

Southend Local Plan Refining the Options Consultation August-October 2021

Consultation Report Summary

Local Plan Refining the Options consultation

- Second consultation on Local Plan ([Refining Options](#)) - 31st August to 26th October 2021
- Seeking views on
 - 1) aims and objectives,
 - 2) spatial strategy options, including key policy themes
 - 3) neighbourhoods and potential site allocations
- Full Report available [here](#)

First consultation on Local Plan (Issues and Options) in 2019 – see [Consultation Report](#)



SOUTHEND-ON-SEA **NEW LOCAL PLAN**

Planning for Growth and Change

To Have Your Say and find out more on the Southend new Local Plan, including consultation events, please visit:

 **localplan.southend.gov.uk**

**Closing date for comments:
26 October 2021 by 5pm**

PUBLIC CONSULTATION 2

REFINING THE PLAN OPTIONS

Scope and Reach of Consultation

Consultation was held on the refining the options document from 31st August to 26th October 2021

August 2021

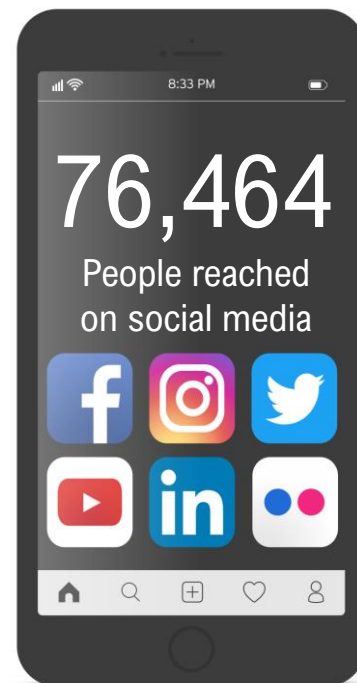
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September 2021

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October 2021

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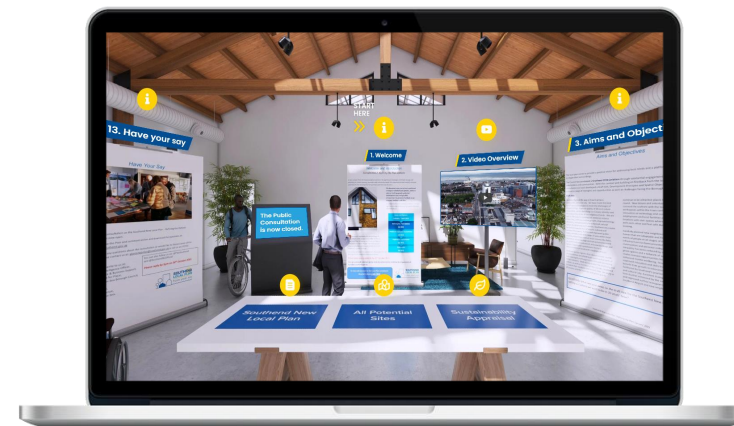


2,492

people responded on social media



Over **500 people** visited the virtual exhibition

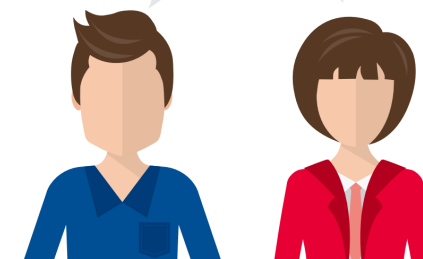


Over **2,000 comments** received in total



400
engaged

30
events



We engaged with **400 people** across **30 events**

Your say Southend

1,005 comments on Local Plan document

1,020 comments to Big Debate surveys

Local Plan virtual exhibition

13. Have your say



consultation on the Southend New Local Plan – Refining the Options is now open.

View the Plan and comment online and download the questions at: [southend.gov.uk](https://www.southend.gov.uk)

If any questions about the consultation or would like to discuss any of the options, please contact us at: planning@southend.gov.uk or 01702 323 323

You can also follow us on @SouthendCouncil and @SouthendCouncil

Please reply by 10pm on 20th October 2021



The Public Consultation is now closed.

START HERE



1. Welcome

Welcome and introduction
Consultation 2: Refining the Plan Options

Southend Borough Council has developed a new Local Plan for the Borough, which will guide the development of the area over the next 20 years.

This document sets out the vision and objectives for the new Local Plan, and provides a summary of the consultation process.

It also provides a summary of the key issues and challenges facing the Borough, and the proposed solutions.

For more information, please visit the Southend Borough Council website, or contact the Planning Department on 01702 323 323.

Southend Local Plan

2. Video Overview



3. Aims and Objectives

The Local Plan aims to provide a positive vision for addressing local needs and a platform for shaping the future of the Borough.

The Council has developed a **forward 2030 vision** through substantial engagement with residents and communities. This vision is based on the feedback from the consultation, and the Council's vision for the future of the Borough.

The vision is based on the following principles:

- To provide a high quality of life for all residents.
- To provide a sustainable and resilient environment.
- To provide a vibrant and thriving economy.
- To provide a safe and secure environment.
- To provide a healthy and well environment.

The vision is based on the following objectives:

- To provide a high quality of life for all residents.
- To provide a sustainable and resilient environment.
- To provide a vibrant and thriving economy.
- To provide a safe and secure environment.
- To provide a healthy and well environment.

The vision is based on the following strategies:

- To provide a high quality of life for all residents.
- To provide a sustainable and resilient environment.
- To provide a vibrant and thriving economy.
- To provide a safe and secure environment.
- To provide a healthy and well environment.

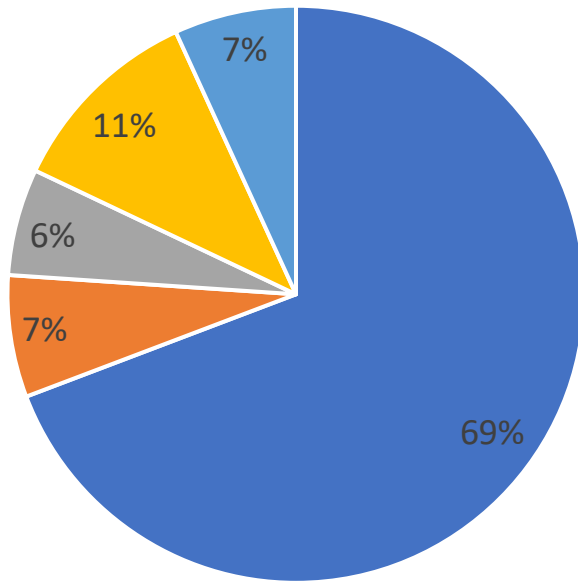
Southend New Local Plan

All Potential Sites

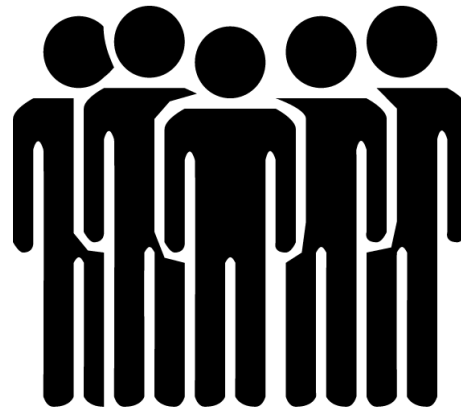
Sustainability Appraisal

Local Plan Respondents

Proportion of individuals/ groups responding to Local Plan consultation

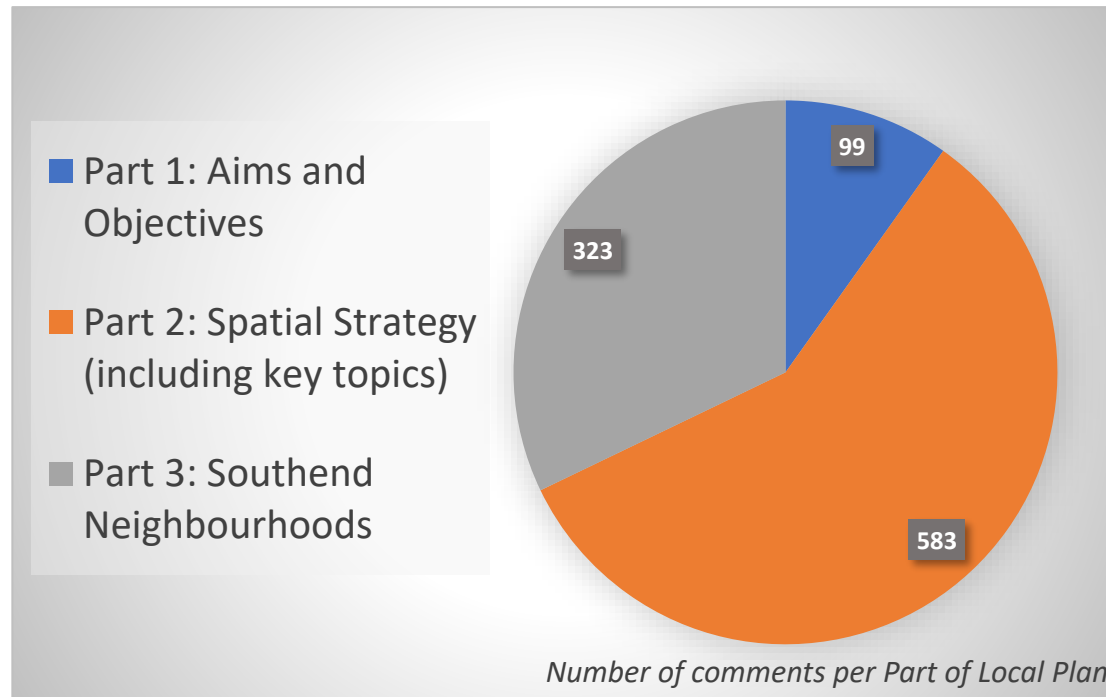


- Individual Respondents
- Neighbouring LAs
- Associations
- Land Agents/ Developers
- Stats/ Utilities etc.

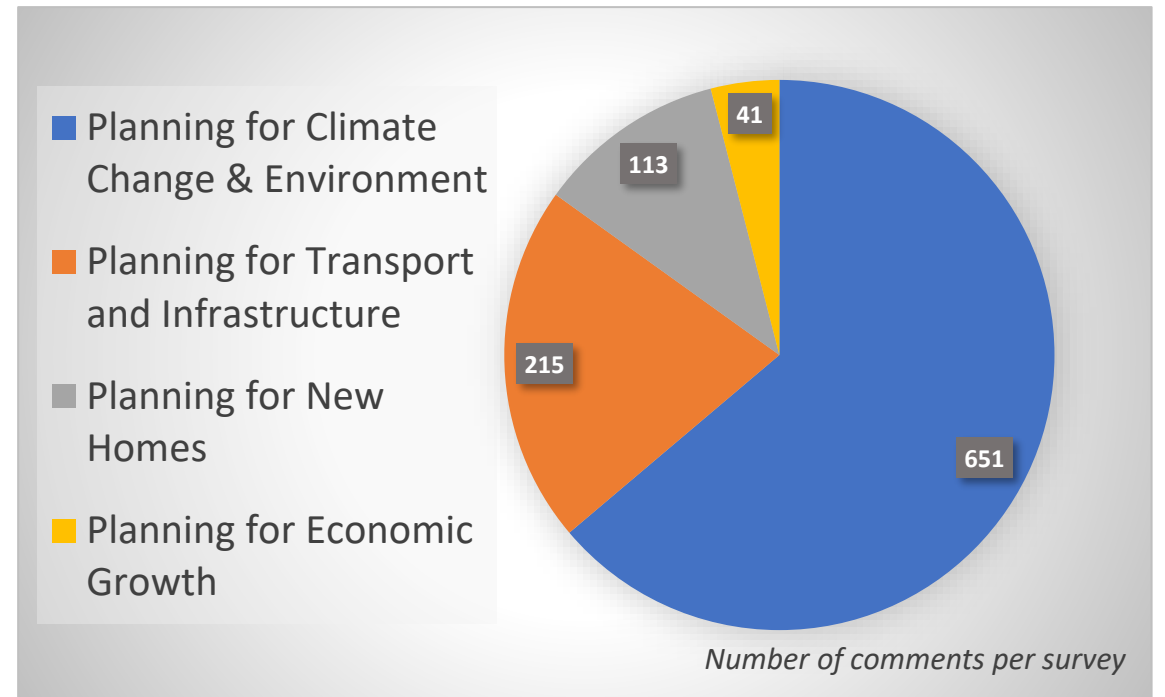


Focus of Consultation

Local Plan divided into three main Parts



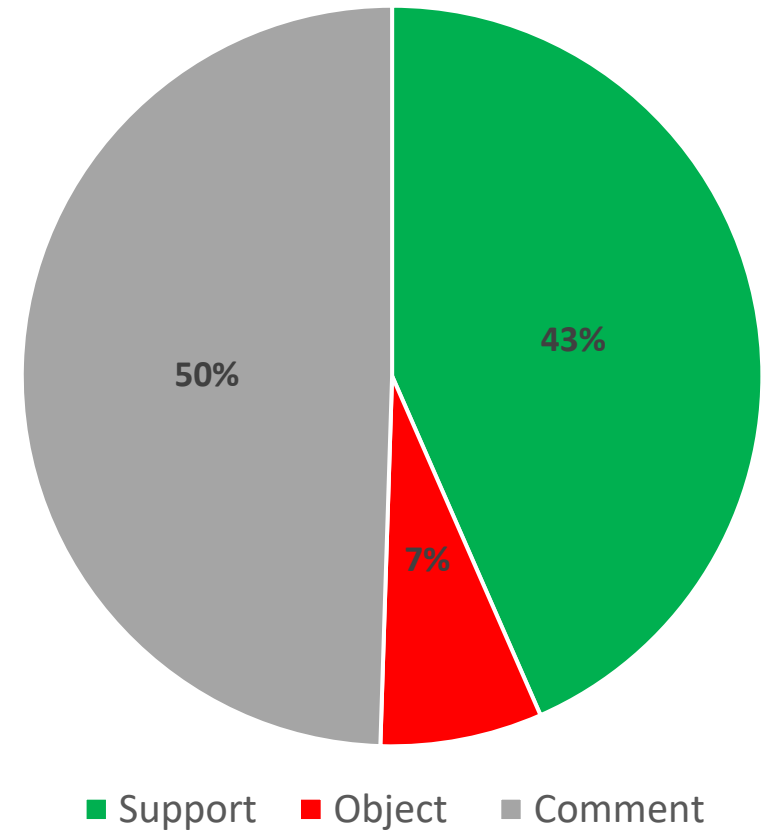
In parallel, four short (**Big-Debate**) Surveys were designed to elicit responses on key issues for Southend to inform the Local Plan



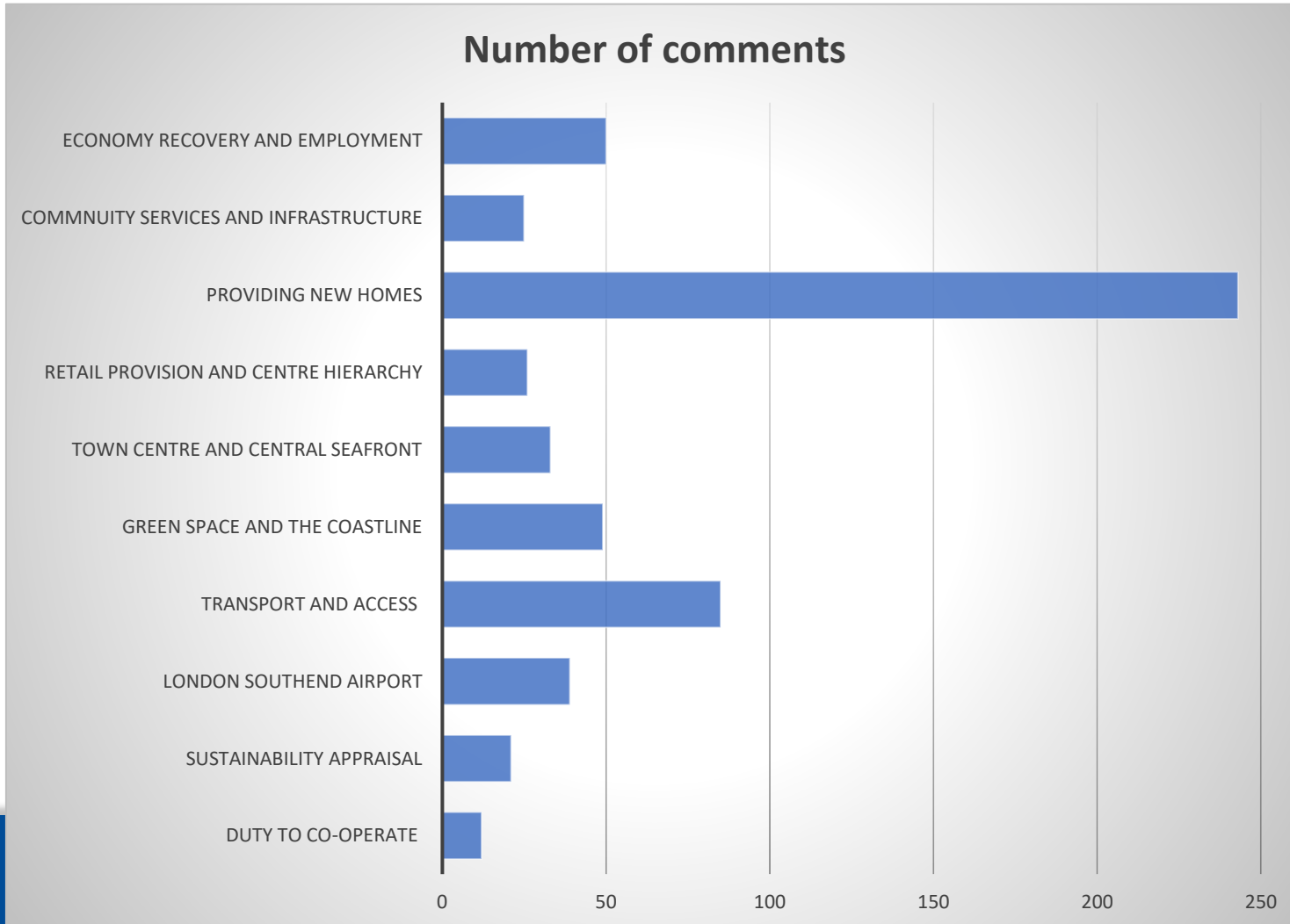
Local Plan (Part 1): Aim and Objectives

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



Local Plan (Part 2): Spatial Strategy including key topic areas



- 'Providing New Homes' section of Local Plan elicited the most comments within Local Plan Part 2: Spatial Strategy
- This contrasts to the amount of comments received on the 'Big-Debate' surveys where 'Planning for Climate Change and the Environment' received most comments



What you said...



Planning for Economic Growth

Working to make
lives better
www.southend.gov.uk



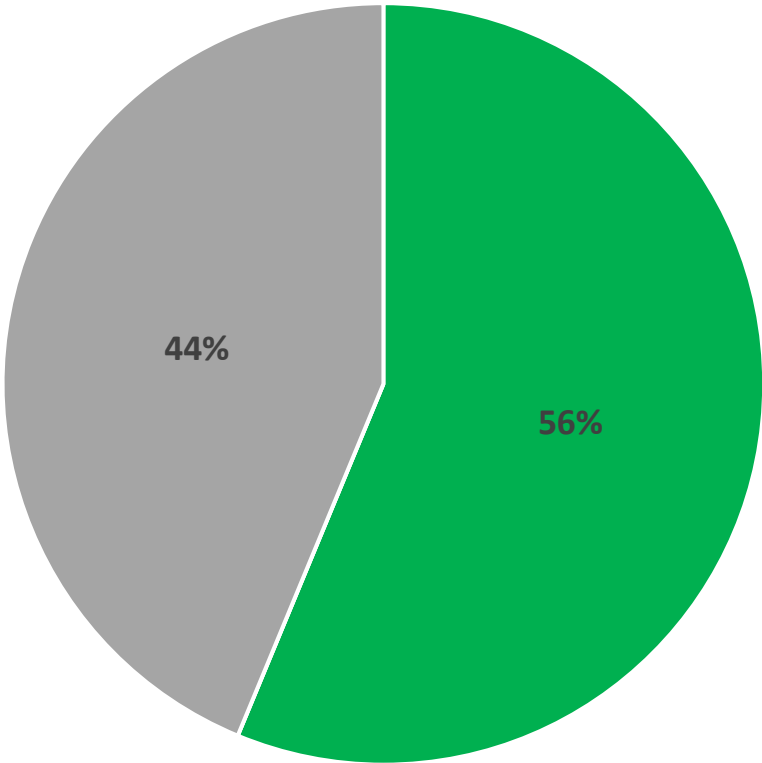
2.1 Economic Recovery and meeting Employment Needs

What you Said

- Broad support for proposed and safeguarded employment sites
- Some flexibility needed for sites on edge of Town Centre e.g. Short St
- Sufficient housing needed to attract and retain working age population
- Need to future proof education and training and realise digital and green economy opportunities
- Need careful consideration for new employment space in new neighbourhoods, should they be delivered, with reference to transport connectivity and sustainability

Survey: Planning for Economic Growth

- Need to retain flexibility especially within town and local centres to respond to covid, online shopping etc.
- Need a range of employment sites, including for small businesses and start ups in accessible locations



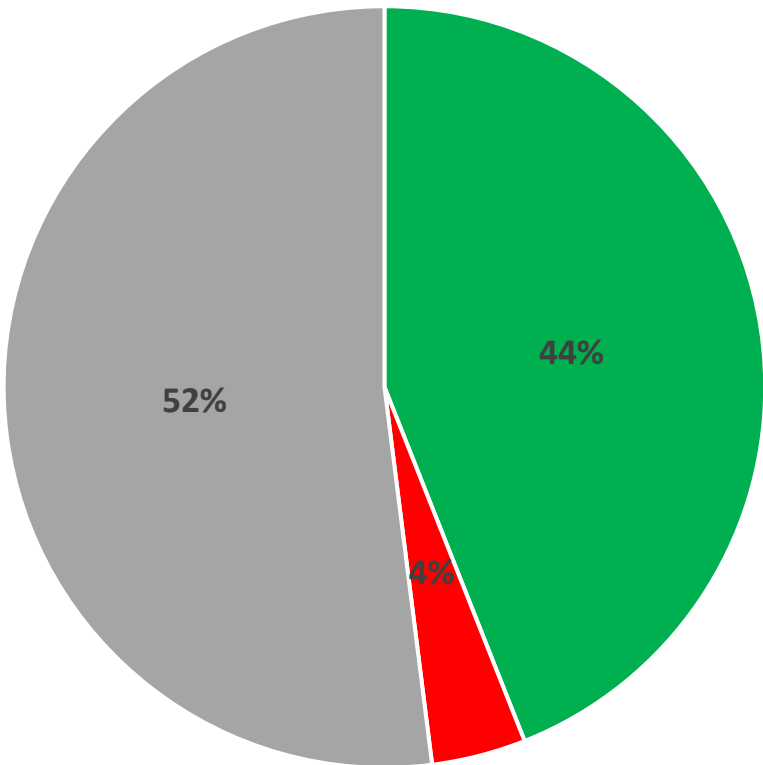
■ Support ■ Object ■ Comment

Total Comments	91			
Survey - Planning for Economic Growth	41	Support	Object	Comment
Local Plan - Economy	50	54%	0%	46%

2.2 Community Services and Infrastructure

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 housing growth to ensure infrastructure delivery
- Developer contributions should be maximised



■ Support ■ Object ■ Comment

Total Comments	43			
Survey - Infrastructure related	18	Support	Object	Comment
Local Plan - Infrastructure	25	44%	4%	52%

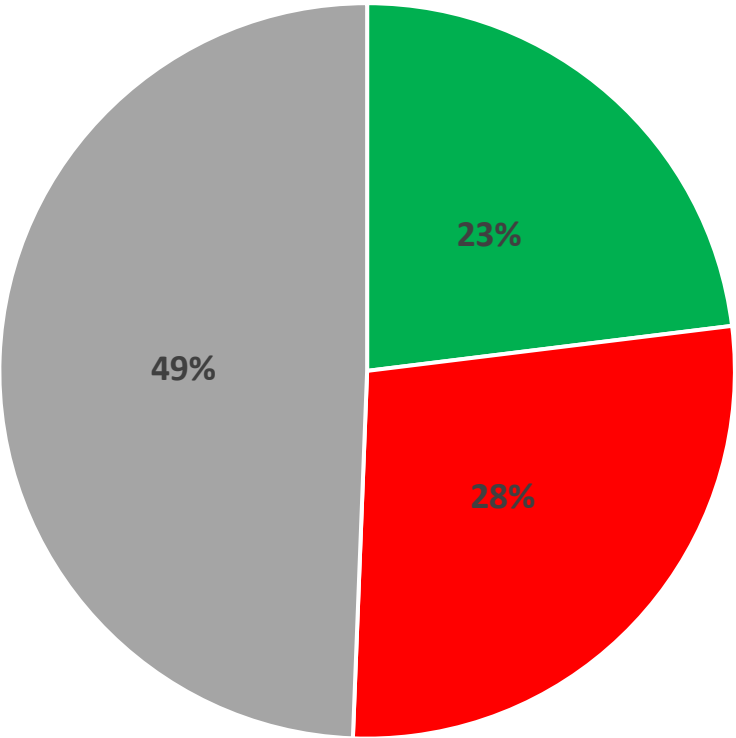
Planning for New Homes



2.3 Providing New Homes

What you Said

- New housing must be infrastructure-led
- New infrastructure must include a new link road, health, education, community and green space facilities
- Need more affordable housing on suitable sites
- Southend doing a good job of maximising brownfield sites for housing but intensification causing problems in some areas
- Objection in principle to loss of Green Belt land to housing development
- Only way to meet housing needs in full, including family and affordable homes is to build on some Green Belt land



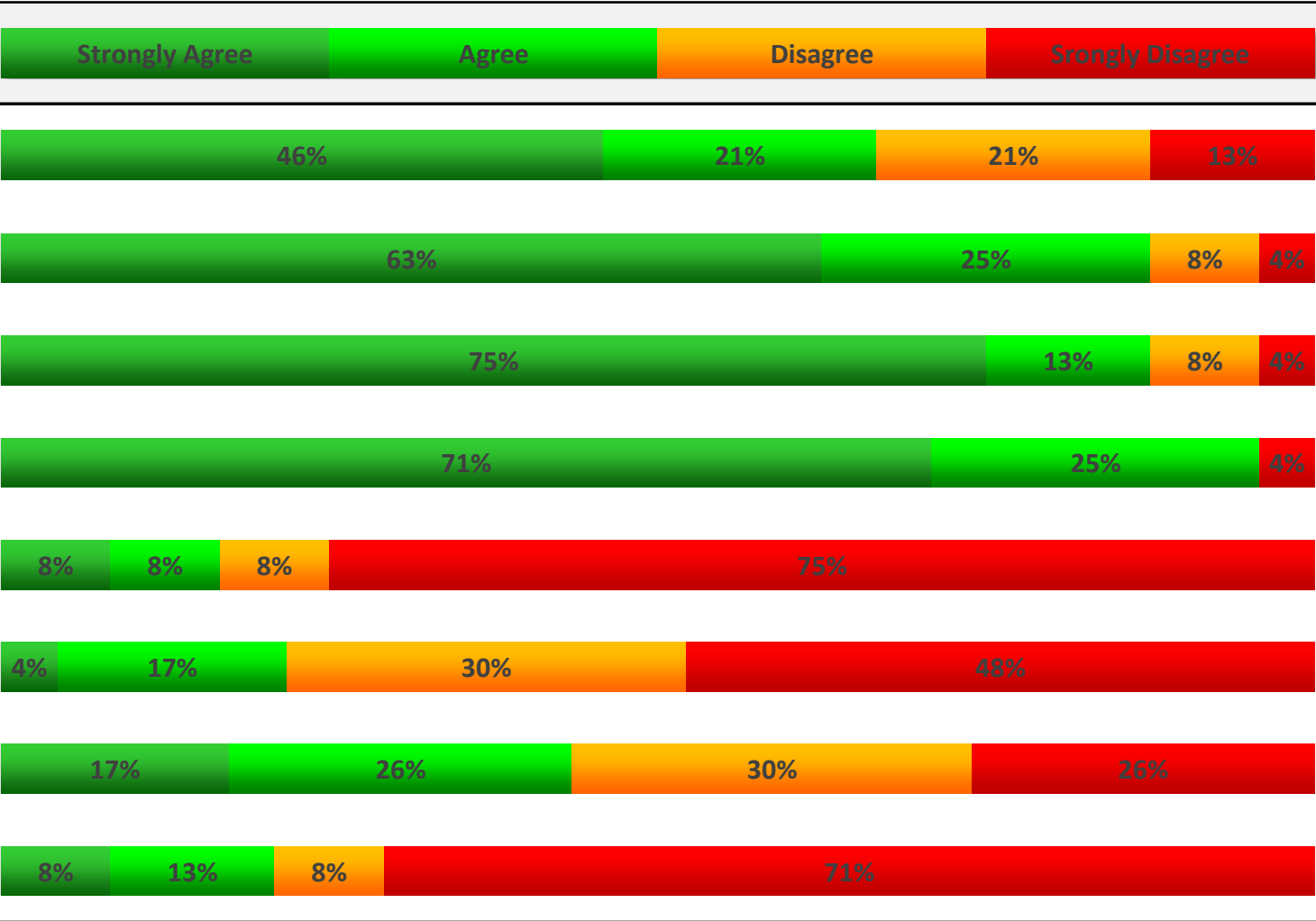
■ Support ■ Object ■ Comment

Total Comments	356			
Survey - Planning for New Homes	113	Support	Object	Comment
Local Plan - Providing New Homes	243	23%	28%	49%

Survey: Planning for New Homes

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

1) Sites that are already allocated for new homes?



2) Urban Area (brownfield) sites?

3) Existing housing estates in public ownership that can be regenerated to provide better new homes?

4) Outmoded or under used existing employment

5) Sites located on existing public green space?

6) Sites located on existing agricultural land?

7) Sites at Fossetts Farm?

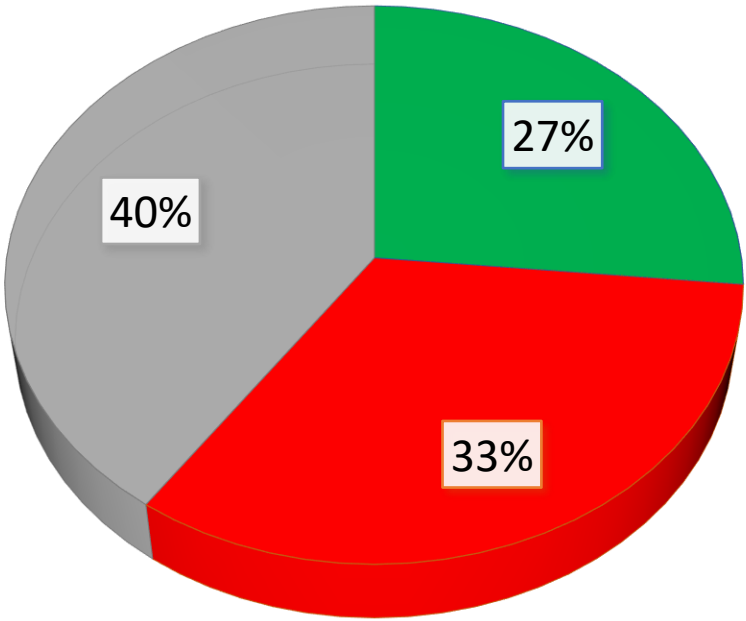
8) Sites located within the Green Belt?

Survey: Planning for New homes

- Southend is full vs we need more housing
- Strong emphasis to prioritise brownfield development – but stop urban cramming and protect green spaces
- Build to accommodate the best outcome for Southend not to meet government targets
- 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

2.3 Providing New Homes (New Neighbourhood Options)

Total number of comments on the option of providing new neighbourhood/s to the north of Southend on land currently designated as Green Belt

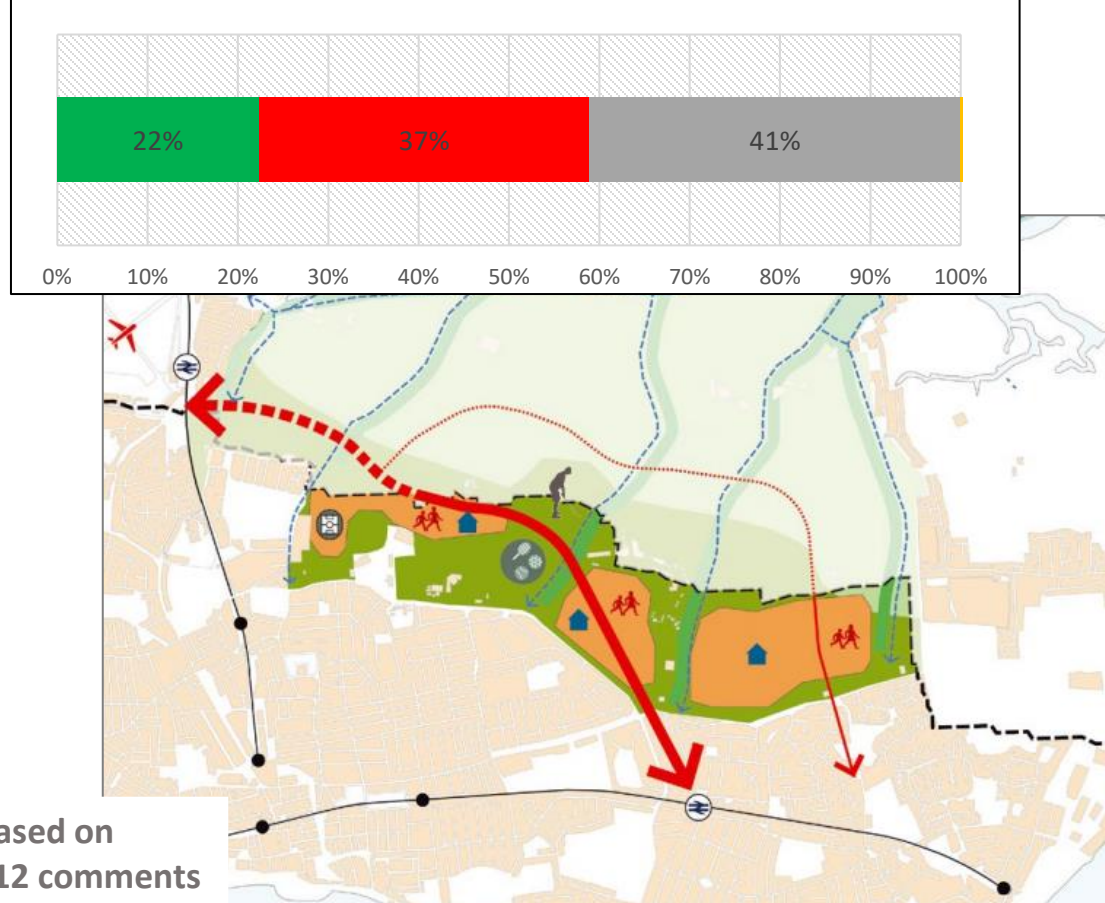


Total comments relating to new neighbourhoods	224			
Survey - related to new neighbourhood	43	Support	Object	Comment
Local Plan - related to new neighbourhood	181	27%	33%	40%

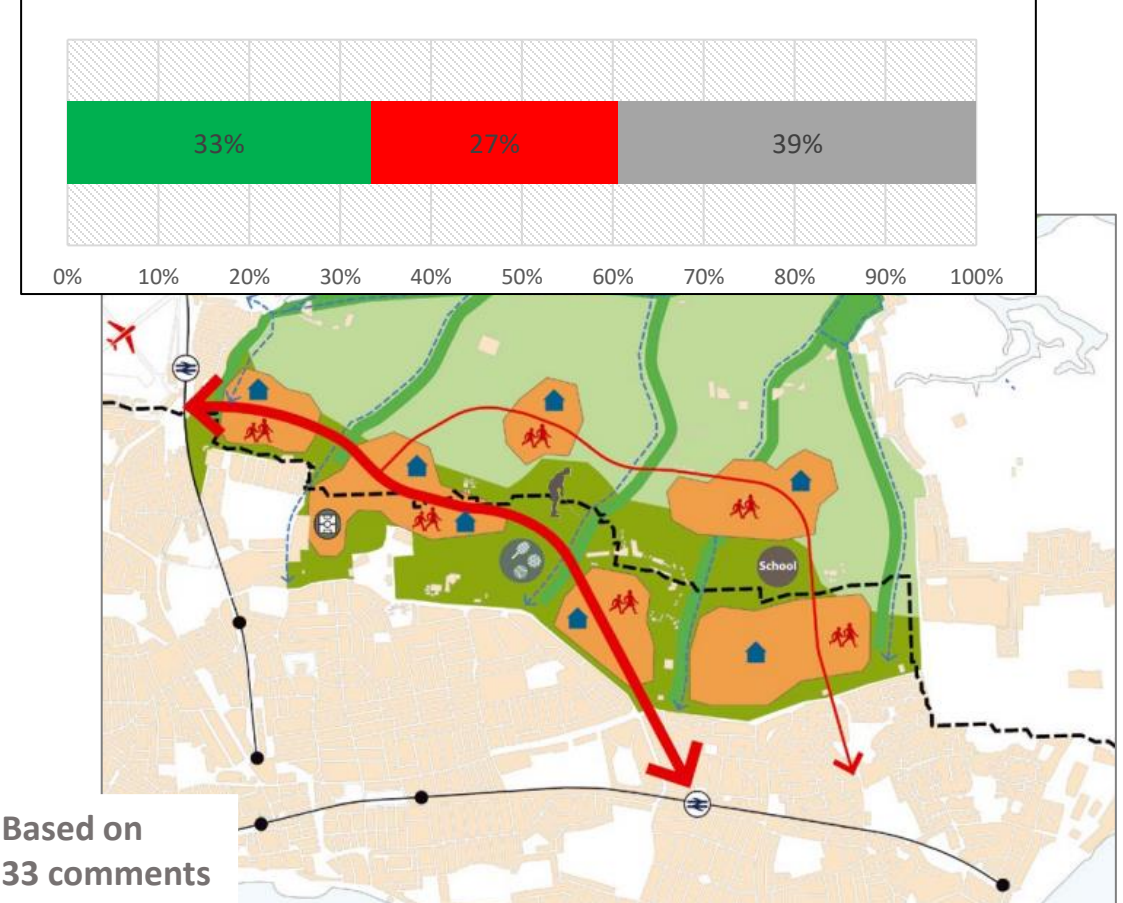
2.3 Providing New Homes (New Neighbourhood Options)

- Support
- Object
- Comment

2.3c New neighbourhood to the north of Southend
(within Southend only)



2.3d Series of new neighbourhoods to the north of Southend
(across neighbouring authorities)



2.3 Providing New Homes (New Neighbourhood Options – Summary of Comments)

- Could support if transport infrastructure is in place, and density/design of development is appropriate
- New road links a prerequisite – especially needed is the major link from east of town to the A130 and beyond to M25
- Would only support if new link road provided and a country park on Southend's doorstep. Also need new schools, health services and community facilities
- Need to deliver a new transit system and secure long term bus services, along with new cycling routes, reducing the need for car use
- Accepted that we need more homes and sadly Green Belt becomes a victim of this progression
- Land promoters state they are fully committed to delivery, which have been designed to ensure they can come forward independently or delivered alongside wider proposals of Southend and Rochford's plans

- The overall target for homes to build is way too high
- Oppose development of the Green Belt and countryside
- The destruction of arable land should not be permitted. We need to be as self-sufficient in food matters as we can be
- Should not reach any conclusions until Government Housing Policy on housing numbers has been fully explored
- Implications of City status and opportunities should be explored
- Building within Green Belt should be low density, carbon neutral and focus on quality rather than trying to meet housing targets
- New neighbourhoods should also designate land for wildlife, woodland, recreation, allotments, energy (solar power)
- Only a series of new neighbourhoods within Southend and Rochford, together with a range of small and medium sites can meet the assessed housing needs in Southend

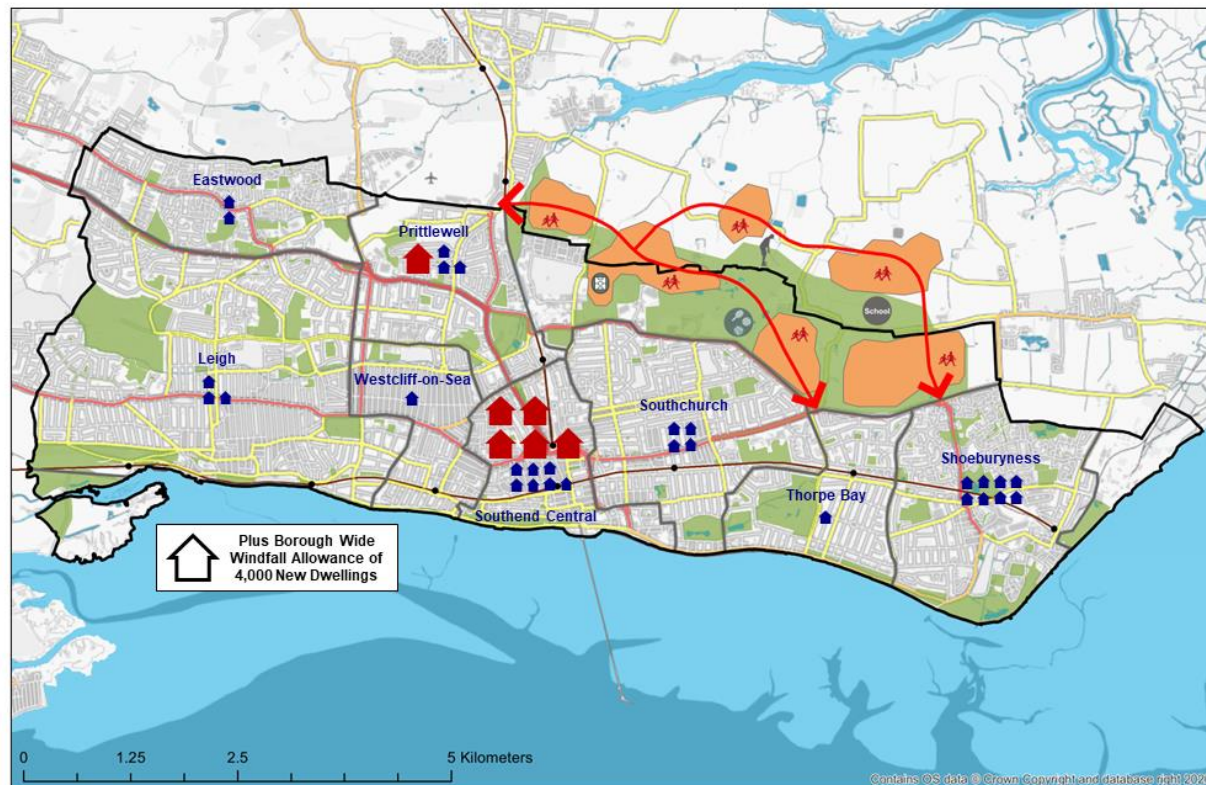
Survey: Planning for New Homes (New Neighbourhood Options)

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

Based on
23 comments

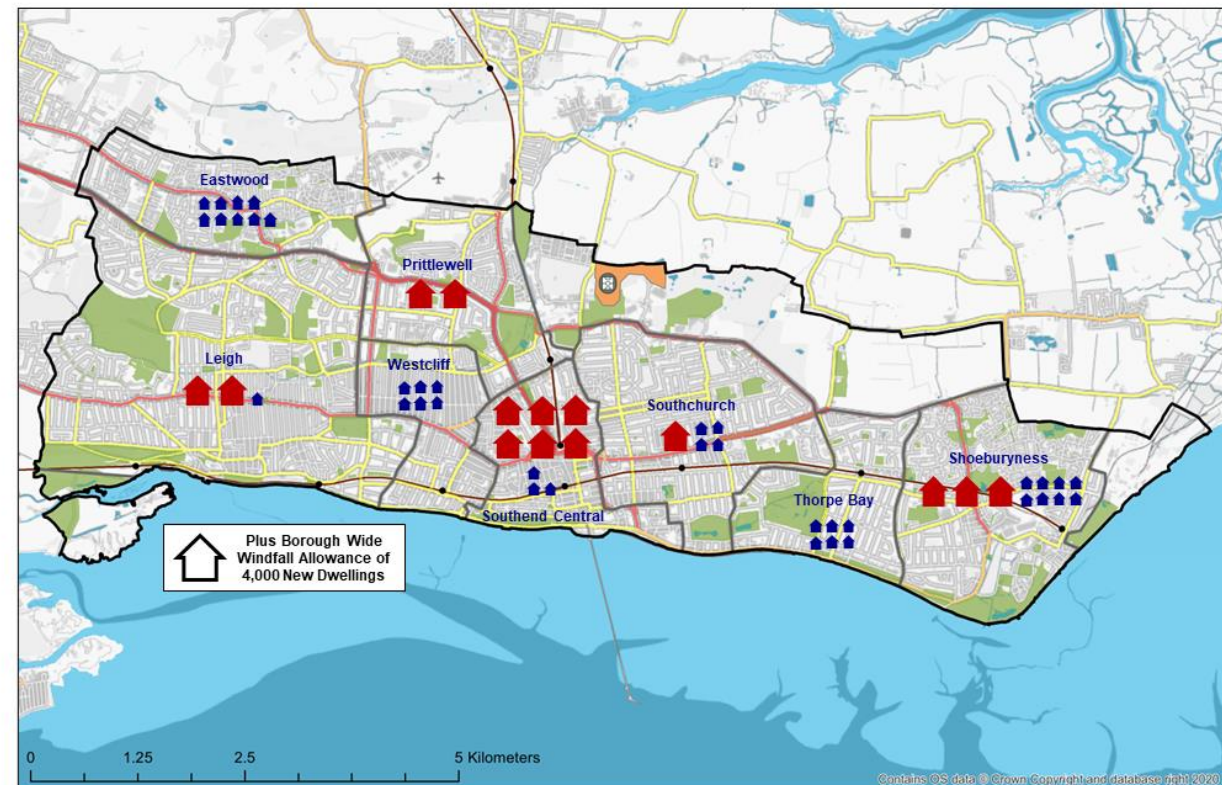
i) As per Local Plan Options – required homes within new neighbourhoods and existing urban areas

43% support



ii) Alternative Strategy not contained within Local Plan, required homes all within existing urban areas

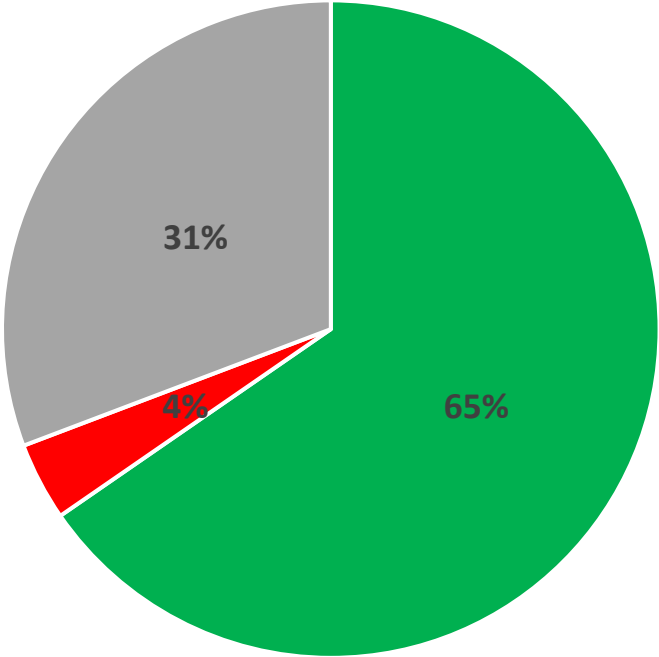
57% support



2.4 Retail Provision and Centre Hierarchy

What you Said

- Neighbourhood centres should be supported, and designed to provide day to day goods and services with good access by walking and cycling
- Focus on filling vacant retail units in main centres before creating new retail space
- Need to clarify where “Out of Town Retail Parks” fit in the retail hierarchy



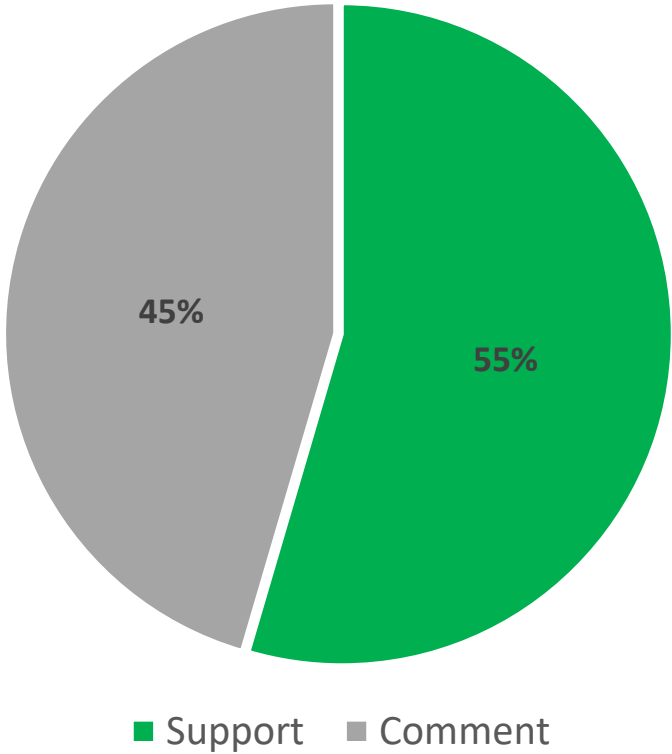
■ Support ■ Object ■ Comment

Retail Provision & Centre Hierarchy		Support	Object	Comment
Number of Comments	26	65%	4%	31%

2.5 Town Centre and Central Seafront

What you Said

- Continue to focus regeneration in town centre and central seafront, promoting public realm enhancements, including more trees and green space
- Promote centre for residential and leisure and recreation, seeking improved links to Central Seafront area
- Support SCAAP Opportunity Sites being brought forward into the Local Plan
- Accessibility, parking and transport should be identified as a key theme
- Not possible to grow tourism without additional car parking versus encourage visitors to come by train rather than by car
- Consider role of River Thames in cultural regeneration
- Increasing visitor numbers will create potential for increased recreational pressure on nationally and internationally designated sites for nature conservation.



Town Centre & Central Seafront		Support	Object	Comment
Number of Comments	33	55%	0%	45%

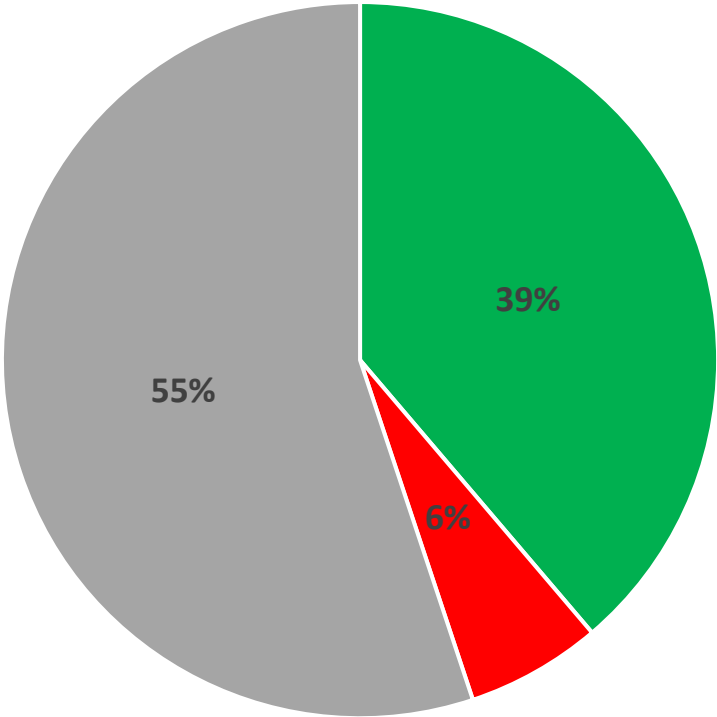
Planning for Climate Change and the Environment



2.6 Green Space and the Coastline

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



■ Support ■ Object ■ Comment

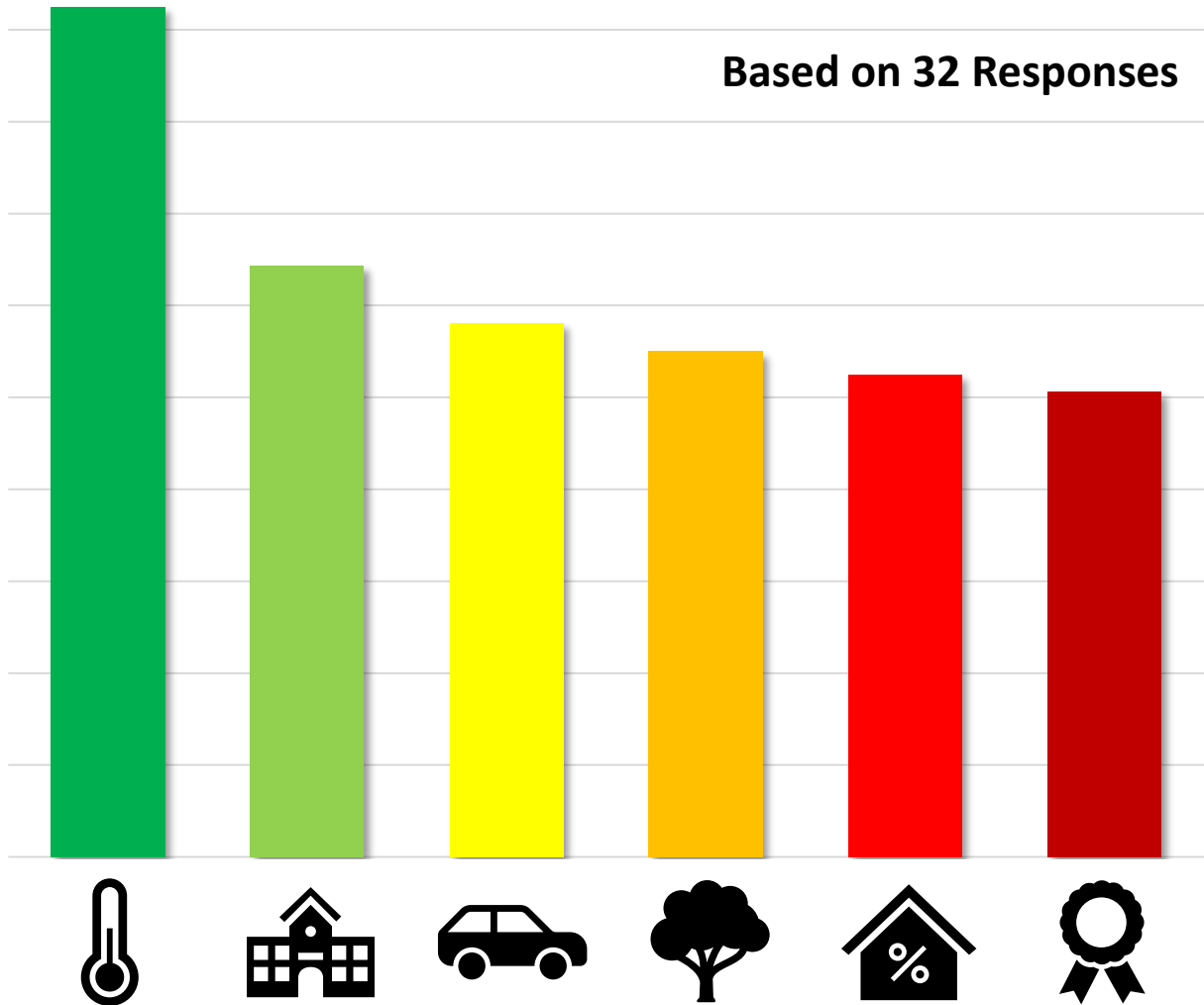
Green Space & the Coastline		Support	Object	Comment
Number of Comments	49	39%	6%	55%

Survey: Planning for climate change and the environment

Q: C1 What are your top priorities from new development?

Based on 32 Responses

Weighted Score



-  Prevent or minimise the impact of Climate Change, including measures to reduce carbon emissions
-  Contributions to infrastructure provision, including for school and health facility improvements
-  Contributions to new access and transport improvements
-  Ensuring new development & redevelopment includes provision for biodiversity
-  Ensuring new development includes adequate provision of affordable housing
-  Securing excellence in design and quality of build

Survey: Planning for climate change and the environment

- New development should be of the highest possible quality, have energy efficient credentials and deliver infrastructure
- Meeting carbon neutral targets may impact on affordable homes or social housing
- Seek positive change to protect environment rather than reacting to current usage patterns – be ambitious
- Being mostly flat with little rain means walking and cycling realistic options for local trips and should be better promoted
- Need to do more than pay lip service to becoming a green city

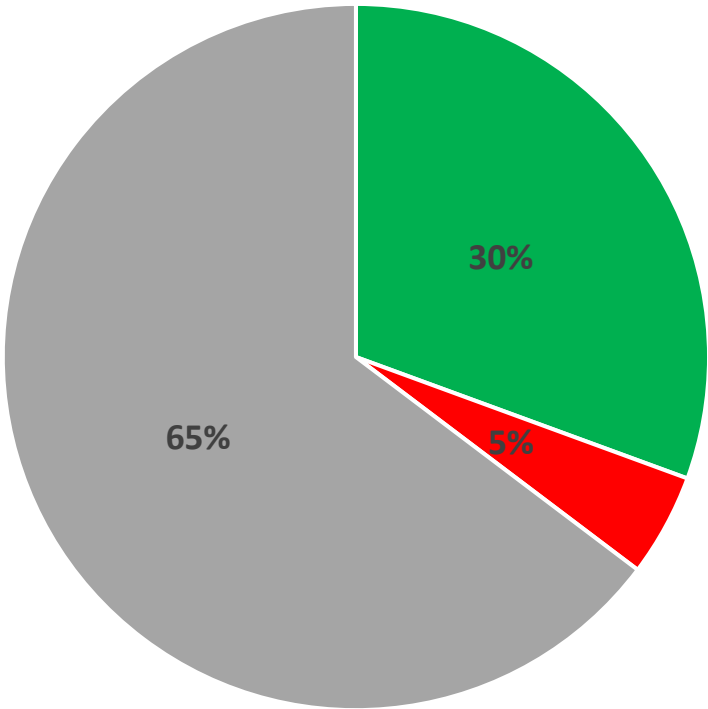
Planning for Transport and Infrastructure



2.7 Transport and Access

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 feasibility and 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

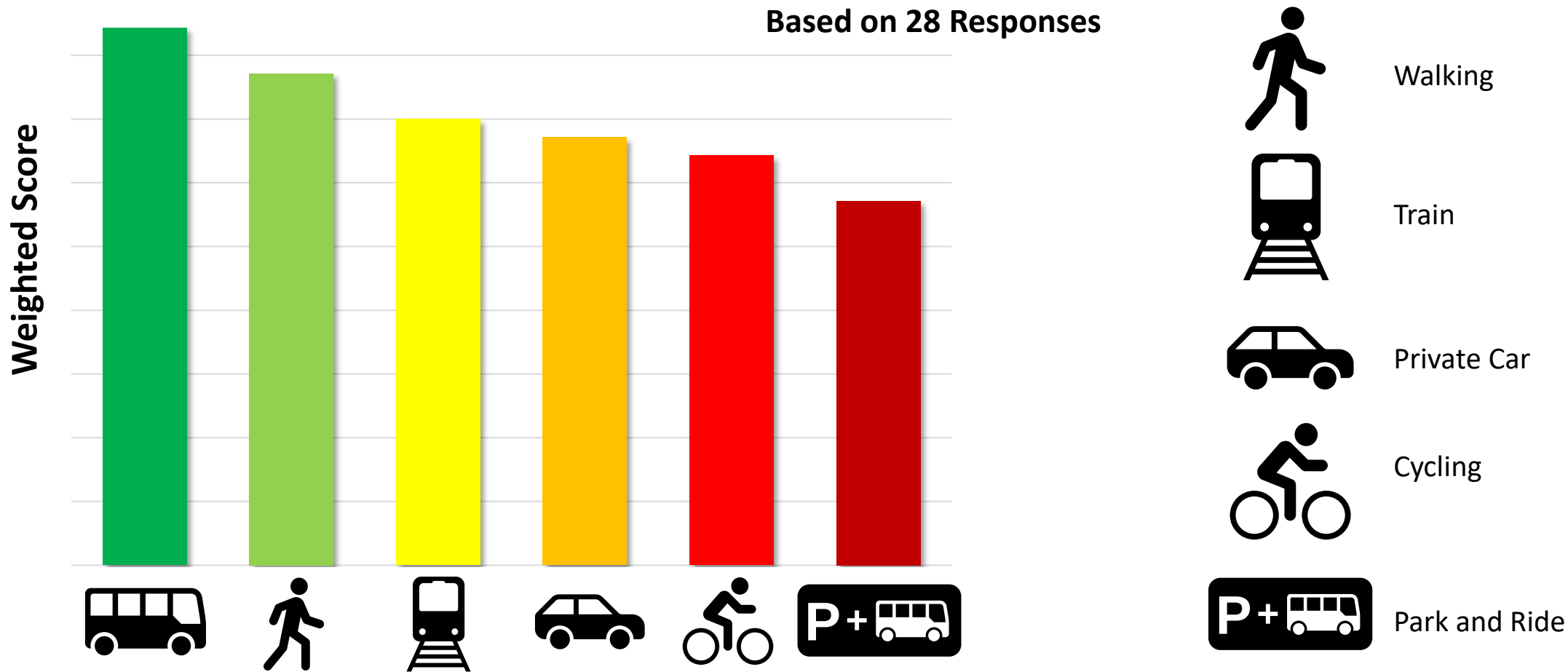


■ Support ■ Object ■ Comment

Total Comments	220			
Survey - Transport related	135	Support	Object	Comment
Total Local Plan	85	30%	5%	65%

Survey: Planning for Transport and Infrastructure

Where choices are needed, where should investment be focussed in relation to different types of Transport? (Survey Question T2a & Local Plan Question 2.7a)

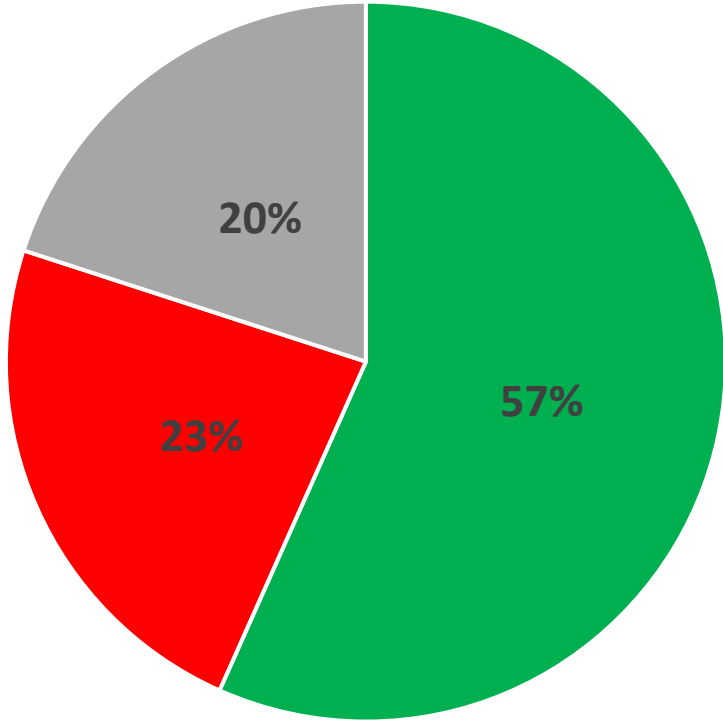
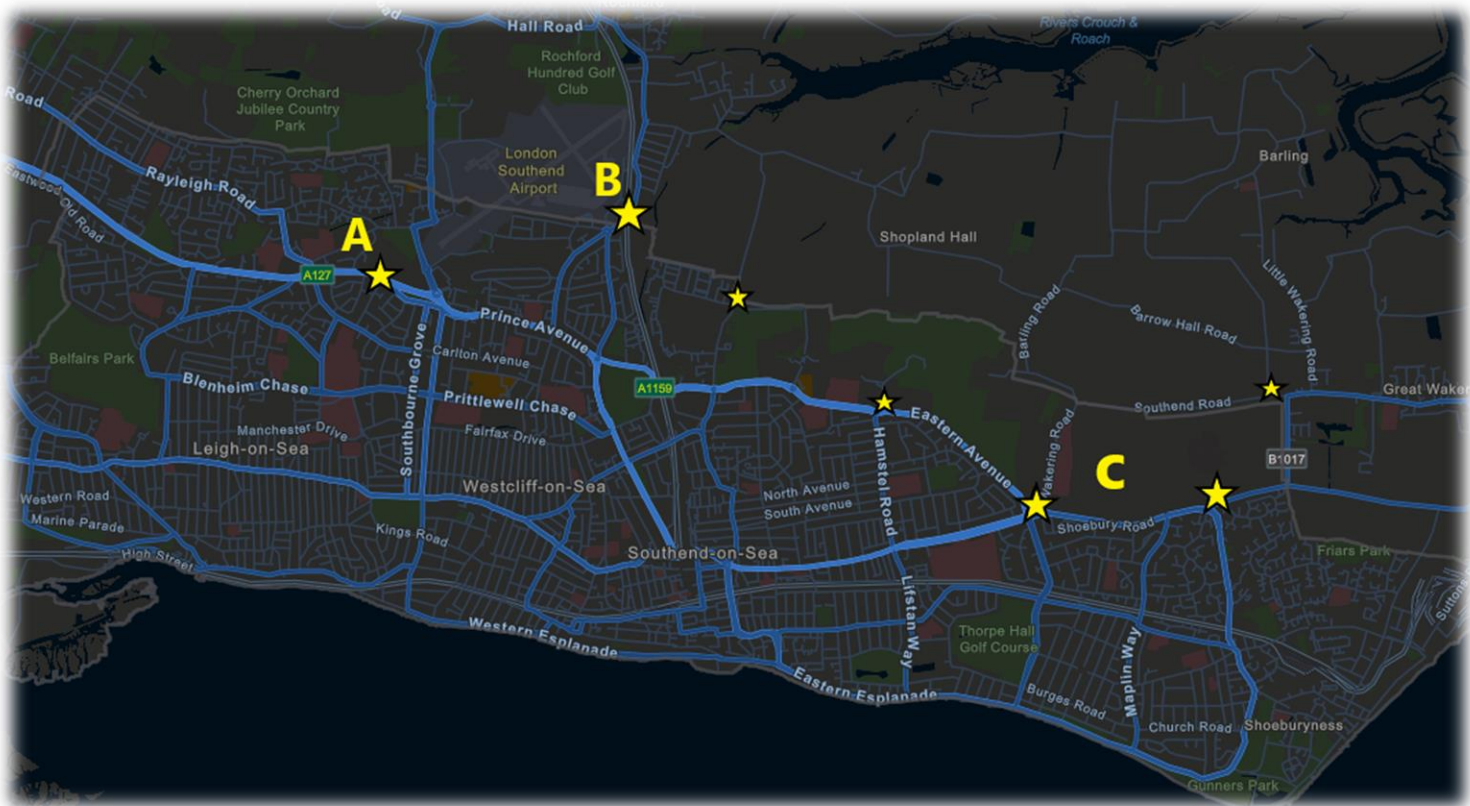


Survey: Planning for transport and infrastructure

- It's all about the infrastructure – this must grow with the town and link in with existing public transport network
- 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
- Keep HGV traffic to minimum in centres where possible
- Ambition for Airport as 'zero carbon regional transport hub' needs further explanation

Transport and Access: Link Road

Q: 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? (Noting provision is only likely to be viable in combination with the delivery of a new neighbourhood)
(Survey Question T3a and Local Plan Question 2.7d)

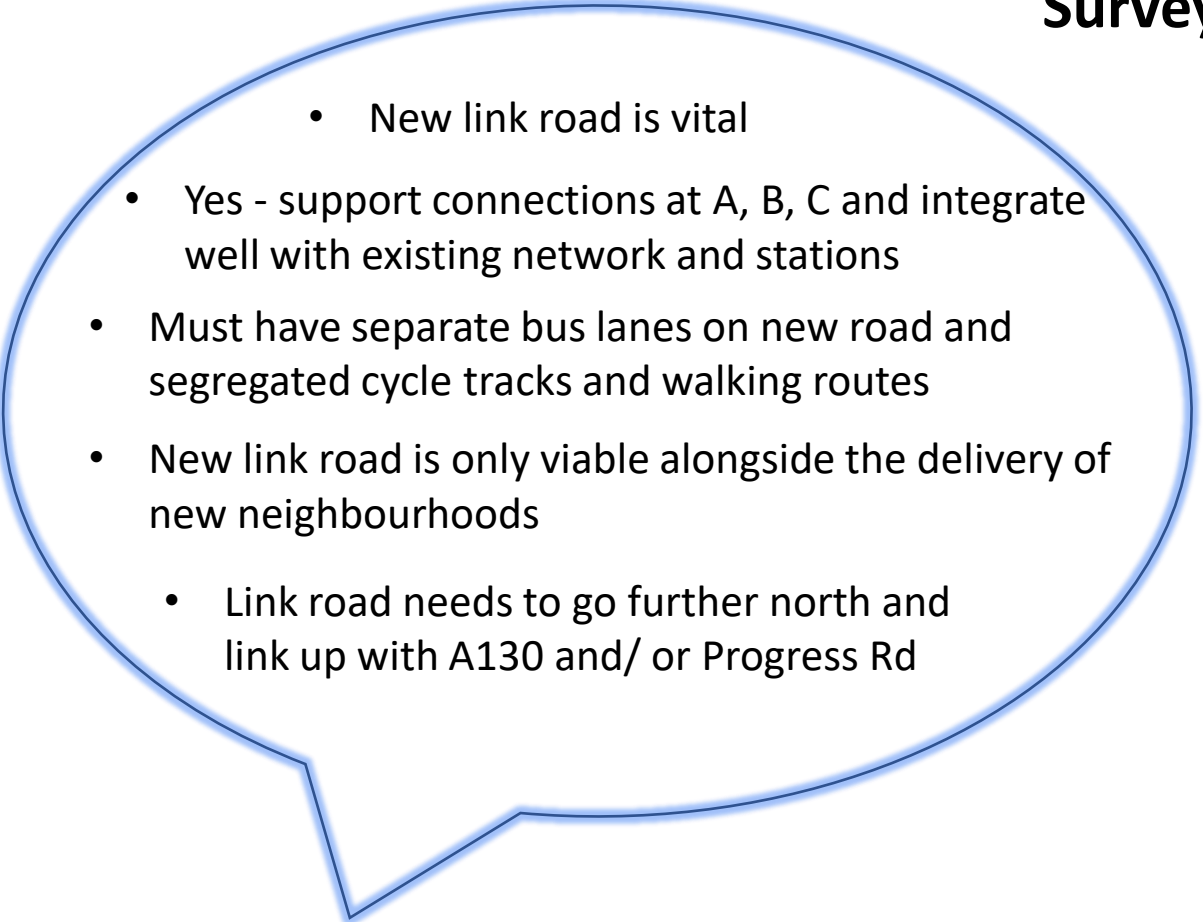


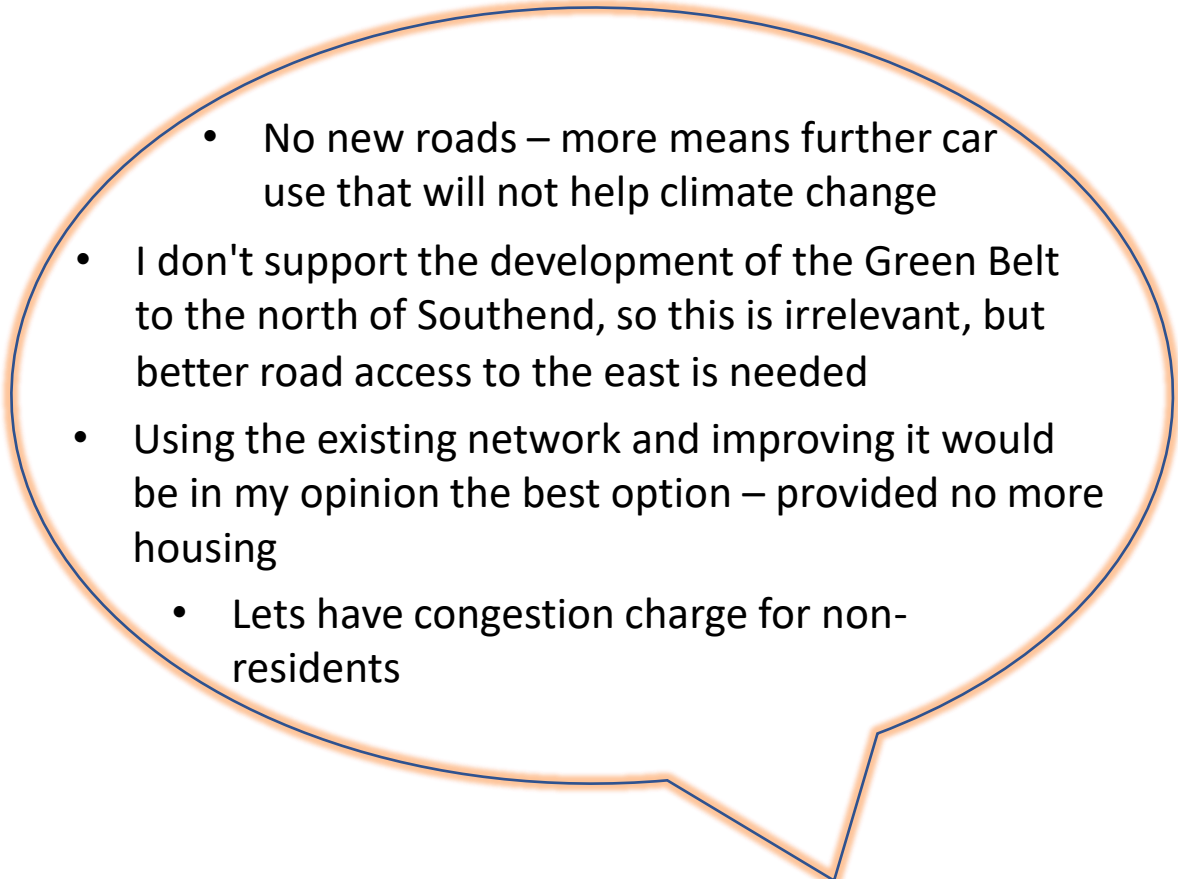
■ Yes ■ No ■ Comment

Total Comments	30	
Yes	17	57%
No	7	23%
Comment	6	20%

Transport and Access: Link Road

Survey Questions T3 and Local Plan Questions 2.7d

- 
- New link road is vital
 - Yes - support connections at A, B, C and integrate well with existing network and stations
 - Must have separate bus lanes on new road and segregated cycle tracks and walking routes
 - New link road is only viable alongside the delivery of new neighbourhoods
 - Link road needs to go further north and link up with A130 and/ or Progress Rd

- 
- No new roads – more means further car use that will not help climate change
 - I don't support the development of the Green Belt to the north of Southend, so this is irrelevant, but better road access to the east is needed
 - Using the existing network and improving it would be in my opinion the best option – provided no more housing
 - Lets have congestion charge for non-residents

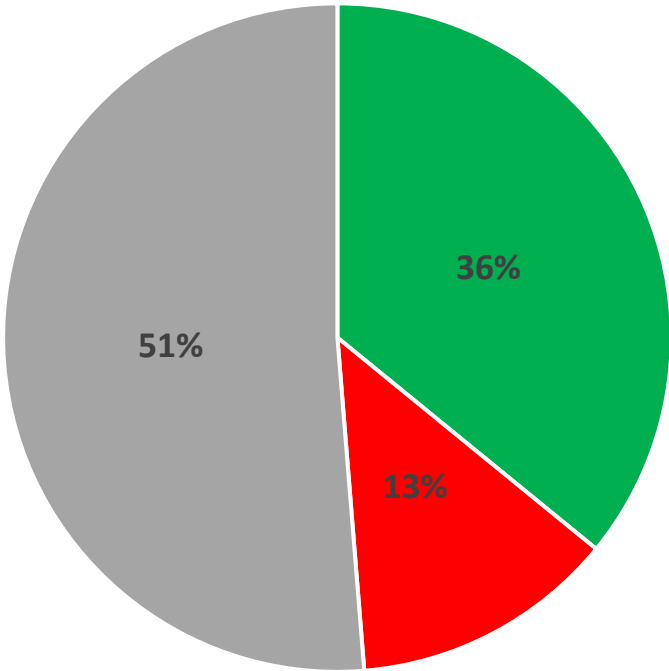
2.8 London Southend Airport

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

Survey: Planning for Economic Growth

- Mixed views on growth at the Airport
- Support: job creation, +ve 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



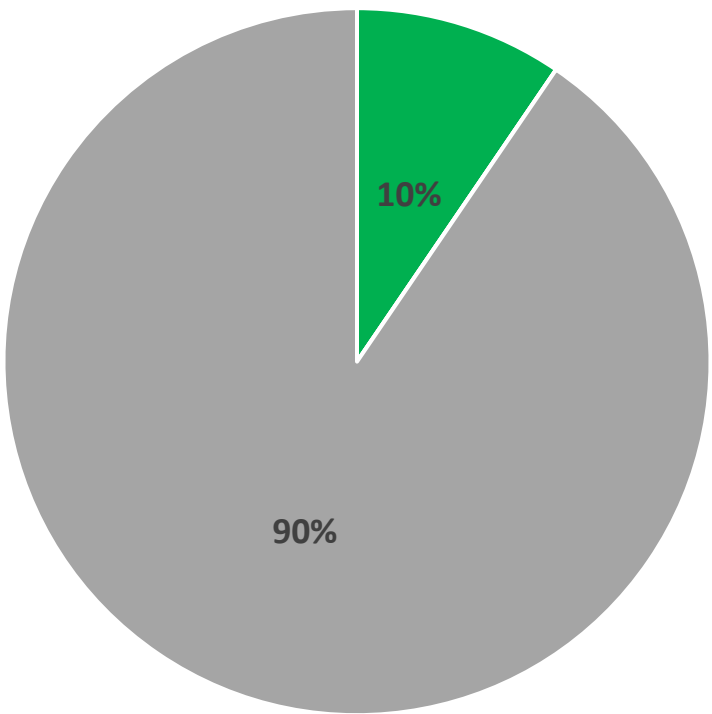
■ Support ■ Object ■ Comment

Total Comments	101			
Survey - Airport related	62	Support	Object	Comment
Total Local Plan	39	36%	13%	51%

2.9 Sustainability Appraisal

What you Said

- 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 waste water treatment should be addressed
- Plan should address how the Council is meeting its' mineral 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



■ Support ■ Object ■ Comment

Sustainability Appraisal		Support	Object	Comment
Number of Comments	21	10%	0%	90%

Cross boundary issues and the Duty to Co-operate

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	SCC has had continuing discussions with neighbouring authorities in relation to meeting its housing requirement/ unmet needs and has written to each of the South Essex authorities to this effect.
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), Economic Land Availability Assessment (ELAA) , Grow-on Space study and South Essex Tourism, Recreation and Leisure Strategy.
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 the City geographically, ecologically and environmentally	SCC is working with partner organisations as Lead Local Flood Authority to adapt and mitigate climate change impacts 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 with updates undertaken. Southend Council also worked with Essex authorities to produce the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS), with an SPD adopted in November 2020

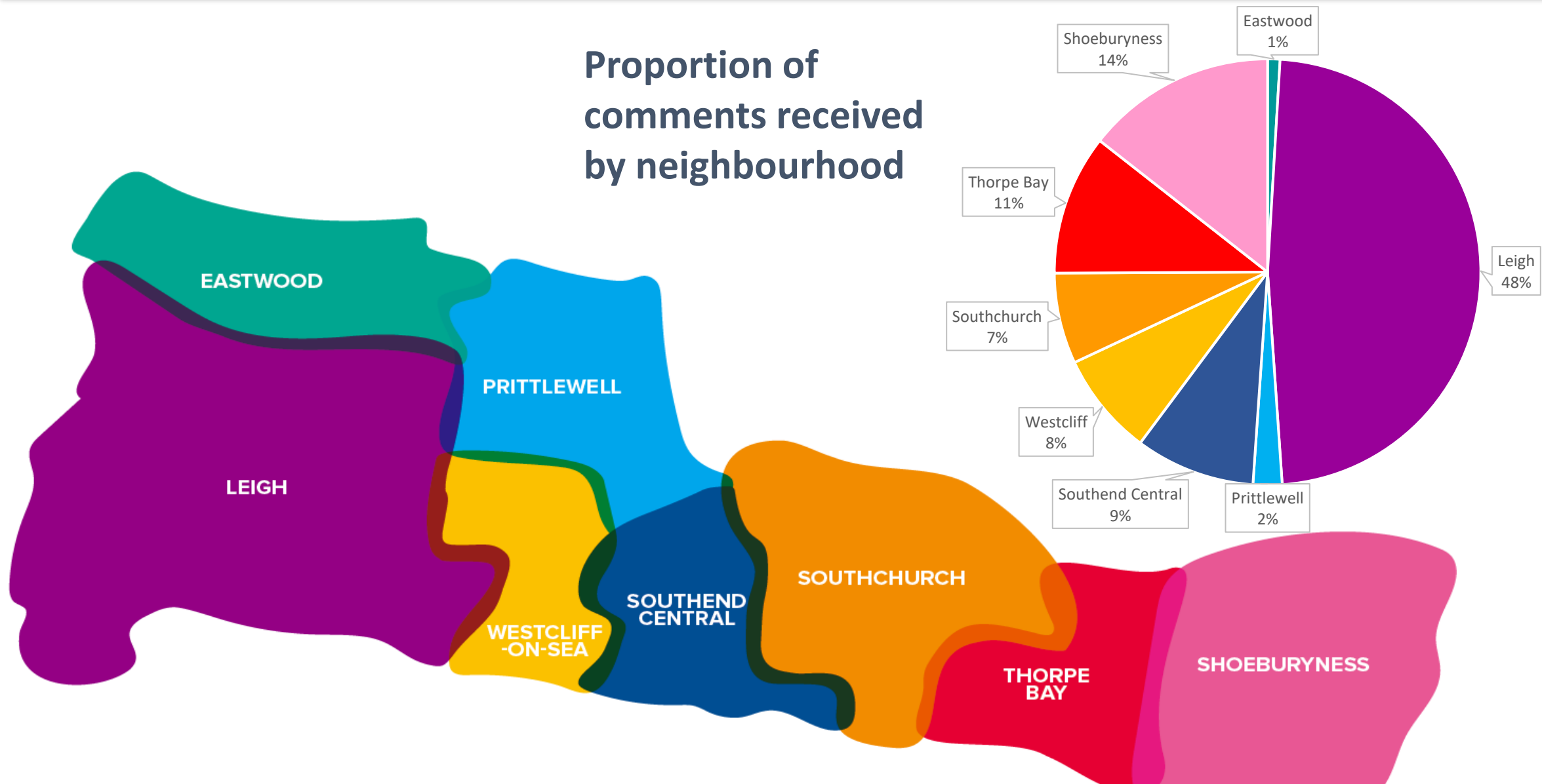
Cross boundary issues and the Duty to Co-operate

Issue	Cross-boundary Matter	SCC action
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 including the A127 and A13, and rail networks.	The transport evidence base has been aligned with Rochford District Council, with active on-going engagement from Essex County Council, looking at the cross-border impacts of development. Further work will be aligned with the Local Transport Plan 4 and explore potential mitigation schemes, which may include looking at options for developing a multi-modal link road corridor.
Infrastructure	The South Essex Strategic Infrastructure Position Statement (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.	The Council continues to actively engage with its South Essex partners to determine what further work is required to plan for infrastructure. 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. 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 connectivity is one of the five ASELA 'Pioneer Priorities' with the Southend full-fibre network due to 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.

3. Southend Neighbourhoods

323
comments
in total

Proportion of
comments received
by neighbourhood



Eastwood

Summary of comments

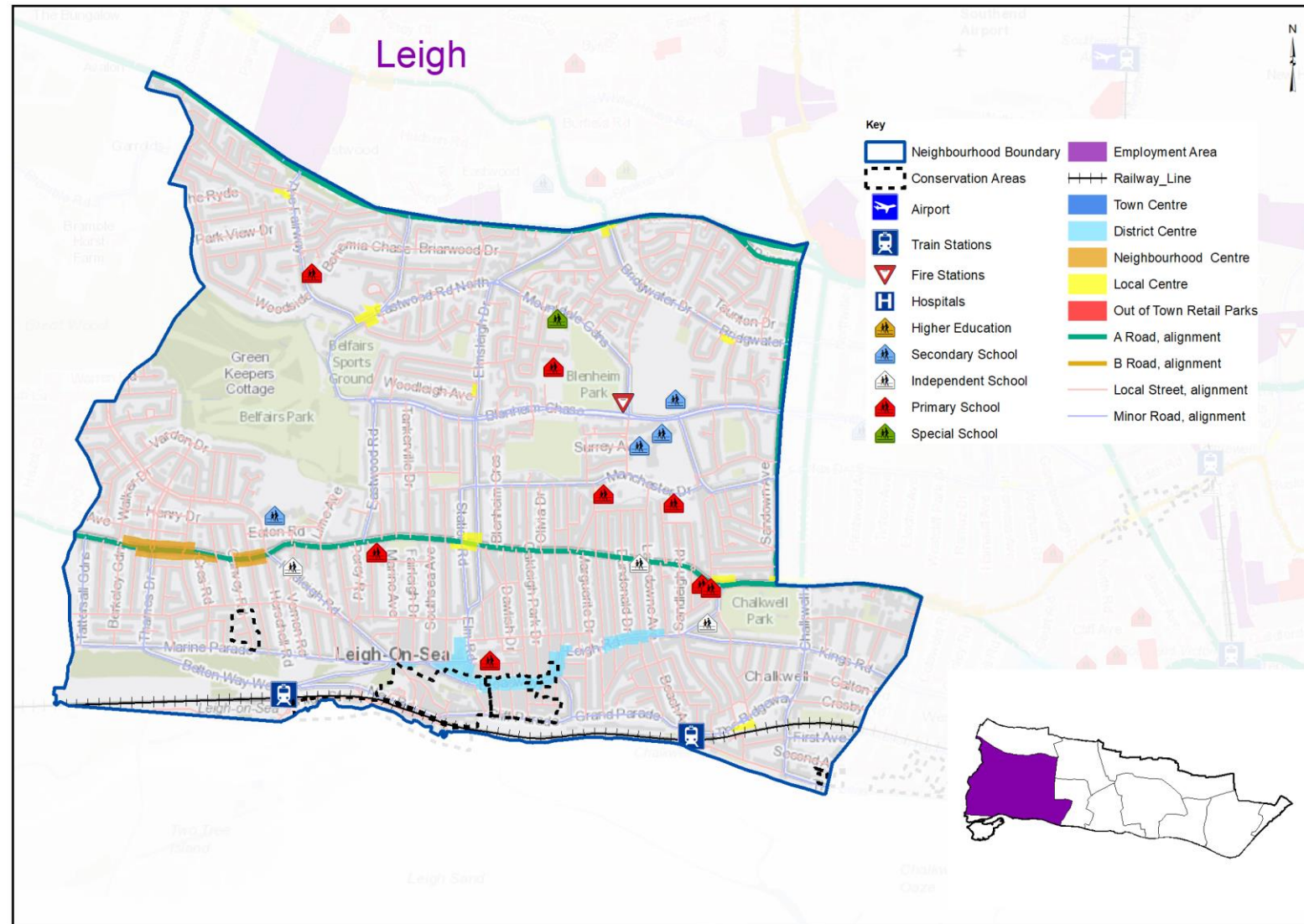
- Identify current and future outdoor sports facility needs and develop appropriate responses to this in terms of policies and site allocations.
- Multi-functional, accessible green infrastructure should be delivered on all major development sites and areas of open space deficiency targeted for improvements



Leigh

Summary of Comments

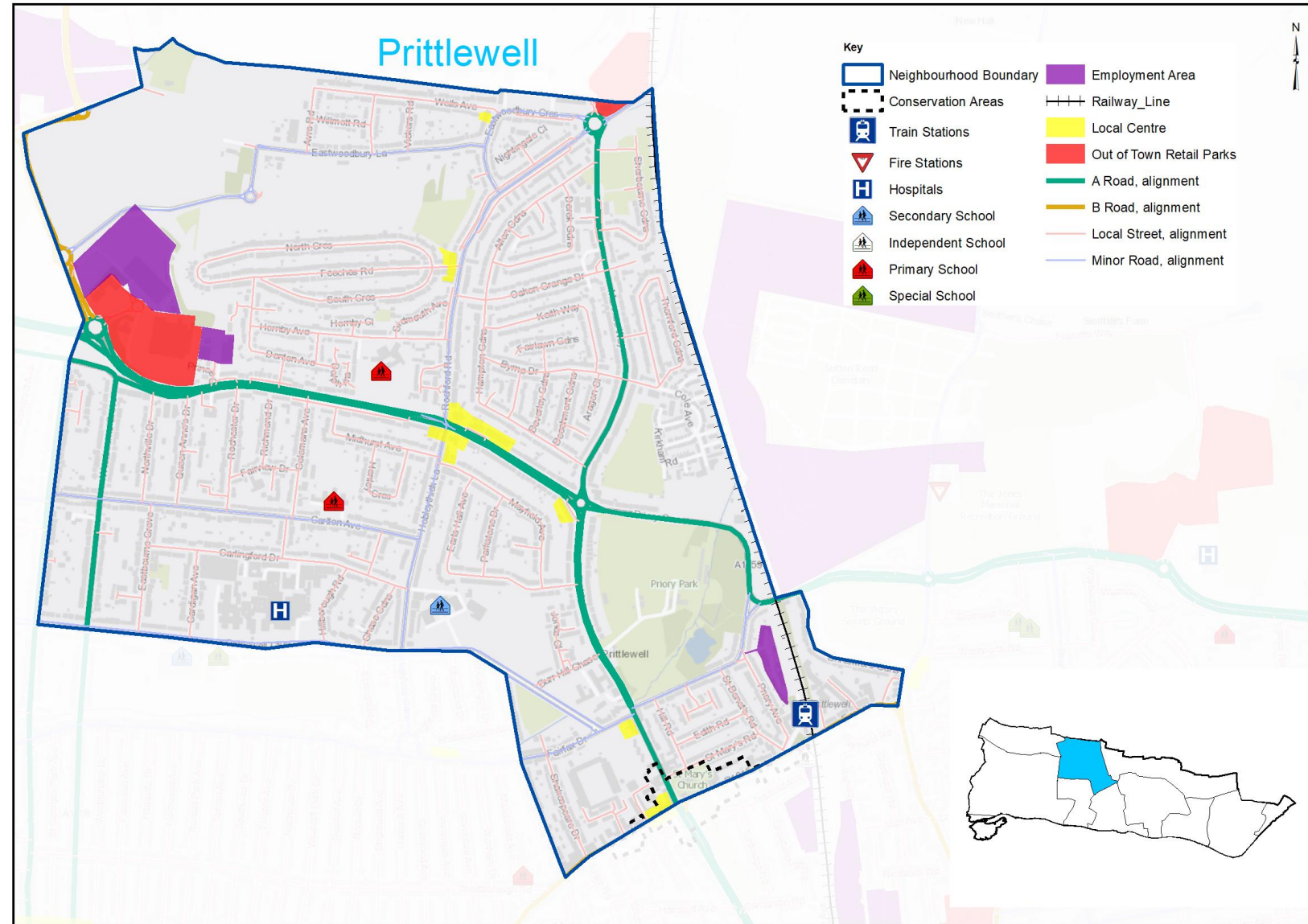
- North-south public transport links are vital – public transport in Leigh north needs improving
- More cycle lanes, including widening of the Cinder Path for dual pedestrian/cyclist
- Leigh is over developed
- Improve historic areas of Old Leigh, including port and estuary setting
- Maintain open spaces and improve tree cover
- Improve public realm
- Need more infrastructure, healthcare & primary school
- Stop loss of bungalows
- Area lends itself to higher density housing (40-60 dph) or lower density flats (90 dph)
- Park ride facility at train stations
- Support designation of centres and commercial areas
- Leigh Broadway has good shops, but traffic dominates
- Protect green spaces – particularly Belfair Woods
- Maintain conservation areas
- Identify opportunities for improving sports provision
- Land at Mendip Crescent should be preserved as green space



Prittlewell

Summary of comments

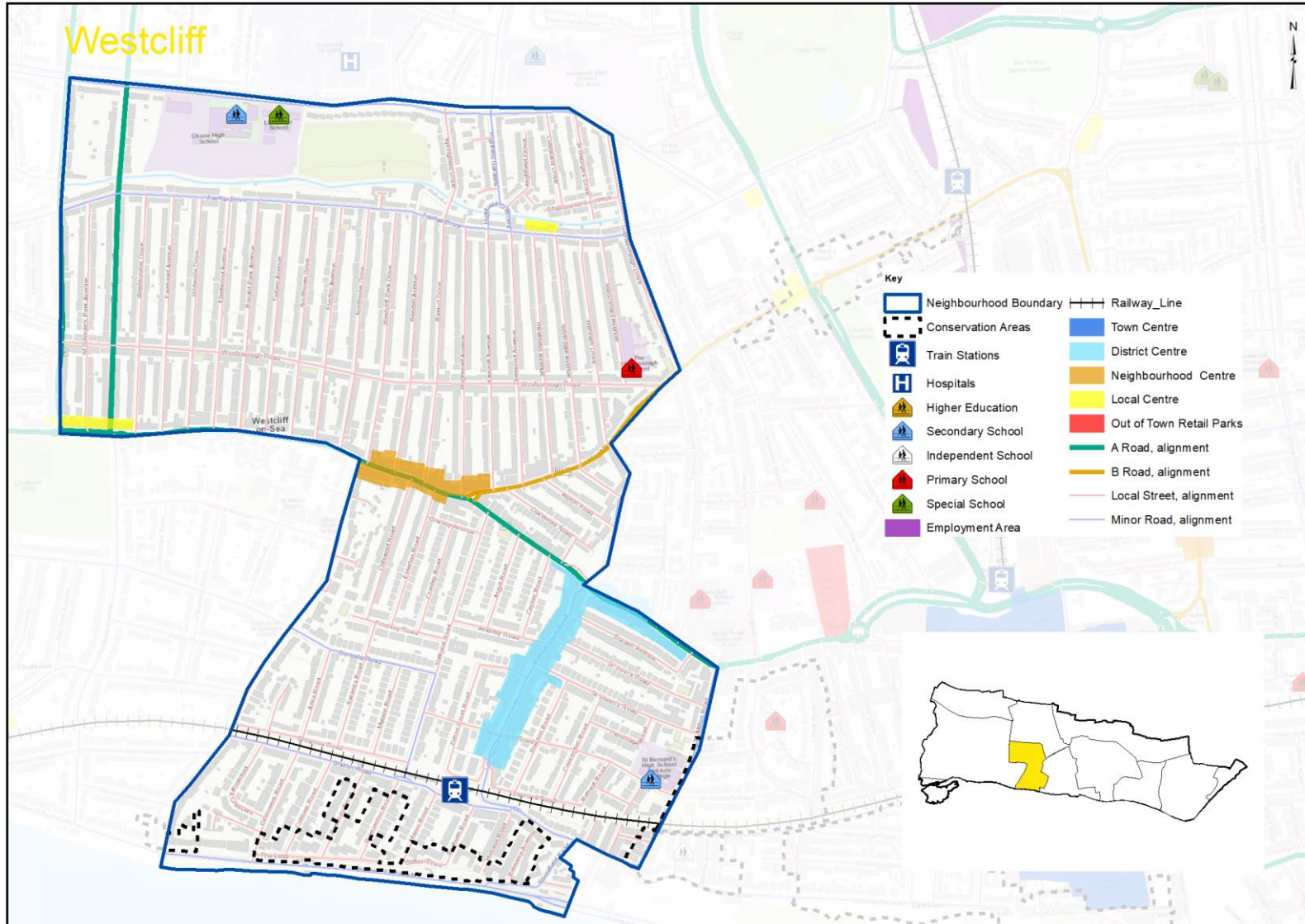
- Broad support for neighbourhood vision and priorities
- Concern with development of sites close to the airport for housing due to noise concerns
- Concern with potential relocation of St Lawrence Park and impact on ancient orchard and wildlife
- Identify key current and future outdoor sports facility 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



Westcliff

Summary of comments

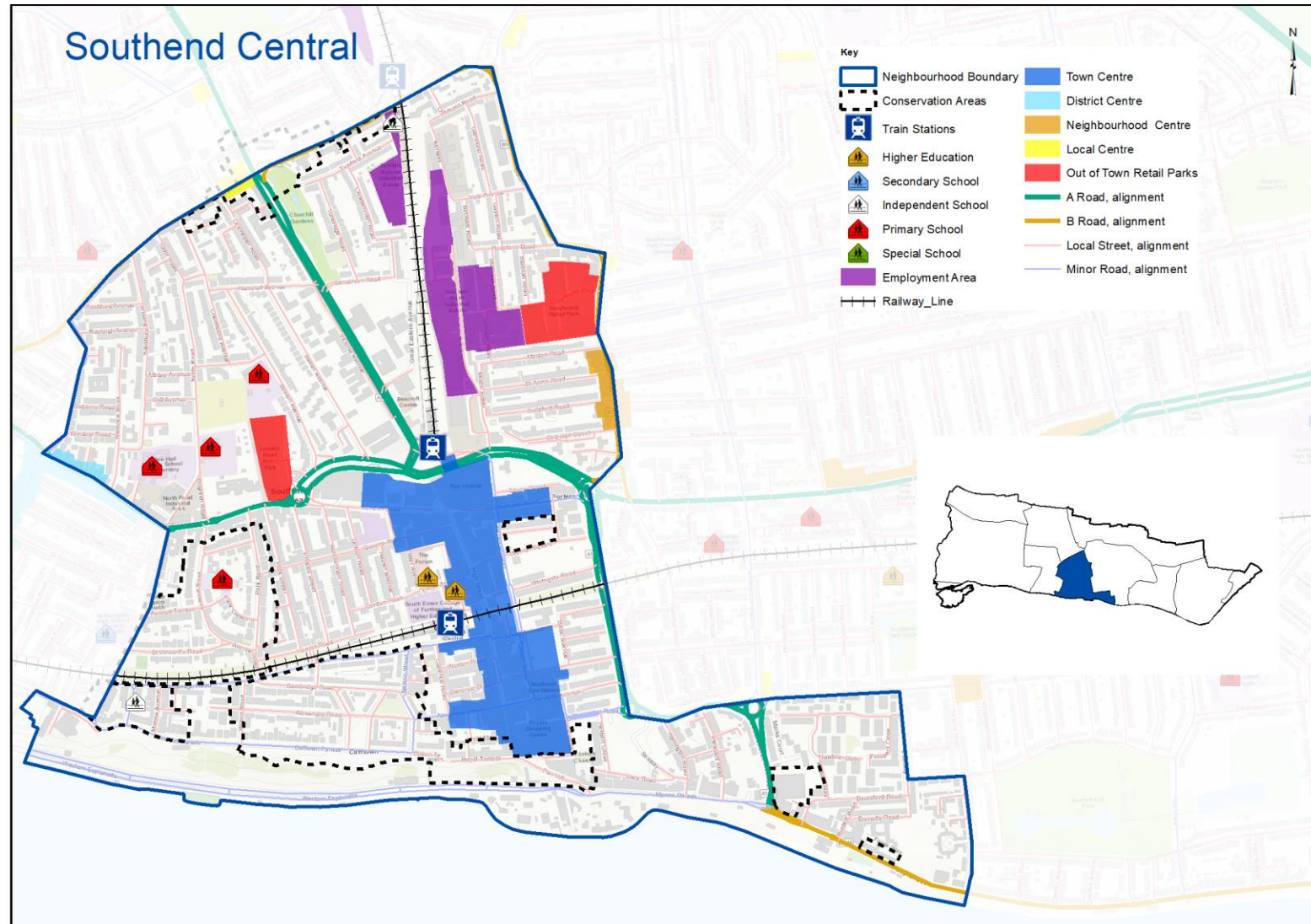
- Support for approach to housing, but restrict further conversions of dwellings to flats, especially in streets with a large proportion of existing conversions
- Broad support for proposed retail hierarchy
- Hamlet Court Road needs a wider range of shops
- Keep character of Hamlet Court Road and improve the public realm in this location especially around the top of Hamlet Court Road/London Road junction
- Use of Article 4 directions to protect ground floor commercial frontages from conversion to residential use
- Protect any green space in Westcliff, provide seating and play space for social interaction and increase biodiversity
- Green spaces and biodiversity should be delivered on site where possible on all major developments
- Identify opportunities for improving sports provision
- 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



Central Southend

Summary of Comments

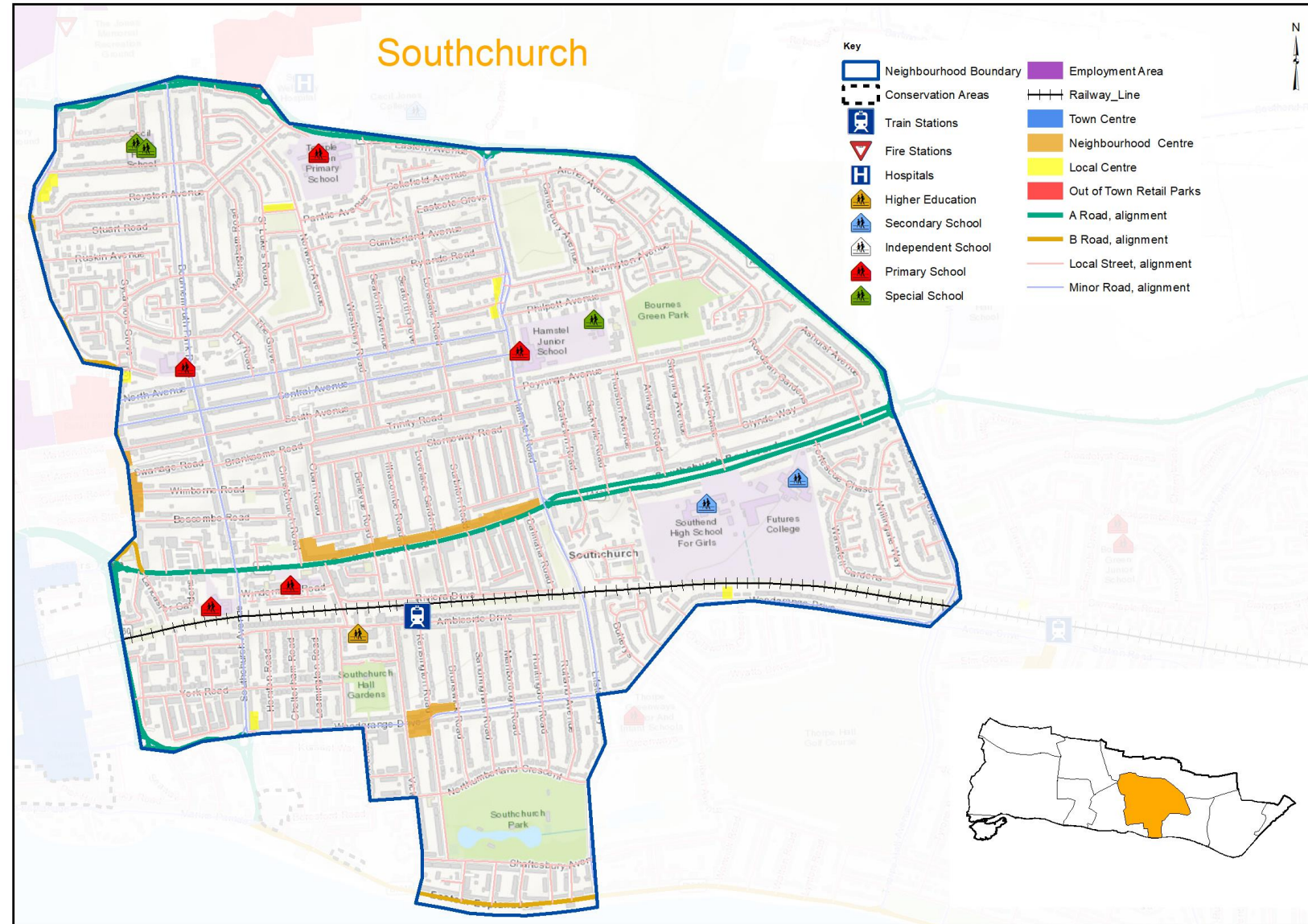
- Infrastructure renewal is needed.
- Greater coordination is needed between key locations to promote a real identity and attraction
- Protect the Pier
- Increase car parking spaces, addressing existing shortages and accommodating additional growth.
- Remodel Southend Town Centre, introduce more housing, utilise empty spaces above shops, create an indoor market.
- Need city-class facilities including well-managed public toilets, more trees, quality streetscape and urban greening
- Recognise the important role of day trippers and repeat visitors for the leisure and tourism industry
- Green spaces and biodiversity should be delivered on site where possible on all major developments
- Potential for green space next to Southend Central station
- Identify opportunities for improving sports provision
- Kilworth Estate should be included on maps



Southchurch

Summary of Comments

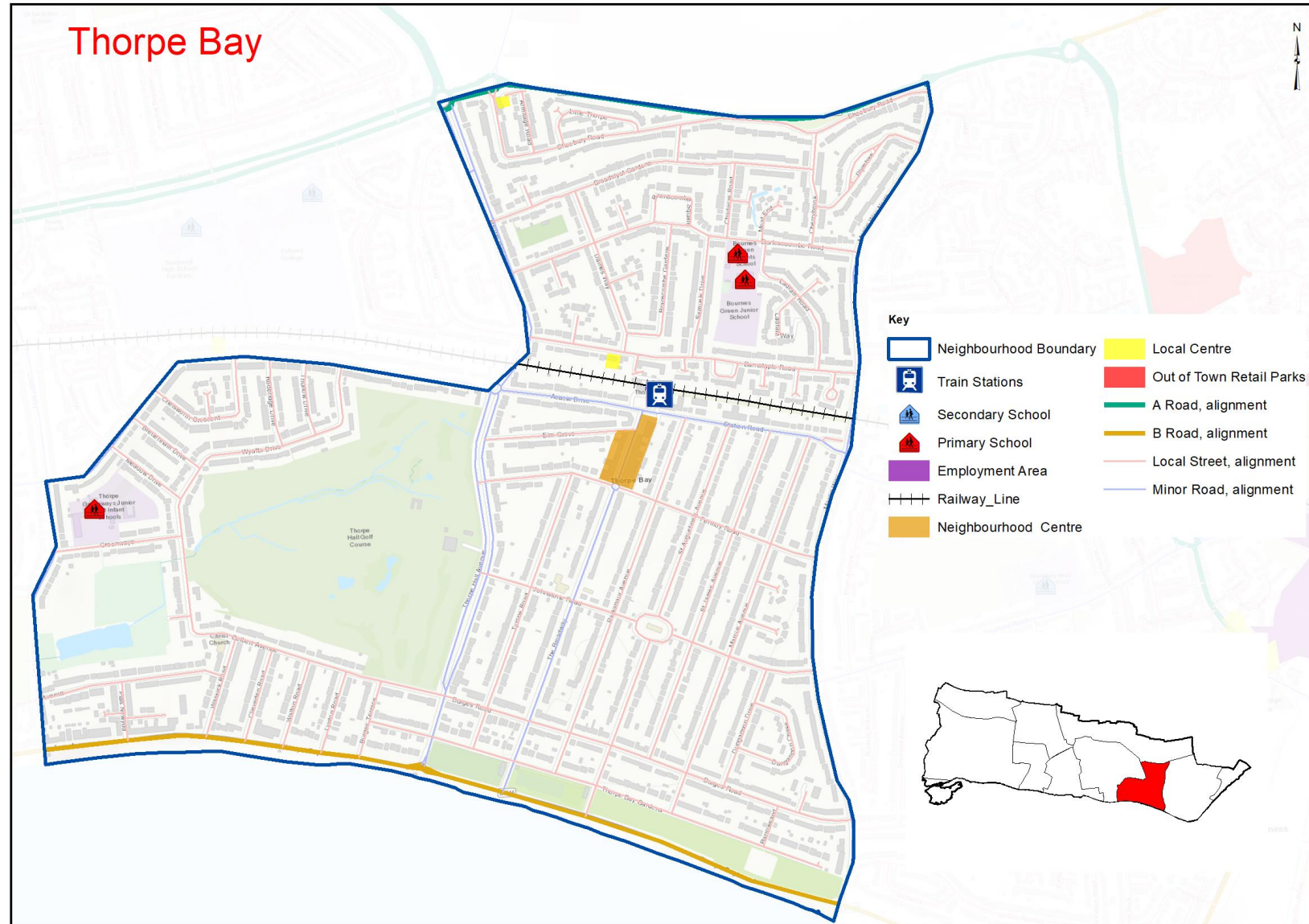
- Transport links poor - need improved integrated sustainable transport with improved bus services
- Need improved cycle links
- Poor quality residential conversions in area
- Support for proposed shopping and green space designations
- Identify key current and future outdoor sports facility needs and 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.



Thorpe Bay

Summary of comments

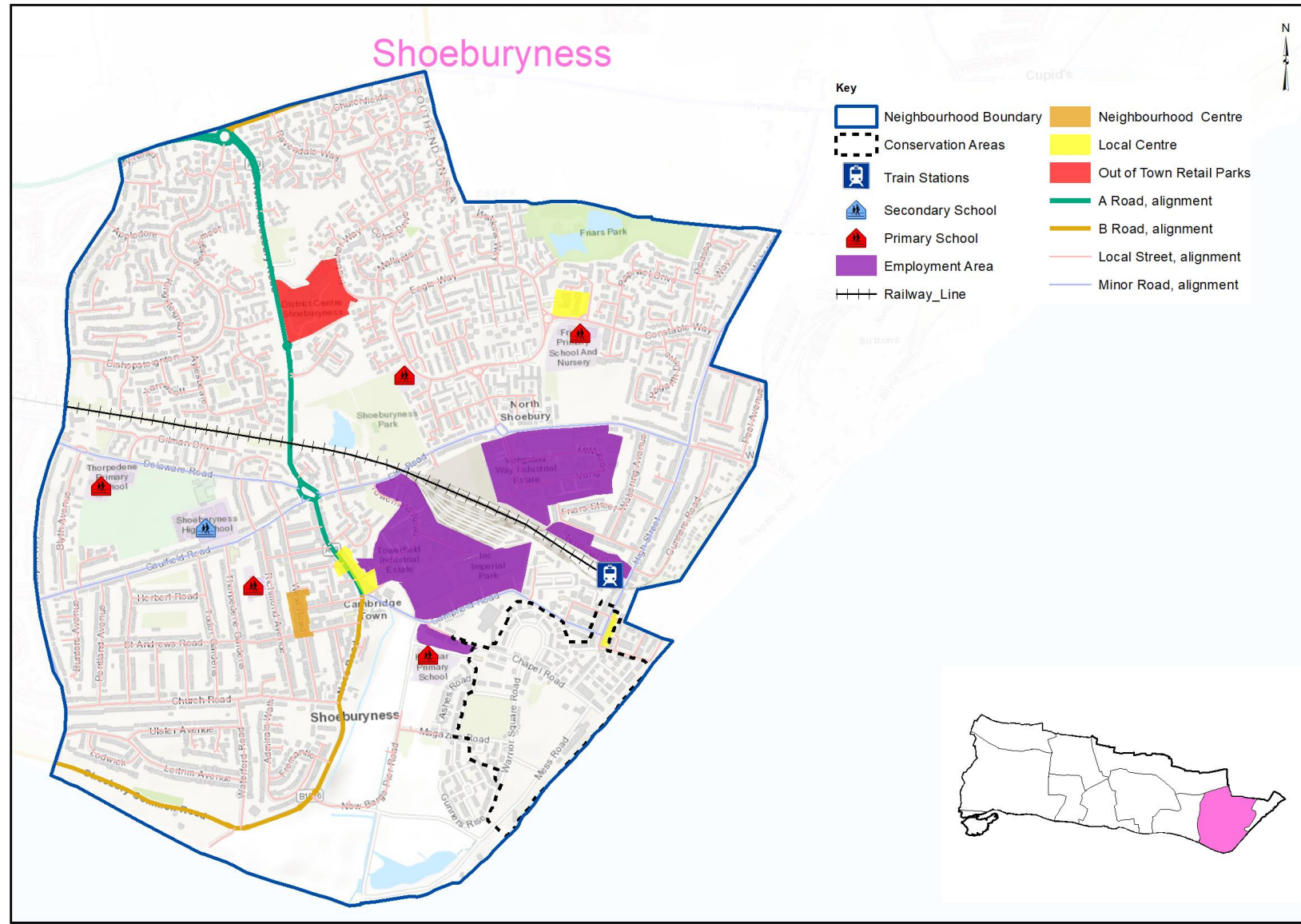
- No development on Green Belt north of Thorpe Bay
- Support for proposed shopping and green space designations
- Need to protect Edwardian character of area
- Commercial facilities in Thorpe Bay Broadway should not be converted to residential
- Land at rear of Camelia Hotel should be retained as car park serving seafront businesses
- Green spaces should be protected as a part of the character of the area and to prevent over development
- Thorpe Bay boundary should be amended to include the Buttery's
- Note Covenants in area related to provision of a single private dwelling house per plot
- Identify opportunities for improving sports provision
- 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



Shoeburyness

Summary of Comments

- 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
- Bus services are poorest to the north of the area



Glossary



Term	Description
Local Plan	a plan identifying future land use allocations and policies for an area based on the needs and demands of residents for homes, jobs, infrastructure, open space and other uses
SCAAP	an adopted area based plan covering Central Southend and the seafront area
Green Belt	a national planning designation of land surrounding cities, towns and villages, primarily to prevent coalescence between them
Brownfield Land	land which is or was previously occupied by a permanent structure (unless the remains have since blended into the landscape)
Climate Change	long term changes in temperatures and weather patterns, attributed largely to increased levels of carbon dioxide in the atmosphere produced by fossil fuels (oil, gas)
Individual respondents	Individuals responding to the Local Plan consultation online or by post
Associations	national and local interest groups e.g. Essex Wildlife Trust, Residents and Tenants Associations
Stats/Utilities	organisations with a statutory duty such as Environment Agency, Essex and Suffolk Water
LAs	Local Authorities (Councils)
dph	number of Dwellings Per Hectare

We will:

- Publish full consultation report summarising the responses on website.
- Review and draft development management policies for next stage of consultation.
- Continue to engage with statutory bodies and neighbouring authorities.
- Select preferred sites and develop options based on feedback and emerging evidence .
- Consult on Preferred Approach in 2023.

planningpolicy@southend.gov.uk