.			
The preparation of an Infrastructure Delivery Plan is important, together with preparation of a Local Walking and Cycling Infrastructure Plan. A collaborative approach working with relevant partners is essential to deliver meaningful new transport options, such as rapid transit solutions and a long-term solution to the A127			
Integrated package of measures to promote modal shift and choice.			
Collaborative and joint working needed to ensure that future sustainable development and growth can be accommodated on neighbouring network and takes into account a range of issues including walkable schools, integrated transport solutions, cycle plans, bus services, delivery and funding mechanisms.			
ECC recommend consideration is given to the influence of the rail network in any future spatial strategy and supports river transport exploration.			
ECC will expect to see a full transport network assessment to identify transport mitigation measures for junctions impacted.			
ECC advise that any future growth at Southend Airport would need to address transport connectivity and enable airport to function as a multi modal interchange; and be supported by improvements to the strategic road network.			
Park and Ride has the ability to reduce traffic on the local network for the benefit of both existing and future residents. It would also help promote the growth of London Southend Airport and cater for the seasonal tourist trips which can gridlock the local area.			
Car - investment in smart technology like variable message signing could still assist with aiding movement by all modes. This could also include investment in electric charging.			
Park and Ride (but only if a suitable site and bus route can be found - not at the Civic Centre)			

Do you think we can improve take-up and use of low and zero carbon modes of transport in Southend? Please explain your answer (2.7b)			
No. of responses	Support 4	Object 0	Comment 12
Council could lead on use of low and zero carbon modes of transport – electric vehicles including buses could be used.			
Reducing the need to travel and encouraging active travel modes must be the first priority, then decarbonising public transport.			
Apart from trains, public transport poor. Need free electric buses.			
C2c and Greater Anglia flexi season tickets to support home working need to be discounted to same level as annual season tickets to discourage car use.			
Install more safe cycle lanes.			
Public bikes, like London and trams			
More walking to be promoted by providing attractive landscaped routes.			

We have reasonable transport facilities but we should aim for making them the best in the country. Need to improve appearance, advertising, cleanliness, customer service, and staff training.
Strategy has to be to reduce carbon emissions, halve in next decade. Buses and taxis to move to electric.
Solar power/hydrogen powered will significantly upgrade all transport options – what's the strategy for these power sources locally? By 2050, is there a possibility that a hydro barrier across parts of the Thames could be an option as a local power source?
Ultra low emission zone in the city, particularly near hospitals and schools.
ECC suggest consideration is given to a hierarchy of modes with active and sustainable transport promoted for local journeys, building up to bus, train and car share for longer journeys, single use car trips should be the exception, not the default position. Apply low and zero carbon modes of transport policies, as part of addressing climate change and adaptation. New developments should be required to include the provision of electric vehicle charging infrastructure for private vehicles.
SBC needs to ensure that a high-quality electric vehicle charging network is in place to accommodate a significant increase in electric vehicles. High-quality placemaking and design can also ensure that uptake of low and zero-carbon modes of transport increases within Southend. High-quality design and route making can also be applied to new public transport routes, where frequent and on-time rapid transport systems will encourage public transport use
Castle Point Borough Council believes that there are potential strategic cross-boundary issues to be addressed in partnership in relation to transport impacts on the strategic road network of new neighbourhoods; and the transport impacts and sustainable travel on the A13.
Convert seafront to electrified tram line.
Need for vehicle recharging facilities.

Do you think the New Local Plan could support accessibility to town and neighbourhood centres and tourism attractions? Please explain your answer. (2.7c)			
No. of responses	Support 3	Object 0	Comment 5
Sports facilities at Garons should have been retained in town centre with better transport links. There is no clear plan to promote this type of development.			
Local centres need to deliver full retail option to encourage people to stay local and walk or cycle.			
Yes, as long as bus services are improved including flexible ticketing and bus priority.			
Yes by bike lanes, buses etc.			
Yes, improved walking, cycling and public transport access to town and neighbourhood centres.			
Yes, the key will be to ensure a safe and pleasant environment that encourages residents to use modes other than the car.			
ECC would anticipate the SBC promoting multi modal accessibility to key attractor destinations.			

Do you agree with the principle of creating a new link road from the A127 to Shoeburyness to facilitate the development of a new neighbourhood/s to the north of Southend? Please note that provision of this is only likely to be viable in combination (2.5.4.a)

No. of responses	Support 3	Object 2	Comment 4
Better road access to east of town needed but needs to go further north.			
No, destroy green belt and encourage car use.			
A new route will only be viable if provided alongside the delivery of new neighbourhoods. It is critical to consider how this link is provided as it should not become a barrier to movement. Two or three strategic link roads incorporated into the fabric of the new developments could be considered as multi-modal, sustainable corridors and should not be focused around the car, but also the movement of the high-quality strategic bus and cycle links together with more localised pedestrian connections.			
Yes. Viability dependent on development of new neighbourhoods.			
ECC welcomes opportunity to work in partnership to explore new link road but the wider effect of any such new infrastructure will need to be fully assessed. The provision of dedicated links and priority measures for walking, cycling and passenger transport, should make sustainable modes favourable in comparison to the private car, to promote modal shift.			
Rochford Council strongly supports further and ongoing collaboration with Southend Borough Council and Essex County Council to consider how a sustainable long-term solution for connectivity can be secured. The Council considers that the long-term solution should be multi-modal and provide better connectivity by both road and sustainable transport. The Council would not, however, support a link road that caused significant environmental or amenity issues to its communities, particularly where it was only required to serve communities living at the end of its route. Further evidence required to establish the soundness of SBC's position that Options C and D are undeliverable without a new link road.			

Should the link road be integrated into the existing network at points A, B, and C or can you suggest another route? (2.7d(i))

No. of responses	Support 1	Object 0	Comment 3
Yes as long as it is an integrated multimodal corridor that encourages and facilitates walking and cycling and support public transport. An alignment between B and C can integrate into a series of neighbourhoods in a balanced way.			
Needs to go further north.			
High level bridges rather than roadways.			
A route between B and C. Whilst a route north would be desirable likely to be cost prohibitive.			

How can the link road best cater for all modes of transport (bus, car, cycle, walking)? (2.7.d(ii))

No. of responses	Support 0	Object 0	Comment 2
Good design.			
Must incorporate short, medium and long term solutions including smart road technology and autonomous vehicles. Whatever the solutions, the links must be delivered as multi-modal corridors and not present a barrier to movement across them.			

Do you think there is a need for a 'Park and Ride' facility to serve key visitor destinations such as the airport, town centre and central seafront, if so where should this be located? (2.7.e)			
No. of responses	Support 6	Object 1	Comment 4
Yes, near Tesco's Nestuda Way.			
Yes, Nestuda Way or further out.			
A potential location for this would be the land west of Nestuda Way, which would give easy access to both the airport and Southend town centre and could provide a multi-modal transport hub.			
Yes, Nestuda Way may work but in reality need to avoid the A127. Needs to be somewhere near the Fairglen interchange with bus priority lane from there but probably not feasible.			
Outside Borough boundary around A1245/A130/A127 interchange with supporting infrastructure to and from the site for buses and quality facilities at the park and ride site.			
Yes with priority bus routes.			
ECC welcome partnership working to investigate potential site. For a service to be successful bus priority will be necessary to make journey times favourable, and the P&R charge will need to be cheaper than parking at key destinations.			
No land capacity for dedicated cycle lanes and park and ride facility.			
No park and ride. Efficient bus service and increased car parking charges needed to deter car use.			

Would you support bus priority measures, including dedicated bus lanes, and higher parking charges at key visitor destinations to make "Park and Ride" attractive and competitive in respect to both speed and price? (2.7.e(i))			
No. of responses	Support 2	Object 0	Comment 2
Park and Ride is needed – getting millions of visitors to park on the outer fringes of the town and get travel all around the town included – helping to eliminate congestion and pollution, seeing more spend in the town centre and other local centres. Requires good infrastructure: more buses and frequent services including into the evening past 7pm, toilet facilities, waste bins, seating, kiosks, wardens, dedicated bus lane, fines if not abided by.			
More bus lanes and priority traffic light timings. If necessary higher car parking charges at key destinations.			
Yes			
Consider it would be appropriate for a policy to be included in the Plan that airport related parking should only be permitted within or immediately adjacent to the airport boundary or at a designated strategically located park and ride site. A strategically located park and ride site serving airport passengers on the main access corridor into Southend could present an opportunity to reduce airport related traffic on parts of the road network and provide a multi-modal transport hub serving other destinations.			

Should we allow residential development schemes to come forward with lower levels of off-street parking in specific areas, such as the town centre, near train stations, along frequent bus routes or where there is access to overnight public parking? (2.7f.)			
No. of responses	Support 3	Object 0	Comment 4
In the town centre you will have no option. Development should take place with no parking where appropriate			
Residential development should include off-street parking facilities in line with the law.			
Need to base any decision on evidence.			
Yes, the emphasis should be on more walking and cycling and better designs. Gardens rather than too many parking spaces.			

Transport and Access – General Comments (2.7)			
No. of responses	Support 2	Object 1	Comment 9
Serious traffic congestion and limited opportunity to improve roads and transport connections because of existing density of development. Should be no further housing. Should be directed nearer major transport links such as M25.			
Transport facilities already crowded more housing will exacerbate problem. Not convinced other local Council will commit to new roads.			
Public transport links high priority between west and north of town.			
Need for sustainable travel plan.			
Need enhanced cycling routes along the seafront and through the town and its suburbs.			
Stockvale - Incorrect to state that parking and congestion issues only exist on a 'few key days'. This issue happens on a large number of weekends, and during all school holidays and Bank Holidays. Additional car parking for the Central Seafront area needs to be secured through the Local Plan.			
Stockvale - The suggestion at Question 2.7e that a park& ride facility might be needed to serve key visitor destinations, such as the central seafront, fails to recognise that visitors are most likely to park nearest to their destination. We know that convenience of car parking spaces is a major factor in the attractiveness of Southend as a tourist destination. If visitors cannot get access to convenient car parks they may choose not to return to Southend.			
The role the river could play in terms of transport and access, both for passengers and freight, must be fully considered and promoted in the plan.			
Active travel and public transport should be given priority and their contribution to health and wellbeing fully recognised in the local plan.			
Road infrastructure needs to be in place first before any new housing.			
Need more and better bus services and a tram service connecting whole of Southend would cut pollution and reduce congestion.			

What we'll do

- Undertake a comprehensive Local Plan Transport Study
- Work closely with consultants producing Local Transport Plan 4
- Participate in a Study on a potential multi-modal Link Road
- Engage with neighbouring authorities
- Engage with transport providers as appropriate
- Look at working with other agencies interested in transport, such as the Health authorities

London Southend Airport

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The full responses made to the consultation document can be found in Appendix D.

What you said

- Mixed views on the planning process to be followed in reviewing and preparing new planning policies for the Airport
- General recognition that airport is a valuable economic asset
- Environmental reservations about expanding the airport (beyond 53,300 ATMS) and impact of night flights
- Agreement that the number of passengers travelling to/from the Airport by non-car modes should be increased

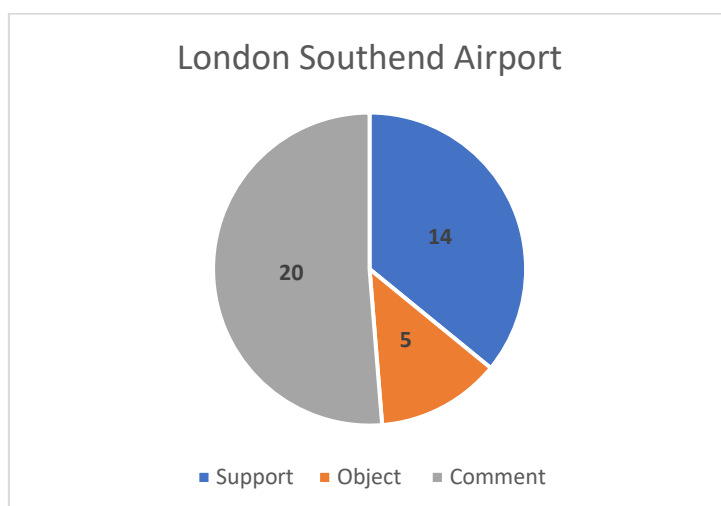


Figure 15: Number of respondents on London Southend Airport

Should the New Local Plan include high level policies, developed through co-operation with Rochford District Council, to guide future development at the airport or should new policies be developed at a later date, as part of a review of the Joint Area Action Plan (JAAP)? (2.8.a)			
No. of responses	Support 2	Object 0	Comment 6
London Southend Airport do not consider there is now a need for an updated formal statutory Joint Area Action Plan to guide the future planning of the airport and its surroundings. Instead, consider that the Local Plan should rather contain a section and policy or policies for the development and growth of LSA.			
Rochford Council would support ongoing and effective collaboration with SBC so that a new, coordinated planning framework can be developed. Rochford Council has no adopted position on the form of this review and recognises that it could be satisfactorily achieved either through a new joint development plan document or through effective co-ordination of both authority's local plans. The Council would suggest that the exact form of any collaboration should be agreed over time as an output from ongoing collaboration with stakeholders including the Airport itself.			
ECC would anticipate any review of the "London Southend Airport and Environs Joint Area Action Plan" (JAAP) to be within the framework of the emerging new Local Plans.			
Do not know. As long as we manage the airport effectively and get necessary controls in place when required.			
Should be developed and agreed as part of the local plan.			

Do you consider the Airport to be valuable as an economic and tourist asset to Southend providing local jobs and global connections? Please explain your answer. (2.8b)			
No. of responses	Support 5	Object 1	Comment 4
Residents are not given any metrics to show how important Southend Airport is to the borough.			
Airport very important to the economy for Southend, supplying good quality local jobs.			
Yes. I love being able to fly locally and it must have been providing a lot of jobs locally also.			
Always opposed further airport expansion in the southeast of England. Think that the plan is completely wrong to assume that the airport will succeed in growing year on year. Some of the site could be used for housing within the town.			
What will the need be for Southend Airport in 30 years' time? Now has few flights.			
Basildon Borough Council welcomes the proposals for economic recovery and employment growth within Southend Borough, including the role of the London Southend Airport in facilitating future economic growth. The ambition to meet employment needs and support economic growth is shared across South Essex and will enable the delivery of ASELA's ambitious plan to create greater prosperity and quality of life for all its residents, and across the UK			
London Southend Airport state it is unarguable that LSA is a valuable economic and tourist asset. The estimated direct jobs that could be supported by the airport in the medium and long term (4,400 and 6,600 respectively) reflect the economic assessment carried out by PA Consulting on behalf of LSACL. But it is also the case that the airport will support wider economic growth, including through supply chain and as an attractor of inward investment. The PA consulting study forecasts that a further 3,300 indirect and induced Full Time Equivalent jobs would be created, with total job benefits valued annually at over £0.5bn in South Essex economy.			

If the airport is to grow beyond its current planning permission (53,000 ATMS) what policies should we include to positively manage economic growth and environmental impacts such as noise, air quality and the need for carbon reduction? (2.8c)

No. of responses	Support 1	Object 4	Comment 5
No increase beyond 53300 ATM's. No one comes to Southend Airport to go on holiday to Southend. Local Plan needs to start thinking of something that benefits all of the area not just the selective few.			
No increase beyond 53300 ATM's. ATM's should be reduced to give 2 million passengers as first estimated. Cargo ATM's should be limited to 10% during the day and banned at night.			
No night time flights.			
Need quiet planes at night.			
Plan should scale back flights from Southend.....			
The council needs to start taking its net zero commitment seriously. Nothing of substance is being done and all hopes of economic growth are pinned on a polluting airport, making a mockery of the commitment. There is a lack of vision.			
Totally against the expansion of the airport. Local residents are already suffering from extreme noise pollution during the night and the kerosene used particles must be affecting their health.			
London Southend Airport agrees that issues such as noise, parking, air quality, surface access and carbon are all important considerations. Keen to engage with both Southend and Rochford Councils on the drafting of this policy and supporting text. The policy would refer to the updated masterplan being prepared by LSACL which would be used to guide development of the airport.			

Do you agree that we should be planning to prioritise transport improvements to increase the amount of passengers travelling by non-car modes? Please explain your answer. (2.8d)

No. of responses	Support 5	Object 0	Comment 3
Bus, bring back trams , new road obviously if airport/ housing development. Park and ride is an option maybe located at the airport.			
Yes. Shuttle buses are good idea so is making better use of the railway.			
Yes. Need better connections from c2c railway and more direct and regular buses.			
Yes. The roads just cannot be expanded to take any more traffic and the present pollution is a major health hazard.			
Recommend sustainable transport improvements are prioritised in the wider locale and passenger transport improvements for example the provision of a multi modal interchange on land east of Southend Airport rail station.			
London Southend Airport state their masterplan studies are considering the surface access effects of development of the airport, including on the performance of the road network. LSACL is committed to increasing public transport mode share of passengers and staff. In 2020 the updated Airport Surface Access Strategy was agreed, containing a range of new targets, commitments and actions.			

London Southend Airport – General Comments (2.8)			
No. of responses	Support 1	Object 0	Comment 2
<p>London Southend Airport expect traffic levels will start to recover as Government restrictions ease and that material recovery from the pandemic is anticipated by 2023-4. By 2026, we expect LSA's passenger throughput to have surpassed pre-COVID levels and that the airport will be welcoming some 3 to 3.5 million passengers per year through the existing infrastructure.</p> <p>In the medium-term investment to construct the developments permitted by existing planning consents and operating within the existing Section 106 movement cap of 53,300 movements, we consider that the airport could serve some 7 to 8m passengers by the end of the 2020s. In the longer term, but still within the plan period, and with further investment in new facilities it is possible that passenger traffic could grow beyond 7-8m passengers and serve up to 12mppa. Growth to this level will require new planning consents, including a relaxation of the current movement cap on the number of aircraft operations.</p> <p>If development at London Southend Airport is pursued as an option...health and the emergency services would ask to be engaged with master-planning for developments, collaboratively working with the relevant authorities to ensure that new developments are planned and designed to improve safety on the various road networks.</p>			

What we'll do

- Continue collaboration with Rochford District Council in determining the most appropriate planning policies to guide the future development and operation of London Southend Airport
- Take into account proposed changes to the strategic transport network in conjunction with Essex County Council and with reference to the Airport surface access strategy (2020)
- Engage with key stakeholders including local residents, businesses and health and emergency services

Sustainability Appraisal

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate lines of the table for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case. The table of consultation responses can be found at Appendix D.

What you said

- Recognise the analysis is broad brush at this stage and will be refined as the plan progresses
- Plan should ensure the spatial strategy is assessed against 'reasonable alternatives' to comply with national planning policy
- All new housing should include high environmental standards
- Heritage Impact Assessments should be undertaken for sites considered to be contenders for allocation – assessments should be proportionate to the scale of the site and assets affected
- Environment Agency flood risk assessment climate change allowances should be taken into account in determining site allocations
- Water quality and wastewater treatment should be addressed
- Plan should address how the Council is meeting its' minerals planning responsibilities
- As spatial options are explored and policies developed, every opportunity should be taken to minimise negative impacts on health and wellbeing and maximise opportunities for improved health and wellbeing outcomes

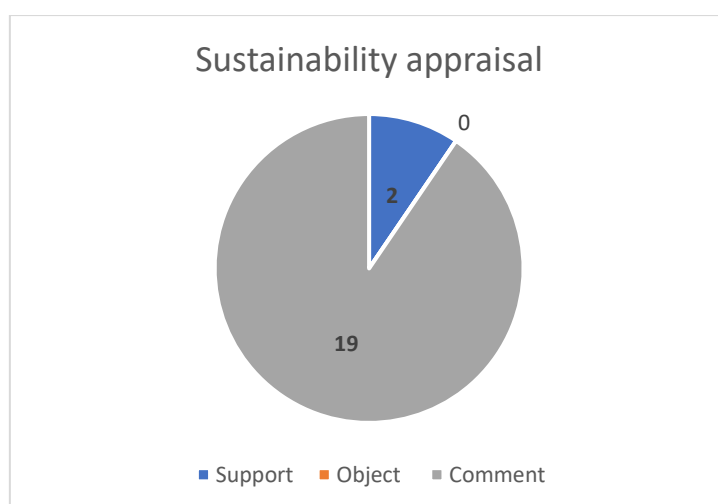


Figure 16: Number of respondents on Sustainability Appraisal

Do you have any comments on the accompanying Sustainability Appraisal? (2.9.a)			
No. of responses	Support 2	Object 0	Comment 18
No. I trust the Council on these issues.			
I'd like the area to be known for its biodiversity and sustainability.			
While a useful starting point, Historic England recommends the appraisal approach should avoid limiting assessment of impact on a heritage asset to its distance from, or inter-visibility with, a potential site. Understanding the significance of a heritage asset and its setting involves more than identifying assets within a given distance and requires a holistic view seeking to understand their significance and value. Site specific policies should provide a clear indication of how a decision maker should react to a development proposal. The findings of the Heritage Impact Assessment should inform the site-specific policy including any specific development criteria required.			
Environment Agency advice guidance 'Flood risk assessments: climate change allowances' should be taken into account in preparing the Local Plan. All the options and all new development must give consideration to flood risk and should be safe from all types of flooding...All policies should be in line with Level 2 SFRA advice and a sequential approach taken to site selection to direct development to the areas of lowest flood risk. Appropriate mitigation measures should be identified, secured and implemented. New development should not worsen flood risk elsewhere.			
ECC welcome the IIA but seek appropriate reference to Essex and Southend Waste Local Plan policy framework in relation to minerals consultation and safeguarding. Consideration should be given to how the SA factors would align to the neighbouring areas Local Plans and emerging South Essex Framework, and to consider any cross-body matters (including trans-boundary/cumulative effects) if any new developments on or near the Southend Borough boundary are progressed.			
Long term safety must be taken into consideration in assessing flood risk and site for development. If you absolutely have to make a development within an area subjected to potential flooding, you state that you will ensure this will be safe and will not increase the risk of flooding elsewhere and that you will manage the water runoffs.			
Wherever possible new housing should be built on brownfield sites and definitely not on flood plains.			
Thorpe Estates generally agree with conclusions of SA which show Option C and D perform better in terms of the 10 categories than Options A and B. However, we consider that Transport and Movement in respect of Options C and D should be scored as 'Positive' by ensuring new development incorporates sustainable travel choices from the outset but also providing new strategic infrastructure. We would also suggest that the 'Uncertain' verdict given to Population and Communities and Equality, Diversity and Inclusion for Options A and B should be downgraded to an unequivocal negative, given the findings of the enclosed Housing Need Evidence and the impact of not providing the right amount and right type of housing would have on Southend.			
Southend Clinical Commissioning Network (HCP) note assessment of the spatial options has concluded that it is uncertain whether they will have a significant impact on health and wellbeing. There are elements of the options that may have negative impacts as well as opportunities for positive impacts. The HCP asks that, as options are explored further and policies developed, every opportunity is taken to embed safeguards to minimise any negative impacts on health and wellbeing and to maximise the opportunities to improve health and wellbeing outcomes. This will be important at the strategic policy option stage, but also as detailed site development proposals are developed and delivered.			
Natural England note the Integrated Impact Assessment analysis is inevitably broad brush and it may only be possible for Natural England to provide definitive advice on the spatial strategy when the Habitats Regulations Assessment (HRA) has been undertaken. Moreover, with a hybrid approach (rather than mutually exclusive options) there may be			

some doubt as to whether the SA will meet the expectation set out in the National Planning Practice Guidance that it will be “assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.”

There may be a Local Authority Water Cycle Study (WCS), and if this is available it should be referenced from the Plan, and findings and recommendations of the WCS can be incorporated.

Proposed early discussions with Anglian Water on the capacity of waste water treatment works and the potential need for infrastructure improvements and phasing of development to avoid impacts on water quality is welcomed.

All new housing developments should be eco deliverable, mandatory use of renewable energy, electric charging, no new fossil fuel boilers should be installed, mandatory heat pumps or market leading equivalent.

What we'll do

- Continue to refine the analysis of spatial options as the plan progresses
- Ensure the spatial strategy is assessed against 'reasonable alternatives'
- Follow the advice of national bodies in regard to relevant assessments e.g., Flood Risk, Heritage, Water and Health impact assessments and integrate the findings of these into the overall Integrated Impact Assessment
- Seek to include the highest environmental standards for new development, subject to viability assessment of the plan as a whole
- Address how the Council is meeting its' minerals planning responsibilities

Summary of Representations Received – Part 3 Neighbourhoods

Please note this is a summary document and where comments are very similar these have not been repeated. Where comments make more than one point these have been split into separate lines of the table for clarity. As such the number of comments made in response to each question does not tally with the number in the box in every case.

The full responses made to the consultation document can be found at Appendix E.

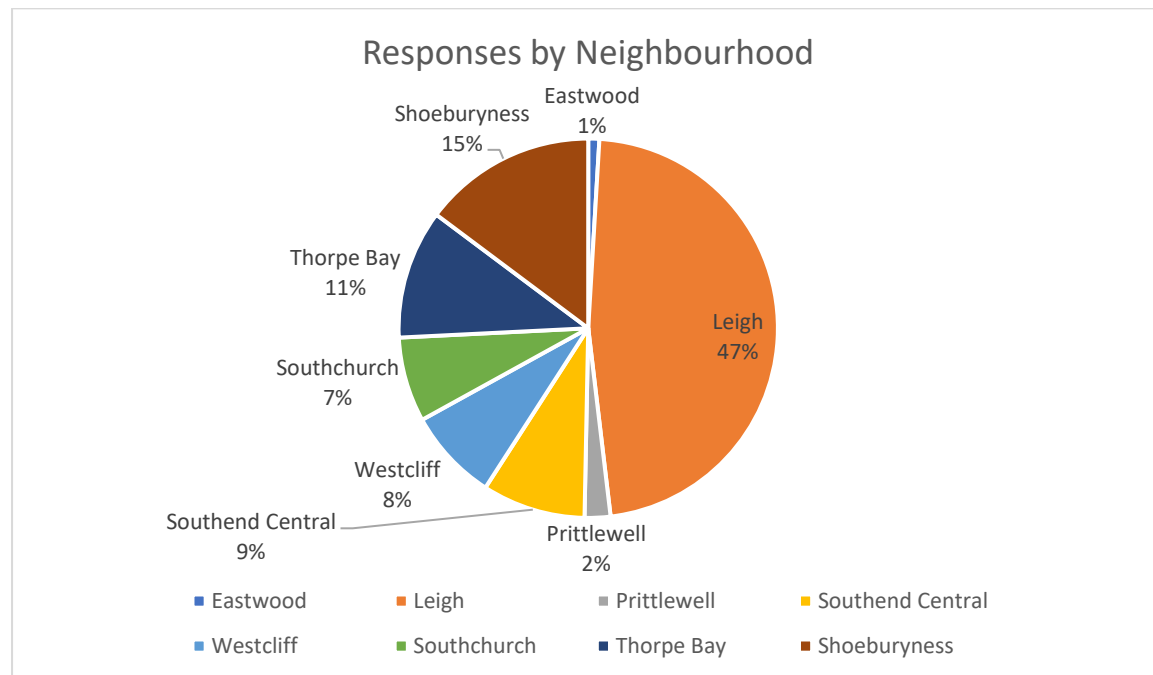


Figure 17: Responses by Neighbourhood

Eastwood

What you said

- Identify current and future outdoor sports facility needs and develop appropriate responses to this in terms of policies and site allocations.
- Multi-functional, accessible green infrastructure should be delivered on all major development sites and areas of open space deficiency targeted for improvements



Leigh

What you said

- North-south public transport links are vital, particularly for residents in Leigh north, to reduce reliance on car and improve accessibility.
- More cycle lanes, including widening of the Cinder Path for dual pedestrian/cyclist use
- Leigh is over developed.
- Residents in Leigh (north) have to rely on vehicles to access even basic services due to a lack of safe cycleways and public transport.
- Maintain and improve historic areas of Old Leigh, including its function as a working port and leisure destination, and protection of the estuary environment.
- Clarify the purpose and aims of the Leigh Port plan.
- Multi-functional, well maintained open spaces are needed along with increased tree coverage in some areas
- Improve the public realm, including secure litter bins, improvements to pavements, roads, road markings and pedestrian crossings.
- Needs more infrastructure – healthcare and a new primary school. The Highlands area has less infrastructure.
- Stop bungalows being redeveloped for houses. Limited opportunities for downsizing.
- Leigh lends itself to development typologies H2, H3 and F2 but single storey dwellings are also important.
- Park and Ride Facility needed from both rail stations.
- Support designation of commercial areas, potential to extend the district centre to include Leigh Road and Leigh Broadway. Other areas of London Road could also be designated e.g. Lord Roberts Avenue to the Elms
- Leigh Broadway has good shops, but traffic dominates.
- Belfairs correct name is Belfairs Park and Woods.

- Protect Green Spaces including Belfairs Park and Woods. Prittle Brook should be extended across Belfairs.
- Maintain the Conservation Areas.
- Support the delivery of new green space designations, but not at the expense of green infrastructure delivery and biodiversity net gain.
- Identify key current and future outdoor sports facility needs and develop appropriate responses to these needs in terms of policies and site allocations.
- Land at Mendip Crescent should be preserved as a green space.



Summary of responses to potential site allocations for housing in Leigh

HEA067 Former Old Vienna – brownfield site, should be redeveloped in keeping with surrounding area

HEA110 Vacant land to rear 11-13 Juniper Road – seems an ideal site for redevelopment, also has potential to create a rainwater catchment/drainage site for surrounding houses

HEA129 Offices and car park, 2 Mendip Road – Support redevelopment of brownfield site

HEA228 Furzefield, 20 Priorywood Drive – in time will benefit from renewal or expansion; consider sheltered housing provision should be retained

HEA240 18-72 Randolph Close – Probably acceptable, but sheltered housing will still be needed

HEA250 Westwood, 137 Eastwood Old Road - some renewal in time will be of benefit but any expansion should be limited. The green space in this area is vital for this particular community and is a barrier against pollution from A127.

HEA138 Land at Mendip Crescent - should remain as open space, better suited than the Millennium Park which is adjacent to a heavily polluted road and not safely accessible.
HEA018 658 London Road – Support; an appropriate site to develop.
HEA220 Adams Elm House 1271 London Road - This site would benefit from renewal or expansion/if no net gain why bother/needed improving years ago/sheltered housing should be provided to those who need it.
HEA235 Mussett House, 49 Bailey Road - offers the potential to increase the facility of sheltered housing.
HEA244 Senier House, 39 Salisbury Road – would benefit from renewal and redevelopment to offer additional accommodation.
HEA248 Trafford House, 117 Manchester House - the site would benefit from renewal and expansion to provide additional accommodation.
HEA251 Yantlet, 1193-1215 London Road - any development should be mindful of the community green space developed within the complex – vital to wellbeing of residents

Prittlewell

What you said

- Broad support for neighbourhood vision and priorities
- Concern with development of sites close to the airport for housing due to noise concerns
- Concern with potential relocation of St Lawrence Park and impact on ancient orchard and wildlife
- Identify key current and future outdoor sports facility needs and develop appropriate responses to these needs in terms of policies and site allocations.
- Green Infrastructure and biodiversity should be delivered on site where possible on all major developments and should be multi-functional and accessible and areas of open space deficiency targeted for improvements



Summary of responses to potential site allocations for housing in Prittlewell

HEA112 Avro Centre, Avro Road - Disagree with use for housing due to proximity to airport and noise impacts

HEA259 Roots Hall Stadium - Build on the pitch now, as it won't affect the club!

HEA141 Land to south of Eastwoodbury Lane - Disagree with use for housing due to proximity to airport and noise impacts; Concerned about relocation of St Lawrence Park as the orchard is ancient and contains wildlife. Wildlife access will be restricted – will there be small road tunnels for them?

EA006 Prince Close - Disagree with use for housing due to proximity to airport and noise impacts.

Southend Central

What you said

- Infrastructure renewal is needed.
- Greater coordination is needed between key locations (Victoria Circus, High Street, Forum, Pier Hill, The Pier, Golden Mile and Kursaal) to promote a real identity and attraction for Southend.
- Protect the Pier, infrastructure works, keep it open.
- Set out a strategy for growing [increasing] car parking spaces, addressing existing shortages and accommodating additional growth.
- Remodel Southend Town Centre, introduce more housing, utilise empty spaces above shops, create an indoor market.
- Need city-class facilities including well-managed public toilets for visitors, more trees, quality streetscape and urban greening

- Recognise the important role of day trippers and repeat visitors for the leisure and tourism industry
- Green Infrastructure and biodiversity should be delivered on site where possible on all major developments and should be multi-functional and accessible and areas of open space deficiency targeted for improvements
- Potential for green space next to Southend Central station
- Support the delivery of new green space designations but this should not be at the expense of green infrastructure delivery and biodiversity net gain
- Identify key current and future outdoor sports facility needs and develop appropriate responses to these needs in terms of policies and site allocations.
- Kilworth Estate should be included on maps

Summary of responses to potential site allocations for housing in Southend Central

HEA048 215-215a North Road - parking stress in this area would be exacerbated by 9 additional homes, need more green space/trees.

HEA006 Central House, Clifftown Road - Knock the building down rather than convert and create a green space right on the high street.



What you said

- Support for approach to housing but restrict further conversions of dwellings to flats, especially in streets with a large proportion of existing conversions
- Broad support for proposed retail hierarchy
- Hamlet Court Road needs a wider range of shops
- Keep character of Hamlet Court Road and improve the public realm in this location especially around the top of Hamlet Court Road/London Road junction
- Use of Article 4 directions by the local planning authority to protect ground floor commercial frontages from conversion to residential use supported but these should be flexible
- Protect any green space in Westcliff, provide seating and play space for social interaction and increase biodiversity
- Green Infrastructure and biodiversity should be delivered on site where possible on all major developments and should be multi-functional and accessible and areas of open space deficiency targeted for improvements
- Identify key current and future outdoor sports facility needs and develop appropriate responses to these needs in terms of policies and site allocations.
- Carefully manage environmental assets and manage flood risk
- Strengthen walking and cycling networks including the seafront
- Improve public transport to key destinations such as Westcliff railway station and Cliffs Pavilion, including evening services



Summary of responses to potential site allocations for housing in Southend Central

HEA115 Part of Hamlet Court Road Car Park – It should be left for car-parking unless planning permission has been granted. If HCR is to be developed as a hub for retail, hospitality, and leisure, the parking here will be essential.

What you said

- Transport links poor - need improved integrated sustainable transport with improved bus services
- Need improved cycle links
- Poor quality residential conversions in area
- Support for proposed shopping and green space designations
- Identify key current and future outdoor sports facility needs and develop appropriate responses to these needs in terms of policies and site allocations.
- Multi-functional, accessible green infrastructure should be delivered on all major development sites and areas of open space deficiency targeted for improvements
- Carefully manage environmental assets and manage flood risk.



Summary of responses to potential site allocations for housing in Southend Central

HEA237 Nicholson House & the Barringtons, 299 Southchurch Road - Please make any new development retain the name Barrington in memory of Barrington Oadham Purvis.

HEA230 Keats House, Shelley Square - If Keats house is to be developed then F1 or F2 type buildings would be acceptable as long as the surrounding green is retained.

Thorpe Bay

What you said

- No development on Green Belt north of Thorpe Bay
- Support for proposed shopping and green space designations
- Need to protect Edwardian character of area
- Commercial facilities in Thorpe Bay Broadway should not be converted to residential
- Land at rear of Camelia Hotel should be retained as car park serving seafront businesses
- Green spaces should be protected as a part of the character of the area and to prevent over development
- Identify key current and future outdoor sports facility needs and develop appropriate responses to these needs in terms of policies and site allocations.
- Multi-functional, accessible green infrastructure should be delivered on all major development sites and areas of open space deficiency targeted for improvements.
- Carefully manage environmental assets and manage flood risk

Summary of responses to potential site allocations for housing in Thorpe Bay
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HEA113 Land rear of Camelia Hotel - Should be retained as car park serving seafront businesses. If developed, design needs to reflect character of area. Need to protect 1920's Edwardian houses in Thorpe Bay that give it its character.
--

What you said

- Infrastructure insufficient for current needs
- Roads already congested
- Support for proposed shopping and green space designations
- Concerns about redevelopment of care home facilities
- Opposition to loss of open space land at Elm Road, Shoeburyness
- MOD site should be recognised in plan with appropriate planning policies
- Identify key current and future outdoor sports facility needs and develop appropriate responses to these needs in terms of policies and site allocations.
- Multi-functional, accessible green infrastructure should be delivered on all major development sites and areas of open space deficiency targeted for improvements.
- Carefully manage environmental assets and manage flood risk taking into account all sources of flooding



Summary of responses to potential site allocations for housing in Shoeburyness

HEA118 – Thorpedene Campus - Likes the idea of adaptable homes. Note area has difficult access where there have been accidents.

HEA221 Avon Way/West Road, Avon Way – concerned with lack of infrastructure – doctors' surgeries, road access and impact on drainage system.

HEA229 Great Mead, 200 Frobisher Way - I cannot reasonably imagine where these homes would be built. Great mead is already its own residential complex.
HEA232 57-103 Kingfisher Close and 58-120 Sandpiper Close - No reasonable justification to earmark this area for redevelopment other than squeezing more people into the same space.
HEA137 Land at Elm Road - Contrary to NPPF, Sport England's Playing Fields Policy and the Council's Playing Pitch Strategy. The scheme should only be pursued if the playing fields were acceptably replaced as a requirement of the site allocation. Lack of infrastructure – doctors' surgeries, road access and impact on drainage system.
EA036 Terminal Close Employment Area - Consultation with industrial occupiers first and local residents. Local amenities such as health centres and impact of traffic from any proposed development needs to be considered. 149 homes over development. H2 and H3 housing preferred (development typologies).

Big Debate on the Local Plan

In parallel to the Local Plan consultation, we canvassed views using a Big Debate format with four surveys asking what action the Council should be taking within the Local Plan across four key policy areas:

- Climate Change and the Environment
- Economic Growth
- Homes
- Transport and Infrastructure

The survey was open on Your Say Southend between 7 September and 26th October 2021

[Southend Local Plan Conversation 2021 | Your say Southend](#)

Summary of responses received – Climate Change and Environment

- Affordable housing, increasing biodiversity and contributions for access and transport were the top 3 priorities from new development
- Decentralised energy and use, flood risk management and electric vehicle charging infrastructure were the top 3 priorities to tackle climate change
- Strong support for increasing biodiversity through new developments Including rewilding where this does not impact on space for recreation, planting fruit trees and shrubs, encouraging pollinators and creating more green corridors to link green space more effectively
- Strong support for continued protection of existing green spaces and the creation of a new country park in the north of the Borough
- There were mixed views on a new neighbourhood but if one were to come forward it should have sufficient infrastructure, including green space incorporating sustainable drainage, with future proofed homes, and a comprehensive transport network offering sustainable travel options
- Strong support for protection of designated coastal habitats and flood risk management, and public access to the coast for physical and mental wellbeing
- Southend has great potential for walking and cycling due to its topography and climate but not everyone is able to – need to take account of transport needs of disabled and elderly people and those with young families
- Footways and cycle paths need investment to improve quality and safety
- Respondents strongly disagreed with the loss of green spaces to development
- Responses inconclusive on issue of reduced parking requirement for homes within certain locations e.g. town centre
- Respondents strongly agreed London Southend Airport was important as an economic and tourist asset

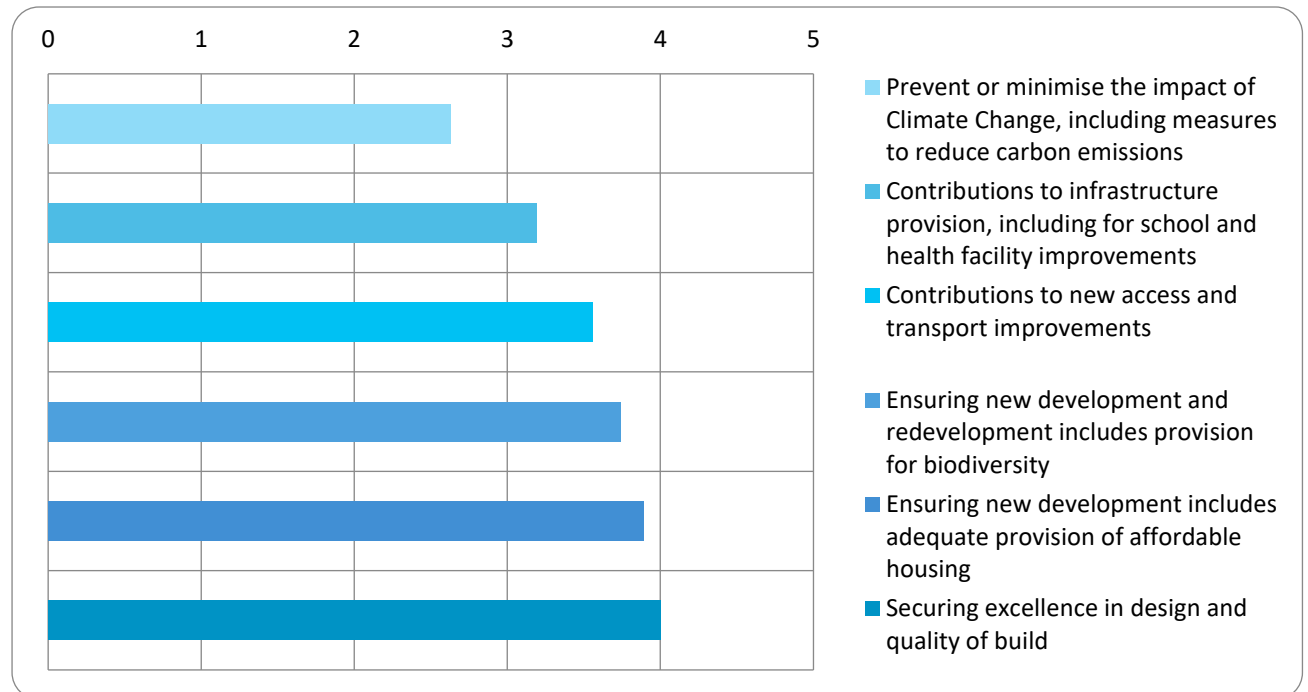
- Respondents were unconvinced about the need to grow the airport above pre-covid levels, and stated that more environmentally friendly planes and use of biofuel should be considered, along with reducing trips by private car by providing better public transport access
- Strong support for higher environmental standards in new buildings including zero carbon emissions and renewable energy generation and use in residential and commercial buildings, and provision for recycling
- Most respondents supported the concept of 'walkable neighbourhoods' where people can access most day-to-day facilities within a 10-minute walk, and considered their own neighbourhoods to be walkable

Youth Council session on The Big Debate

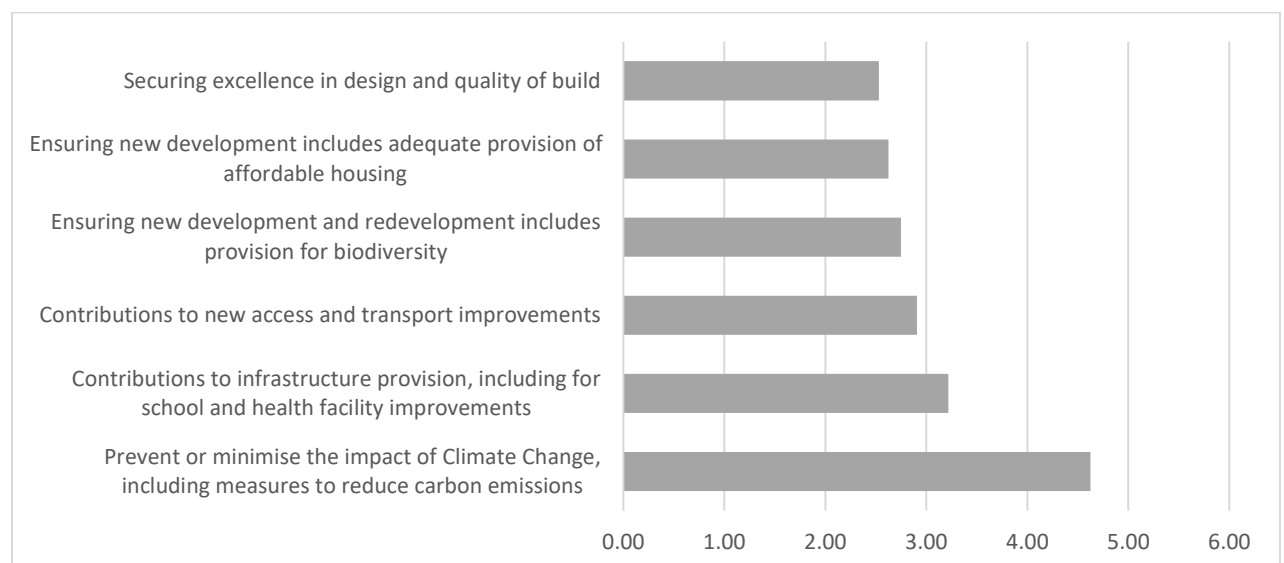
The Youth Council were also asked to contribute to the Big Debate, with many choosing to respond to the Climate Change and Environment Survey (as a paper form).

As a consequence, the Big Debate findings with the Youth Council responses added are quite different, with climate change mitigation coming out as the top priority, rather than the least (as shown in the online only responses).

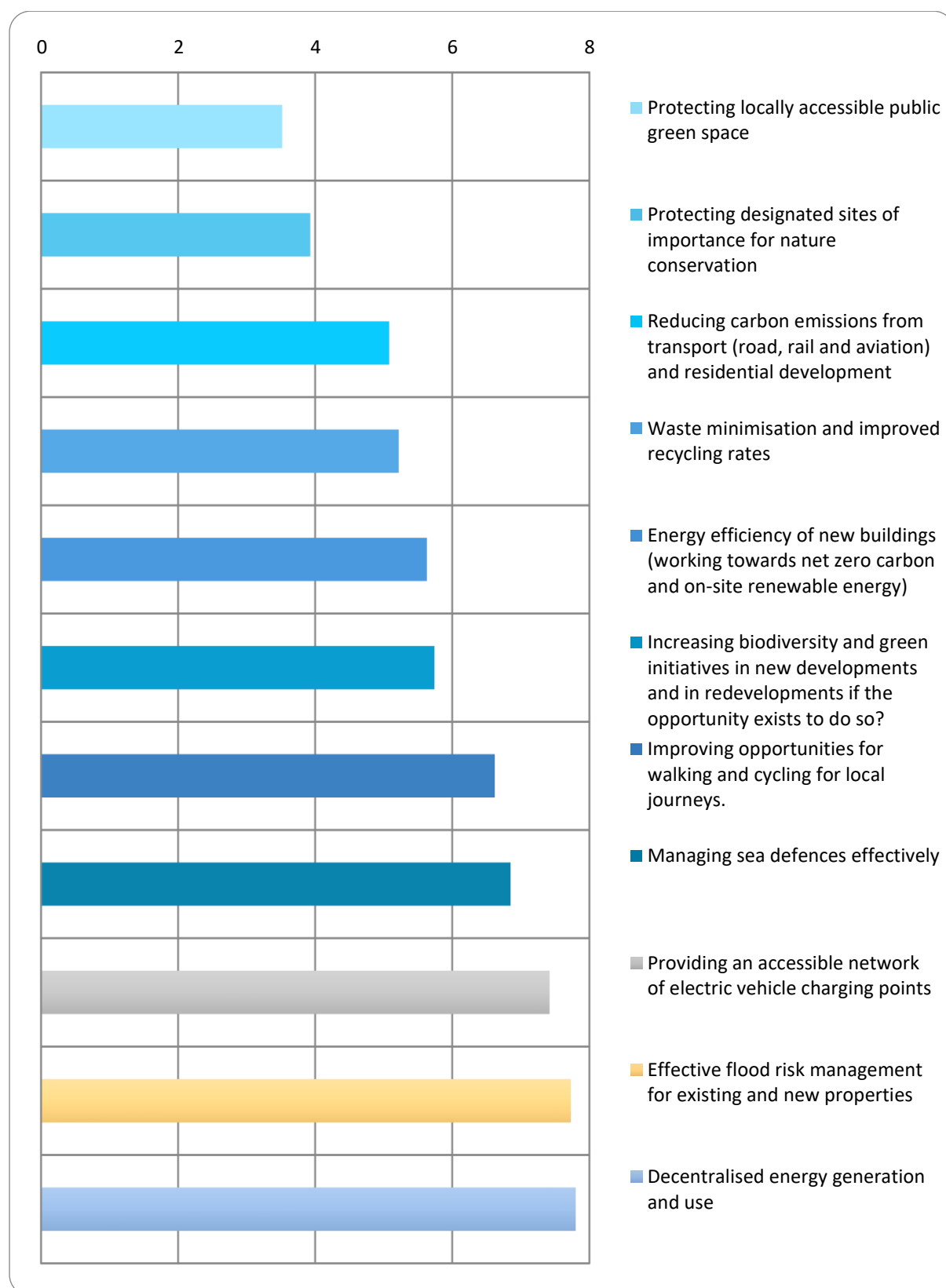
C1. What are your priorities from new development? (32 responses from online questionnaire)



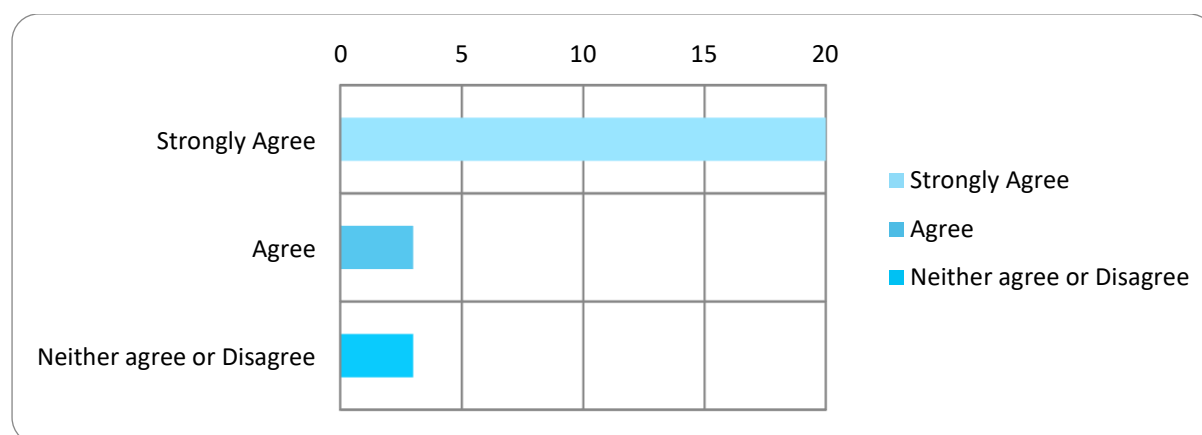
C1a. What are your priorities from new development? (N.B. responses from online survey and Youth Council session combined)



C2. What are your priorities for tackling climate change? (32 responses)



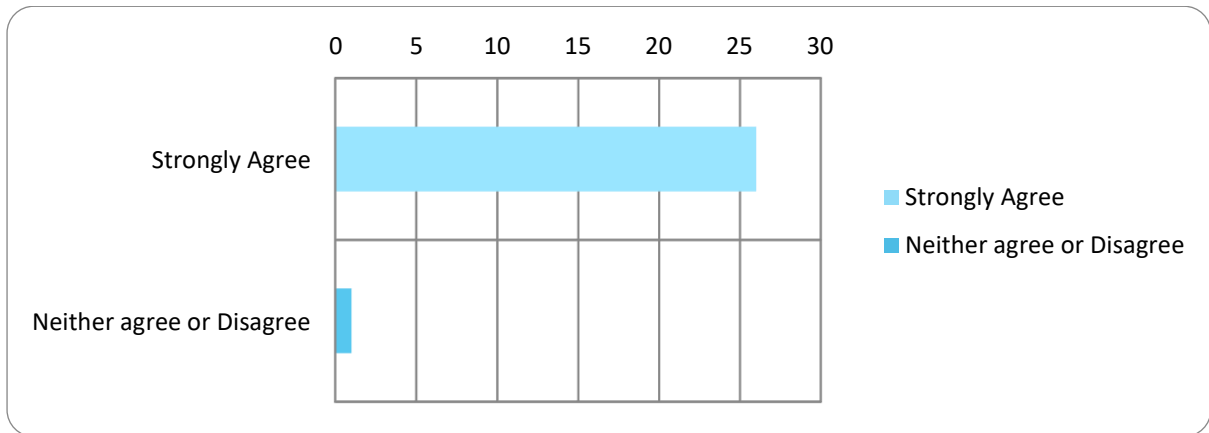
C3a.i. Do you agree that net gain for biodiversity should be mandatory for all new developments?



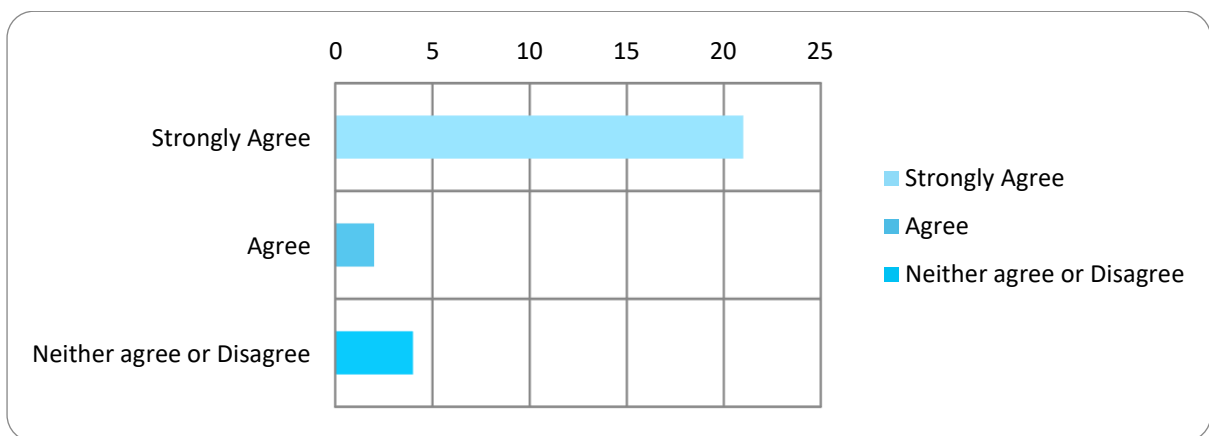
C3a.ii. Are there any areas you think should be a priority for enhancements to biodiversity?

- There should be enhancements to biodiversity everywhere
- Areas suggested include East Beach, Shoebury Common, Victoria ward, Seafront, Priory Park, Chalkwell Park, Two Tree Island, Southchurch Park
- Protect our green spaces and wildlife areas and do not build on flood plain
- Plant fruiting trees and encourage more allotments
- More planters with air cleansing plants e.g. on Hamlet Court Road and Station road Westcliff
- Create more green corridors to link areas more effectively
- Plant more native species, and encourage pollinators to support bee colonies
- More green roofs including on bus shelters
- Rewilding where this doesn't impact on public use of space
- Public open space should be provided for every new home (and open space doubled in green belt where approval given)

C3a.iii Should we continue to protect existing parks from development?



C3iv. Do you support the creation of new strategic green space or a new Country Park as part of the provision of a new neighbourhood/s to the north of Southend?



Comments to support answers:

- Creating new green spaces as important as protecting existing ones
- If new neighbourhoods are essential, green spaces are vital for people, animal diversity and overall environmental issues
- Green space is good for outdoor pursuits and promotes the opportunity for communities to gather, and for health to be enhanced
- High density building is inevitable so recreation areas are essential
- I support the development of a new country park but not a new neighbourhood
- Plans are in place to build homes on most of the land in the north owned by Southend Council so with Rochford unable to support us, what is the point> We want to avoid the use of a car to enjoy extra green spaces

- Anything that mandates provision of green space is essential as there is little trust in any new plan not re-classifying land to build [on] rather than re-use brownfield land. Re-cycling existing built sites should always be the priority
- We need green spaces – environmentally good, good for mental health, family friendly space
- I believe we should not only create new strategic green space but develop existing ones too

C3.v If a new neighbourhood came forward on the edge of Southend do you have a view on what our priorities should be – what type of services, open space and infrastructure should be prioritised?

- I don't agree with this. I think the additional 20,000 homes proposed by government is a ludicrous amount
- Although infrastructure plays little part in zero carbon emissions if we continue to build homes businesses will be driven out.
- Infrastructure is a must. We need local employment, new major link roads, more doctors, health care, schools, community centre, shops, libraries and police
- Build zero carbon properties of good quality at an affordable price, including green space in the development - Brownfield sites not greenfield.
- Train, cycle links, bypass
- Future proof homes with insulation, accessible electric vehicle charging points and hydrogen ready boilers/infrastructure
- Make sure there is adequate drainage from any new sites, good use of parks and open spaces
- Cheaper and accessible public transport
- Enough space for 2 cars to park and friends/family to visit. People will not get the bus or cycle more

C3 vi. Do you have any comments on the approach to protecting designated coastal habitats and supporting public access to the coast?

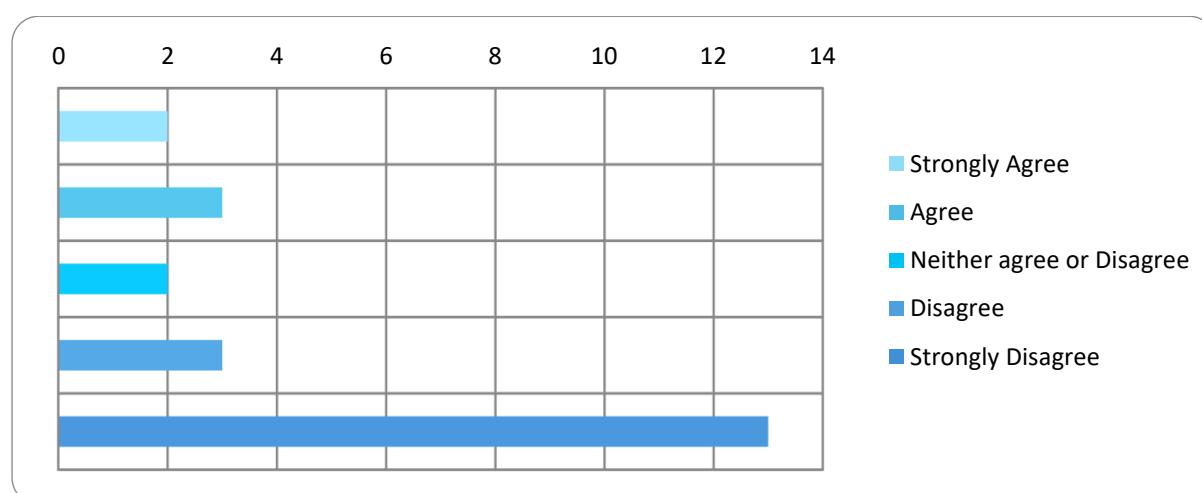
- Habitats have already been forced to diversify, due to building close to nest sites etc. The coast is good for mental health and general wellbeing, so making it harder to access or expensive to park is yet another reason why we need to stop building homes in such a small and restricted area of land
- There will inevitably be coastal flooding- try to mitigate this by encouraging salt marsh development and other natural flood plain protection. Tell the truth now to those who live in areas that will be flooded and help them relocate.
- Must be protected at all costs and no dogs on the beaches please. Bad for wildlife and the quality of beaches. Should also monitor water quality to ensure local water supplier is not dumping untreated sewage into the surrounding waters
- Support better public transport access to the coast

- Developers of all housing over 4 units to contribute £1000 per unit to Essex Wildlife Trust to protect designated coastal habitat and support public access to the coast
- More bins and higher fines for those who litter

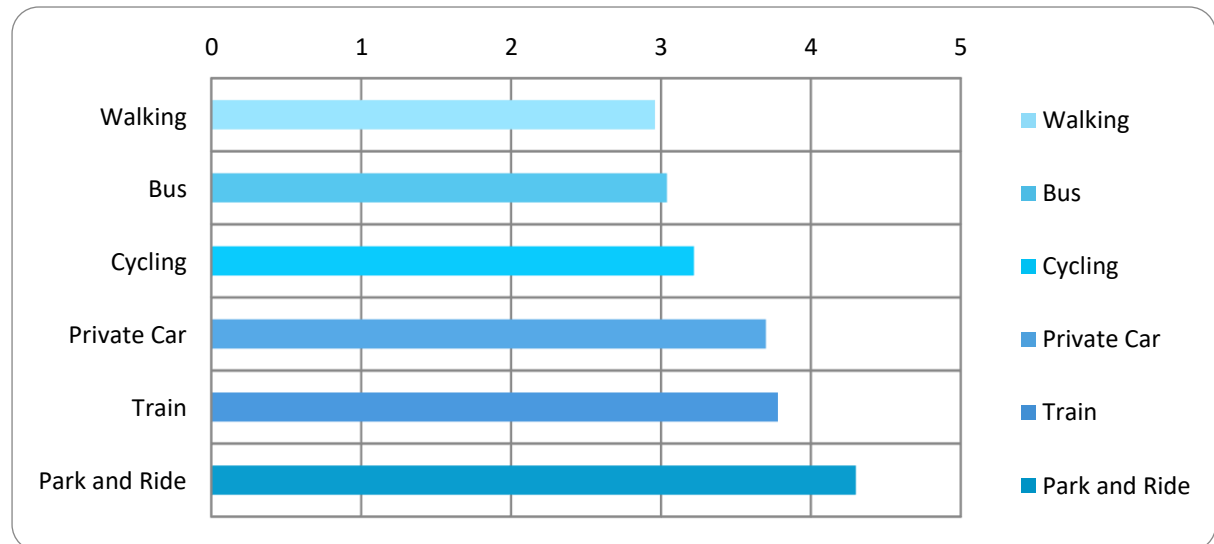
C3a vii. Do you have any comments on any of the sites individually (within Map C1 and Table E1)?

- HEA137/HEA135 (Elm Road/George Street) Should be protected at all costs as green space – strongly object to loss of existing recreational green spaces and bird habitats
- HEA135 (George Street) Has more environmental biodiversity due to proximity to Essex Wildlife Trust nature reserve and East Beach
- HEA138 (Mendip Crescent) seems a waste of a nice green space in a vast residential area
- HEA141 (land adjacent to Eastwoodbury Lane) depending on the volume of housing is likely to cause traffic/access issues
- Developing the sites closer to the airport and maintaining natural conservation towards the east/seaward and river areas would least impact wildlife
- Area north of Bournes Green should be forested, not developed for more humans

C3a vii. Do you support or disagree with the principle of allocating a small number of Green Space sites for redevelopment as shown on Map C1 and Table E1?



C3b i. Where choices are needed, should investment be focussed on particular modes of transport?



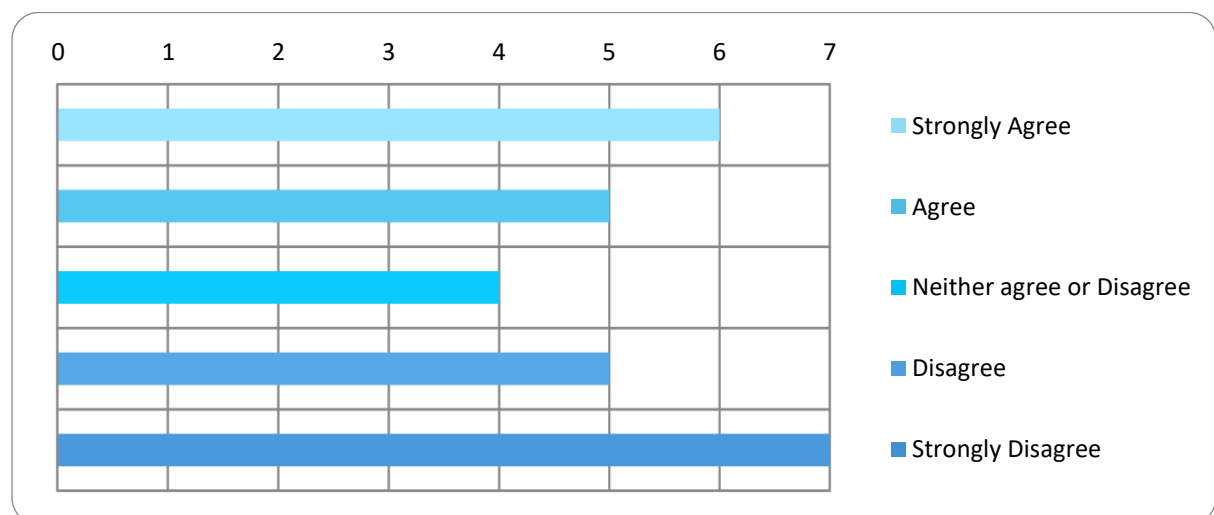
Comments to support answers:

- Southend is mainly flat with lowest rainfall in England so cycling and walking should be promoted and pathways resurfaced
- Pollution plummeted during lockdown when people felt safe to walk and cycle
- Transport in Southend caters mainly to private cars – provision of cycle lanes would encourage cyclists as it would be safer to get around town via bike
- Look to examples from Copenhagen and Amsterdam to get better cycling roads
- Better provision for electric vehicle charging
- Not everyone is able to walk or cycle due to disability
- We cannot allow residents to make the car a priority – there is already an excess of cars used for small local trips in Southend
- Walking should be encouraged but pavements need improvement
- People should be encouraged to use buses and trains, which has to mean cheaper fares and better service
- It's a pipe dream that people will get buses, cycle and walk, especially older people, those with families or with disabilities, when shopping or in winter.
- Park and Ride has never (and will never) work in Southend owing to the linear shape of hinterland.

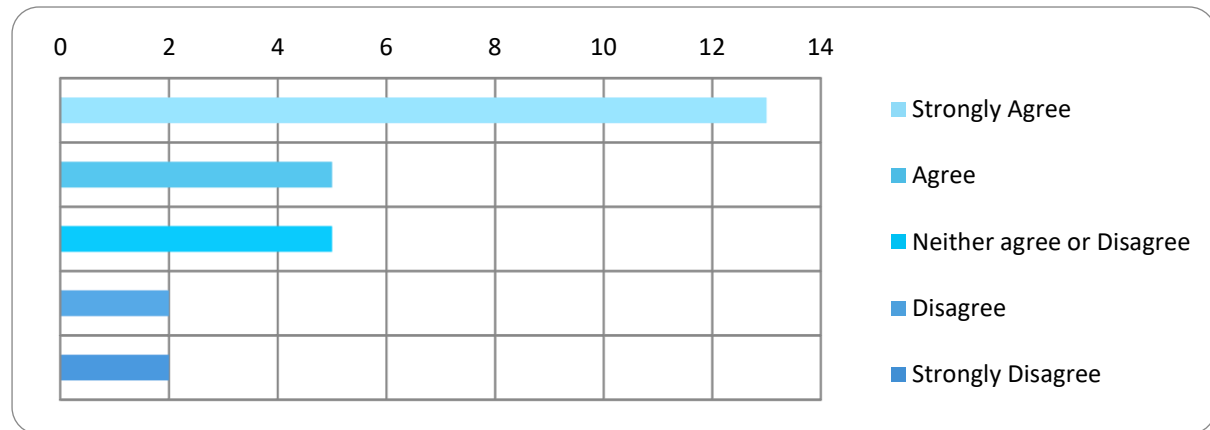
C3b ii. How can we improve take-up and use of low and zero carbon modes of transport?

- We already know from London example that when the cost of car travel, parking and period of travel time exceeds a certain level people will choose the train.
- Repair pathways, more bike lanes/routes and better lighting
- Make driving a private car more difficult and expensive – see the excellent transport links in the Netherlands where cycling, walking and public transport are the best option because they are the easiest thing to do!
- Invest in electric vehicle charging infrastructure and electric vehicles for Council use
- Cleaner low emission buses, more services and reduced fares – need more evening services
- Not your business to do so – let the market determine such things

C3b iii. Should we allow residential development schemes to come forward with lower levels of off-street parking in specific areas, such as the town centre, near train stations, along frequent bus routes or where there is access to overnight public parking?



C3c i. Do you consider the Airport to be valuable as an economic and tourist asset to Southend providing local jobs and global connections?



C31 Please explain your answer:

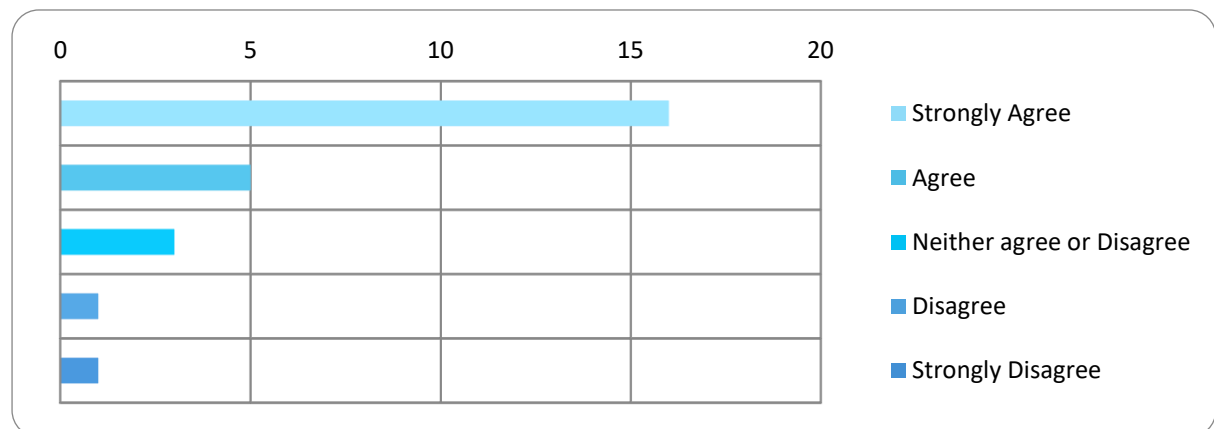
- Tourists come into England all the time – with Southend on Sea New Local Plan the Airport will get “better” to 10 million persons per annum
- Because our country can be economically better and trade faster than by boats
- Provides jobs. Could be made more “green.”

C3 c ii. If the airport is to grow beyond its current planning permission what policies should we include to positively manage economic growth and environmental impacts such as noise, air quality and the need for carbon reduction?

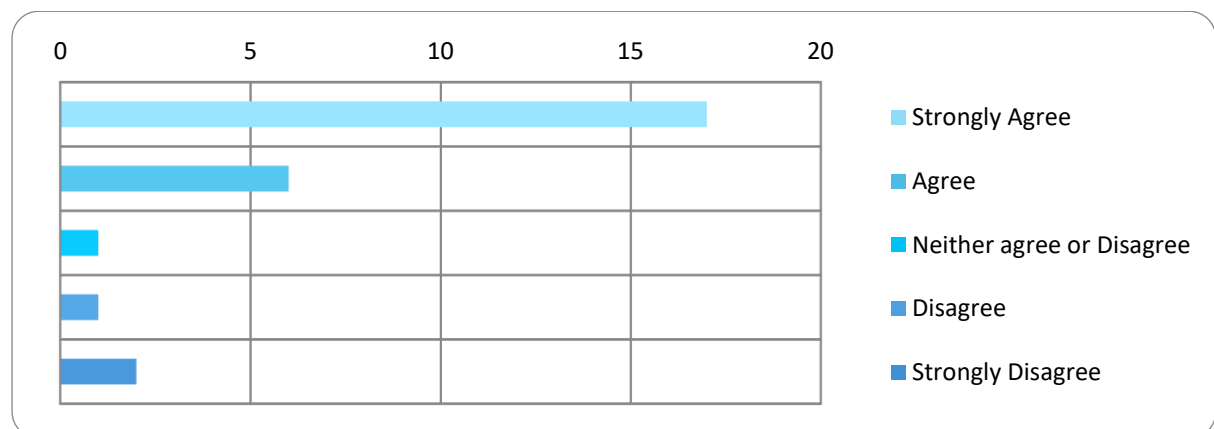
- I don't think the airport should grow in size
- If we want to compete with overseas holidays we need to keep prices down, work with our trades, not against them
- Add Crossrail
- Better bus services to airport, maybe even free minibus travel from local areas with room for storage of luggage
- Just don't grow it. Better still close it and use the land for sustainable development and green business
- Link into the national rail system rather than by road freight and minimise night flights where possible to improve quality of life for nearby residents
- Does it need to be bigger?
- It shouldn't be allowed to grow above pre-Covid levels
- Whatever the Council has in its armoury to control the growth should be deployed – dependent on the limits set by the Council after public consultation

- I do not think you can allow much expansion without the down sides of highly polluting planes but of course some of this is offset by reducing some car journeys by potential passengers needing to go to alternative airports
- I can see that it would be financially advantageous to have it expand, but the community needs to be about the people, not the cash.
- More environmentally friendly planes
- Look at biofuels
- Sound barriers on the boundary of the airfield
- Public transport infrastructure to reduce cars travelling to the Borough – don't let it get too big or it will become less passenger friendly and people won't want to use it (see Stansted!)

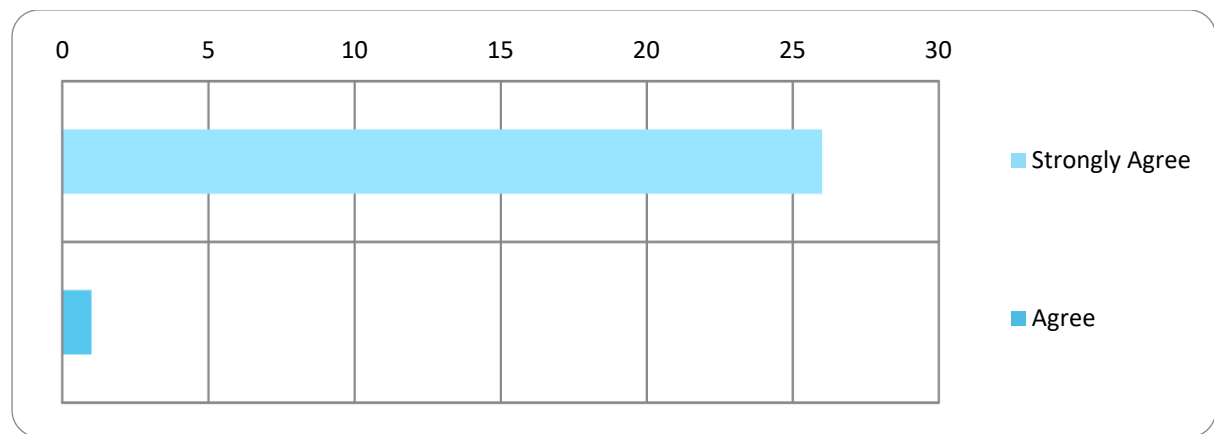
C3d i Should we require new developments to achieve zero carbon building standards where possible?



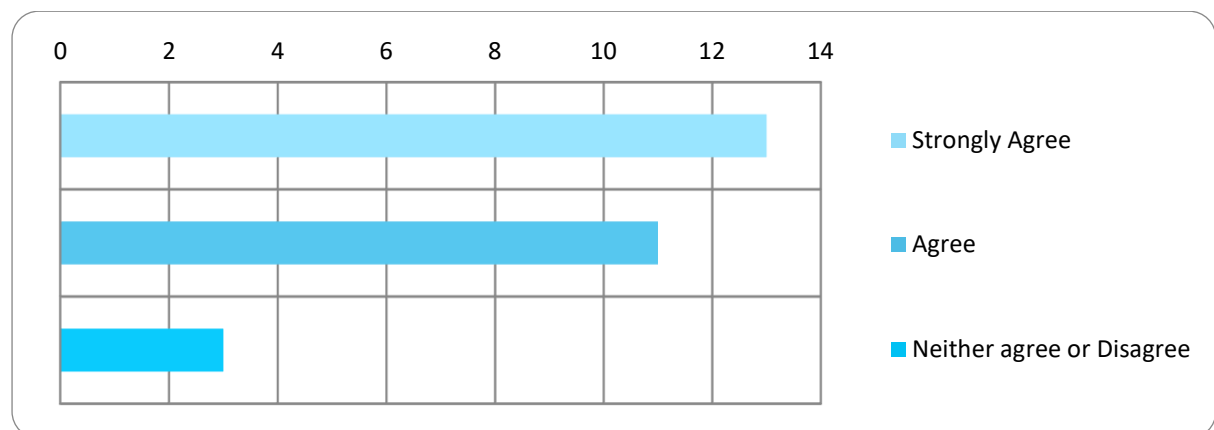
C3d ii Should all new major residential and commercial developments include on-site renewable energy generation where feasible?



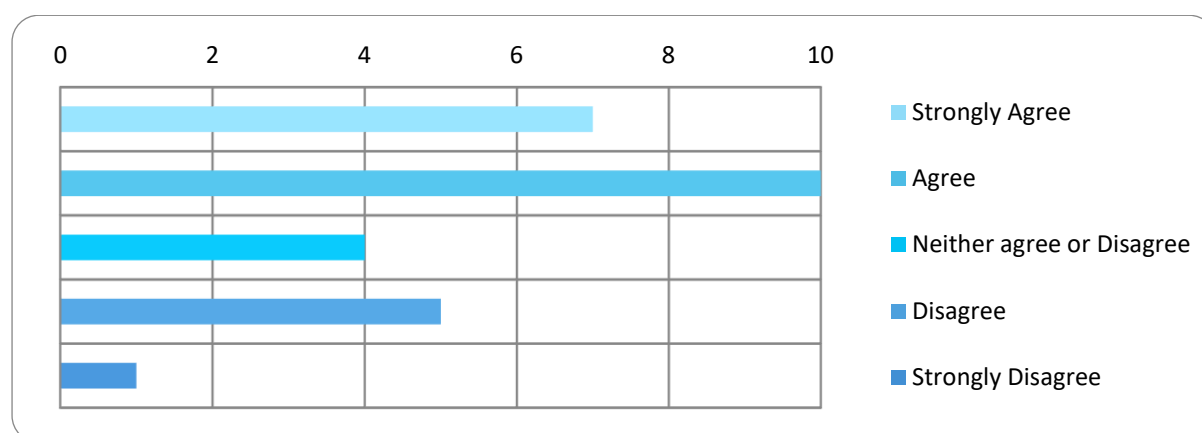
C3d iii Should all new developments ensure that there is adequate facilities for the safe storage of waste and recycling?



C3 e i Do you support the concept of ‘walkable neighbourhoods’ where people can access most day-to-day facilities within a 10-minute walk?



C3 e ii Do you consider your neighbourhood to be walkable?



Are there any other issues related to climate change you think the Local Plan should encompass?

- Whether it is climate change or anything else we need to find a way for officers, councillors and residents to work together. We have a huge number of retired residents with a huge amount of experience and knowledge who are willing to offer support free of charge
- Collect rubbish locally and burn to create hot water for residents
- Be truthful with local people about magnitude of challenge so they may engage more fully with the radical changes needed
- Harness the power of hydro generation from rivers and creeks
- Require private landlords to insulate rented homes adequately e.g. through private landlord permits
- Stop using chemical weedkillers that kill wildlife – insects are part of the chain needed for us to live healthy lives
- There is no climate change emergency, the actual science doesn't support it and too much data probably adulterated by those with a sinister agenda.
- Be brave and make changes now. We need trees lining our busiest roads e.g. London Road, Leigh Broadway
- Install more electric car charging points to encourage people to buy electric vehicles

Summary of responses received – Economic Growth

- Need to retain flexibility especially within town and local centres to respond to covid, online shopping etc.
- Broad support for employment sites to be safeguarded
- Need for range of employment sites, including for small businesses and start-ups – focus these in town centres and accessible locations
- Keep HGVs out of centre where possible
- Need more knowledge about where our residents work and types of employment to plan for future
- Mixed views on growth at the Airport
- Support: job creation, positive impacts on wider economy, connectivity it provides, catalyst for investment
- Oppose: Noise especially at night and over Leigh-on-Sea, Climate Change, no need for growth, economic impacts over-estimated

E1: Do you agree with the employment sites proposed to be safeguarded as set out in Table 2 and Map 1?

- Yes whilst they remain occupied and useful. If some sites are decrepit then could be re-used in next 10-20 years
- Broadly support
- No, more homes needed

E2: Should we seek to define the Town and Local Centres identified in Map 1 as Commercial Areas to serve the local community needs and provide local employment opportunities?

- As long as this does not preclude part of sites for mixed use including residential. Many old office/storage can be converted to residential and potentially help high street retailers create decent income from such changes, potentially saving the high street from complete disaster
- Support

E3: Do you agree with the potential re-allocation of the four existing employment sites to residential-led redevelopment as set out in Table 1 and Map 1?

- Yes they are all ageing and need changing but it seems the focus of new development is all large scale. When I was looking for a small unit of 100sqm to accommodate my own business needs nothing that size was being offered. A higher percentage of new development needs to be offered freehold or with reasonable service charges
- Yes, but all businesses affected should be given support to relocate within the City and if possible expand their business
- Yes
- I don't think the Shoebury Garrison should be used for industry. As much as possible should remain as open space. I agree with the other designations

E4: Do you consider that any other existing employment sites from Table 2 should be released? If so which, and why?

- None
- Tickfield Avenue

E5 – Do you agree with the identified potential new employment sites as set out in Table 3 and Map 2? Should we prioritise the provision of new employment land within Southend (Sites A + B); or

- How about public transport links to these sites, surely this is the first priority in identifying a site?
- As long as smaller scale units are offered this is great
- Southend High Street needs attention
- We have so many businesses and business sites that have shut and been sold off for development of houses and flats – rather confused as to why we need another car showroom
- Prioritise C and D
- Focus for A127/A1159 should remain Progress Road and Stock Road without taking more space (agricultural land). As much open space as possible should remain

E5 ii Should we prioritise the intensification of economic uses within existing employment areas (Areas C + D); or

- You should compile data on where our residents actually work and what lines of work they are in. What about all the small businesses that are part of the commercial ribbon along the A13?
- Yes, the high street is a priority
- Residential should be a viable conversion for existing commercial buildings
- This should be very small scale retail, tourist or nice (artisanal) business which does not create too much HGV traffic

E5. iii Should we prioritise the provision of new employment land on the edge of Southend in partnership with Rochford District Council (Sites E + F)? or

- Of course we need to work alongside Rochford Council. That makes sense
- We should try to keep a boundary between Southend and Rochford if possible and not allow them to blur into one continuous built area
- We should prioritise existing employment areas
- This should be looked into but what about access, particularly public transport?
- Agree if there is more freehold or very long leasehold offers for smaller scale business owners

E5 iv Should we prioritise all or a combination of the above?

- All
- Possibly some of A and B also
- We should try to keep open spaces open, heavier industry on designated industrial estates and keep only very light economic units near dwellings/retail areas

Summary of responses received – Housing

- Southend is full vs we need more housing
- Prioritise brownfield development – but stop urban cramming and protect green spaces
- Build to accommodate the best outcome for Southend not to meet government targets
- Housing requirement should reflect Southend's particular situation as a densely developed area with the sea to the east and south
- Need a sensible planned approach supported by infrastructure
- Building needs to be outside the already heaving town
- Green Belt is a precious resource and should not be built on
- Green Belt is out of date – needs replacing to allow expansion with suitable infrastructure, whilst conserving most valuable areas

H1: The Government expects local authorities to meet its housing requirements (23,600 new homes for Southend over the next 20 years). However, we are interested in what you think is the most appropriate level of growth that balances the needs of everyone in Southend and respects its character and environment. Please explain your answer

- 23,600 is a ludicrous amount given overcrowding and traffic issues in the town. I don't see how this is viable
- I do not agree with building on the Green Belt or any green land. What the government expects and what is possible are two different things. There are many properties that are empty or rundown, patches of brown land and empty properties in the High Street. Southend is London's playground and should be protected as such, learning lessons from Brighton
- Need better rubbish storage and collection and fines for flytipping
- Conversion of redundant office blocks in Victoria Avenue has been a success, there are plenty of potential urban and brownfield sites in the Borough which can be converted. My main concern is the lack of road infrastructure. At certain times of the day I try not to travel out of Southend due to constant traffic congestion. Southend does not have the capacity for any more roads or the amount of housing proposed.
- This Local Plan should be feeding back Southend's particular situation explaining why housebuilding has been so low. The existing housing stock is of relatively good quality and doesn't need redeveloping, and previous development has taken place up to most of the town's boundaries with other urban areas and also, untypically for most towns in the country, the sea. To

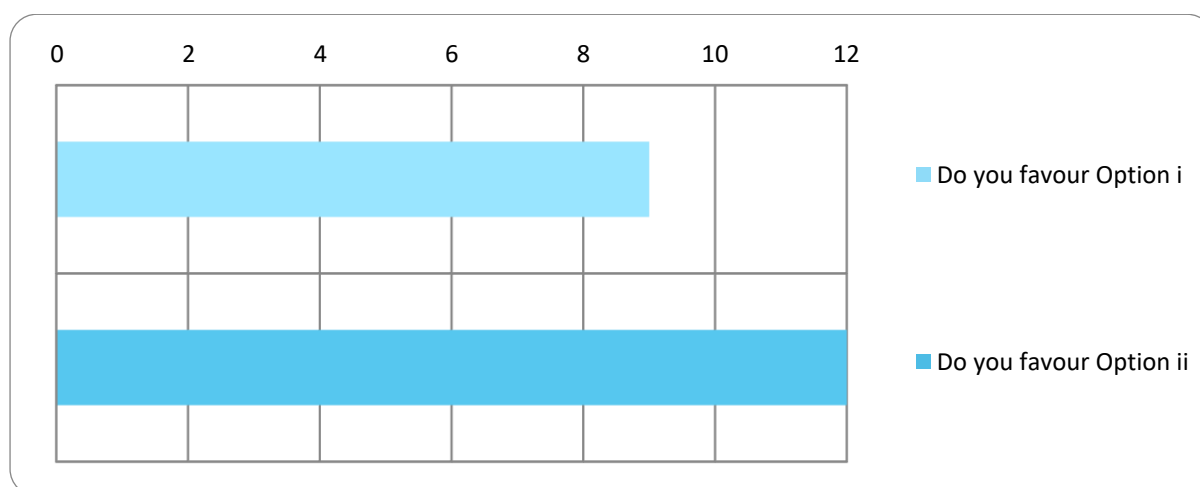
accommodate 24,000 houses probably 10,000 of them would need to be built on stilts on the foreshore.

- Regenerate disused and underused areas of Central Southend which has transport networks and supporting infrastructure, don't build on green spaces
- Empty properties should be brought into use as homes
- Move capacity further north, Southend should not become an extension of London
- We should accept and aim for our fair share of the new houses required
- New homes are needed, including for people at the bottom of the salary scale and the infrastructure is needed to support new residents
- We need a lot more housing to meet demands
- Road and sewerage capacity are not sufficient
- Build on Green Belt as long as it retains the low density green character and focusses higher density towards the town centre
- Target doesn't seem appropriate based on the physical space available within the town
- Local areas are already overpopulated, don't build on our green spaces
- Concerned with the limited consideration given to future requirements for specialist older persons housing (McCarthy and Stone)

H2: We need to plan for around 23,600 new homes – where should these be built?

*Further information and explanation Option i: As per the options and potential sites within the Local Plan Consultation Document – with around half of the required new homes delivered within existing Urban Areas and half delivered through creating a comprehensive new neighbourhood to the north of Southend on agricultural within the Green Belt? Illustration i

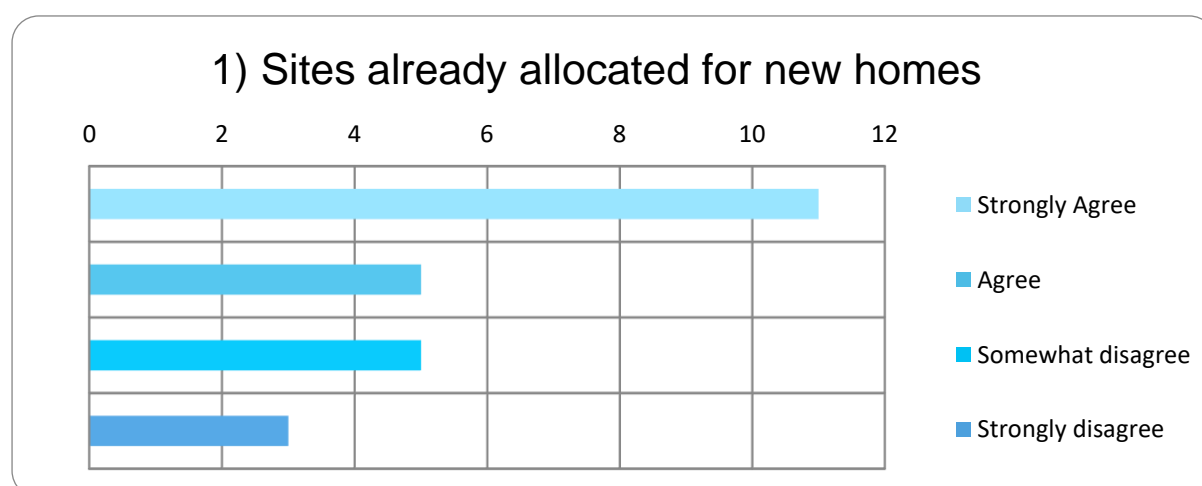
OR Option ii: An Alternative Strategy not contained within Local Plan – seek to provide all the required new homes within existing Urban Areas through the provision of higher density development within our suburbs, on existing employment land and some public green spaces with no new neighbourhood built on the Green Belt? Illustration ii



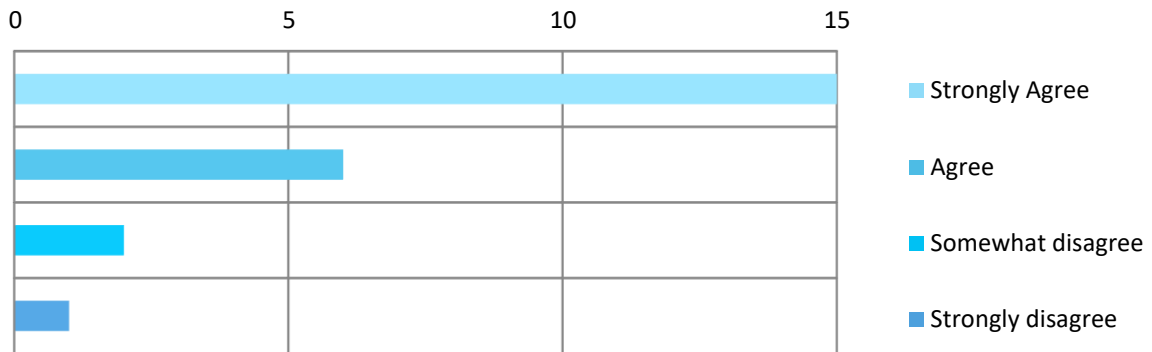
H2a: Please explain your answers and give your reasons and suggestions as to how this could be achieved. Please remember that proposed sites must be available, developable and deliverable

- Option i is the best of a bad situation as I don't think that high rises/flats are the way to go
- Option i – building needs to be outside the already heaving town
- Option i – time to be sensible and pragmatic. Stop urban cramming. People need quality homes not urban ghettos including high rise densification
- Option i – Ensure that building within Green Belt land is low density and focusses on the quality of the space
- Option ii – transport infrastructure on the edges of town is already poor and more housing in these areas would create more pressure on services and transport – we should convert and redevelop under-utilised buildings in town and central Southend
- Option ii – The approach at a national level seems to suggest that all areas need to increase their housing, but the challenge is more about encouraging people to want to live in other places – there is not an equal spread of jobs and opportunity across the country so it is all concentrated in the South East
- Option ii – The Green Belt (and other undeveloped land) is being built upon far too much
- I don't totally agree with either option as any solution will probably include components of both
- I don't favour either option. The expected growth rate is unreasonable

H3: Do you agree in principle that the following type of sites are suitable for the provision of new high-quality homes?



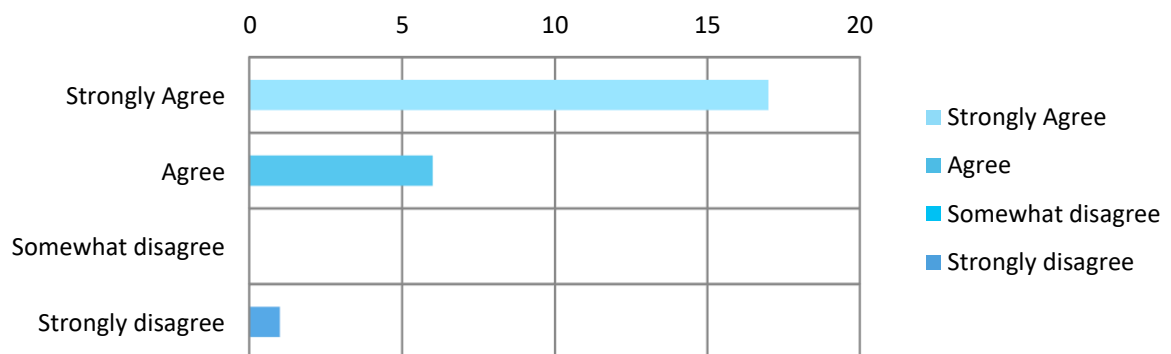
2) Urban Area (brownfield) sites



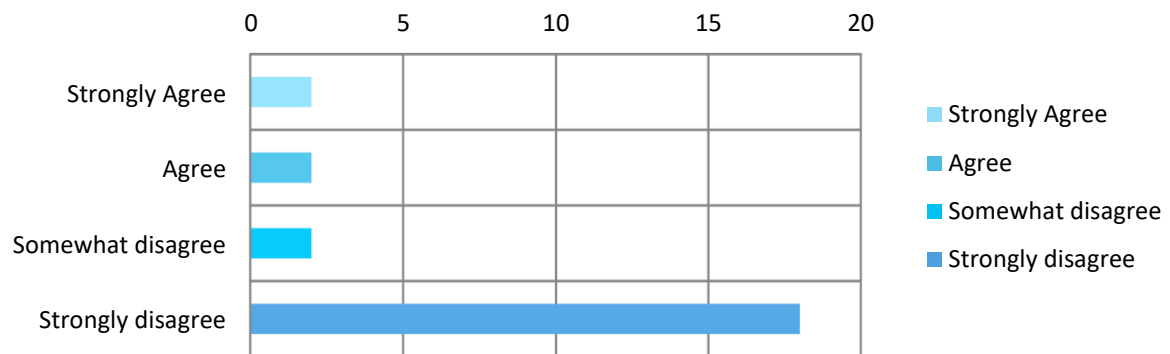
3) Regeneration of existing housing estates



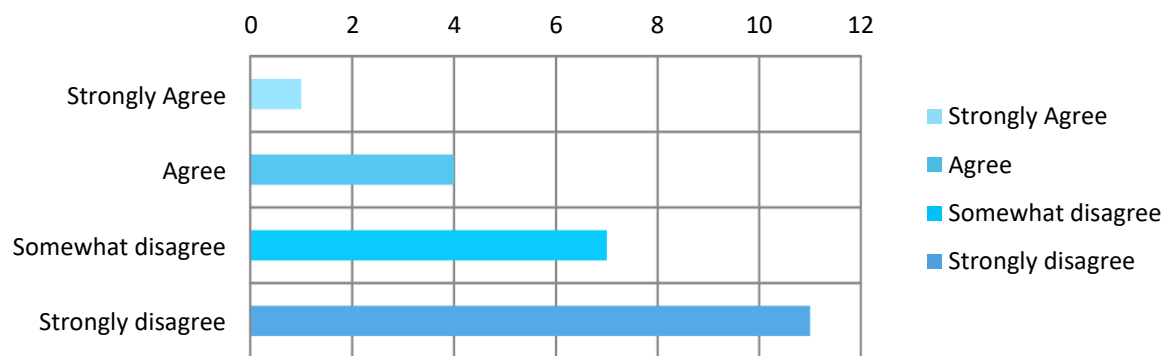
4) Outmoded or underutilised employment sites



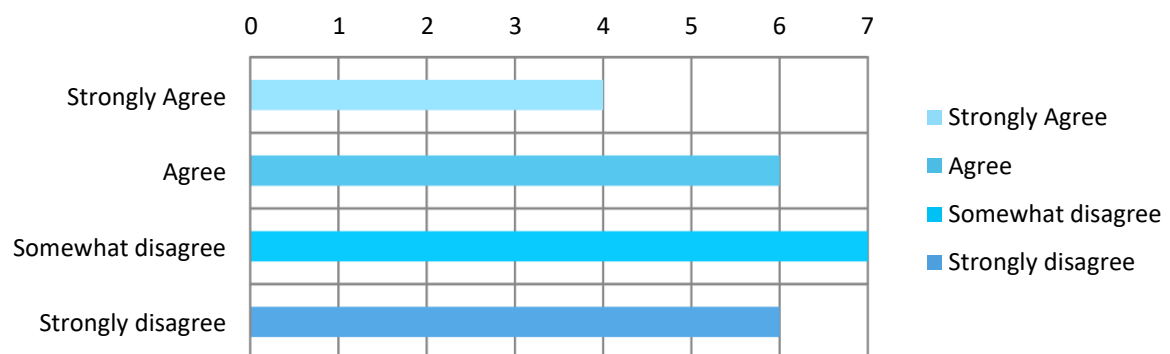
5) Sites located on existing green space



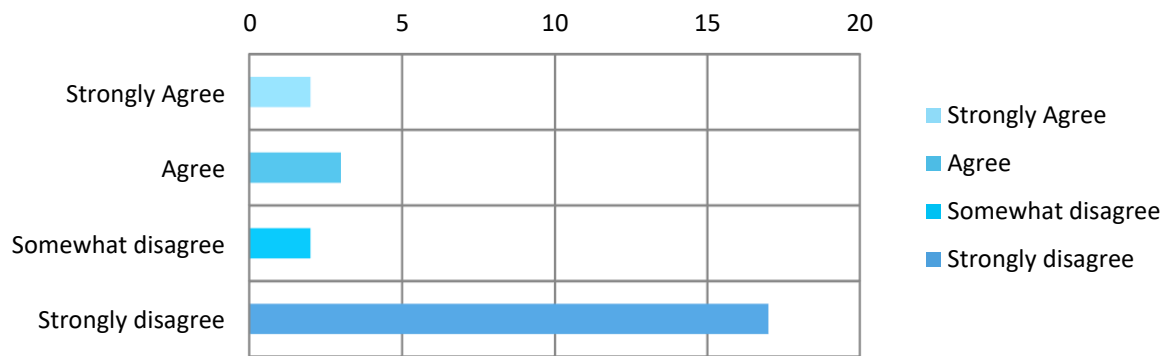
6) Sites located on existing agricultural land



7) Sites at Fossetts Farm



8) Sites located within the Green Belt



H3a; Please explain your answers

- Please, please, please don't build housing on our green belt land at Bournes Green. Since lockdown I have started walking along the footpaths everyday and so enjoy walking across the fields there as well as in the Rochford District Green Belt in Great Wakering and Barling
- We should mix the types but consult with farmers and avoid highly productive agricultural land
- There is opportunity for redevelopment in places - but building on flood plain just does not make sense!
- All the above types sites, where appropriate, can be utilised for housing and may be necessary to meet the Council projected housing requirement. Priority should however be given to the efficient use of previously developed land within settlements which will reduce the requirement for greenfield land take
- We are already densely populated. We need to retain open space and make it more accessible.
- Stop town cramming. Discourage NIMBYism. Educate the public that Green Belt and preservation policies are driving the cost of housing upwards and beyond the reach of increasingly more people
- We need to protect our Green Belt. Once its gone, its gone forever
- It's pretty clear there's underutilised brownfield and retail space that could be repurposed to meet the need. If once sensible development of those exhausts available sites that's the number that should be sent back to Government as feasible.

Summary of responses received – Transport and Infrastructure

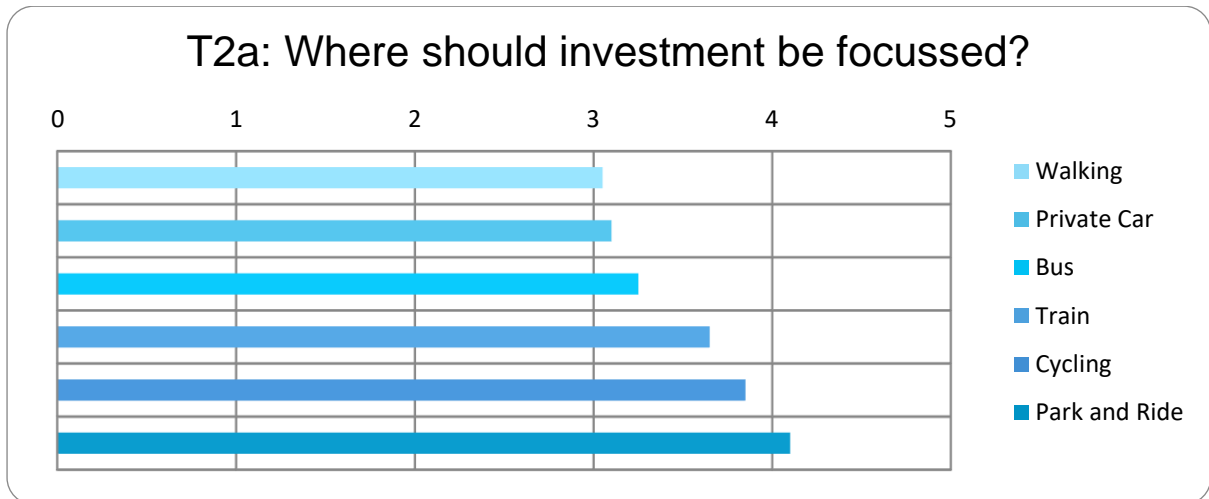
- It's all about the infrastructure – this must grow with the town and link in with existing public transport network
- Differing views on where investment should be targeted ranging from private car, to walking and cycling and public transport
- Denser urban areas have to include more restrictions on private cars and promote better public transport, cycling and car sharing.
- Support Park and Ride but question feasibility given existing road space and current pricing
- General support for new link road, but mixed views if this comes with new neighbourhood
- Provide a sustainable transport plan considering net zero, noise and air quality
- Mixed views on the future growth of the airport and access improvements required

T1: Do you agree that new infrastructure and community services should be delivered as part of the phasing of new development? Are there any infrastructure types we should prioritise due to current capacity issues, if so, what are these?

- Yes. Cycling, walking and public transport should be prioritised. New development should be designed to make move people from cars over to these more efficient and less environmentally damaging options. This is essential to tackle climate change, improve public health and reduce the burden on the NHS.
- There needs to be an upfront estimate of the required social infrastructure as this has to be integrated into the developments, especially if they are not built on green belt.
- More Electric charging points.
- Main roads seem to already struggle with capacity so roads are critical to keeping people locals accept more homes.
- There needs to be a re-think of the road structure around Southend as the roads cannot cope with the capacity of vehicles now.
- Definitely
- More schools and health centres, good bus route provision.
- Crossrail to extend to Southend Victoria.
- Trains to run on Boxing Day alternate years C2C then Greater Anglia

- Most obvious is well-positioned bus stops and, perhaps, separate cycle lanes (if cycle use makes sense with surrounding areas)
- Road links. Lower Roach crossing? Means of bypassing A127/A130 interchange when arriving from north.
- Improve public transport especially low emission buses.
-

T2a: Where choices are needed should investment be focused on particular modes of transport?



(Note also response to Q C3bi. of Climate Change survey where park and ride, train and private car came out highest)

T2a: Please explain your answers

- Active travel and the public transport system should become a safe and more convenient way of getting about Southend than the car
- Pathways are so damaged I resort to walking in the road on most streets around town.
- People will own cars less and less in the future, Southend is mostly flat so better bike lanes or routes.
- I have chosen private cars my top choice because the current infrastructure cannot cope with the amount of people in the town who have to use the road
- Not everyone can use public transport or face tremendous difficulties. Blue badge holders so car is my number one choice
- Prioritise public transport, make it reliable and people will use it
- Southend has those transport links but they are over 100% capacity, if you think you can build this many homes in Shoebury without new main dual carriageway roads, you obviously are completely out of touch with your community
- Young people can cycle or walk but older and disabled have great difficulties. Pavements should be easier for mobility

- Park & Ride not practicable for Southend owing to its shape and layout
- You are not going to stop people using cars by investing in cycling!! I don't know why governments think that will happen. All you do is create dangerous situations. People will still travel here by car but will become agitated and aggressive, which causes dangerous driving
- With global warming and climate change private car use must be cut

T2b: Do you think there is a need for a 'Park and Ride' facility to serve key visitor destinations such as the airport, town centre and central seafront, if so where should this be located?

- Not sure where but needs to be by rail station
- Airport should be included in Crossrail extension to Southend Victoria
- You need to be able to get to the "Park" bit and probably the easiest access would be Rayleigh Rail Station from the A130
- Fairglen interchange A127 or Cherry Orchard way, all local councils need to collaborate
- Possibly a good idea to take people to the airport if it should continue to offer flights to the level it was post Covid. Also for the sea front on busy times, summer months/bank holidays when visitors from London and neighbouring towns come in.
- Location would need to be on a point outside the town just off the A127 or the A13 making it easy for people travelling in by car to get too. Is there an available plot on Progress Road or possibly an old school site such as the old Southchurch High school?
- Yes, allowing congested areas to be more resident friendly
- Whenever I see park and ride anywhere other than Oxford it's hardly seems utilised so I think these are not suitable and I have no idea where any such site might go that would potentially take away land for housing. If there any unutilised car parks at peak visitor times like at RBS perhaps such could be encouraged to offer some kind of park and ride scheme.
- Yes, maybe Fossetts Farm area
- Yes, but it needs to be either free or significantly cheaper than seafront parking. The scheme of park and ride at the civic centre was stupid and ill-considered, therefore, enormously underutilised
- No, demand for this service would be low and not sufficient for the investment.
- There is not a suitable site (Hadleigh Country Park would be ideal but, clearly, not an option)
- I have thought this for a long time but difficult to see where it could be fitted in with already overcrowded road network. Where to put car park, no room for bus lanes. New station 'Rawreth Parkway'?

T2c: Would you support priority bus measures, including dedicated bus lanes, and higher parking charges at key visitor destinations to make “Park and Ride” attractive and competitive in respect to both speed and price?

- I do not think central Southend has the road infrastructure that could support dedicated bus lanes. Higher parking charges come after (if) you manage to implement Park and Ride
- Yes I would, If there were permits provided to local residents or a way to pay the standard parking fees, so that we don't have to pay higher charges as we would typically just be doing our day to day business, this would only really be needed to encourage those coming in from out of the area to get them to use the park and ride.
- Yes to priority bus measures and dedicated bus lanes at peak times.
- No
- Yes enabling residence to travel less restricted, a real problem when travelling from Shoebury to Leigh and Eastwood. Busses to be given traffic light priority on all routes.
- I don't think a bus lane at any time would be helpful to Southend's road transport issues, unless a new 3 lane link road is created. People who want to avoid parking charges will find public roads to park and or if car parks fill up
- Not in all cases, as most time they remain empty and congestion and pollution increases as cars queue but the bus lane remains empty
- No just creates more congestion in a Victorian town
- No, this is to the detriment of Southend residents. The park and ride needs to be free or at nominal fee to encourage use and should be funded through other schemes
- No. Some bus priority measure (e.g. approaching congested junctions) can be very effective but parking charges already too high and Park & Ride impracticable in Southend.
- Yes. Consider cheaper parking for locals (or better local bus links) so they didn't feel it beneficial to travel to Park and Ride to start journey.

T3a: Do you agree with the principle of creating a new link road from the A127 to Shoeburyness to facilitate the development of a new neighbourhood/s to the north of Southend? (Please note that provision of this is only likely to be viable in combination with the delivery of a new neighbourhood/s).

- If a new neighbourhood is absolutely necessary then yes
- I would favour no extra homes to be built in our borough.
- Effectively this is suggesting a Southend bypass, long overdue, to access the east of the City. surely a good idea regardless of any development
- Yes provided a lot of new homes are built, but definitely not if extremely expensive roadworks take place, obviously destroying countless wildlife habitats but not providing new homes for people to live in.
- Yes, development at the scale proposed would require a solution like this to alleviate traffic/problems with existing infrastructure.
Absolutely yes, I recall many years ago the stretch of North Shoebury by-pass being down graded from dual to single carriage way, congestion now builds up in the Shoebury Road Bourne Green area

- If over 20,000 houses are going to be built that way then of course we need another road link
- Yes provided a lot of new homes are built, but definitely not if extremely expensive roadworks take place, obviously destroying countless wildlife habitats but not providing new homes for people to live in.
- No I do not. If the link road is only available by adding more housing it completely defeats the object. In my opinion there are already way too many housing sites and new homes being built in the area. Every time we add more homes, there is a need for more of absolutely everything not just roads, so there would be a negative impact of that in my opinion
No, it's irrelevant to me. Instead make the entire A127 a motorway adding another lane or interchanges
No. I would rather spend a few extra minutes in the traffic and retain the open space.
No this would not improve anything, you are not understanding we can only go North and West from Shoebury what you are doing with this proposal is gridlocking the south east of the town. How about improving the water links? or building a bridge to Kent? The A13/A127 and all the rat runs through Rochford to the A130 are all unbearable now let alone adding more traffic to the roads. Just tell Bojo it's not happening unless you want to build Atlantis in the estuary.
- I would favour no extra homes to be built in our borough.

Figure 12: Possible access points for potential new link road

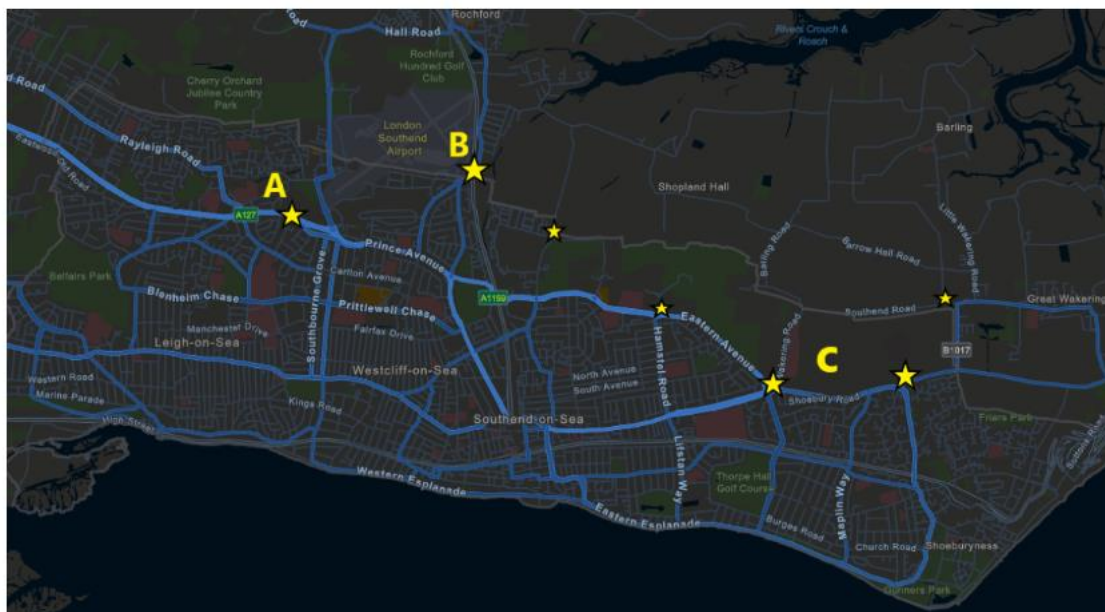


Figure 18: Figure 12 of consultation document showing possible access points for potential new link road

T3a i. Should the link road be integrated into the existing network at points A, B and C (as set out above) or can you suggest another route?

- Not a highways engineer so not sure. Keep existing roads and do not block existing roads that would cross the new highway
- Not sure
- Looks good
- A link road would not be necessary if no further housing developments
- With development of homes due to take place north of Shoebury Road Fossetts Farm Rochford and Southend Airport a new by-pass should run to the North of these developments staying North of the Airport linking up with the A127 in the area of St. Michael's Road Dawes Heath just outside the Borough boundary
- The problem is already getting between points A and B (let alone C), why not focus on where the traffic at point C actually wants to go eastward of point A and then design the links
- Using the existing network and improving it would be in my opinion the best option as long as it doesn't introduce more housing and how much green belt land, if any, would it impact?
It could possibly be considered a toll road to assist with paying the cost if housing is not put in place
- No, it should be a new road and not joining the A127 until after A130
- No new roads. More roads means more car use, so will not help global warming
- A127 - Airport - New road built to Shoebury near Manners Way via rear of Waitrose and on to Shoebury

T3a: ii How can the link road best cater for all modes of transport (car, bus, cycle, walking)?

- Have separate bus lanes on the new road. Create segregated cycle tracks and walking routes away from the new road but following its path
- This would depend on the link road being considered, how many lanes, any under bridge restrictions, weight on the road etc. If it was put in for just cars and cycling and other forms of traffic were restricted (buses/vans/heavy goods) maybe that would ease up the existing roads to clear the existing congested road
- I am all for bus routes and cycle routes. There should be shuttle buses from train stations and park and ride from main car parks to town centres like Leigh for instance
- I believe we have an enormous amount of quality public walking routes, likewise such a road will probably not require cycling and very intelligent bus lanes for any park and ride schemes (ie sunny weather and weekend or bank holiday) Lets modernise!
- Cycle and walking lanes should be provided, and buses should run along the route.
- Why on earth would you want it to?? Walking and cycling should be on segregated routes and local buses should be on the local roads!
- How many cyclists would actually use the route? I think this question should be investigated before a huge cycling provision is built.
- Cyclists would not use it much as too circuitous and is of little use to buses as has no obvious passenger traffic objectives. However, would be a good method of diverting much car and commercial traffic
- We should be encouraging people to cycle and use an improved it network.

T4a: Do you consider the Airport to be valuable as an economic and tourist asset to Southend providing local jobs and global connections? Please explain your answer.

- Yes, easy and quick for residents to get to the airport via train or bus
- Absolutely, it always has been but not always an appreciated one. Not sure about Global, European certainly. Aircraft maintenance and services provide employment
- Yes, I have had many people visit me from all over Europe (less so now I am less unique) and even Africa
- Yes with its proximity to London a railway on its doorstep it is vital to the local economy for jobs, I think that it could be a tourist asset to Southend if it were advertised more to travellers
- Yes. It should not get much bigger than it already is. It appeals because it is not too crowded so waiting times are reduced.
- Yes it brings lots of investment to the Southend area, and lots of employment.
- It broadens the minds of people who live in the area - we are surprised to see overseas visitors visiting the Southend area for leisure, even though many

Southend residents have gone overseas to enjoy small towns and beach resorts in the same way

- No, the airport can never be the travel hub once hoped due to poor onward travel links, especially by road. And having an airport located so far away from the M25 should not be called a London airport. It is very misleading
- Southend council has no proof of any tangible benefits to southend borough of the airport. It is truly a white elephant taking up huge amounts of land that could provide thousands of jobs if the council had the guts to implant a plan. Add to that the noise and air pollution and all you have is a massive negative for this area. And all for what, just so the average person from Southend does not have to spend £50 in cab to go to Stansted

T4b: If the airport is to grow beyond its current planning permission with more commercial flights what policies should we include to positively manage economic growth and environmental impacts such as noise, air quality and the need for carbon reduction?

- "Noise, air quality and the need for carbon reduction" are all international priorities and given most flights would be to the EU, their legislation should be satisfactory. Best focus on the economic growth
- There is a future scenario which sees electrically powered planes hopping over to the European coast where the passengers continue their journey by train, Southend is well placed to be part of that should it come to pass and getting involved in any trials would be a good start
- Yes and the air authorities need to comment on what they are doing to facilitate this
- More and more airlines are introducing 'Green' aircraft, by 2040 or before most aircraft will be of that standard.
- Consider limiting the amount on 'non-green' aircraft we allow in and out.
- Park and ride for the airport and use of electric vehicles will also help with the carbon reduction
- Of course the above should be managed
- Better bus services to and from the airport, trains running hourly through the night to Stratford and Liverpool Street.
- There is no economic growth, Southend airport is a failing business and will continue to fail because of future controls on emissions in the airline industry

T4c: Do you agree that we should be planning to prioritise transport improvements to increase the amount of passengers travelling to the Airport by non-car modes? Please explain your answer.

- Yes. The most inefficient use of land is a car park
- Yes, possibly a park and ride, more trains, possibly even a coach route (not sure if one exists) like the existing coach routes that go to Gatwick and Stansted
- Definitely, public transport is the way to go. Discourage use of cars as much as possible to improve the environment and public health

- I agree with transport improvements, but you are not going to convince people to ditch the car!
- No, again, reducing provision for cars does not make them go away. People will still use cars but won't make the mistake of choosing Southend airport a second time unless some serious park and ride schemes are implemented to actually support motorists. Families cannot go on holiday with luggage and children on the train, it's not at all practical
- The train service is already excellent.

Appendix A – Duty to Co-operate: prescribed bodies and other organisations

Section 4 of The Town and Country Planning Regulations 2012¹¹ identifies those prescribed bodies which local planning authorities are required to engage with actively and on an on-going basis to maximise the effectiveness of local plan preparation in relation to cross boundary matters. This includes the following local / county councils:

- Basildon Council
- Brentwood Council
- Castle Point Council
- Essex County Council
- Rochford District Council
- Thurrock Council

The prescribed bodies are:

- The Environment Agency
- Historic England (formerly English Heritage)
- Natural England
- The Mayor of London
- The Civil Aviation Authority
- Home England (formerly The Homes and Communities Agency)
- NHS England
- Clinical Commissioning Groups
- Office of Rail Regulation
- Transport for London
- Each Integrated Transport Authority
- Each highway authority
- The Marine Management Organisation

The following are not covered by the Duty to Cooperate, however they are identified in the regulations as bodies that those covered by the duty should have regard to when preparing local plans:

- Local Enterprise Partnerships
- Local Nature Partnerships

In addition, private sector utility providers are consulted during the plan making process, although not covered by the Duty to Cooperate it is important that they are engaged with, and in turn engage with the Council in plan making. For Southend, there are also a number of other organisations who are engaged with during plan making given their local interests in the area. Collectively, these include:

- Leigh Town Council (the only parish Council in Southend Borough)
- Defence Infrastructure Organisation (MOD)

¹¹ <https://www.legislation.gov.uk/ukxi/2012/767/regulation/4/made>

- Highways England
- Anglian Water
- Essex and Suffolk Water
- London Southend Airport
- Sport England
- UK Power Networks
- National Grid
- Cadent
- Telecoms Providers
- Rail Operators - c2c, Greater Anglia
- Bus Operators – Stevenson's, First
- Essex Police
- Essex County Fire & Rescue Service
- East of England Ambulance

Those prescribed bodies and other organisations who responded to the Issues and Options (2019) and Refining the Options (2019) local plan consultations respectively is set out in the Council's Duty to Cooperate Statement.

This also highlights where there were gaps in responses received from prescribed bodies/other organisations identified through the duty to cooperate. Southend Borough Council Officers will seek to engage with these organisations as Plan production progresses.

Appendix B – Summary of representations received to the Refining the Plan Options consultation on the Southend New Local Plan (2021) regarding the Duty to Cooperate

Local Authority	Summary of comments
Basildon Borough Council	Basildon Borough Council welcomes further engagement with Southend-on-Sea Borough Council to ensure that the points raised in this response are addressed and to continue working together on cross-boundary strategic priorities.
Brentwood Borough Council	<p>Southend has formally asked if Brentwood is able to take any of Southend's unmet housing need. Brentwood is a Green Belt authority and has had to propose the release of sites within the Green Belt to meet local housing needs. Therefore, Brentwood is unable to take any of Southend's unmet need beyond wider discussions through ASELA about how to meet growth needs across South Essex.</p> <p>The Southend Refining Options consultation document identifies a local need for 23,620 new homes by 2040, equating to 1,181 homes per year. It is clear from the consultation document that Southend is unable to meet its full objectively assessed needs within its own boundary due to a physical shortfall of land. Brentwood encourages Southend to make every reasonable effort to meet as much of the borough's own housing need before relying on duty to cooperate and the South Essex Joint Strategic Plan to meet unmet need.</p> <p>Brentwood welcomes the opportunity to continue to work with Southend in progressing plan-making in both local areas on an ongoing basis, specifically as part of joint work on strategic planning in South Essex, and in line with the requirements of the duty to cooperate.</p>
Castle Point Borough Council	<p>The Castle Point Local Plan states that it is not possible for Castle Point to meet its own development needs without incursion into the Green Belt. The supply identified across the urban area in Castle Point is sufficient to provide 3,148 homes which amounts to around 53.4% only of the borough's own development requirement. To this end, Castle Point Borough Council is not able to assist Southend-on-Sea Borough Council in meeting its development needs in non-Green Belt locations. Castle Point Borough Council is willing to continue working with Southend-on-Sea Borough Council and all other South Essex partners as appropriate to prepare a joint evidence base, to bring forward a Strategic Planning Framework for South Essex, and to deliver the priorities of the Association of South Essex Local Authorities.</p>
Rochford District Council	<p>Rochford Council would support ongoing and effective collaboration with SBC which could be satisfactorily achieved either through a new joint development plan document or through effective co-ordination of both authority's local plans. The Council would expect Spatial Options A & B to form part of any strategy taken forward by SBC. The Council would not support any local plan brought forward by SBC which did not make best use of brownfield, urban and under-utilised land.</p>

Local Authority	Summary of comments
	<p>Without prejudice to the need for SBC to determine whether exceptional circumstances exist to justify release of Green Belt land for development, the Council considers that Option C should be explored in greater detail as the Southend Local Plan progresses, in order that sufficient assessment can be given to SBC's ultimate capacity to accommodate its identified development needs. The Council would advise at this stage that, as identified in its recent Spatial Options consultation, the capacity of non-Green Belt land is unlikely to be sufficient to meet Rochford's identified development needs in full. At this stage of plan-making, the Council is therefore unable to provide a definitive position on Option D but would emphasise that any position subsequently reached by the Council on Option D would need to be based on a more detailed understanding of the following matters than is currently available:</p> <ul style="list-style-type: none"> • The transport implications of such a strategy and the extent to which these could be mitigated • The environmental implications of such a strategy and the extent to which these could be mitigated • The social and community implications of such a strategy and the extent to which these could be mitigated <p>Further evidence is required to establish the soundness of SBC's position that Spatial Options C and D are undeliverable without a new link road.</p> <p>It is recognised that the employment land needs of both authorities are relatively modest in relation to existing stock, and that there remains a degree of uncertainty around long-term employment trends and the implications these may have on the need for additional stock. The Council considers that Southend Borough Council should make best endeavours to meet their employment land needs within their own area, prioritising the efficient use of land on existing employment sites where appropriate.</p> <p>The Council supports the potential for material improvements to existing cross-boundary green infrastructure networks, with particular reference to facilities located close to the boundary such as Cherry Orchard Country Park, in addition to the potential for new inter-urban greenways between Southend and local towns/villages and improved coastal access from each.</p>
Thurrock Borough Council	<p>Thurrock Council notes the range of technical studies that have been prepared and those that are proposed to be updated as part of the evidence base for the Southend New Local Plan. Thurrock Council supports the proposals to provide updated evidence in particular the Economic Development and Needs Assessment (EDNA) and Strategic Housing Market Assessment (SHMA), the latter being produced in collaboration with the other local authorities in the Association of South Essex Local Authorities (ASELA).</p> <p>Thurrock Council also supports the continued collaboration and involvement of Southend Borough Council in the preparation of other technical work being prepared or proposed to be</p>

Local Authority	Summary of comments
	commissioned by the ASELA authorities to support local plans and the South Essex Strategic Framework. This additional evidence includes updates to retail evidence and role of town centres together with the possibility of commissioning a South Essex Strategic Green Belt Review.
Essex County Council	<p>As Plan preparation continues, ECC is committed to working with SBC and seeks engagement by SBC to assist and refine strategic and cross boundary matters. This may best be achieved through regular and on-going focused collaborative discussions, in conjunction with Rochford District Council (RDC), to guide preparation of evidence that ensures that the preferred spatial strategy, policies and site allocations are sound, viable and deliverable, where future development is aligned to the provision of required local and strategic infrastructure.</p> <p>ECC will use its best endeavours to assist on strategic and cross-boundary matters under the duty to co-operate (Duty), including engagement and co-operation with other organisations for which those issues may have relevance. This will ensure SBC, in consultation with ECC, can plan and provide the necessary cross boundary infrastructure and services; whilst securing necessary funding.</p>
Essex County Council	<p>Additional evidence needs to be prepared in order for ECC to assess and determine cross boundary service and infrastructure requirements of any preferred strategy, including, but not limited to,</p> <ol style="list-style-type: none"> 1. Transportation assessments and modelling (including sustainable transport) to develop a strategy to realise modal shift including analysis of existing active and sustainable travel infrastructure (including bus network and services). In collaboration with ECC, engaging with the South Essex Transport Model, and recommending SBC prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) 2. Scenario testing for education provision including early years and childcare and the approach to SEN provision. 3. Minerals and waste policy compliant assessments to inform site proposals. 4. Flood and water management assessments through revised Critical Drainage Areas (CDAs) and the South Essex Surface Water Management (SWMP) Action Plan 2020. 5. Economic need and employment evidence to refine the level of economic growth to be planned for, taking into account changes post pandemic, and to use of the Grow on Space studies. 6. Consistency of approaches, including Post 16 Education, Adult Community Learning, skills, Adult Social Care, Public Health, climate change, green and blue infrastructure, Library Services, digital connectivity and waste management. 7. Health Impact Assessments to ensure health and wellbeing is comprehensively considered and integrated into the Local Plan.

Appendix C - Breakdown of total representations by questions

We received 1013 representations in this round of consultation on the New Local Plan Refining the Options carried out in autumn 2021.

Accepted 1005

Rejected 7 - these were a duplication of a previous submission which has been accepted.

Withdrawn 1 –Two representations received on the same subject with conflicting information, Respondent was contacted, and they advised one representation should be withdrawn.

Part 1 – Aims and Objectives and Part 2 Spatial Strategy (including key topics)

Question	Support	Object	Comment	Total
1. Aims and Objectives				
1.1a: Do you agree with the draft Aim for the Southend New Local Plan, setting out where we want to be in 20 years' time? Please explain your answer.	15	1	18	34
1.1b: Do you agree with the draft Development Principles? Please explain your answer.	14	1	14	29
3B1.1c: Do you agree with the draft Spatial Objectives? Please explain your answer.	13	5	17	35
Aims and Objections General comments	1	0	0	1
Total	43	7	49	99
2.1				
6B2.1a: Do you agree with the employment sites proposed to be safeguarded as set out in Table 2 and Map 2? Please reference the site.	3	0	5	8
7B2.1b: Do you agree with the identified potential new employment sites as set out in Table 3 and Map 2? Please reference the site.	2	0	4	6
8B2.1b (i) Should we prioritise the provision of new employment land within Southend (Sites A + B); or	1	0	0	1
9B2.1b (ii) Should we prioritise the intensification of economic uses within existing employment areas (Areas C + D); or	1	0	0	1
2.1b (iii) Should we prioritise the provision of new employment land on the edge of Southend in partnership with Rochford District Council (Sites E + F)? or	2	0	0	2
11B2.1b (iv) Should we prioritise all or a combination of the above?	2	0	2	4
12B2.1.c1. Do you agree with the identified potential re-allocation of Prince Close to housing led redevelopment?	3	0	1	4
13B2.1.c2 Do you agree with the identified potential re-allocation of Grainger Road to housing led redevelopment?	4	0	2	6

Question	Support	Object	Comment	Total
14B2.1.c3 Do you agree with the identified potential re-allocation of Terminal Close to housing led redevelopment	3	0	1	4
15B2.1.c4 Do you agree with the identified potential re-allocation of Shoebury Garrison to housing led redevelopment	3	0	1	4
16B2.1d: Do you agree with how we plan to meet employment needs? Please explain your answer	2	0	4	6
2.1 General Comments	1	0	3	4
Total	27	0	23	50
2.2				
18B2.2a: Do you agree that new infrastructure and community services should be delivered as part of the phasing of new development? Are there any infrastructure types we should prioritise due to current capacity issues if so, what are these	9	1	11	21
2.2 General Comments	2	0	2	4
Total	11	1	13	25
2.3				
2.3a.a The Southend Central Area Action Plan, adopted in 2018, includes a number of Existing Allocated Sites. It is proposed that the New Local Plan will continue to allocate these sites for development. Do you agree with this approach? Please explain your answer.	0	0	0	0
21B2.3a.b. Government supports the development of Urban Area Sites and these should therefore be included within the New Local Plan. Do you have any comment to make regarding this?	1	0	4	5
22B2.3b.a. Do you support the principle of allocating Housing Regeneration Sites for housing led redevelopment?	4	0	3	7
23B2.3b.b. Do you support the principle of allocating Employment Land Release Sites for housing led redevelopment?	0	2	2	4
24B2.3b.c Do you support the principle of allocating a small number of sites that are currently located on public Green Space for housing led redevelopment?	1	2	1	4
25B2.3b.d. Do you support the principle of allocating a small number of sites that are currently located on Agricultural Land for housing led redevelopment?	1	0	1	2
26B2.3c.a.Do you support the principle of providing a new neighbourhood on the edge of Southend to provide for comprehensive development to include new homes and family housing, jobs, etc.	3	4	11	18
2.3c.b. If a new neighbourhood came forward on the edge of Southend do you have a view on what our priorities should be – e.g. what types of services,	0	1	6	7

Question	Support	Object	Comment	Total
open green spaces and infrastructure should be prioritised? Please explain your answer and let us know what you think the priorities should be.				
2.3c.c Do you agree that there are opportunities to ensure any new development successfully integrates with existing communities, town and local centres and the wider transport network? Please explain your answer.	1	0	2	3
2.3c.d Do you support the allocation of these sites for a new stadium, new homes and supporting uses? Please reference the site you are referring to.	0	0	3	3
2.3c.d Development Opportunity C: HEA261 Land West of Fossetts Way	4	1	0	5
2.3c.d Development Opportunity C: HEA262 Land East of Fossetts Way	2	0	1	3
2.3c.d Development Opportunity C: HEA263 A vacant site adjacent to Fossetts Way, with an ancient monument (archaeological) to the south.	1	1	1	3
2.3c.d Development Opportunity C: HEA264 SUFC Training Ground Eastern Avenue	2	0	0	2
2.3c.e Do you support the allocation of the sites shown in Map 7 and Table 11 to deliver a New Neighbourhood	2	9	2	13
2.3c.e Development Opportunity C: HEA219/16	0	4	2	6
2.3c.e Development Opportunity C: HEA219/5	0	3	2	5
2.3c.e Development Opportunity C: HEA219/21	1	2	2	5
2.3c.e Development Opportunity C: HEA219/18	2	2	2	6
2.3c.e Development Opportunity C: HEA219/17	1	2	1	4
2.3c.e Development Opportunity C: HEA219/22	1	2	1	4
2.3c.e Development Opportunity C: HEA144	2	2	1	5
2.3c.e Development Opportunity C: HEA145	1	1	1	3
2.3c.e Development Opportunity C: HEA143	0	3	1	4
2.3c.e Development Opportunity C: HEA219/19	1	2	1	4
2.3c.e Development Opportunity C: HEA219/36	1	2	1	4
2.3c.f Do you believe that any of the sites shown in Map 6 and Table 11 could come forward individually for housing led development that is not part of a wider strategic new neighbourhood? Please reference the site.	0	0	5	5
2.3d.a Do you support the provision of a series of new neighbourhoods on the edge of Southend to create a Garden Settlement to include new homes and family housing, jobs, a new country park, community services, transport links and supporting infrastructure? Please explain your answer and let us know what your priorities would be if a series of neighbourhoods were to be delivered – what types of supporting facilities, services, green space and infrastructure should be provided?	8	6	6	20

Question	Support	Object	Comment	Total
2.3d.b Are there opportunities for the development to successfully integrate with existing communities, town and local centres and the wider transport network? Please explain your answer.	0	3	3	6
2.3d General Comments	3	0	4	7
2.3e.a Strategy Options Overview - Option A - Increasing Urban Capacity	2	0	5	7
2.3e.a Strategy Options Overview - Options A & B - Facilitating Urban Change	3	0	0	3
2.3e.a Strategy Options Overview - Options A, B & C – Including New neighbourhood	0	1	0	1
2.3e.a Strategy Options Overview - Option A, B, C & D – Development outside the Borough, including new neighbourhoods	1	3	1	5
2.3e.b (i) Strategy Options Overview	3	3	4	10
2.3e.b (ii) Strategy Options Overview	1	3	0	4
2.3e.c Strategy Options Overview	2	0	4	6
2.3 General Comments	1	3	36	40
Total	56	67	120	243
2.4 Retail Provision and Centre Hierarchy				
2.4a - Do you agree with the classification of centres and that they should be promoted in line with the proposed hierarchy (Table 13 and 14 and Map 8)?	4	0	3	7
2.4b - Should we seek to define each centre as 'Commercial Areas' to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
2.4c - Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development to residential – if so what frontages?	2	0	1	3
2.4d - Do you agree that we should focus on improving the role and function of existing comparison retail floorspace and their setting, including measures to reduce the number of vacant units, rather than providing additional retail floorspace in the short term?	3	0	0	3
2.4e - Should future convenience retail floorspace be directed towards the Town Centre in line with the proposed centre hierarchy, or should the focus be elsewhere – if so where?	0	0	3	3
2.4f - Thinking about any potential provision of new neighbourhood/s to the north of Southend and the role they could play in terms of retail provision, should we promote new centres, incorporating ancillary retail floorspace, to provide easy access to shops, services and facilities? Please provide further detail to support your answer.	2	1	1	4

Question	Support	Object	Comment	Total
2.4g - Should we develop policies to protect small and local retail outlets in centres such as Leigh in order to provide a balance between retail and hospitality outlets?	4	0	0	4
2.4 General Comments	0	0	0	0
Total	17	1	8	26
2.5 Town Centre and Central Seafront				
2.5.1a Town Centre and Central Seafront - Vision	4	0	3	7
2.5.2a Policy Approach Do you think this policy approach would form a sound basis for developing more detailed planning policies for the town centre and central seafront?	3	0	0	3
2.5.2b Policy Approach Do you agree with the potential main themes/ zones for the Town Centre and Central Seafront as outlined?	1	0	2	3
2.5.2c Policy Approach Do you think an alternative policy approach would be preferable? If so, please detail what you think this should be.	1	0	2	3
2.5.3a Town Centre and Central Seafront – Allocated Sites Do you agree that the SCAAP Opportunity Sites and amended wording as set out in Table 15 and Map 9 should be carried forward into the Southend New local Plan? If not what amendments would you like? Please reference the site number when making your response.	5	0	2	7
2.5.4a Town Centre and Central Seafront - Potential Opportunities and Interventions Do you agree with the identified potential opportunities set out in Table 17? Please include the map reference when making your response.	2	0	1	3
2.5.4b Town Centre and Central Seafront - Potential Opportunities and Interventions Are there any other ways in which the regeneration of Southend Central could be promoted and achieved? Please explain your answer.	1	0	4	5
2.5 General Comments	1	0	1	2
	18	0	15	33
2.6 Protecting and Enhancing Green Space and the Coastline				
2.6a Do you support the creation of new strategic green space or a new Country Park as part of the provision of a new neighbourhood/s to the north of Southend	4	1	7	12
2.6b - HEA138 Land at Mendip Crescent/ Dunster Avenue - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	1	1	3

Question	Support	Object	Comment	Total
2.6b - HEA137 Land at Elm Road - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	0	1	2
2.6b - HEA135 Land at George Street - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	1	0	2
2.6b - HEA141 Land South of Eastwoodbury Lane - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	0	0	1
2.6b - HEA140 Land South of Eastwoodbury Lane - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	0	0	1
2.6b - HEA139 Land South of Eastwoodbury Lane - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	0	0	1
2.6b - HEA116 Land at Brendon Way/ North of Prince Close - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	0	0	1
2.6b - EA024 Land at Nestuda Way/ Eastwoodbury Lane - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 18 and Map 12)? Please explain your answer.	1	0	0	1
2.6c Protecting & Enhancing Green Space & the Coastline - Do you agree with the approach to protecting designated coastal habitats and supporting public access to the coast? Please explain your answer.	5	0	4	9
2.6d Protecting & Enhancing Green Space & the Coastline - Do you have any other comments on our proposed approach to green space policy?	1	0	10	11
2.6 General Comments	1	0	4	5
Total	19	3	27	49
2.7 Transport and Access				
2.7a. Where choices are needed, should investment be focussed on a particular mode of transport? Please rank the following modes of transport with 1 being your greatest priority for Southend, and explain your answers:	2	0	10	12

Question	Support	Object	Comment	Total
2.7b. Do you think we can improve take-up and use of low and zero carbon modes of transport in Southend? Please explain your answer.	4	0	12	16
2.7c. Do you think the New Local Plan could support accessibility to town and neighbourhood centres and tourism attractions? Please explain your answer.	3	0	5	8
2.7d. Do you agree with the principle of creating a new link road from the A127 to Shoeburyness to facilitate the development of a new neighbourhood/s to the north of Southend? (Please note that provision of this is only likely to be viable in combination with the delivery of a new neighbourhood/s to the north of Southend).	3	2	4	9
2.7d.i. Should the link road be integrated into the existing network at points A, B and C or can you suggest another route?	1	0	3	4
2.7d.ii. How can the link road best cater for all modes of transport (car, bus, cycle, walking)?	0	0	2	2
2.7e. Do you think there is a need for a 'Park and Ride' facility to serve key visitor destinations such as the airport, town centre and central seafront, if so where should this be located?	6	1	4	11
2.7e.i. Would you support priority bus measures, including dedicated bus lanes, and higher parking charges at key visitor destinations to make "Park and Ride" attractive and competitive in respect to both speed and price?	2	0	2	4
2.7f. Should we allow residential development schemes to come forward with lower levels of off-street parking in specific areas, such as the town centre, near train stations, along frequent bus routes or where there is access to overnight public parking?	3	0	4	7
2.7 General Comments	2	1	9	12
Total	26	4	55	85
2.8 London Southend Airport				
2.8a. Should the New Local Plan include high-level policies, developed through co-operation with Rochford District Council, to guide future development at the airport or should new policies be developed at a later date, as part of a review of the JAAP, jointly with Rochford District Council?	2	0	6	8
2.8b. Do you consider the Airport to be valuable as an economic and tourist asset to Southend providing local jobs and global connections? Please explain your answer.	5	1	4	10
2.8c. If the airport is to grow beyond its current planning permission (53,300 ATMS) what policies should we include to positively manage economic	1	4	5	10

Question	Support	Object	Comment	Total
growth and environmental impacts such as noise, air quality and the need for carbon reduction?				
2.8d. Do you agree that we should be planning to prioritise transport improvements to increase the amount of passengers travelling by non-car modes? Please explain your answer, letting us know what transport improvements you think we should be prioritising, and refer to Question 2.7: Transport & Access above concerning new link road and potential park and ride.	5	0	3	8
2.8 General Comments	1	0	2	3
Total	14	5	20	39
2.9 Sustainability Appraisal				
2.9a. Do you have any comments on the accompanying Sustainability Appraisal?	2	0	19	21
Total	2	0	19	21
Duty to Cooperate				
DTC General Comments	2	0	10	12
Total	2	0	10	12

Part 3 Neighbourhoods

Question	Support	Object	Comment	Total
3.1 Eastwood				
3.1.2a. Do you agree with our draft vision and priorities for Eastwood? If not, let us know what we have missed?	0	0	1	1
3.1.3a. Are there any issue with infrastructure provision in Eastwood? Please explain your answer and let us know what the priorities should be over the next 20 years.	0	0	0	0
3.1.41a HEA002... 112 Bellhouse Road - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.1.41a HEA130...Vacant land to north and south of Lundy Close - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.1.41a HEA222... Bishop House, Western Approaches - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.1.41a HEA243... Scott House, 171 Neil Armstrong Way - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.1.41a HEA245... 68-114 Snakes Lane - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.1.41a HEA254... Beaver Tower - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0

Question	Support	Object	Comment	Total
3.1.41a HEA116... Land at Brendon Way/North of Prince Avenue - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.1.41b Do you have any other comments on housing provision in Eastwood?	0	0	0	0
3.1.42a What types of development typology do you think should come in Eastwood You may wish to refer to the different urban forms presented in Map 15 in your answer.	0	0	0	0
3.1.43a Do you agree that Progress Road should be safeguarded as an employment growth site?	0	0	0	0
3.1.43a Do you agree that Airbourne Close should be safeguarded as an employment renewal site?	0	0	0	0
3.1.43a Do you agree that Airbourne Industrial Estate should be safeguarded as an employment renewal site?	0	0	0	0
3.1.43a Do you agree that Aviation Way should be safeguarded as an employment renewal site?	0	0	0	0
3.1.43a Do you agree with this proposed employment new allocation site for Nestuda Way?	0	0	0	0
3.1.43a Do you agree that Comet Way should be safeguarded as an employment renewal site?	0	0	0	0
3.1.43a Do you agree that Laurence Industrial Estate should be safeguarded as an employment renewal site?	0	0	0	0
3.1.43b Do you have any other comments on employment land provision in Eastwood? If yes, please explain your answer.	0	0	0	0
3.1.44a Should we define Eastwood (Rayleigh Road) as a Neighbourhood Centre as set out in Table 22 and Map 17 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.1.44a Should we define Rayleigh Road (The Oakwood PH) as a Local Centre as set out in Table 22 and Map 17 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.1.44a Should we define Rayleigh Road/Whitehouse Road as a Local Centre as set out in Table 22 and Map 17 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.1.44a Should we define Rayleigh Road/Kent Elms Corner as a Local Centre as set out in Table 22 and Map 17 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.1.44a Should we define Eastwood (Western Approaches) as an Out of Town Retail Park as set out	0	0	0	0

Question	Support	Object	Comment	Total
in Table 22 and Map 17 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?				
3.1.44b Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development changes to residential – if yes what frontages?	0	0	0	0
3.1.44c Are there any other areas within the Eastwood Neighbourhood area that we haven't identified that should be promoted for commercial activities? If yes, please let us know where.	0	0	0	0
3.1.45a N1... Brookfields Open Space - Do you support the proposed new green space designation at Brookfields?	0	0	0	0
3.1.45a N2... Green Lane Open Space Extension - Do you support the proposed new green space designation at Green Lane?	0	0	0	0
3.1.45a N3... Four Sisters Close / Rayleigh Road - Do you support the proposed new green space designation at Four Sisters Close/Rayleigh Road?	0	0	0	0
3.1.45a N4... Neil Armstrong Way - Do you support the proposed new green space designation at Neil Armstrong Way?	0	0	0	0
3.1.45b HE116... Land at Brendon Way/North of Prince Close -Do you have any comments on the green space site identified as having potential to be released for development at Brendon Way/North of Prince Close?	0	0	0	0
3.1.45c E1 Eastwood Park - Do you agree with Eastwood Park being proposed as Local Green Space (Map 18, Table 23)? If not, can you explain your reasons?	0	0	0	0
3.1.45c E2 - Oakwood Park - Do you agree with Oakwood Park being proposed as Local Green Space (Map 18 Table 23)? If not, can you explain your reasons?	0	0	0	0
3.1.45d. Are there any other green spaces that you think should be designated as Local Green Space? If yes, please provide an address and supporting evidence that outlines how the space is special to the local community in terms of beauty, historic significance, recreational value, tranquillity, wildlife or for other reasons.	0	0	0	0
3.1.45e. Do you have any other comments regarding green space in Eastwood? If yes, please explain your answer.	0	0	2	2
3.1 Eastwood General Comments	0	0	0	0
Total	0	0	3	3

Question	Support	Object	Comment	Total
3.2 Leigh				
3.2.2a Do you agree with our draft vision and priorities for Leigh? If not, let us know what we have missed.	2	0	5	7
3.2.3a Are there any issues with infrastructure provision in Leigh? Please explain your answer and let us know what the priorities should be over the next 20 years.	1	0	7	8
3.2.41a HEA067... Former Old Vienna Restaurant, Blenheim Chase - Do you agree with the potential proposals for this site? Please explain your answer.	3	0	2	5
3.2.41a HEA110..Vacant land to the rear of 11-33 Juniper Road - Do you agree with the potential proposals for this site? Please explain your answer.	1	1	1	3
3.2.41a HEA129... Offices and Car Park, 2 Mendip Road - Do you agree with the potential proposals for this site? Please explain your answer.	3	0	0	3
3.2.41a HEA228... Furzefield, 20 Priorywood Drive - Do you agree with the potential proposals for this site? Please explain your answer.	2	1	1	4
3.2.41a HEA240... 18 – 72 Randolph Close - Do you agree with the potential proposals for this site? Please explain your answer.	3	0	1	4
3.2.41a HEA250... Westwood, 137 Eastwood Old Road - Do you agree with the potential proposals for this site? Please explain your answer.	1	0	3	4
3.2.41a HEA138... Land at Mendip Crescent - Do you agree with the potential proposals for this site? Please explain your answer.	0	3	0	3
3.2.41a HEA018... 658 London Road - Do you agree with the potential proposals for this site? Please explain your answer.	2	0	0	2
3.2.41a HEA220... Adams Elm House, 1271 London Road - Do you agree with the potential proposals for this site? Please explain your answer.	3	0	2	5
3.2.41a HEA235... Mussett House, 49 Bailey Road - Do you agree with the potential proposals for this site? Please explain your answer.	2	0	1	3
3.2.41a HEA244... Senier House, 39 Salisbury Road - Do you agree with the potential proposals for this site? Please explain your answer.	2	0	1	3
3.2.41a HEA248... Trafford House, 117 Manchester Drive - Do you agree with the potential proposals for this site? Please explain your answer.	2	0	1	3
3.2.41a HEA251... Yantlet, 1193-1215 London Road - Do you agree with the potential proposals for this site? Please explain your answer.	1	0	1	2

Question	Support	Object	Comment	Total
3.2.41b Do you have any other comments on housing provision in Leigh? If yes, please explain your answer.	0	0	5	5
3.2.42a Are there development typologies that you would like to see come forward in Leigh?	0	0	4	4
3.2.44a Should we seek to define Leigh (focussed along the Broadway) as a District Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	1	3
3.2.44a Should we seek to define London Road (Thames Drive and Hadleigh Road) as a Neighbourhood Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44a Should we seek to define Eastwood Old Road as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44a Should we seek to define Eastwood Road as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44a Should we seek to define London Road, The Elms as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44a Should we seek to define Elmsleigh Drive as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44a Should we seek to define Bridgewater Drive, Kent Elms Corner as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44a Should we seek to define The Ridgeway as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44a Should we seek to define London Road, Chalkwell School as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve	2	0	0	2

Question	Support	Object	Comment	Total
local community needs and provide local employment opportunities?				
3.2.44a Should we seek to define Bridgewater Drive South as a Local Centre as set out in Table 26 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.2.44b Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development changes to residential – if so what frontages?	2	0	1	3
3.2.44c Are there any other areas within the Leigh Neighbourhood area that we haven't identified that should be promoted for commercial activities? If yes, please explain your answer and let us know where.	0	0	4	4
3.2.45a N5... Millennium Open Space - Do you support the proposed new new green space designation at Millennium Open Space? If not, can you explain why?	1	1	0	2
3.2.45a N6... Blenheim Chase/Kenilworth Gardens - Do you support the proposed new new green space designation at Blenheim Chase/Kenilworth Gardens? If not, can you explain why?	2	0	0	2
3.2.45a N7... Highlands Boulevard/Sutherland Boulevard - Do you support the proposed new new green space designation at Highlands Boulevard/Sutherland Boulevard. If not, can you explain why?	2	0	0	2
3.2.45a N8... Prittle Brook - Do you support the proposed new new green space designation at Prittle Brook? If not, can you explain why?	3	0	0	3
3.2.45a N9... Victory Path Ridgeway to Crowstone Road - Do you support the proposed new new green space designation at Victory Path Ridgeway to Crowstone Road?	2	0	0	2
3.2.45a N10... Oak Walk Pocket Park - Do you support the proposed new new green space designation Oak Walk Pocket Park? If not, can you explain why?	2	0	0	2
3.2.45a N11... The Gardens - Do you support the proposed new new green space designation at The Gardens? If not, can you explain why?	1	0	0	2
3.2.45b HEA138 Mendip Crescent - Do you agree with the potential release of Mendip Crescent for development? Please explain your answer.	0	2	0	2
3.2.45c Do you agree that the areas identified as deficient in green space should be promoted for additional tree planting, soft landscaping or	2	0	1	3

Question	Support	Object	Comment	Total
children's play space where opportunities arise through new development?				
3.2.45d E45 - Belfairs Woods and Golf Course - Do you agree with Belfairs Woods and Golf Course being proposed as Local Green Space? If not, can you explain why?	5	0	5	10
3.2.45d E22 - Chalkwell Park - Do you agree with Chalkwell Park being proposed as Local Green Space? If not, can you explain why?	2	0	0	2
3.2.45d E21 - Leigh Library Gardens - Do you agree with Leigh Library Gardens being proposed as Local Green Space? If not, can you explain why?	2	0	0	2
3.2.45e Do you propose any other sites should be designated as Local Green Space? If yes, please provide an address and supporting evidence that outlines how the space is special to the local community in terms of beauty, historic significance, recreational value, tranquillity, wildlife or for other reasons.	1	0	2	3
3.2.45f Do you have any other comments regarding green space in Leigh? If yes, please explain your answer.	3	0	12	15
3.2 Leigh General Comments	0	0	6	6
Total	78	8	67	153
3.3 Prittlewell				
3.3.2a. Do you agree with our draft vision and priorities for Prittlewell? If not, let us know what we have missed.	1	0	0	1
3.3.3a. Are there any issues with infrastructure provision in Prittlewell? Please explain your answer and let us know what the priorities should be over the next 20 years?	0	0	0	0
3.3.41a HEA106... Industrial uses between Roots Hall Avenue and Victoria Avenue - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA112...Avro Centre, Avro Road - Do you agree with the potential proposals for this site? Please explain your answer.	0	1	0	1
3.3.41a HEA117... Vacant Land between Prince Avenue and A127 - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA131...St Stephen's Church, vicarage and play area, Manners Way - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA259... Roots Hall Stadium -Do you agree with the potential proposals for this site? Please explain your answer.	0	0	1	1

Question	Support	Object	Comment	Total
3.3.41a HEA217... Land at Prittlewell Chase, adjacent to Priory House - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA236...Nayland House, 203 Manners Way - Do you agree with the potential proposals for this site? Please explain your answer	0	0	0	0
3.3.41a HEA246...Stephen McAdden House, 21 Burr Hill Chase - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA257... Cecil Court - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA139...Land to the South of Eastwoodbury Lane (East) - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA140...Land to the South of Eastwoodbury Lane (West) - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a HEA141...Land to the South of Eastwoodbury Lane - Do you agree with the potential proposals for this site? Please explain your answer.	0	1	1	2
3.3.41a HEA260...Aldi Store, Eastern Avenue - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.3.41a EA006...Prince Close -Do you agree with the potential proposals for this site? Please explain your answer.	0	1	0	1
3.3.41b b. Do you have any other comments on housing provision in Prittlewell? If yes, please explain your answer.	0	0	0	0
3.3.42a a. What types of development typology do you think should come in Prittlewell? You may wish to refer to the different urban forms presented in Map 27 in your answer.	0	0	0	0
3.3.43a Do you agree that Priory Works should be safeguarded as a local employment site?	0	0	0	0
3.3.43a Do you agree that Thanet Grange should be safeguarded as a local employment site?	0	0	0	0
3.3.43a Do you agree with this proposed new employment allocation site for Land at Nestuda Way/ Eastwoodbury Lane?	0	0	0	0
3.3.43a Do you agree with the re-allocation of employment at Prince Close to residential led redevelopment?	0	0	0	0
3.3.43b Do you have any other comments on employment land provision in Prittlewell? If yes, please explain your answer.	0	0	0	0

Question	Support	Object	Comment	Total
3.3.44a Should we seek to define Rochford Road as a Local Centre as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44a Should we seek to define Eastwoodbury Crescent as a Local Centre as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44a Should we seek to define The Bell Prince Avenue as a Local Centre as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44a Should we seek to define Hobleythick Lane/Prince Avenue as Local Centre as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44a Should we seek to define Earls Hall Parade (Cuckoo Corner) as a Local Centre as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44a Should we seek to define Victoria Avenue/West Street as a Local Centre as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44a Should we seek to define Thanet Grange/Tesco as an Out of Town Retail Park as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44a Should we seek to define Airport Retail Park as an Out of Town Retail Park as set out in Table 30 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.3.44b Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development changes to residential – if so what frontages?	0	0	0	0
3.3.44c Do you agree with the proposed amendments as set out on Map 29?	0	0	0	0
3.3.44d Are there any other areas within the Prittlewell Neighbourhood area that we haven't identified that should be promoted for commercial	0	0	0	0

Question	Support	Object	Comment	Total
activities? If yes, please explain your answer and tell us where.				
3.3.45a N12...St Laurence Park - Do you support the proposed new new green space designation at St Laurence Park? If not, can you explain why?	0	0	0	0
3.3.45a N13...St Laurence Park Childrens Play Area - Do you support the proposed new new green space designation at St Laurence Park Childrens Play Area? If not, can you explain why?	0	0	0	0
3.3.45a N14...Sidmouth Avenue Playground -Do you support the proposed new new green space designation at Sidmouth Avenue Playground? If not, can you explain why?	0	0	0	0
3.3.45a N15...Manners Way Playground - Do you support the proposed new new green space designation at Manners Way Playground? If not, can you explain why?	0	0	0	0
3.3.45a N16...Prittlewell Chase - Do you support the proposed new new green space designation at Prittlewell Chase? If not, can you explain why?	0	0	0	0
3.3.45a N17...Ecko Park North - Do you support the proposed new new green space designation at Ecko Park South? If not, can you explain why?	0	0	0	0
3.3.45a N8... Prittlebrook - Do you support the proposed new new green space designation at Prittle Brook? If not, can you explain why?	0	0	0	0
3.3.45b HEA139 Land to south of Eastwoodbury Lane - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 31b)? If yes, please explain your answer with reference to relevant site/s in Table 31b.	0	0	0	0
3.3.45b HEA140 Land to south of Eastwoodbury Lane - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 31b)? If yes, please explain your answer with reference to relevant site/s in Table 31b.	0	0	0	0
3.3.45b HEA141 Land to south of Eastwoodbury Lane - Do you agree with the green space sites / agricultural land identified as having the potential to be released for development (Table 31b)? If yes, please explain your answer with reference to relevant site/s in Table 31b.	0	0	0	0
3.3.45c Do you agree with Priory Park being proposed as Local Green Space? If not, can you explain why?	0	0	0	0
3.3.45d Do you propose any other sites should be designated as Local Green Space? If yes, please provide an address and supporting evidence that	0	0	0	0

Question	Support	Object	Comment	Total
outlines how the space is special to the local community in terms of beauty, historic significance, recreational value, tranquillity, wildlife or for other reasons.				
3.3.45e Do you have any other comments regarding green space in Prittlewell? If yes, please explain your answer	0	0	1	1
3.3 Prittlewell General Comments	0	0	0	0
Total	1	3	3	7
3.4 Southend Central				
3.4.2a Are there any issues with infrastructure provision in Southend Central? Please explain your answer and let us know what the priorities should be over the next 20 years.	1	1	4	6
3.4.31a HEA006...Central House, Clifftown Road - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	1	1
3.4.31a HEA040...57 York Road - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA042...Former Gas Works, Eastern Esplanade - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA048...215-215a North Road - Do you agree with with the potential proposals for this site? Please explain your answer.	0	1	0	1
3.4.31a HEA078...Styles Properties, 165 Sutton Rd - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA082...Commercial Premises, 4 Southchurch Road - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA094...Land at Warrior Square - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA122...Warrior House, 42 - 82 Southchurch Road -Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA103...Nazareth House, 111 London Rd - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA224...Buckingham House, Salisbury Avenue -Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a HEA238...Norman Harris House, 450 Queensway - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0

Question	Support	Object	Comment	Total
3.4.31a HEA255...Blackdown, Brecon & Grampian - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a EA016...Central Station, Clifftown Road - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31a EA032...Grainger Close Employment Area - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.4.31b Do you have any other comments on housing provision in Southend Central? If yes, please explain your answer.	0	0	0	0
3.4.32a Are there development typologies that you would like to see comes forward in Southend Central? Please explain your answer - you may wish to refer to the different urban forms presented in Map 33 in your response.	0	0	1	1
3.4.32b Should a tall buildings policy be introduced to direct such development to specific areas of the neighbourhood? If so, what areas should be identified?	0	0	0	0
3.4.33a Do you agree that Short Street/Kenway should be safeguarded as a local employment site?	0	0	0	0
3.4.33a Do you agree that Tickfield should be safeguarded as a local employment site?	0	0	0	0
3.4.33a Do you agree that Grainger Road employment area should be re-allocated to residential led re-development?	0	0	0	0
3.4.33b Do you have any other comments on employment land provision in Southend Central? If yes, please explain your answer.	0	0	0	0
3.4.34a Should we seek to define Southend Town Centre as a Town Centre as set out in Table 35 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	3	3
3.4.34a Should we seek to define Sutton Road South as a Neighbourhood Centre as set out in Table 35 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.4.34a Should we seek to define Victoria Avenue/West Street as a Local Centre as set out in Table 35 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.4.34a Should we seek to define London Road Retail Park as an Out of Town Retail Park as set out in Table 35 to promote a range of commercial uses	1	0	0	1

Question	Support	Object	Comment	Total
to serve local community needs and provide local employment opportunities?				
3.4.34a Should we seek to define Greyhound Retail Park as an Out of Town Retail Park as set out in Table 35 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	1	1
3.4.34b Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development changes to residential – if yes, what frontages?	1	0	0	1
3.4.34c Are there any other areas within the Southend Central Neighbourhood area that we haven't identified that should be protected for commercial activities? If yes, please explain your answer and let us know where.	0	0	2	2
3.4.35a N19...Kursaal Playground - Do you agree with this proposed new green space designation?	2	0	0	2
3.4.35a N8...Prittle Brook - Do you agree with this proposed new green space designation?	1	0	0	1
3.4.35a N20...Central Museum Wildlife Garden - Do you agree with this proposed new green space designation?	0	0	1	1
3.4.35a N21...Queensway Linear Green Space - Do you agree with this proposed new green space designation?	1	0	0	1
3.4.35a E75...The Shrubbery - Do you agree with this proposed new green space designation?	0	0	0	0
3.4.35b Do you agree with the indicative locations for additional green infrastructure (Table 37 below and Map 36 above)?	2	0	0	2
3.4.35c Do you agree with Prittlewell Square, Cliff Gardens and the Shrubbery being identified as Local Green Space? If not, can you explain why	1	0	0	1
3.4.35d Are there any other areas we haven't identified that should be protected or promoted for green infrastructure? If yes, please provide an address and explain why it should be protected/promoted.	0	0	0	0
3.4.35e Are there other sites within Southend Central that should be designated as Local Green Space? If yes, please provide an address and supporting evidence to outline how the space is special to the local community in terms of beauty, historic significance, recreational value, tranquillity, wildlife or is special to the local community for other reasons.	0	0	0	0

Question	Support	Object	Comment	Total
3.4.35f Do you have any other comments on green space provision in Southend Central? If yes, please explain your answer	0	0	1	1
3.4 Southend Central General Comments	0	0	1	1
Total	12	2	15	29
3.5 Westcliff				
3.5.2a Do you agree with our draft vision and priorities for Westcliff? If not, let us know what we have missed.	4	0	1	5
3.5.3a Are there any issues with infrastructure provision in Westcliff? Please explain your answer and let us know what the priorities should be over the next 20 years.	0	0	1	1
3.5.41a HEA083...30-32 The Leas - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.5.41a HEA115...Part of Hamlet Court Road Car Park - Do you agree with the potential proposals for this site? Please explain your answer.	0	1	0	1
3.5.41b Do you have any other comments on housing provision in Westcliff? If yes, please explain your answer.	1	0	2	3
3.5.5a Are there development typologies that you would like to see come forward in Westcliff? Please explain your answer - you may wish to refer to the different urban forms presented in Map 39 in your response.	0	0	2	2
3.5.6a Should we seek to define Westcliff (Hamlet Court Road/London Road) as a District Centre as set out in Table 39 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	3	0	0	3
3.5.6a Should we seek to define London Road/West Road as a Neighbourhood Centre as set out in Table 39 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	2	0	0	2
3.5.6a Should we seek to define London Road, Chalkwell Park as a Local Centre as set out in Table 39 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.5.6a Should we seek to define Fairfax Drive as a Local Centre as set out in Table 39 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.5.6b Should we investigate using Article 4 direction to safeguard ground floor commercial uses	1	0	1	2

Question	Support	Object	Comment	Total
within the town, district and neighbourhood centres by restricting permitted development changes to residential – if so what frontages?				
3.5.6c Do you agree with the proposed amendments as set out on Map 40?	1	0	0	1
3.5.6d Are there any other areas within the Westcliff Neighbourhood area that we haven't identified that should be promoted for commercial activities? If yes, please explain your answer and let us know where.	0	0	0	0
3.5.8a N22...Fairfax Playground Should we seek to protect this green space which is not currently protected?	1	0	0	1
3.5.8a N23...The Leas (East) - Should we seek to protect this green space which is not currently protected?	0	0	0	0
3.5.8a N24...The Leas (South) - Should we seek to protect this green space which is not currently protected?	0	0	0	0
3.5.8a N25...Crowstone Road - Should we seek to protect this green space which is not currently protected?	0	0	0	0
3.5.8a N8... Prittle Brook - Should we seek to protect this green space which is not currently protected?	1	0	0	1
3.5.8b Do you agree that the area identified on Map 41 as an area of search should be promoted for additional tree planting, soft landscaping or children's play space where opportunities arise through new development?	0	0	0	0
3.5.8c Are there any other areas we haven't identified that should be protected or promoted for green infrastructure? Please provide an address.	0	0	0	0
3.5.8d Are there any sites within Westcliff that should be designated as Local Green Space? If yes, please provide an address and supporting evidence, for example the space is special in terms of beauty, historic significance, recreational value, tranquillity, wildlife or is special to the local community for other reasons.	0	0	0	0
3.5.8e Do you have any other comments on green space provision in Westcliff? If yes, please explain your answer.	0	0	1	1
3.5 Westcliff General Comments	0	0	0	0
Total	16	1	8	25
3.6 Southchurch				
3.6.2a Do you agree with our draft vision and priorities for Southchurch? If not, let us know what we have missed.	0	2	1	3

Question	Support	Object	Comment	Total
3.6.3a Are there any issues with infrastructure provision in Southchurch? Please explain your answer and let us know what the priorities should be over the next 20 years.	0	1	1	2
3.6.41a HEA108...Vacant land at Archer Avenue - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA142...School buildings and land, former Futures College, Southchurch Boulevard - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA218...Car Park, Ilfracombe Avenue - Do you agree with with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA223...Bronte Mews - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA225...1-29 Cedar Close - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA227...1-33 Dickens Close - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA230...Keats House, Shelley Square - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	1	1
3.6.41a HEA233...1-11 Lincoln Close - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA237...Nicholson House & The Barringtons, 299 Southchurch Road - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	1	1
3.6.41a HEA239...Nursery Place, 530-596 Southchurch Road - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA241...Ruskin Mews, 14-24 Ruskin Avenue - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA242...Kipling Mews - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA247...The Brambles, 20 Eastern Avenue - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA249...Trevett House, 19a Rectory Chase - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0

Question	Support	Object	Comment	Total
3.6.41a HEA253...Longbow and Sherwood Way - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA256...Bewley Court - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a HEA258...Cluny Square - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.6.41a Do you have any other comments on housing provision in Southchurch? If yes, please explain your answer.	0	0	2	2
3.6.42a Are there development typologies that you would like to see come forward in Southchurch? Please explain your answer	0	0	0	0
3.6.44a Should we seek to define Southchurch Road as a Neighbourhood Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.6.44a Should we seek to define Woodgrange Drive as a Neighbourhood Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.6.44a Should we seek to define Sutton Road North as a Local Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.6.44a Should we seek to define Sutton Road Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.6.44a Should we seek to define Southchurch Avenue as a Local Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.6.44a Should we seek to define Cluny Square as a Local Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	0	0
3.6.44a Should we seek to define Hamstel Road as a Local Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1

Question	Support	Object	Comment	Total
3.6.44a Should we seek to define Woodgrange Drive East as a Local Centre as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.6.44a Should we seek to define Fossetts Park as an Out of Town Retail Park as set out in Table 43 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.6.44b Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development changes to residential – if yes, what frontages?	2	0	0	2
3.6.44c Are there other areas within the Southchurch Neighbourhood area that we haven't identified that should be protected for commercial activities? If yes, please explain your answer and let us know where.	0	0	0	0
3.6.45a N26...Christchurch Park - Do you agree with this proposed new green space designation?	1	0	0	1
3.6.45a N27...Southchurch Boulevard - Do you agree with this proposed new green space designation?	1	0	0	1
3.6.45a A11...Eastern Avenue* - Do you agree with this proposed new green space designation?	1	0	0	1
3.6.45b Are there other areas we haven't identified that should be protected or promoted for green infrastructure? Please provide an address.	0	0	0	0
3.6.45c Do you agree with Southchurch Park and Southchurch Hall Gardens being identified as Local Green Space? If not, can you explain why?	1	0	0	1
3.6.45d Are there any other sites within Southchurch that should be designated as Local Green Space? If yes, please provide an explanation. Any proposals must be supported by evidence the space is special to the local community in terms of beauty, historic significance, recreational value, tranquillity, wildlife or is special to the local community for other reasons.	0	0	0	0
3.6.45e Do you have any other comments on green space provision in Southchurch? If yes, please explain your answer.	1	0	2	3
3.6 Southchurch General Comments	0	0	0	0
Total	11	3	8	22
3.7 Thorpe Bay				
3.7.2a Do you agree with our draft vision and priorities for Thorpe Bay? If not, let us know what we have missed.	1	1	2	4

Question	Support	Object	Comment	Total
3.7.3a Are there any issues with infrastructure provision in Thorpe Bay? Please explain your answer and let us know what the priorities should be over the next 20 years?	0	0	1	1
3.7.41a HEA113...Land rear of Camelia Hotel - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	2	2
3.7.41b Do you have any other comments on housing provision in Thorpe Bay?	0	0	2	2
3.7.42a Are there development typologies that you would like to see come forward in Thorpe Bay? Please explain your answer	0	0	3	3
3.7.44a Should we seek to define Thorpe Bay (Broadway) as a Neighbourhood Centre as set out in Table 46 to promote a range of commercial uses to serve local community needs and provide local employment opportunities	1	0	1	2
3.7.44a Should we seek to define Shoebury Road (Bournes Green) as a Local Centre as set out in Table 46 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.7.44a Should we seek to define Barnstaple Road as a Local Centre as set out in Table 46 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	0	0	1	1
3.7.44b Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development changes to residential – if yes, what frontages?	0	0	1	1
3.7.44c Are there any other areas within the Thorpe Bay Neighbourhood area that we haven't identified that should be protected for commercial activities? If yes, please explain your answer and let us know where.	0	0	0	0
3.7.45a N28...Thorpe Bay Station Gardens - Do you agree with this proposed new green space designation?	3	0	1	4
3.7.45a N29... Branscome Square (enlarged) - Do you agree with this proposed new green space designation?	1	0	1	2
3.7.45a N30...Burleigh Square (enlarged) - Do you agree with this proposed new green space designation?	1	0	1	2
3.7.45a N31... Thorpe Hall Avenue - Do you agree with this proposed new green space designation?	1	0	0	1
3.7.45b Are there any other areas we haven't identified that should be protected or promoted for	0	0	0	0

Question	Support	Object	Comment	Total
green infrastructure? If yes, please provide an address				
3.7.45c E99...Thorpe Bay Gardens - Do you agree with the proposed designation of Thorpe Bay Gardens as Local Green Space (Table 48)? If not, please let us know why.	1	0	0	1
3.7.45c E105...Thorpe Bay Golf Course - Do you agree with the proposed designation of Thorpe Bay Golf Course as Local Green Space?	1	0	1	2
3.7.45d Are there any other spaces within Thorpe Bay that should be designated as Local Green Space? If yes, please provide an address and supporting evidence to outline how, for example the space is special in terms of beauty, historic significance, recreational value, tranquillity, wildlife or is special to the local community for other reasons.	0	0	0	0
3.7.45e Do you have any other comments on green space provision in Thorpe Bay? If yes, please explain your answer.	0	2	3	5
3.7 Thorpe Bay General Comments	0	0	0	0
	11	3	20	34
3.8 Shoeburyness				
3.8.2a Do you agree with our draft vision and priorities for Shoeburyness? If not, let us know what we have missed.	2	1	4	7
3.8.3a Are there any issues with infrastructure provision in Shoeburyness? Please explain your answer and let us know what the priorities should be over the next 20 years.	0	1	4	5
3.8.41a HEA109...Parking Area and adjacent areas at Eagle Way - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.8.41a HEA118...Thorpedene Campus - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	1	1
3.8.41a HEA221...Avon Way / West Road, Avon Way - Do you agree with the potential proposals for this site? Please explain your answer.	0	1	0	1
3.8.41a HEA226...Crouchmans, 46 Centurion Close - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.8.41a HEA229...Great Mead, 200 Frobisher Way - Do you agree with the potential proposals for this site? Please explain your answer.	0	1	0	1
3.8.41a HEA231...Kestrel House, 96 Eagle Way - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0

Question	Support	Object	Comment	Total
3.8.41a HEA232...57-103 Kingfisher Close and 58-120 Sandpiper Close - Do you agree with the potential proposals for this site? Please explain your answer.	0	1	0	1
3.8.41a HEA234...Longmans, 11 Rampart Street - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.8.41a HEA135...Playing Field, George Street - Do you agree with the potential proposals for this site? Please explain your answer.	0	0	0	0
3.8.41a - HEA137...Land at Elm Road - Do you agree with the potential proposals for this site? Please explain your answer.	0	2	0	2
3.8.41a EA036...Terminal Close Employment Area Do you agree with the potential proposals for this site? Please explain your answer.	0	0	1	1
3.8.41b Do you have any other comments on housing provision in Shoeburyness? If yes, please explain your answer.	0	1	0	1
3.8.42a Are there development typologies that you would like to see come forward in Shoeburyness? Please explain your answer	0	0	1	1
3.8.43a Do you agree that Vanguard Way should be safeguarded as a local employment site?	0	0	0	0
3.8.43a Do you agree that Towerfield Road should be safeguarded as a local employment site?	0	0	0	0
3.8.43a Do you agree that Campfield Road should be safeguarded as a local employment site?	0	0	0	0
3.8.43a Do you agree that Shoebury Garrison employment area should be re-allocated for residential led redevelopment?	1	0	0	1
3.8.43a Do you agree that Terminal Close employment area should be re-allocated for residential led redevelopment?	0	0	0	0
3.8.43b Do you have any other comments on employment land provision in Shoeburyness? If yes, please explain your answer.	0	0	1	1
3.8.44a Should we seek to define Shoeburyness (West Road) as a Neighbourhood Centre as set out in Table 50 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	2	3
3.8.44a Should we seek to define Ness Road as a Local Centre as set out in Table 50 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.8.44a Should we seek to define The Renown as a Local Centre as set out in Table 50 to promote a range of commercial uses to serve local community	1	0	0	1

Question	Support	Object	Comment	Total
needs and provide local employment opportunities?				
3.8.44a Should we seek to define High Street, Shoeburyness as a Local Centre as set out in Table 50 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.8.44a Should we seek to define North Shoebury as an Out of Town Retail Park as set out in Table 50 to promote a range of commercial uses to serve local community needs and provide local employment opportunities?	1	0	0	1
3.8.44b Should we investigate using Article 4 direction to safeguard ground floor commercial uses within the town, district and neighbourhood centres by restricting permitted development changes to residential – if yes, what frontages?	0	0	0	0
3.8.44c Do you agree with the proposed amendments to commercial centres as set out on Map 56?	0	0	0	0
3.8.44d Are there any other areas within the Shoeburyness Neighbourhood area that we haven't identified that should be promoted for commercial activities at ground floor level? If yes, please explain your answer and let us know where.	0	0	0	0
3.8.45a N32...Shoebury Park Expansion - Do you agree with this proposed new green space designation?	1	0	0	1
3.8.45a N33...Gunners Park update to boundary - Do you agree with this proposed new green space designation	0	0	1	1
3.8.45a N34...Caulfield Road (Wicklow Walk) - Do you agree with this proposed new green space designation	1	0	0	1
3.8.45a N35...Jena Close Playground - Do you agree with this proposed new green space designation	1	0	0	1
3.8.45a N36...Delaware Road - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N37...East Beach path to Gunners Park - Do you agree with this proposed new green space designation	1	0	0	1
3.8.45a N38...Colne Drive Sports Ground - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N39...Collingwood Open Space - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N40...Falcon Way Open Space - Do you agree with this proposed new green space designation	0	0	0	0

Question	Support	Object	Comment	Total
3.8.45a N41...Colne Drive Open Space - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N42...Jena Close Open Space - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N43...Goya Rise Open Space - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N44...Hogarth Open Space - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N45...Aylesbeare Open Space Extension - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45a N46...Cheldon Barton Open Space Extension - Do you agree with this proposed new green space designation	0	0	0	0
3.8.45b Are there any other areas we haven't identified that should be protected or promoted for green infrastructure? If yes, please provide an address.	0	0	0	0
3.8.45c HEA135...Land at George Street - Do you agree with the proposal to release this site from green space designation	0	0	1	1
3.8.45c HEA137...Land at Elm Road - Do you agree with the proposal to release this site from green space designation	0	0	1	1
3.8.45d E109...Gunners Park - Do you agree with Gunners Park being identified as Local Green Space	2	0	0	2
3.8.45d E110...Shoebury Park - Do you agree with Shoebury Park being identified as Local Green Space	1	0	0	1
3.8.45e Are there any other sites within Shoeburyness that should be designated as Local Green Space? If yes, please provide an address and supporting evidence to outline how the space is special to local community in terms of beauty, historic significance, recreational value, tranquillity, wildlife or is special to the local community for other reasons	0	0	0	0
3.8.45f Do you have any other comments on green space provision in Shoeburyness? If yes, please explain your answer.	1	0	1	2
3.8 Shoeburyness General Comments	0	0	4	4
Total	16	8	22	46
Neighbourhoods General Comments	0	0	4	4
Total	0	0	4	4
Full Total	380	116	509	1005

Appendix D – Summary of Representations – Part 1 and 2 Aims and Objectives and Spatial Strategy

See separate document

Appendix E – Summary of representations Part 3 Neighbourhoods

See separate document

Appendix F: Big Debate - Ideas generated by the public

On the Your Say Southend website, members of the public were invited to suggest ideas to support the Local Plan. These are set out below, grouped into the four Big Debate themes.

[Southend Local Plan Conversation 2021 | Your say Southend](#)

Climate Change and the Environment

Green walls and roofs

Flood the fields adjacent to Two Tree Island and recover our lost marshes as a wildlife rewild and natural flood defence

A sunken park capable of absorbing excess rain on the wasteland to the west of the Kursaal on the seafront

More shelters on Chalkwell seafront – nowhere to sit out of the sun when the weather is hot

More street trees along Leigh Broadway and London Road

Reintroduce seats and trees in York Road and Southchurch Avenue to provide a peaceful resting place when climbing back up the hills

More grass verges

Crack down on litter and flytipping

Wheelie bins to reduce mess on bin day and reduce plastic bags

More and better access to green spaces

Economic Growth

Work experiences made easier for young people

Historical tourist attraction – Golden Square Mile walk amongst the Grade I and II buildings

Outdoor cafes and restaurants in Kursaal ward to provide stop off points on the Golden Mile Square walk

Transport and Infrastructure

Dedicated bus lanes – often caught in traffic whilst on a bus

Make bus tickets more affordable to increase bus use

Improve access by bike or e scooter in and around Southend and to and from train station to remove need for car and bus travel

Zebra crossing with raised speed table at every road intersection with the Prittle Brook

Keep Prittle Brook safe

Better cycle network

More spaces for young people

Reduce street parking and add cycle lanes – unless you make cycling more attractive and driving less attractive no change

Remove the underpass in Grange Gardens

Homes

Development on green belt should reflect the nature of the site. Provide high quality, spacious, low-density housing

Must not build on Green Belt – stop the spread of buildings increasing flooding and temperature – don't destroy the countryside by covering in concrete

Flats

Local Plan campaign

#Active and Involved

The Local Plan helps us to:

- choose where the development goes;
- protect the character and beauty of the area;
- provide job and housing opportunities so that our children can continue to work and live locally;
- support and help boost the local economy;
- help our residents to maintain healthy and active lifestyles; and,
- make sure that we have enough services, travel options and community facilities.

Communications objectives:

- to engage and inform stakeholders of the plan-making process
- to gain their input into its draft policies and proposals
- to provide a truly effective opportunity for all to influence the content of the Plan.

Call-to-action:

- Have your say, via:
 - In-person events
 - Your say Southend [Your say Southend - Local Plan survey](#)
 - Local Plan website [Local Plan website](#)
 - Virtual exhibition [online](#)

Channels:

- Social media – organic posts (Facebook, Local Facebook groups, Instagram, Twitter, LinkedIn, YouTube)
- Social media – targeted ads (Facebook, Instagram, Twitter, LinkedIn, YouTube, Snapchat)
 - Via our corporate social media accounts
 - Via local news accounts (Echo Facebook page)
- Corporate website (www.southend.gov.uk)
- Resident e-newsletters (email)
- Print advertising (Leigh Times, Oracle, Echo)

- Digital ads on local news site (Echo)
- Outdoor – digital bus stops, Big Screen Southend
- Media opportunities in local press and broadcast (tv and radio)
- Staff emails

Results:

Channel	Impressions	Reach	Engagement	Clicks	Other/Notes
Facebook – organic posts	25,923	23,874	848		
Facebook events		35,137			185 event responses
Instagram – organic					
Twitter – organic	9,294		219	34	
LinkedIn – organic	1,769		73	24	
YouTube ads	68,089		16,045	617	£3.59 CPM impressions
Facebook/Instagram ads	55,012	16,546	2,549	562	£3.64 CPM impressions. 141 event responses
Facebook via Echo Page	178,268 + 129,225	907		289 + 804	
Echo website	35,003 + 56,585			60 + 102	
SBC website					5,598 Page views to local plan pages and media releases online
Staff e-newsletters			Views on sea: 562 email opens Snapshot: 953 opens		54 clicks 161 clicks
Resident e-newsletters			7,127 opens 7,247 opens		51 clicks to local plan content 114 clicks
TOTAL					

Print advertising – Echo, Leigh Times, Oracle:



Outdoor advertising:

Press and broadcast coverage (PR):

Social media and web screenshots:





