



Castle Point Infrastructure Delivery Plan Baseline Review



**IDP Baseline Review
2024**

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1 Introduction

1.1 Purpose of the update to the Infrastructure Delivery Plan

- 1.1.1 Castle Point Borough Council (CPBC) is currently producing the new Castle Point Plan (LP), which will replace the Adopted Local Plan produced in 1998. The emerging LP will set out the strategic planning policy framework for the Borough up to 2043, and will present a range of policies which will guide new development and identify appropriate locations for future housing and employment growth.
- 1.1.2 The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) require local plans to include strategic policies which set out the strategy for growth in the area to meet local needs and objectives, and make sufficient provision for the delivery of new infrastructure which supports the proposed levels of growth. The NPPF states that local plans should set out the infrastructure required to support growth, and the contributions required from developers and other organisations to support the delivery of new infrastructure.
- 1.1.3 This Infrastructure Delivery Plan (IDP) forms part of the LP evidence base and is a review of the previous IDP produced in September 2020. This version of the IDP is a Baseline Assessment IDP. The Baseline Assessment assesses the existing provision of infrastructure throughout the Borough and considers how the existing infrastructure is meeting the needs of the current population.
- 1.1.4 Future iterations of the IDP will also consider what additional infrastructure will be required in the future to support growth being allocated in the LP, how required infrastructure should be delivered, and if there are any gaps in information or funding which need to be addressed. The IDP is therefore vital in ensuring that the emerging LP meets the requirements of the NPPF to outline when and how new infrastructure will be delivered.
- 1.1.5 An IDP is a 'live' LP evidence base document which will be regularly refined and updated as required to present the best and most up to date information on infrastructure requirements throughout the Borough. The information provided in the IDP regarding necessary infrastructure and their costs is a 'snapshot' in time, subject to indexation and appropriate review. The information within the IDP will be subject to further review as part of the detailed planning application process, where further details will become known about the land use mix, housing mix, site and wider infrastructure requirements and their detailed costings, including indexation.
- 1.1.6 The Council is working with infrastructure providers and developers alongside the progression of the LP to develop and improve infrastructure related information. Once complete, this IDP review will replace the September 2020 IDP previously produced as part of the evidence base for the withdrawn LP.

1.2 What infrastructure is considered in the IDP

- 1.2.1 To provide sufficient information to meet the needs of the LP, the IDP will provide the following information for each type of infrastructure:
- Baseline information, providing background information on the infrastructure item and current provision in Castle Point Borough.
 - Determine infrastructure needs throughout the Borough to support growth allocated in the LP.
 - Estimate the costs of delivering identified infrastructure needs and consider potential funding sources.
 - Allocate infrastructure contributions to appropriate strategic allocations in the LP where the identified needs are directly related to the proposed development in accordance with the CIL Regulations (see below).
 - Identify key bodies and organisations with responsibility for delivering identified infrastructure improvements, and outline what actions may be required now and, in the future, to support infrastructure delivery.
- 1.2.2 Information contained within the IDP is produced in collaboration with relevant infrastructure providers including the NHS, Essex County Council, the Environment Agency, and Anglian Water, and is therefore subject to change and regular updates as the various organisations undertake further assessment work and produce new information. This IDP therefore represents all infrastructure related information available to the Council at this time.
- 1.2.3 For the purposes of this IDP, 'infrastructure' is defined as physical, social and green items required to enable sustainable development. While not exhaustive, Table 1.2.1 provides an indication of the infrastructure features which could be considered within the production of a local plan.

Table 1.2.1 Items Considered as Infrastructure

Social	<ul style="list-style-type: none"> Education – early years and childcare, primary and secondary schools, further education, adult education Healthcare – GP surgeries, hospitals, medical centres Adult social care – adult day care, residential care, supported living, extra care Emergency services – police, fire, ambulance Community services – community centres providing facilities for children, elderly people, and people with special needs, cemeteries and crematoria, children's facilities, courts, hostels, places of worship, libraries, post offices Culture and leisure facilities
Green	<ul style="list-style-type: none"> Open Space – parks and country parks, children's play areas, sport pitches and grounds, allotments, green public realm Biodiversity – local wildlife sites, local nature reserves, private nature reserves, Sites of Special Scientific Interest Geology sites

Physical	<ul style="list-style-type: none"> • Transport – highway, rail and bus networks, footpaths, cycle routes, bridleways and waterways, car parking • Energy – gas and electricity generation and distribution, renewable energy projects • Water – water supply, wastewater treatment, drainage, flood defences • Telecommunications, broadband and wireless connections • Security and defence • Waste collection, disposal and recycling
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1.2.4 IDPs can consider a range of infrastructure suitable to the needs and aspirations of the area being considered, and the particular circumstances of the proposed development sites and stage of preparation of the local plan. To appropriately support the progression of the LP at this time, this IDP will cover the following topics:

1. **Education** (early years and childcare, primary, secondary, further education and skills)
2. **Healthcare** (GP surgeries, hospitals, medical centres)
3. **Adult social care** (adult day care, residential care, independent living, supported living, extra care)
4. **Green and blue infrastructure** (public parks and gardens, amenity green space, natural and semi natural green space, bodies of water, provision for children and young people)
5. **Sports, indoor and built facilities** (Football grass pitches, 3G artificial grass pitches, cricket, rugby, hockey, golf, bowls, tennis, netball, athletics, cycling, MUGAs, indoor and built facilities, sports, community and village halls, swimming pools, health and fitness suites, indoor tennis, squash, gymnastics, sailing)
6. **Transport** (Highways network: strategic road network, local roads; sustainable transport: buses, rail, pedestrian and cycling)
7. **Flood management** (Tidal flooding, river flooding, surface water flooding)
8. **Utilities** (electricity, gas, communications, potable water and wastewater)
9. **Waste Management** (waste collection, waste disposal)
10. **Libraries**

1.3 Methodology

1.3.1 This methodology section sets out the stages involved in producing the IDP. This IDP is at the first stage, the Baseline Review.

a) Stage 1: Baseline review of existing information

1.3.2 The first stage of assessment considers the current infrastructure provision within the Borough, and considers how the existing infrastructure is meeting the needs of the current population. Existing LP evidence base documents will be used, in addition to consultation with relevant infrastructure providers and associated organisations, to set out this baseline information within the IDP.

- 1.3.3 The Baseline Review includes an explanation of the infrastructure type, the extent of existing provision of that infrastructure type within the Borough, and current needs for additional infrastructure provision. Lead agencies for the delivery of infrastructure are identified, as well as the main sources of information.
- 1.3.4 Based on the outcomes of the review, chapters on each infrastructure type have been drafted to form the Baseline Review for the IDP. Where there are known gaps in information, or further work is proposed as part of the next stage of the IDP, this is summarised within a next steps section included within each chapter.

Next Steps

- 1.3.5 The following research and assessment stages will be undertaken in the next steps for the production of this IDP.

b) Stage 2: Future infrastructure needs of the Borough

- 1.3.6 The draft LP will propose new housing and employment land allocations throughout the Borough. The future development of these sites will have an impact on existing infrastructure within the Borough, and may require upgrades or new items of infrastructure to support proposed growth. A further review of existing information contained within the LP evidence base and further consultation with relevant infrastructure providers will establish how the proposed levels of growth may impact existing infrastructure provision, and what improvements may be required to appropriately service the proposed new developments.

c) Stage 3: Funding and delivery of new and improved infrastructure

- 1.3.7 Following the identification of improvements which will be required to support growth allocated in the LP, the Council will identify, in consultation with relevant infrastructure providers and associated organisations, potential options for funding and delivering identified infrastructure projects. For infrastructure items which rely on developer contributions for funding, the Council will allocate contributions to each proposed development site in accordance with CIL Regulation 122, taking into account the direct impacts of the development and the levels of contributions which would be fair and reasonable considering the scale of the development.
- 1.3.8 The NPPF notes that development contributions should not be so significant to render a potential development site financially unviable. This IDP will not consider the implications of proposed developer contributions on the financial viability of sites proposed for allocation in the draft LP. This will be considered separately within viability assessments supporting the LP and contained within the LP evidence base. If the LP viability assessments identify that there are proposed allocations which are unable to provide infrastructure as set out in this IDP, a review of this IDP will be undertaken to consider how much development could come forward without the provision of new infrastructure, and if there are other ways that the infrastructure could be delivered.

d) Ongoing review of the IDP

- 1.3.9 The Council will continue to work with infrastructure providers and developers alongside the progression of the LP to develop and improve the information contained within the IDP. The IDP will be regularly refined and updated as required to present the best and most up to date information on infrastructure requirements throughout the Borough.

1.4 Information contained within the Infrastructure Delivery Plan

- 1.4.1 The infrastructure requirements, costs, and timescales contained within this IDP represent the best information available to the Council at this time. This information may therefore be amended and refined as further details on the emerging Local Plan site allocations become available. The IDP is a 'living document' with the information provided therein regarding necessary infrastructure and their costs being a 'snapshot' in time, subject to indexation and appropriate review. The information within the IDP will be subject to further review as part of the detailed planning application process, where further details will become known about the land use mix, housing mix, site and wider infrastructure requirements and their detailed costings (including indexation).
- 1.4.2 All identified infrastructure costs within this IDP are taken from a range of relevant sources. For the consideration of the date of costs for indexation purposes, the reader should refer to the information contained within each IDP section, and the original source material used which will be listed within the evidence base to each IDP chapter.

2 Policy Context for Infrastructure Delivery

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

2.2 National Context

- 2.2.1 The NPPF (2023) states¹ that strategic planning policies within local plans should make provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, community facilities (such as health, education and cultural infrastructure), and the provision of minerals and energy (including heat). The NPPF also states² that local plans should consider the long-term requirements for major improvements in infrastructure.
- 2.2.2 The NPPF outlines³ that local plans should set the contributions expected from development to deliver infrastructure, however such policies should not undermine the delivery of the plan. Local plans should also seek to provide infrastructure which widens transport choices⁴, delivers advanced, high quality and reliable communications infrastructure⁵, and supports infrastructure associated with renewable and low carbon energy⁶.
- 2.2.3 The PPG⁷ outlines that local plans should set out a vision and framework for the future development of an area, which addresses the needs and opportunities relating to infrastructure. Local plan policy requirements for developer contributions should be informed by proportionate evidence of local infrastructure needs⁸
- 2.2.4 The PPG states⁹ that local plans should be realistic about what can be achieved and when, identifying what infrastructure is required and how it can be funded and brought forward. Infrastructure deficits and requirements in an area, and opportunities for addressing such deficits and requirements, should be identified by working alongside infrastructure providers, service delivery organisations, other strategic bodies such as developers, landowners and site promoters at an early stage in the plan making process to assess the quality and capacity of infrastructure, and its ability to meet forecast demands¹⁰.
- 2.2.5 The PPG¹¹ also recommends that, when preparing a plan, strategic policy-making authorities use available evidence of infrastructure requirements to prepare an

¹ NPPF paragraph 20

² NPPF paragraph 22

³ NPPF paragraph 34

⁴ NPPF paragraph 110

⁵ NPPF paragraph 118

⁶ NPPF paragraph 157

⁷ PPG Paragraph: 001 Reference ID: 61-001-20190315

⁸ PPG Paragraph: 048 Reference ID: 61-048-20190315

⁹ PPG Paragraph: 059 Reference ID: 61-059-20190315

¹⁰ PPG Paragraph: 059 Reference ID: 61-059-20190315

¹¹ PPG Paragraph: 059 Reference ID: 61-059-20190315

Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. Annual reviews of the Infrastructure Funding Statement should feed back into the review of plans to ensure that they remain deliverable.

- 2.2.6 The information contained within this IDP will support the LP in meeting these requirements of national planning policy.

2.3 Sub-regional context

- 2.3.1 The councils of Basildon, Brentwood, Castle Point, Rochford, Southend on Sea, Thurrock and Essex County Council form the strategic partnership known as South Essex Councils (SEC). The SEC aims to provide leadership for South Essex and deliver a vision for the region up to 2050.
- 2.3.2 Essex has two tiers of local government. Essex County Council (ECC) is the upper tier authority, and is responsible for services including education, transport, surface water flooding, libraries, waste management, minerals, and social services. ECC produces a range of strategies guiding the delivery of its services. Development contributions towards new or improved infrastructure which supports ECC services and are outlined within the ECC Developer Guide to Infrastructure Contributions (2023).
- 2.3.3 The Essex and Southend Waste Local Plan is a jointly prepared waste plan between Southend and Essex Council covering the Essex County Council and Southend-on-Sea City Council administrative areas and was adopted in October 2017. The document sets out the vision, objectives and spatial strategy for dealing with waste in the Plan area up to 2032. Locations for the provision of waste management sites are set out as well as the key development management policies that waste planning applications will be assessed against.
- 2.3.4 The Essex Minerals Local Plan was adopted in 2014. The Plan sets out the long term strategy for minerals development and a plan to deliver this. It identifies locations for mineral infrastructure across the county, including mineral extraction and recycling sites. ECC is currently reviewing the Minerals Local Plan (MLP). The new MLP will cover the plan period 2025 to 2040.

2.4 Local context

- 2.4.1 Castle Point is a borough council and provides services including the collection of refuse and recycling, leisure services, housing, planning and building control.
- 2.4.2 The 1998 Adopted Local Plan forms the development plan for the Borough. Since then, the Council began working on several iterations of a new Local Plan.
- 2.4.3 The withdrawn Castle Point Local Plan covered a plan period from 2018 to 2033. The Plan was examined in 2021 and was found sound by the Inspector. However, the Council took the decision to withdraw the Local Plan in June 2022, to protect the Green Belt, focus development on brownfield land and reassess the housing target. A Local

Development Scheme for the preparation of a new local plan was approved on 30 November 2022.

- 2.4.4 The Council is currently producing a new LP which when adopted will replace the 1998 Adopted Local Plan. This IDP will support the production of the new LP, and will form part of the LP evidence base.
- 2.4.5 The new Local Plan will include a strategic growth strategy for the area, including strategic site allocations for new development, and detailed development management policies which will guide the determination of planning applications in the area.
- 2.4.6 The Council has produced a series of developer contributions guidance Supplementary Planning Documents (SPD, 2023) setting out how developer contributions will be sought and details of the developer contributions process. The guidance also provides specific information on how contributions will be sought for affordable housing, healthcare facilities, highways, travel, education, libraries, flooding, drainage, playing pitch and indoor built facilities.

Community Infrastructure Levy

- 2.4.7 The Community Infrastructure Levy (CIL)¹² is a locally set charge on new development in a local authority area. CIL provides a flexible source of funding for a range of infrastructure projects. Projects identified in the IDP will be considered for funding through CIL. Projects may include the provision of new infrastructure, or the improvement, replacement, operation, and maintenance of existing infrastructure. A CIL Charging Schedule came into effect for the Borough in May 2023.

CIL Regulations and S106

- 2.4.8 The Community Infrastructure Levy (CIL) Regulations 2010 limits the extent of contributions which can be sought from developers. Regulation 122 states that a contribution (also referred to as planning obligations or Section 106 contributions) can only be required from developers when the contribution is:
 - a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 2.4.9 Consideration of funding for identified infrastructure needs must take into account the limitations set out in CIL Regulation 122.

¹² PPG (Paragraph: 001 Reference ID: 25-001-20190901)

3 Education

Early years and childcare

3.1 Context and existing provision

- 3.1.1 Early years and childcare (EY&C) provision in Castle Point Borough comprises a range of private, voluntary and independent facilities, and includes full day care nurseries, pre-schools, childminders, school run provision, and wrap around care (which includes breakfast, after school and holiday clubs).
- 3.1.2 ECC has a duty to ensure that there are sufficient early years' and childcare places for children living in the County, and has an obligation to meet national standards of provision in terms of Funded Early Education Entitlement (FEEE). ECC are responsible for assessing the strategic issues affecting childcare and formulating appropriate action plans to respond to identified issues.
- 3.1.3 The ECC Early Years and Childcare Strategy (2022) sets out the County Council's vision, aims and actions to ensure that there will be no barriers to children achieving the best they can be and realising their full potential in the County.
- 3.1.4 Government legislation sets out that all 3 to 4 year olds in England are entitled to 570 hours of funded childcare per year, formed of 15 hours a week for 38 weeks of the year. FEEE provision also allows disadvantaged 2 year olds to access 570 hours funded childcare (currently around 40% of children). The Extended Funding Entitlement offer (EFE) allows eligible working families to access an additional 570 hours funded childcare for 3 to 4 year olds.
- 3.1.5 From April 2024 Early Years Entitlements will expand, in addition to the above, to 15 hours of funded childcare for the term after the child turns two-years-old with working parents who meet the criteria. From September 2024 children from the term after they turn 9 months old with working parents who meet the criteria will be eligible for 15 hours funded childcare. This will increase to 30 hours free childcare from September 2025 for children from the term after they turn 9 months old, including 2, 3 and 4 year olds, with working parents who meet the criteria.
- 3.1.6 ECC Early Years and Childcare service undertake a sufficiency provider termly return, which assists in the regular review of provision and demand for childcare facilities across Essex. Sufficiency data enables the service to understand where there is a need for additional high quality, sustainable early years and childcare provision to meet the needs of the community. The Summer 2023 Childcare Sufficiency Assessment will be available in Summer 2024.
- 3.1.7 Engagement with ECC has indicated that there is a lack of provision in the Benfleet/Thundersley and Hadleigh areas. With the introduction of the new Early Years Entitlements, there is a further demand for childcare for eligible working families, with insufficient 0 to 3 year old places in particular.

3.2 Establishing Future Infrastructure Needs and Developer Contributions

3.2.1 The Council will liaise with ECC to establish infrastructure needs for early years and childcare facilities.

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

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

3.2.4 Where a new facility is required, a standard 56 place early years and childcare facility would require around 0.13ha of land. Where a new primary school is also required in the area, often an early years and childcare facility can be co-located within the new school. The cost of each project and, thereby, any appropriate developer contribution must be considered on a case-by-case basis. By way of guidance, the provision of new, standalone facilities will cost around £23,912 per child place whilst expansion projects will cost £19,425 (Q1 2023). These costs are based on the Department for Education (DfE) National Scorecard, are indexed linked to inflation and likely to increase year on year. The costs include buildings, site works, professional fees plus furniture and equipment.

3.3 Lead agencies:

- Essex County Council

3.4 Evidence base:

- Early Years and Childcare Sufficiency Data, ECC, 2021
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2023
- The ECC Early Years and Childcare Strategy, ECC, 2022

Primary Schools

3.5 Context and existing provision

- 3.5.1 The provision of primary school education covers children aged 4 to 11 years old. ECC has a duty to ensure that there are sufficient school places for children living in the County, and section 2 of the 2006 Education and Inspections Act requires ECC to secure diversity in the provision of schools to increase opportunities for parental choice. In relation to managing future needs, ECC acts as a commissioner of schools rather than a provider.
- 3.5.2 Since the introduction of Academies and Free Schools in 2010, the provision and operation of schools has shifted towards greater levels of institutional autonomy. Academies and free schools are independent of local authority control, and are instead funded directly by central Government, and sponsors. Both types of school do not have to follow the national curriculum.
- 3.5.3 Regardless of whether schools have Academy status, are Free Schools, or are maintained schools, ECC remains the responsible authority for ensuring that there are sufficient school places available within the County to meet the educational needs of the school age population. ECC therefore remains the appropriate authority to assess the requirements for school place provision for any new housing developments, are a signatory to any S106 agreement, and receive and manage the education related developer contributions.
- 3.5.4 The DfE collates the number of pupils on roll data from all schools in Essex. This information is published three times a year on [ECCs website](#). ECC also produce an Education 10 Year Plan which provides a forecast of school place demand and capacity within forecasting group areas agreed with the DfE. Forecasts produced by ECC take into account planning permissions for new housing within the forecasting area. Table 3.5.2 below presents the October 2023 number on roll figures for primary schools within Castle Point Borough in the two school planning groups for the Borough: North (Thundersley) and South (Canvey).
- 3.5.5 In the North (Thundersley) forecasting area ECC has identified a rise in the reception place forecast for 2024/25 followed by a stabilisation. In the South (Canvey) forecasting area ECC has identified a decrease in number on roll. Overall, there are currently sufficient places forecast for each Castle Point Planning Group. Table 3.5.1 sets out the total numbers on roll and capacity figures for primary school planning groups in the Borough according to the Education 10 Year Plan (2024).

Table 3.5.1 2024/2025 number on roll figures by primary school planning groups

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

- 3.5.6 Table 3.5.2 lists the numbers on roll at all primary schools in the Borough in academic year 2023 / 2024, as identified through the October 2023 School Census. This information assists in providing an indication of the size of each school. The exact numbers on roll and available capacity at each school changes over time, as outlined by each ECC Education 10 Year Plan, published annually on ECC's website.

Table 3.5.2 January 2024 number on roll figures for primary schools in Castle Point Borough

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

3.6 Establishing Future Infrastructure Needs and Developer Contributions

- 3.6.1 The Council will liaise with ECC to establish infrastructure needs for primary schools.
- 3.6.2 The ECC Developers' Guide to Infrastructure Contributions outlines that any development of 20 or more dwellings will be assessed and could generate a request for an education contribution. Contributions towards the provision of additional places will not be sought where pupil forecasts suggest that existing local schools can reasonably accommodate the expected increases in demand for places without expansion.
- 3.6.3 When estimating the number of children that a new housing development will generate requiring a new school place, ECC takes account of the number of houses and flats that

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

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

3.6.5 To estimate the costs of primary education infrastructure, the ECC Developers' Guide identified that contributions of £19,425 (Q1 2023) per place should be applied where extensions to existing facilities would be required and £23,192 (Q1 2023) per place where new facilities would be required. These costs are based on the DfE National Scorecard, are indexed linked to inflation and likely to increase year on year. The costs include buildings, site works, professional fees plus furniture and equipment.

3.7 Lead agencies:

- Essex County Council

3.8 Evidence base:

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

Secondary School and Sixth Form

3.9 Context and existing provision

- 3.9.1 Secondary school education covers pupils aged 11 to 16. ECC has a duty to ensure that there are sufficient secondary school places for children living in the County. Sixth form facilities provide for pupils aged 16 to 18, and are often co-located with secondary schools.
- 3.9.2 The School Organisation and Place Planning section of the ECC website provides information on the current provision and capacity of secondary schools and sixth forms in the Borough. This information provides a detailed breakdown of existing capacity, number of pupils on roll, and future forecasts.
- 3.9.3 There are five secondary schools within the Borough, three within the Benfleet Forecasting Group and two within the Canvey Island Forecasting Group. Table 3.9.1 lists the numbers on roll at all secondary schools in the Borough in the 2023/2024 academic year, as identified through the January 2024 School Census. This information assists in providing an indication of the size of each school. The exact numbers on roll and available capacity at each school changes, as outlined in the [ECC 10 Year Plan](#) (2024).

Table 3.9.1 2024 pupil figures for secondary schools in Castle Point Borough

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

3.10 Establishing Future Infrastructure Needs and Developer Contributions

- 3.10.1 The Council will liaise with ECC to establish infrastructure needs for secondary schools and sixth form facilities.
- 3.10.2 The ECC Developers' Guide to Infrastructure Contributions outlines that any development of 20 or more dwellings will be assessed and could generate a request for an education contribution, however contributions towards the provision of additional places will not be sought where pupil forecasts suggest that existing local schools can reasonably accommodate the expected increases in demand for places without expansion. When estimating the demand for secondary school places that a new housing development will generate, ECC takes account of the number of houses and flats that are suitable to accommodate secondary school pupils. The secondary school place requirements from qualifying houses is 20 pupils per 100 homes (0.2 per dwelling) and 10 pupils per 100 qualifying flats (0.1 per dwelling).
- 3.10.3 To estimate the costs of secondary education infrastructure, the ECC Developers' Guide identified that contributions of £26,717 (Q1 2023) per place should be applied where extensions to existing facilities would be required and £28,096 (Q1 2023) per

place where new facilities would be required. These costs are based on the DfE National Scorecard, are indexed linked to inflation and likely to increase year on year. The costs include buildings, site works, professional fees plus furniture and equipment.

3.11 Lead agencies:

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

3.12 Evidence base:

- Essex School Organisation Service, Essex County Council website
- Essex School Organisation Service 10 Year Plan 2024-2033, ECC, 2024
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2023

Further Education

3.13 Context and existing provision

- 3.13.1 Access to education for post 16 year olds plays a key role in skills development and assists both residents and businesses progression into, and through, sustainable employment and apprenticeships. Ages 16-18 education is mainly delivered through school sixth forms, sixth form colleges, further education colleges, or private training providers. Sixth form education is covered in the previous section.
- 3.13.2 Post 16 facilities are provided by the Education and Skills Funding Agency, which is part of the Department for Education. The provision of Further Education services covers pupils over the age of 16, who are studying a course in a Further Education college, training provider or within their local community. Further education and skills comprise education and training, apprenticeships, workplace learning and community learning.
- 3.13.3 The Department for Education 'Raising the Participation' Policy requires all young people in England to continue in education or training beyond the age of 16. The law requires all young people in England to continue in education or training until at least their 18th birthday, although in practice most young people continue until the end of the academic year in which they turn 18.
- 3.13.4 ECC has a duty to secure sufficient suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an education, health and care plan is maintained. To fulfil this, local authorities need to have a strategic overview of the provision available in their area and to identify and resolve gaps in provision.
- 3.13.5 South Essex Councils created the South Essex Advanced Technical Skills (SEATS) initiative. This training provider offers degrees, degree-level apprenticeships and short course CPD in vocational subjects. Since September 2023, SEATS has catered to business-sponsored learners from large firms and their supply chains, and will open to the wider business community in September 2024, and individual self-sponsored students from September 2025. SEATS is open to Castle Point Borough businesses and residents.
- 3.13.6 The following providers offer further education in the Borough:
- USP College, Benfleet: A-levels, professional courses, foundation learning, apprenticeships, adult and higher education courses.
 - Appleton School, Benfleet: A-levels.
 - King John School, Benfleet: A-levels.
 - Hair Pro 1, Canvey: professional hairdressing and beauty training courses and apprenticeships for 16 to 18 year olds and adults.
 - XTEND Digital Campus, Canvey: virtual and extended reality higher education courses.
- 3.13.7 Through Adult Community Learning (ACL), residents and business are entitled to access post 16 apprenticeships and 19+ funded skills, qualifications and employment training programs such as GCSE's English, Maths and digital skills, vocational courses and skills

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

3.13.8 Table 3.13.1 shows the current number of pupils in Further Education in the Borough and future demand as of April 2024.

Table 3.13.1 Current pupils and demand for Further Education in Castle Point (2024)

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

3.14 Establishing Future Infrastructure Needs and Developer Contributions

3.14.1 The Council will liaise with ECC to establish infrastructure needs for further education.

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

3.15 Lead agencies:

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

3.16 Evidence base:

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

Special Educational Needs and Disability (SEND)

3.17 Context and existing provision

- 3.17.1 The statutory obligation to provide primary and secondary school places set out in previous sections of the IDP applies also to school provision for those children who have special educational needs or disabilities.
- 3.17.2 Forecasting requirements for school provision for children with special needs or disabilities is much more complex than projecting mainstream places. This is because the needs of these children often do not manifest themselves until the child has been in the school system, and failing to thrive in it, for some time. The additional needs presented are varied and include visual impairment, hearing impairment, physical disability, moderate learning difficulties, severe learning difficulties, autism and social, emotional and mental health needs.
- 3.17.3 Some children have more than one need to be met. ECC therefore seeks to ensure that provision is available to meet a range of needs in each geographic area of the County.
- 3.17.4 Special needs or disabilities may be met in a mainstream school, a specially resourced or enhanced provision within a mainstream school or in a special school depending upon the level of need. As the number of children to be educated in Essex has increased, so too has the number of children presenting special educational needs.
- 3.17.5 The SEND population has grown significantly in Essex with the greatest growth taking place in the statutory Education, Health and Care Plan (EHCP) category, which sets out a child or young person's special educational, health and social needs and how these should be met. Despite an ambitious SEND capital programme, the number requiring places has outgrown the capacity of provisions in Essex, resulting in a greater number with higher needs children and young people being accommodated in mainstream schools and more parents using the appeal process for a special school place. In addition, there has been continued growth in the number of children and young people placed in independent special schools on 38 week day placements.
- 3.17.6 Integrated Care Systems (ICS) are responsible for purchasing secondary and community care services for their local populations. This includes working in partnership with ECC to ensure services to support people with SEND are available as identified in the Children and Families Act 2014. The Borough is part of the Mid and South Essex Integrated Care System.
- 3.17.7 ECC developed a 5 year SEND Strategy for 2022-2027. The Strategy identifies a rise in the number of SEND pupils, especially among the 16 to 19 age group. The Strategy aims to achieve five strands:
 - 1. My Voice, My Choice: Every child and young person's views, feelings and wishes are always considered and taken seriously in all matters that affect them.
 - 2. My Health and Wellbeing: Every child and young person has the best possible health and wellbeing.
 - 3. My Education & Training: Every child and young person develops their personality, talents and abilities to the full, through their education and training.

4. My Community: Every child and young person is connected to, and plays an active part, in their local community.
 5. My Life, My Opportunities: Every child and young person has the education, care and support they need to lead a full and purposeful life with dignity and independence.
- 3.17.8 The ECC Levelling Up Essex paper (2022) identifies Canvey Island as a priority place for levelling up work, and in particular, children and adults with SEND, learning disabilities or mental health conditions.
- 3.17.9 Glenwood school is a 220 place community special school located in Benfleet which caters to 3 to 19 year olds. 60% of learners have autistic spectrum condition, 30% have complex physical and sensory impairments and the remaining 10% have a range of other needs. The school has increased from 122 places in 2015 to 223 in 2023, and is over capacity and cannot currently meet rising need.
- 3.17.10 Cedar Hall provides education for children and young people aged 4 to 16 with moderate and severe learning difficulties which may include autistic spectrum disorder and social and communication difficulties. The school was expanded in 2023 to accommodate an additional 80 students. The school had 169 places in 2023.
- 3.17.11 The Council offers resourced provision in mainstream schools for children and young people with autism needs and for children and young people with social, emotional and mental health needs. One of these provisions is at Canvey Junior School.
- 3.18 Establishing Future Infrastructure Needs and Developer Contributions
- 3.18.1 The Council will liaise with ECC to establish infrastructure needs for SEND provision.
- 3.18.2 The ECC Developer Contributions Guide notes that that the number of children likely to present with special educational needs (SEN) ranges 3.4-3.9%, resulting in seven SEN places per 1000 dwellings. All new school sites within new developments will be considered for the provision of special needs facilities and appropriate bespoke contributions will be requested if a need is identified.
- 3.19 Lead agencies:
- Essex County Council
 - Department for Education - Education Funding Agency
- 3.20 Evidence base:
- Essex School Organisation and Place Planning Service, Essex County Council website
 - Essex School Organisation Service 10 Year Plan 2024-2033, ECC, 2024
 - ECC Developers' Guide to Infrastructure Contributions, ECC, 2023
 - Essex Local Area SEND Strategy 2022-2027, ECC, 2022
 - Levelling up Essex: An Essex White Paper, ECC, 2022

4 Healthcare

4.1 Context and existing provision

- 4.1.1 Primary healthcare provides the first point of contact within the health system, which includes general practice (GPs), pharmacies, dental and optometry. This Plan does not include specific wider primary care service needs such as dentists, pharmacies, opticians, community health (health visiting, school nursing, midwifery, district nursing, etc). While demand for these services will be impacted by growth allocated in the Local Plan, the National Health Service (NHS) as the commissioners will assess the future need for additional services and facilities.
- 4.1.2 The Mid and South Essex Integrated Care System (ICS) was launched in July 2022, replacing Clinical Commissioning Groups. The ICS supports the health and wellbeing of borough, district and city councils of Basildon, Braintree, Brentwood, Castle Point, Chelmsford, Maldon, Rochford, Southend-on-Sea, and Thurrock.
- 4.1.3 The ICS is made up of the Integrated Care Board (ICB), an NHS organisation and the Integrated Care Partnership (ICP), a committee of stakeholder partners. The ICS is a partnership of organisations across the hospital, mental health, social care, community and voluntary services sectors.
- 4.1.4 The ICS seeks to:
- Create opportunities: in education, employment, housing, growth;
 - Support health and wellbeing: promoting healthy lifestyles and behaviours, focussing on prevention and self-care;
 - Bring care closer to home: where, safe and possible; and
 - Improve and transform our services: integrating care for and with our residents.
- 4.1.5 The ICS delivers support and services through four place-based systems, Basildon and Brentwood; Mid Essex; South East Essex; and Thurrock; which involve multiple partners operating and serving populations of around 170,000 – 400,000 residents. These place-based systems provide a meaningful footprint within which to plan, design and deliver health and care services for and with the local community. Castle Point, Rochford and Southend for the South East Essex place-based system.
- 4.1.6 The ICB is developing Integrated Neighbourhoods Teams (INT), a neighbourhood approach to health and care. INTs provide residents with timely access to support from the individual, community asset, or organisation that is best placed to do so. Integrated neighbourhoods in South Essex are geographically aligned to Primary Care Network footprints. There are two integrated neighbourhoods in the Borough, in Canvey and Benfleet (covering Benfleet, Hadleigh and Thundersley), serving 47,639 and 45,262 residents respectively (adjusted population list size).
- 4.1.7 Public health services are commissioned by ECC who work with the respective local authorities. These services are primarily focused on prevention and early intervention, specifically developing measures that help to reduce illness and to tackle the causes of poor health at source. This includes initiatives to increase physical activity and healthy

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

- 4.1.8 The Essex Joint Health and Wellbeing Strategy 2022–2026 sets out health priorities identified in Joint Strategic Needs Assessments to be delivered by local government, the NHS and other partners through the Health and Wellbeing Board (HWB). The five key priority areas are:
1. Improving mental health and wellbeing
 2. Physical activity and healthy weight
 3. Supporting long term independence
 4. Alcohol and substance misuse
 5. Health inequalities and the wider determinants of health
- 4.1.9 The Castle Point and Rochford Health and Wellbeing Strategy sets out how the two Councils will improve health and wellbeing between 2022 to 2025. The Strategy identifies inequalities between wards and significant healthy life expectancy gaps which can be addressed in part by reducing preventative health issues.
- 4.1.10 In the Borough there are sixteen pharmacies, nine dental surgeries, ten opticians, four community clinics (listed in Table 4.1.1), two ambulance stations in Rayleigh and Canvey Island, and thirteen GP practices listed in Table 4.1.2 below. The ICB reviews and manages the capacity of GP practices within the Borough.

Table 4.1.1 NHS clinics located in Castle Point Borough¹³

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

- 4.1.11 Current healthcare infrastructure is constrained and is expected to become severe unless it is addressed through future growth. As presented within Table 4.1.2, all GP surgeries within the Borough are operating over capacity. CPBC and the ICB are considering the delivery of health services from the current Council offices in Kiln Road. Residents access GP practices through appointments and online consultations, in the case of practices in Benfleet and Canvey.

Table 4.1.2 2024 GP provision in Castle Point Borough

¹³ www.nhs.uk

Premises	Weighted List Size ¹⁴ Jan 24	NIA (m ²) ¹⁵	Capacity ¹⁶	Spare Capacity (NIA m ²) ¹⁷
Hart Road Surgery (P A Patel Surgery)	3,207	81	220	-139
Essex Way Surgery	5,362	149	368	-219
The Community Practice	10,408	212	714	-502
Canvey Island Surgery (Ghauri Practice)	5,502	186	377	-191
The Island Surgery	7,678	247	526	-279
Canvey Village Surgery (Rahman Practice)	4,147	146	284	-138
St. George's Medical Practice	5,764	227	395	-168
Rushbottom Lane Surgery (Dr Khan & Partners)	12,210	453	837	-384
The Hollies	12,560	553	861	-308
Third Avenue Health Centre	8,117	327	557	-230
Benfleet Surgery	2,402	131	165	-34
Oaklands Surgery	11,786	620	808	-188
High Road Family Doctors	3,758	242	258	-16
Total	92,901	3,574	6,370	-2,796

4.1.12 Acute care provides short term treatment for a severe injury or illness episode, an urgent medical condition, or during recovery from surgery. This type of care is predominantly provided in hospitals. There are no hospitals in the Borough, the closest hospitals in Basildon and Southend on Sea are both around six miles from central areas of the Borough, and Broomfield Hospital in Chelmsford is around nineteen miles from the Borough. Southend Hospital has a bed capacity of 526, Basildon Hospital has a bed capacity of 563, and Broomfield Hospital has a bed capacity of 495 as of 2024. These hospitals are referred to collectively as the Mid and South Essex University Hospitals Group.

4.2 Establishing Future Infrastructure Needs and Developer Contributions

4.2.1 The CPBC Healthcare Facilities Developer Contributions Guidance SPD (2023) sets out the types of developer contributions or planning obligations required for health and social care. Contributions will be sought towards new healthcare infrastructure in the form of Section 106 agreements from sites delivering ten or more units. The SPD

¹⁴ The weighted list size of the Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.

¹⁵ Current Net Internal Area occupied by the Practice

¹⁶ Based on 120m² per GP (with an optimal list size of 1750 patients) as aligned with DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"

¹⁷ Based on existing weighted list size

identifies a contribution of £496 per dwelling from qualifying sites as of 2022. The cost per dwelling will be regularly kept up to date by the NHS, therefore the cost provided by the NHS at the time of the application will be used when entering into a Section 106 agreement.

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

4.3 Lead agencies:

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

4.4 Evidence base

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

5 Adult Social Care

5.1 Context and existing provision

- 5.1.1 ECC commissions adult social care for Essex residents and supports people to remain living independently in their homes. Adult social care aims to help people stay independent and well, and reach the outcomes they want to achieve. Adult social care includes adult day care, independent living, also known as extra care housing, supported living and residential care.
- 5.1.2 Adult day care offers structured programs and activities for adults who require daytime support, but do not need residential care. Adult day care is provided through dedicated centres which offer recreational and socialisation activities, as well as meals, personal care and health assistance.
- 5.1.3 Extra care housing is designed to provide housing with care for people over the age of 55 and adults with disabilities whose current home no longer meets their needs, and they may need care and support to continue living independently (between 6-24 hours care per day) and are able to live independently.
- 5.1.4 Extra care housing comprises self-contained homes with special design features tailored to the needs of older adults and adults with disabilities.
- 5.1.5 Supported living provides adults with disabilities with tenancy-based accommodation to allow for independent living with some support. ECC defines supported living schemes as clusters of single occupancy units with a shared core support for all service user, or tenants living in a shared house or bungalow with their own room and shared communal area. ECC has published Supported Living Accommodation Standards which set out the standards for any supported living properties.
- 5.1.6 There are two main categories of residential care facilities. Nursing care will always include one qualified nurse or doctor, and can therefore cater for people with conditions that require nursing attention. Residential homes will call in routine and emergency medical support from other agencies (e.g. GPs or district nurses) as required. Both types of facilities provide accommodation, meals, cleaning and personal care. It should be noted that whilst residential care is often thought of as catering for older people, some facilities will cater in part or exclusively for other ages with specific needs.
- 5.1.7 There is an increasing shift towards adults receiving care in their homes, over residential and nursing care. Residents can continue living in their own homes, and receive ongoing support to maintain independence. Services are tailored to the individual's needs and vary depending on the level of support required. This has led to a demand in personalised care and specialist housing options.
- 5.1.8 The Adult Social Care Services Map on the Essex Provider Hub website provides data about care services provided by ECC in the County, including Castle Point. 1,121 adults receive adult social care in the Borough, of which 119 use day services, 591 receive domiciliary care, 42 are supported in a nursing bed, 209 in a residential bed and 40

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

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

Adult Day Care

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

Supported Living

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

Extra Care

- 5.1.12 ECC's Shaping Futures: Market Position Statement, Designing Services for the Future 2015-2025 looks at the adult social care needs that are likely to be required across the county over the next decade. ECC is currently producing an updated Market Position Statement.
- 5.1.13 The volume and general demand for extra care is expected to increase in the future. Currently there are no affordable Extra Care schemes that adults known to ECC can access. ECC is developing a pipeline of nine new extra care schemes for the County and is seeking to identify a suitable site in Castle Point.

Residential Care

- 5.1.14 ECC's Provider Hub webpage provides information on the latest market position. There are supply issues on Canvey Island, mainly due to recruiting challenges. Other challenges include rising utility costs, affordable nursing placements and DE capacity, as well seasonal pressures. Since COVID-19, occupancy in residential and nursing homes has decreased, resulting in an oversupply. Occupancy as of 2023 was at 82% for all of Essex, compared to pre-COVID levels of 92%.

5.2 Establishing Future Infrastructure Needs and Developer Contributions

- 5.2.1 The Council will liaise with relevant contacts to establish infrastructure needs for adult social care.

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

5.3 Lead agencies:

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

5.4 Evidence base:

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

6 Green and Blue Infrastructure

6.1 Context and existing provision

- 6.1.1 Green and blue infrastructure is a network of multifunctional natural spaces and corridors in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities. This includes parks and gardens, woodlands, footpaths, playing fields, allotments, and water infrastructure referred to as blue infrastructure. Playing fields are covered in Section 7 of this IDP under Sports, Indoor and Outdoor Facilities.
- 6.1.2 Green infrastructure assets provide a range of benefits including providing ecological habitats, contributing to landscape character and quality, making places healthier and more distinctive, providing amenity and recreational opportunities as well as a range of 'ecosystems' benefits such as climate change mitigation and pollution control. More valuable green spaces have multiple uses and are connected as part of an integrated network as opposed to being isolated. There are also economic benefits including attractors for inward investment, promoting local economic regeneration, increasing tourism, as well as passive benefits to buildings (such as shading) and lower energy costs by helping to maintain internal building temperatures.
- 6.1.3 The Essex Local Nature Partnership (LNP) is working on a Greater Essex Local Nature Recovery Strategy (GELNRS) for Essex as required by the Environment Act (2021). ECC is working closely with the LNP and LPAs to provide direction and ensure key stakeholders are engaged in the production of the GELNRS. It is being prepared for consultation/completion by mid 2024.
- 6.1.4 The LNP Board agreed to achieve 25% of natural green infrastructure coverage by 2030. This target was adopted from the Essex Climate Action Commission target in the Net Zero: Making Essex Carbon Neutral report (2021).
- 6.1.5 Building with Nature provide standards for green infrastructure at each stage of the development process. Natural England's National Green Infrastructure Framework (2023) establishes the following five voluntary national standards for delivering green infrastructure in England:
- S1: Green Infrastructure Strategy Standard
 - S2: Accessible Greenspace Standard
 - S3: Urban Nature Recovery Standard
 - S4: Urban Greening Factor Standard
 - S5: Urban Tree Canopy Cover Standard
- 6.1.6 Natural England's *S4 Urban Greening Factor Standard* seeks to increase greening in existing urban developments and towns. Urban greening is important for addressing the inequality of access to green space within towns and cities, including public realm. This is worsened by the impacts of air pollution, climate change and population pressures. The Urban Greening Factor is a planning tool developed by Natural England

to improve the provision of green infrastructure particularly in urban areas, to increase urban greening and to increase biodiversity net gain.

6.1.7 Table 6.1.1 sets out accessible green space standards based on Natural England's *S2 Accessible Green Space Standard*.

Table 6.1.1 Natural England Green Infrastructure Standards for England (2023)

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

6.1.8 Green infrastructure can be incorporated into all scales of development. More valuable green spaces have multiple uses and are connected as part of an integrated network as opposed to being isolated. Open space includes some of the types of features (typologies) listed below. The Castle Point Open Space Assessment (2023) recommends local authority wide open space standards for open space features, as set out in Table 6.1.2¹⁸.

¹⁸ Open space standards differ across organisations. The Open Space Assessment proposed capacity standard for Accessible Natural Green Space is 1.8ha per 1000 population for new provision, as set out by the Fields in Trust. Natural England's Accessible Greenspace Standards recommend a minimum of 3ha per 1000 population.

Table 6.1.2 Open Space Assessment (2023) recommended provision and accessibility standards for open space typologies

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

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

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

6.1.10 49% of the Borough is covered by green infrastructure. Open space in Castle Point consists of a variety of natural landscapes, wetlands, marshlands, heathlands,

meadows and woodlands with the Thames Estuary and Green Belt areas. The South Essex Green and Blue Infrastructure Study (2020) also identifies 0.5ha of ancient woodland in the Borough. One of the largest areas of open space in the Borough is located on the west of Canvey Island, consisting of Canvey Wick and West Canvey Marshes.

- 6.1.11 Canvey Wick is a 19ha Site of Special Scientific Interest (SSSI) and provides one of the most important British sites for endangered invertebrates. The RSPB manages the SSSI in partnership with Buglife and on behalf of the Land Trust. An extension to Canvey Wick is being planned which will increase the protected area to around 100 hectares.
- 6.1.12 West Canvey Marshes contains 256ha of wet and dry grassland, reed beds, lagoons, saltmarsh, scrub and mudflat habitats managed by the RSPB. There are 6.5km of visitor access, with 3.5km consisting of permissive nature trails and 3km of public footpaths along the perimeter of the site. The area is historically grazing marsh and is now managed as a reserve, providing feeding and breeding grounds for wintering, migratory and breeding waders and wildfowl. This is primarily achieved through hydrological management and appropriate grazing regimes. The area also supports a range of important protected species such as water voles and reptiles by providing managed habitats such as ditch networks, meadows and fields of varied structure and floral diversity.
- 6.1.13 With West Canvey Marshes and Canvey Wick, West Canvey has a good provision of natural and semi-natural open space. The ecological value and overall quality of these open spaces continues to be improved by the Land Trust and the RSPB. The current lack of visitor facilities on the West Canvey sites limits the use of the areas, for example without toilet facilities the RSPB is current unable to accommodate school groups and public events which could raise the profile of nature conservation in this area and the work of the conservation organisations involved more broadly.
- 6.1.14 The opening of the Canvey Wick extension will result in increased visitor numbers to this area. The level of popularity of these sites may require additional facilities to be provided in the future, such as a visitor's centre, welcome hut, refreshment facilities, improved signage, public footpath links and road crossing points to surrounding areas, toilets, and a larger car park. The location of Castle Point Borough near the River Thames provides additional opportunities to undertake sporting activities. The Port of London Authority's (PLA) Vision for the Thames in 2050 seeks to achieve net zero targets by 2040 for PLA operations. The PLA is producing the Tidal Thames Masterplan, which captures all potential strategic opportunities on the Thames River and will aid in decision making.
- 6.1.15 Hadleigh Country Park consists of 152ha of undulating hills, pasture, hay meadow and marsh, old hedgerows and ponds, providing opportunities for recreation and providing excellent habitats for flora and fauna. The Park includes a mountain biking course and extensive walking routes encompassing the ruins of Hadleigh Castle. The management of Hadleigh Country Park is complex balancing recreation and access with the

protection and enhancement of many statutory designations, including 127ha of Priority Habitat.

- 6.1.16 Hadleigh retained its Green Flag Award in 2022/23 and 2023/24 and is expected to be retained in 2024/25. The scheme recognises and rewards well managed parks and green spaces, setting the benchmark standard for the management of recreational outdoor spaces.
- 6.1.17 Parkland Management and Grassland Plans are now in place for Registered Parks and Gardens at some Country Parks. The Salvation Army entered into agreement with Natural England for a Grassland Restoration Management Plan for its Hadleigh Estate including Hadleigh Country Park. The program is set to conclude at the end of 2024.
- 6.1.18 The Essex Forest Initiative, funded 50% by ECC, is planting £1 million worth of trees, hedging and fruit trees in the County from 2019 to 2024. The initiative has planted trees across the Borough, including Hadleigh Country Park, schools, amenity green spaces and privately owned land.
- 6.1.19 As outlined in Table 6.1.3 below, the appraisal assessed the level of existing provision of open space in the Borough according to the open space typologies identified in the appraisal.

Table 6.1.3 Existing provision of open space in Castle Point Borough

Typology	Number of Sites	Size (Ha)	Size (Ha per 1,000 population)
Allotments	8	7.24	0.08
Amenity Green Space (>0.1ha)	56	47.01	0.52
Parks and Recreation Grounds (combined)	19	102.58	1.14
Parks and Recreation Grounds	17	101.70	1.13
Outdoor Sport (Fixed)	2	0.88	0.01
Play Space (Child)	24	2.52	0.03
Play Space (Youth)	10	1.04	0.01
Accessible Natural Green Space	27	854.61	9.45
Small Amenity Green Space (<0.1ha)	97	3.89	0.04
Churchyards and Cemeteries	8	13.68	0.15
Education	28	94.34	1.05
Green/Blue Corridors	16	84.48	0.94
Outdoor Bathing	2	0.47	0.01
Outdoor Sport (Private)	11	113.14	1.26
Total Borough Wide	325	1427.58	15.74

- 6.1.20 Table 6.1.4 below lists the existing provision of open space in the Borough by ward and Table 6.1.5 shows the current provision against the recommended standards in the Open Space Assessment. Borough wide, there are quantity deficits in allotments,

amenity green space, play space for children and play space for youth. The Open Space Assessment undertook a quality audit of 260 open spaces in the study area. The majority of accessible natural green space sites were assessed as being of excellent or good quality.

- 6.1.21 Six wards in the Borough have no access to youth play space. There is good access to youth play space in Canvey Island East, east of Canvey Island Winter Gardens, Appleton, St Marys and St Georges. Six out of the eight youth place spaces were assessed as being fair with 1+ poor criterion.
- 6.1.22 There are significant gaps in access to children's play space across the Borough, particularly in the east of Canvey Island, St Michaels and in the south of Thundersley North. More than half of the children's play spaces were assessed as fair with 1+ poor criterion.
- 6.1.23 Access to amenity green space is generally good, with gaps in the west of St. Marys, east of Tarpots, Appleton and south of Canvey Island Central. For amenity green space above and below 0.1ha, the sites were assessed in a range from good to fair with 1+ poor criterion. Seven amenity green spaces above 0.1ha were assessed as being poor quality.
- 6.1.24 There are significant gaps in access to parks and recreation grounds in south Tarpots, south Thundersley North and Thundersley South. Most parks and recreation grounds were assessed as either good quality or fair with 1+ poor criterion.
- 6.1.25 Residents in Canvey Island, apart from the eastern side, have no access to allotments, as well as St Marys ward, west of Appleton and south Thundersley. Most allotments scored as being good quality, with two assessed as being fair, with 1+ poor criterion.

Table 6.1.4 Schedule of Open Space Provision in Castle Point Borough by Ward

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

Table 6.1.5 Schedule of Open Space Provision against quantity standards in Castle Point Borough by Ward

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

6.2 Establishing Future Infrastructure Needs and Developer Contributions

- 6.2.1 The Council will liaise with relevant contacts to establish infrastructure needs for green and blue infrastructure.
- 6.2.2 The provision of new green and blue infrastructure items, land for new green and blue infrastructure, and future management arrangements, will usually be secured through section 106 agreements supporting planning applications. Other funding sources for the provision of new green and blue infrastructure could include funding from Government, community events, the National Lottery, Sport England, and grant funding from relevant sporting organisations.
- 6.2.3 The Open Space Assessment identifies the contribution for the on-site provision or improvement of open space as £1,779.48 per person or off-site contributions. The calculated costs are based on the recommended green space standards identified in Table 6.1.2. The costs assume an average household size of 2.4 people. Table 6.2.1 breaks down the cost by open space typology.

Table 6.2.1 Open space costs by typology

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

- 6.2.4 Where new open space is provided, the developer would be expected to provide the open space and either maintain the open space through a management company or other suitably agreed stewardship arrangement. Alternatively, if the site is to be adopted by the Local Authority, then maintenance fees will be included in the Section 106 legal agreement. Maintenance costs for open space are set out in Table 6.2.2 below. The costs do not include professional fees, set up costs and admin, and have not been adjusted for inflation.

Table 6.2.2 Open space maintenance costs

Typology	Cost/sq. m per annum
Play Space (Children)	£13.34
Play Space (Youth)	£9.21
Parks and Recreation Grounds ³⁶	£3.47
Amenity Green Space and Natural Green Space	£0.77
Allotments	£0.76

6.3 Lead agencies:

- Castle Point Borough Council

6.4 Evidence base:

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

7 Sports, Indoor and Outdoor Facilities

7.1 Context and existing provision

- 7.1.1 Indoor and outdoor sports and leisure facilities play an important role in supporting healthy communities, as well as providing opportunities for all age groups to socialise and develop skills. Regular exercise contributes to achieving a range of wider socio-economic objectives, therefore ensuring an adequate supply of suitable sporting facilities to meet local need is a requirement of the planning system. Careful consideration of the existing provision and future need for sports and leisure facilities is important to support the well-being of existing residents, and to support growth proposed in the Local Plan.
- 7.1.2 National strategy for sports facilities from Sport England emphasises a Protect, Enhance, Provide approach to the quality and quantity of provision of sports facilities. The focus is firstly on maintaining and importing the quality of existing facilities before providing new facilities.
- 7.1.3 Castle Point's vision for its sports and leisure provision as set out in the Indoor Built Facilities Strategy Update (2023) is to "make Castle Point a Borough with a diverse leisure and recreation provision which is accessible to all, encourages and promotes participation and healthy lifestyle choices, making a major contribution to a safe and healthy community".
- 7.1.4 The Castle Point Playing Pitch Strategy (2023) assesses the provision of playing pitches in the Borough, and identifies a range of current and/or future deficiencies in provision. The Castle Point Local Football Facilities Plan (2018) sets out the current provision and future need for football facilities in the Borough. The Indoor Built Facilities Strategy Update (2023) identifies existing indoor and built sports facilities in the Borough. The Council is considering the need to produce a new Playing Pitch Strategy and a new Built Facilities Strategy in due course. The Football Foundation intend to update the Football Facilities Plan in due course. These may require updates to the IDP.
- 7.1.5 Playing fields associated with educational uses are set out in Table 7.1.1.
- Football Grass Pitches
- 7.1.6 The Strategy identifies 93 grass football pitches within Castle Point across 32 sites. Of the pitches, 93 are available, at some level, for community use across 21 sites. In total, one community available pitch is assessed as good quality, 61 as standard quality and 17 as poor quality. Changing provision is assessed as poor quality at Canvey Island Youth Football Club and John H Burrows Ground. The Strategy finds 155 teams from within 40 clubs are playing within Castle Point. This consists of 38 adult men's, two adult women's, 65 youth boys', three youth girls' and 47 mini teams.
- 7.1.7 A total of 12 pitches across four sites are considered to contain some level of actual spare capacity, equating to 8.5 match equivalent sessions. There are 13 pitches overplayed by 15.5 match equivalent sessions, nine of which are assessed as poor

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

3G Artificial Grass Pitches

- 7.1.8 There is one full size 3G pitch in Castle Point (Waterside Farm Leisure Centre) which is available to the community and floodlit. The full size 3G pitch at Waterside Farm Leisure Centre is FA approved to host competitive matches, as is the smaller sized pitch at Cedar Hall School. None of the 3G pitches are World Rugby compliant. The 3G pitch at Waterside Farm Leisure Centre is considered good quality, having been replaced in 2024.
- 7.1.9 There are three smaller sized 3G pitches, of which 2 are available for community use. During engagement for the Strategy, football clubs within Castle Point expressed a strong desire for more 3G artificial grass pitches for training purposes.

Table 7.1.1 Schedule of Playing Fields Associated with Educational Uses

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

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

Cricket

- 7.1.10 There are five grass wicket squares in Castle Point located across three sites. There are five Non-Turf Pitches in Castle Point, all located at school sites. All are assessed as standard quality. John H Burrows Ground is serviced by good quality changing facilities; Woodside Park and Smallgains Recreation Ground (Canvey Island Cricket Club) are serviced by poor quality changing facilities.
- 7.1.11 Current and future demand can be accommodated in Castle Point; however, an increase in provision may be required to accommodate any future senior demand derived from either Canvey Island Cricket Club and Hadleigh & Thundersley Cricket Club. Both analysis areas and all clubs have capacity to accommodate both current and future demand for junior cricket.

Rugby

- 7.1.12 Within Castle Point, there are eight senior pitches provided across seven sites, with six pitches available for community use across five sites. Of the community available pitches, one is assessed as good quality and five as poor quality. Only one pitch, located at Benfleet Playing Fields, currently has actual spare capacity.
- 7.1.13 There are currently no dedicated rugby league pitches within Castle Point and no rugby league teams.

Hockey

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

Golf

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

Bowls

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

Tennis

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

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

Netball

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

Athletics

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

Cycling

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

MUGAs

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

Indoor and Built Facilities

- 7.1.22 The Indoor Built Facilities Strategy Update (2023) for Castle Point Borough identifies the existing indoor and built sports facilities in the Borough, as set out in Table 7.1.2.

Table 7.1.2 Existing indoor and built sports facilities in the Borough

Type of indoor sports provision	Location
Sports hall	Castle View School
	Deanes School Sports Centre
	Montgomerie Primary School
	Richmond Hall
	USP College, Seevic Campus
	The Appleton School
	The Cornelius Vermuyden School
	The King John School
	The Paddocks Community Centre
	Waterside Farm Leisure Centre
Swimming pools	Runnymede Leisure Centre
	South Benfleet Primary School
	Appleton School

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

Sports, community and village halls

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

Swimming pools

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

Health and fitness suites

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

Indoor tennis

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

Squash

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

Gymnastics

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

Sailing

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

7.2 Current Infrastructure Needs in the Area

- 7.2.1 The Castle Point Playing Pitch Strategy assessed the provision of playing pitches in the Borough, and identified a range of current and/or future deficiencies in provision, especially in relation to natural turf, 3G football and rugby pitches. The Strategy (recommendation a) has confirmed that lapsed and disused playing fields as well as currently used outdoor sports sites should be protected or replaced.
- 7.2.2 Table 7.2.1 considers the Indoor Built Facilities Update 2023 and Playing Pitch Update 2023 and provides a high-level overview of current infrastructure needs identified within these documents for each of the infrastructure types discussed above.

Table 7.2.1 Assessment of existing playing pitch provision in Castle Point Borough & surplus/deficit

Sport	Existing provision	Surplus / deficit
Football	93 grass football pitches across 32 sites 11 youth 11 verses 11 pitches	Based on current demand, youth 11 verses 11 and mini 7 verses 7 pitches have minimal spare capacity, whilst adult, youth 9 verses 9 and mini 5 verses 5 pitches have identified shortfalls. All football pitch types have a potential future shortfall based on predicted future demand.
Sports on a 3G pitch	1 full size 3G pitch 3 smaller 3G pitches	Based on future demand there is a shortfall of three full size 3G pitches, 1 pitch on Canvey Island and 2 pitches on the mainland. New 3G pitches should be provided with floodlights where possible to increase the potential use of the facility.

Cricket	5 grass cricket squares ¹⁹ in the Borough, across 3 sites	The existing provision of cricket squares is sufficient to meet current demands.
Rugby union	8 rugby union pitches	There is a shortage of rugby pitches to meet current demand.
Rugby league	0 pitches	No identified demand.
Hockey	0 pitches	No identified demand.
Golf	2 courses	Existing provision meets current demand.
Bowls	3 bowling greens	Need for an indoor bowls facility
Tennis	18 courts	There is a sufficient supply of club courts to meet demand, however there is a need to provide more non-club courts.
Netball	10 outdoor courts	Sufficient supply of courts to meet current demand.
Athletics	1 track, currently disused due to quality issues	There is sufficient demand to re-instate the use of this track.
Cycling	1 mountain biking facility	Sufficient cycling facilities to meet existing demand.
Multi use games areas (MUGA)	5 MUGAs	Sufficient provision of MUGAs to meeting current needs, however the quality of these facilities could be improved.

7.3 Establishing Future Infrastructure Needs and Developer Contributions

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

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

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

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

¹⁹ Square relates to the number of central squares on a cricket pitch, rather than separate pitches. For example, 1 pitch can contain multiple squares.

7.4 Lead agencies:

- Castle Point Borough Council
- Sport England
- Active Essex

7.5 Evidence base:

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

8 Transport

8.1 Context and existing provision

Highways

- 8.1.1 Highways infrastructure includes both the strategic road network and local roads within the Borough. National Highways is responsible for operating, managing and improving the strategic motorway network, whilst the local road network is managed and maintained by ECC, which is the Highways and Transportation Authority. ECC is working with strategic partners to improve the resilience, reliability and efficiency of the A127 and the Major Route Network for all users.
- 8.1.2 As the Highways and Transportation Authority, ECC is responsible for preparing the Local Transport Plan (LTP), which sets out local transport policies, a future vision and approach to transport management, and identifies areas in need of improvement. The Essex LTP (2011) covers a 15 year period to 2026. The LTP states that effective transport networks are essential to ensure the efficient and effective movement of people and goods necessary to support a thriving economy, and that it is essential that transport networks are developed in an integrated way that not only supports growth and increased prosperity but does this in a way that creates great places to live, work and visit and also enables people to live independently and make the most of the opportunities available to them.
- 8.1.3 ECC transport policy also includes Net Zero: Making Essex Carbon Neutral (ECAC) and the Transport East: Transport Strategy. These place a greater emphasis upon the provision and use of sustainable transport and the decarbonisation of the transport network.
- 8.1.4 A fourth LTP (LTP4) is currently being prepared to outline future transport infrastructure priority schemes and plans until 2040 such as rapid transit, mobility hubs and improving station interchange facilities. The LTP is supported by a suite of more specific documents and locally specific implementation plans that are also periodically updated by ECC. A Future Transport Strategy for South Essex is being prepared along with a Local Cycling and Walking Infrastructure Plan (LCWIP) for Castle Point.
- 8.1.5 Essex and Castle Point are covered by the Sub-national Transport Body (STB) Transport East. STBs deliver improved collective transport planning and decision making over areas larger than current transport authorities. Transport East is responsible for the development of a high-level transport strategy linked to the delivery of economic growth and prosperity, and has a functional link with spatial planning. Transport East's Transport Strategy 2023-2050 (2023) sets out four pathways to deliver its vision for transport networks in the East of England:
- Decarbonisation to net-zero
 - Connecting growing towns and cities
 - Energising coastal and rural communities
 - Unlocking international gateways.

- 8.1.6 The following junctions were previously identified as operating in excess of their recommended capacity and are referenced in the Castle Point Transport Assessment (2024):
- Victoria House corner junction - a large four-arm roundabout between Kiln Road / London Road (east and west), Rayleigh Road (north) and Benfleet Road (south).
 - Somnes Avenue / Link Road junction - a four-arm roundabout between Somnes Avenue (east and west) and Link Road (north and south).
 - B1014 High Street / B1014 Essex Way / B1006 High Road junction - a three-arm mini roundabout between B1014 High Street, B1014 Essex Way and B1006 High Road.
 - Kenneth Road/London Road - a three-arm priority junction, between London Road (east and west) and Kenneth Road (north).
 - Woodmans Arms junction - a double mini-roundabout junction where the A129 Rayleigh Road, Daws Heath Road and Hart Road intersect.
- 8.1.7 An initial Transport Assessment was produced for Castle Point. Findings from the Assessment will inform the draft LP and future iterations of the IDP. Emerging work on the Assessment has identified congestion issues and accident issues on the following routes, which may require mitigation and/or improvements:
- Accidents at the Furtherwick Road / Lond Road junction
 - Accidents at Central Wall Road
 - Accidents at Lond Road / Craven Avenue and Long Road / Furtherwick Road junctions
 - AM congestion on Long Road westbound which may be exacerbated by growth on Canvey Island
 - PM congestion on Canvey Road southbound and Somnes Avenue
 - Accidents on Somnes Avenue
 - PM congestion on High Road southbound and Essex Way westbound
 - Accidents in Station area and High Road
 - AM and PM congestion on A13 London Road
 - Accidents at the London Road / Rushbottom Lane junction
 - AM congestion on Rushbottom Lane southbound
 - Accidents at the London Road / Rushbottom Lane junction to the south
 - PM congestion at the A130 / AA1245 junction to the north / northwest
 - PM congestion southbound along the A129 Rayleigh Road southbound
 - AM and PM congestion on A127 / A129 interchange and mainline merge
 - Accidents at the Hart Road / Daws and Heath Road / A129 junction
 - AM congestion at the Hart Road / A129 junction
 - Accidents at the Kiln Road / A129 junction
 - PM congestion on Kenneth Road
 - Accidents at Rectory Road / A13 junction
- 8.1.8 Through the production of the draft LP and through ongoing engagement with ECC, a range of transport schemes have been identified to address existing issues on the highways network within the Borough. These highways improvement schemes are presented in Table 8.1.1.

Table 8.1.1 Projects to address existing highways issues affecting local residents

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

Project	Location	Reason for improvement	Proposed improvements	Delivery / Funding
		Access to employment opportunities west of Canvey Island for residents on the island, particularly at Thames Freeport in Thurrock, involves lengthy car based journeys, requiring residents to travel north to the A13.	However, previous studies highlighted that all route options cross environmentally significant areas, including a SSSI requiring mitigation. There are also significant engineering design issues given the need for a raised elevation to mitigate against flood risk and to cross a navigable river linking to the Thames. Any feasibility study would need to consider routes across the river, as well as active and sustainable travel movement options.	
Improved access to Canvey Island	Canvey Island	Congestion and queueing on access routes to Canvey Island, in particular on Canvey Way and Somnes Avenue. There is the potential to improve general access and egress to Canvey Island and the Access to Canvey Study (2017) is the beginning of a series of investigations to seek to improve traffic flows wherever possible.	Proposed improvements are to: <ul style="list-style-type: none"> • Widen Somnes Avenue to provide two lanes between Waterside roundabout and Elsinor Avenue roundabout. • Provide 'KEEP CLEAR' marking across junction of Long Road / Hawkesbury Road. • Provide traffic signals at the junction of Long Road / Thorney Bay Road. • Instigate residential travel plans and school travel plans / safer journeys to school intervention to discourage trips to school by car at Canvey Junior School, Canvey Island Infant School, William Read Primary School and Castle View School. 	Cost unknown at this stage. Potential funding sources include the Government, ECC, and potential partial funding through developer contributions where appropriate.
A127 corridor for growth and route	Northern edge of the Borough	The A127, which passes along the Borough's northern boundary, is a strategic route in South Essex which becomes congested during	An A127 Corridor Engagement Group has been established to co-ordinate transport requirements within the A127 corridor, formed by ECC and	ECC is currently preparing a business case for

Project	Location	Reason for improvement	Proposed improvements	Delivery / Funding
management strategy		<p>peak periods. Congestion is experienced at key junctions along its route. Junctions which experience problems include the Fortune of War, Basildon and Halfway House, Brentwood.</p> <p>Congestion on the A127 inhibits economic growth across the wider region, and particularly south Essex, with a need to improve its safety, resilience and reliability.</p>	<p>partners, including ECC, SEC, London Borough of Havering and Highways England/National Highways.</p> <p>The Group was first established in 2018 to develop a long-term vision for transport along the A127 corridor and lobby for investment.</p>	the Major Road Network investment programme with regards to improvements to the Fortune of War, Basildon and Halfway House, and Brentwood junctions.
A127/A130 Fairglen Interchange junction	Northern edge of the Borough	The Fairglen Interchange is of strategic importance to the existing and future transport movements and housing and economic growth in South Essex (including the A13, A127 and A130; with linkages to A12, M25 and Lower Thames Crossing). It has reached capacity and requires significant improvement.	<p>A short term scheme for Fairglen Interchange has planning consent and includes:</p> <ul style="list-style-type: none"> • A new road linking the A130 to the A1245; • Widening of slip roads on the Fairglen Roundabout; • Additional and longer slip lanes off the A127; • Traffic lights at Rayleigh Spur Roundabout and an additional lane; and • A new pedestrian and cycle bridge on the A127. <p>Long term Fairglen Interchange improvements beyond the next 15 years may be required for the interchange to remain effective. No detailed design work has yet to be undertaken. Any future scheme will be required to consider the cumulative growth being planned for in south Essex and land will need</p>	<p>Short term improvements to Fairglen Interchange have planning consent and commencement of construction is expected in early 2025.</p> <p>Potential funding sources include Government, ECC and potential partial funding through developer</p>

Project	Location	Reason for improvement	Proposed improvements	Delivery / Funding
			to be safeguarded for a scheme in the vicinity of the Fairglen Interchange in Local Plans.	contributions where appropriate.
A129 Route Improvements	Thundersley	Significant congestion is experienced on the A129 between the A13 / A129 junction and the A129 / A127 Rayleigh Weir junction and significant congestion at the Woodmans Arms junction currently occurs.	ECC are currently assessing potential improvement options on this route. No specific projects have been identified at this stage but any new development in the vicinity would be expected to contribute to any mitigation measures along this route.	n/a
Canvey Way / A13 slip	Sadlers Farm Roundabout, westbound (in Basildon Borough)	Concern that the slip road from Canvey Way to the A13 is too short, with a perceived increased risk of conflict with other vehicles and reducing the flow of traffic to the A13 from Canvey Island.	No proposals are identified. ECC are currently considering improvement options. The land necessary to deliver the scheme lies within the Basildon Borough authority area.	n/a

Sustainable Transport

- 8.1.9 Sustainable transport refers to transport options that create less carbon emissions and support reductions in congestion on the roads. Active and sustainable transport modes include walking, cycling, E-scooters and public transport such as buses and trains.
- 8.1.10 The Essex Climate Action Commission (ECAC) report Net Zero: Making Essex Carbon Neutral (2023) supports a modal shift towards the use of active and sustainable transport modes, including walking and cycling, and taking the bus or train.
- 8.1.11 The ECC Safer Greener Healthier campaign seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scooter or taking the bus or train for longer journeys. Its vision seeks to create a road environment that is safer, especially for shorter journeys; deliver sustainable transport solutions to support the reduction in carbon emissions and deliver long-term greener benefits, including long term public health benefits.
- 8.1.12 ECC encourages the production of Travel Plans to identify and deliver sustainable travel planning interventions and behavioural changes within all large-scale development proposals, schools and businesses. Travel Plans can include:
- identification of and monitoring of modal split targets;
 - appointment of a Travel Plan Co-ordinator;
 - developing car sharing, car club schemes and bike/e-bike/e-scooter hire schemes;
 - the provision of Travel Packs with information on public transport vouchers or discount schemes for residents of new developments (in conjunction with any new bus services/routes) and/or digital travel information;
 - shuttle bus services for employment travel; and
 - facilities for encouraging cycling (for example secure storage lockers and changing facilities).
 - An Action Plan setting out specific actions, timelines and targets to be monitored and reviewed annually.
- 8.1.13 Mobility hubs should be located at neighbourhood centres and public transport interchange locations ensuring that they are attractive, complement the aesthetics of the public realm and street environment and maximise accessibility and utility.

Buses

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

- 8.1.15 ECC published its Bus Service Improvement Plan (BSIP) for the period 2021 to 2026 setting out the specific measures where ECC will work with the bus industry to deliver Safer, Greener, Healthier is ECCs vision for travel across Essex which seeks to make it easy for residents to travel more sustainably. In 2022, in accordance with the national strategy, ECC agreed, issued and formally enacted an Enhanced Partnership (EP) with bus operators. The EP covers bus service across the County (excluding Thurrock and Southend Councils) and is a statutory partnership with local bus operators.
- 8.1.16 The BSIP and EP are required to be reviewed regularly. BSIP targets and indicators are reported every six months, and set out in a yearly review. The first annual review for the County was published in 2023 (Review of the ECC Bus Service Improvement Plan 2021 to 2026 (2023)). Annual passenger numbers in Essex fell significantly during the COVID-19 pandemic by 69.05% and have still not returned to pre-pandemic levels. The figure for 2022-2023 was 26.2 million compared to 40.8 annual passengers in 2019-20. Reasons for the decline since the pandemic are linked to changing office working patterns, changes to travel habits and bus service reliability issues, exacerbated by budget pressures.
- 8.1.17 A Bus Network Review (2023) was undertaken for the Borough by ECC. The bus network in Castle Point connects local networks in Rochford, Southend and Basildon and longer distance services to Chelmsford from Hadleigh/Daws Heath. The A13 corridor provides a good public transport service, maintaining a high frequency of buses along the route. However, beyond this corridor many parts of the Borough would benefit from bus service improvements, which would require discussion with the commercial operators who provide 98% of existing services. Parts of the Borough experience limited evening and weekend services, and some areas have no access to public transport. As a result, only around 2% of residents in the Borough commute to work by bus, below the national average of 4.3%²⁰.
- 8.1.18 Existing bus services within the Borough as of March 2024 are presented in Table 8.1.2.

Table 8.1.2 Existing bus services in the Borough (2024)

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

²⁰ Based on 2021 Census data

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

8.1.19 Emerging work on the Transport Assessment has identified an initial schedule of proposed interventions for bus services in the Borough, set out in Table 8.1.3 below.

Table 8.1.3 Initial Schedule of Proposed Bus Interventions in the Borough

Region	Bus Service Improvement	Proposed Bus Intervention
Canvey Island, south of High Street	21c – improve accessibility in the residential area between Eastern Esplanade and Point Street.	Divert 21c route to loop northbound along Maurice Road, eastbound along Crescent Road then southbound to Eastern Esplanade. This may require changes to parking arrangements due to existing unrestricted parking on both sides.
Canvey Island, north of High Street; Canvey Island, south of Long Road; Hadleigh, north of New Road	21 – improve bus servicing and accessibility on Canvey Island.	Increase the frequency of the 21 from every 30 minutes to every 15 minutes.
Canvey Island, south of High Street	27 – improve access to Benfleet Station.	Increase the frequency of the 27 to depart from Benfleet Station every 20 minutes.
Thundersley, south of Hart Road	27 – increase regularity of bus service in Thundersley.	Increase the frequency of the 27 from every 20-30 minutes to every 10 minutes.
Canvey Island, north of Long Road	22 – improve bus accessibility for the residential areas in the south and centre of Canvey Island.	Redirect the 22 along Denham Road to the north of Long Road, and eastbound along Waarden Road.
Benfleet Station area; South Benfleet, South of London Road; North Benfleet, North of London Road	22 – improve bus accessibility in Benfleet.	Increase the frequency of the 22 from every 20 minutes to every 10-15 minutes.
South Benfleet, south of London Road; North Benfleet, North of London Road;	Improve the reliability of buses along the A13.	Implement selective detection on the bus fleet.

Thundersley, south of Hart Road		
North Benfleet, North of London Road	28 – improve accessibility to residential areas in the North Benfleet area.	Reroute the 28 along Church Road and Kenneth Road.
Thundersley – North of Hart Road; Hadleigh, North of New Road	3 – improve regularity of bus service in Thundersley and Hadleigh.	Increase the frequency of the 3 from every 120 minutes to every hour.
Northwest Thundersley	Improve accessibility in Northwest Thundersley.	Investigate the potential to expand bus routes in Northwest Thundersley.

Rail

- 8.1.20 A large proportion of residents in the Borough commute to work by train. The Essex Thameside railway line connects London Fenchurch Street Station to Southend and Shoeburyness, stopping within the Borough at Benfleet Station.
- 8.1.21 The Essex Thameside franchise is managed by Trenitalia c2c Limited, which runs until 2029. Through growth in the surrounding area and increasing demands on rail services, it is projected that services on the Thameside route will be running at full capacity by 2025. Trenitalia c2c Limited are currently seeking funding to implement digital signalling upgrades to the Thameside route which would provide the opportunity to increase speed, frequency, and reliability of services, and therefore increase the overall rail capacity of the route.
- 8.1.22 As part of the franchise agreement Trenitalia c2c Limited committed to leasing new trains to manage rising passenger numbers, and to various upgrades around stations and ticketing. Improvements to Benfleet Station are proposed in respect of the booking hall, external access, and in creating a secure station information area.
- 8.1.23 Many residents in the north and east of the Borough also access the rail network from Rayleigh Station, which is around 1.2 miles from the northern boundary of the Borough. This line connects Southend to London Liverpool Street Station, stopping close to the Borough at Rayleigh Station. This franchise is managed by Greater Anglia.
- 8.1.24 Emerging work on the Transport Assessment proposes adding sheltered cycle racks at Benfleet station to provide more cycle facilities around the station.

Walking and Cycling

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

indicative routes are presented in Table 8.1.4 and Table 8.1.5 below, and are subject to finalisation.

Table 8.1.4 Indicative Areas for New or Improved Walking Infrastructure for the LCWIP

Walking Route No.	Walking Route Name
1	Canvey Island Town Centre - Sandy Bay Park
2	Canvey Island Town Centre - Point Road
3	Canvey Island Town Centre - Somnes Avenue
3A	Lakeside Path
4	Oak Road - Eastern Esplanade
5	Knightswick Shopping Park - Kellington Road
6	Hadleigh Town Centre - King George V School
7	Hadleigh Town Centre - Daws Heath
8	High Street - Kiln Road
9	Hadleigh Town Centre - Leigh on Sea
10	Hadleigh Town Centre - Belfairs Park
11	Scrub Lane - Chapel Lane

Table 8.1.5 Indicative Areas for New or Improved Cycling Infrastructure for the LCWIP

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

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

8.1.27 Emerging work on the Transport Assessment has identified an initial schedule of proposed interventions for bus services in the Borough, set out in Table 8.1.6 below.

Table 8.1.6 Initial Schedule of Proposed Walking and Cycling Interventions in the Borough

Region	Improvement	Proposed Intervention
Canvey Island, south of High Street	Develop on-street cycle routes through the central area of the region to serve residential areas.	Add on street cycle routes on the main through roads such as Furtherwick Road, Eastern Esplanade and High Street/Point Street, and on north-south and east-west backstreet routes.
Canvey Island, north of High Street	Improve walking accessibility to amenities in the region.	Add pedestrian crossings along the Central Wall Road and Dovervelt Road – Mitchells Avenue axes.
Canvey Island, north of High Street	Increase accessibility of green areas with cycle routes.	Continue on-road cycle routes through Smallgains Recreation Park and to Canvey Heights Country Park.
Canvey Island, south of Long Road	Improve quality of residential roads.	Improve the surfacing quality and footpath width on residential roads.
Canvey Island, south of Long Road	Improve cycle accessibility of the region.	Add on-road cycle routes along Long Road to the north, and southeast along Thorney Bay Road.
Canvey Island, north of Long Road	Improve walking accessibility of the region.	Widen crossings over Canvey Dyke.
Canvey Island, north of Long Road	Enhance cycle provision in the region and improve access to Benfleet.	Add cycle routes along Waarden Road/Cedar Road east-west and Denham Road north-south. Widen or extend the cycle path along Canvey Bridge.
Benfleet, station area	Enhance accessibility to the east of the region.	Add further pedestrian crossings along the east-west Essex Way.
Benfleet, station area	Improve connectivity between the wider areas of Thundersley and Hadleigh with Benfleet Station. Improve access to Canvey to the south.	Add cycle routes northeast bound along Vicarage Hill/Benfleet Road. Widen or extend the cycle path along Canvey Bridge.
South Benfleet, south of London Road	Introduce cycle accessibility in the region.	Add on-road routes along Thundersley Park Road, New Park Road and Appleton Road. Add

		on-road cycle route north-south on Kents Hill Road.
North Benfleet, north of London Road	Improve quality of residential roads.	Improve the surfacing quality and width of residential roads in the region.
North Benfleet, north of London Road	Improve cycle accessibility and quality in the region.	Improve the shared use cycle route along London Road. Add a cycle route east-west along Church Road.
Northwest Thundersley	Improve walking infrastructure in the region.	Investigate improvements to walking infrastructure in the region.
Northwest Thundersley	Improve cycle accessibility in the region.	Connect cycle routes in the west of the region to further cycle routes.
Thundersley, north of Hart Road	Improve pedestrian safety.	Implement demarcated pedestrian crossings along Hart Road.
Thundersley, north of Hart Road	Enhance accessibility to the residential areas of the region, and Thundersley Common to the north.	Add cycle route east-west along Common Lane/Triton Approach/Hart Road.
Thundersley, south of Hart Road	Improve pedestrian infrastructure in the region.	Add pedestrian crossings along the main east-west Hart Road.
Thundersley, south of Hart Road	Improve cycle accessibility in the region.	Add on-road cycle routes along Vicarage Road/Benfleet Road and on backstreet routes.
Hadleigh, north of New Road	Improve pedestrian accessibility to residential areas in the region.	Add pedestrian crossings along Western Road and Daws Heath Road.
Hadleigh, north of New Road	Improve accessibility to residential areas in the region and provide access towards the Belfairs Nature Reserve and West Wood.	Add cycle routes along New Road/Daws Heath Road.
Hadleigh, south of New Road	Improve cycle accessibility in the region.	Add on-road cycle routes along New Road and Scrub Lane and backstreet routes on Woodfield Road and Church Road.

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

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

8.2 Establishing Future Infrastructure Needs and Developer Contributions

- 8.2.1 The Council will liaise with relevant contacts to establish infrastructure needs for transport.
- 8.2.2 Development sites that propose more than 50 dwellings, or commercial development that generates equivalent or higher traffic flows, will require a full Transport Assessment (TA). Lower levels of development may require a Transport Statement (TS). Details on the thresholds for TAs and TSs are given in Appendix B of ECC's Development Management Policies (2011) and any subsequent updates.
- 8.2.3 Where mitigation is required for highway, pedestrian, cycle, and public transport schemes, this must be fully funded and delivered directly by the developer, preferably via a s278 agreement, subject to technical approval by the Highway and Transportation Authority prior to commencement on site. Contributions for highway works will only be taken in exceptional circumstances such as for large scale strategic transportation schemes, which may have more than one funding source, and/or have been identified through the local plan process and included in the associated Infrastructure Delivery Plan. For any other transport projects associated with meeting existing needs, potential funding sources include the Department for Transport's, ECC funding through Local Highways Panel and/or capital programme.
- 8.2.4 Funding for highway, pedestrian, cycle, and public transport projects essential to enable the delivery of strategic allocations proposed within the draft LP will be provided by developers through section 106 contributions. For any other transport projects associated with meeting existing needs, potential funding sources include the Department for Transport's Local Sustainable Transport Fund, ECC funding, and developer contributions where appropriate.

8.3 Lead agencies:

- Essex County Council, Highway and Transportation Authority
- Castle Point Borough Council
- Network Rail
- Trenitalia C2C Limited
- Bus operators

8.4 Evidence base:

- Access to Canvey Study, ECC, 2017
- Bus Back Better, Department for Transport, 2021
- Castle Point Bus Network Review, ECC, 2023
- Castle Point Borough Cycling Action Plan, ECC, 2018
- Castle Point Transport Assessment, Systra, 2024
- Census, Office for National Statistics, 2021
- ECC Developers' Guide to Infrastructure Contributions, ECC, 2023

- Essex County Council Bus Service Improvement Plan – 6 month Report, ECC, 2023
- Essex County Council Bus Service Improvement Plan 2021-2026, ECC, 2021
- Essex Enhanced Partnership Plan 2022-2027, ECC, 2022
- Essex Walking Strategy, ECC, 2021
- Net Zero: Making Essex Carbon Neutral, Essex Climate Action Commission, 2023
- Transport Strategy 2023-2050, Transport East's, 2023

9 Flood Management

9.1 Context and existing provision

- 9.1.1 Infrastructure provision for flood defence and surface water management includes a range of measures to counteract the risks of flooding from main rivers and the sea as well as from local sources of flooding (surface water, groundwater and minor/ordinary watercourses). The Flood and Water Management Act (2010) states that local flood risk includes the flood risk from surface runoff, groundwater and ordinary watercourses. The Environment Agency published the National Flood and Coastal Erosion Risk Management Strategy for England (2022) and sets three long term ambitions: climate resilient places, today's growth and infrastructure resilient in tomorrow's climate and a nation ready to respond and adapt to flooding and coastal change.
- 9.1.2 Responsibility for flood risk management and drainage is shared between the Environment Agency, ECC and wastewater companies. The Environment Agency is responsible for managing flood risk from main rivers or the sea, alongside engagement with CPBC, Anglian Water, the LLFA and the Highways Authorities. The EAs responsibilities also relates to the management of infrastructure assets which prevent flooding from tidal and fluvial sources.
- 9.1.3 As the Lead Local Flood Authority (LLFA), ECC is responsible for the management of local flood risk covering surface water flooding, ordinary watercourse flooding and groundwater flooding from surface water drainage systems. ECC is responsible for developing a strategy for flood risk management and relevant monitoring procedures, and is a statutory consultee in responding to major planning applications for sustainable drainage systems (SuDS). The LLFA is a key partner of the Essex Flood Partnership Board which provides a strategic overview of flood risk management, key projects, strategies and funding in Essex to ensure a consistent and coordinated approach is implemented. Anglian Water is responsible for addressing flooding impacts from the sewerage system.
- 9.1.4 Building Resilience in Flood Disadvantaged Communities (BRIC) is a community engagement project ECC is undertaking with Thames21 BRIC Project in Canvey Island. The project facilitates conversation between residents and the local authority on flood resilience and has led to several flood management projects.
- 9.1.5 ECC is a partner of the Local Government Association's Special Interest Group on Coastal Issues which is supported by a Coastal Concordat for England between coastal local authorities and regulatory bodies, including the Environment Agency (EA) and the Marine Management Organisation (MMO). There is a separate Thames Concordat covering the Thames between the MMO and the Port of London Authority (PLA). ECC is a key partner of the Essex Coastal Forum, alongside CPBC, which co-ordinates the activities of coastal local authorities, the EA and the MMO on managing the impacts of coastal change including the Shoreline Management Plan Thames Estuary 2100 Plan, and its' Riverside Strategy, safeguarding Essex coastal communities, green

infrastructure, and the natural environment. CPBC is responsible for producing a Riverside Strategy, following the EAs Riverside Strategy.

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

Tidal flooding

- 9.1.7 Castle Point Borough comprises two distinct portions of land; Canvey Island, with an area of approximately 16km² and a portion of the mainland covering approximately 27km². These two areas are divided by the Benfleet Creek, a tidal inlet that runs north-westwards from the Thames estuary to the A130 Canvey Way. The estuary of the River Thames borders the southern edge of Canvey Island. The remaining sides of Canvey are bordered by the Holehaven Creek and East Haven Creek which are tidal inlets linking to the wider estuary of the River Thames.
- 9.1.8 The Thames Estuary is a potential source of tidal flooding to the Borough. Tidal flooding is most likely to occur during storm surge conditions characterised by wind driven waves and low atmospheric pressure coupled with high spring tides. In areas protected from flooding by sea defences, tidal flooding can occur as a result of a breach in the defences, failure of a mechanical barrier or overtopping of defences.
- 9.1.9 Much of Canvey Island is at or below mean high tide level and in response to this, clay embankments with a steel sheet pile supported reinforced concrete upstand parapet wall defences protect the entire island. In addition to these defences, the Benfleet Creek, East Haven Creek and Fobbing Horse Barriers are operated by the EA to protect the Borough in times of flood. The EA is undertaking a £75 million project renewing and improving the erosion protection on the seaward face of Canvey Island's tidal defences along a 3km stretch between Thorney Bay and the Island Yacht Club. The Southern Shoreline Revetment Project began in 2022 and is expected to run until 2025.
- 9.1.10 The EA flood zone map incorporates both tidal and fluvial flood risk extents, excluding the presence of defences, and identifies that the majority of Canvey Island, the Hadleigh Marshes and an area to the south west of South Benfleet are within Flood Zone 3. The definition of tidal Flood Zone 3a is based on the 0.5% AEP (1 in 200 annual chance flood event), rather than the 1% AEP (1 in 100 annual chance event) used for fluvial Flood Zones.
- 9.1.11 Much of Canvey Island is reclaimed land that sits at or around 1m below mean high tide level and is protected by tidal flood defences. The EA AIMS data shows that Castle Point Borough is protected from tidal flooding by the following defences:
- Benfleet Creek Barrier – flood barrier to control tidal water levels on the Benfleet Creek;
 - East Haven Barrier – flood barrier to control tidal water levels on the East Haven Creek;

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

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

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

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

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

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

Flooding from rivers

9.1.17 Approximately 39% of the Borough is located within Flood Zone 3, and 5% is defined as Flood Zone 2 along the northern edge of Canvey Island. There are four main rivers located within the Borough: Prittle Brook, Benfleet Hall Sewer, Kersey Marsh Sewer and Hadleigh Marsh Sewer. The Prittle Brook is located in the east of the Borough and flows east into Southend-on-Sea. Flood Zone mapping identifies a small area of fluvial flood risk along the edge of the Prittle Brook.

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

Surface water flooding

- 9.1.20 The South Essex Surface Water Management Plan (SWMP, 2012) concluded that surface water flooding within the Borough is driven predominantly by the topography relating to the watercourse channels of the Benfleet Creek, Prittle Brook and tributaries of these. Areas of localised flooding can in most cases be attributed to either local topographic depressions, insufficient capacity in ordinary watercourses and failures in the management of the drainage network during high rainfall events.
- 9.1.21 Benfleet Creek, Prittle Brook and tributaries of the Rawreth Brook are vulnerable to surface water flooding as well as fluvial and tidal flooding. There is a high probability of surface water flooding on Canvey Island, surface water flood risk in Canvey Island is largely associated with failure of the managed (and pumped) drainage network during high intensity rainfall events.
- 9.1.22 The Canvey Island Six Point Plan (2018) identifies six actions to invest in Canvey Island's infrastructure and flood resilience, and identifies a total investment shortfall of £24 million. Part of the work associated with the Six Point Plan was to assess the condition and ownership of drainage infrastructure across Canvey Island. Findings from the assessment were used to understand drainage infrastructure in the Island in the Integrated Urban Drainage Model.
- 9.1.23 The SWMP identifies a range of projects for each Critical Drainage Area (CDA) to reduce flood risk in the Borough. These projects are managed by ECC through regular updates to the SWMP. Since the preparation of the 2012 South Essex SWMP, the modelling of the CDAs has been updated to reflect the 'Hydraulic Catchment' and the EA's latest Climate Change Allowance. There are five CDA's within the borough (NCST_001 to 005) of which one is on Canvey Island and four on the mainland, including cross boundary CDAs with neighbouring Basildon BC, Rochford DC and Southend on Sea City Council. The latest CDA flood data and hydraulic modelling area mapping is included in the SuDS Design Guide for Essex (2020).

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

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

9.2 Establishing Future Infrastructure Needs and Developer Contributions

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

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

9.3 Lead agencies:

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

9.4 Evidence base:

- Canvey Island Six Point Plan, Canvey Island Multi-Agency Partnership, 2018
- National Flood and Coastal Erosion Risk Management Strategy for England, Environment Agency, 2022
- Regional Water Resources Plan for Eastern England, Water Resources East, 2023
- South Essex Surface Water Management Plan, Scott Wilson, 2012 and ECC, 2018
- South Essex SWMP District Level Action Plan, ECC, 2020
- Sustainable Drainage Systems Design Guide for Essex, ECC, 2020
- Thames Estuary 2100 Plan, Environment Agency, 2023

10 Utilities

Electricity

10.1 Context and existing provision

- 10.1.1 Distribution Network Operators (DNO) are the companies that run regional electricity networks that connect businesses, homes and other users to the National Grid. The DNO for the Borough is UK Power Networks (UKPN). UKPN divides their jurisdiction into three operating areas, Eastern Power Network, London Power Network and South Eastern Power Network. Castle Point falls within the Eastern Power Network (EPN) operating area.
- 10.1.2 UKPNs EPN distribution network supplies electricity to more than 3.6 million customers over an area of approximately 20,300 square kilometres. Their operating area includes most of Essex. Electricity is taken from National Grid’s 400kV and 275kV networks at several Grid Supply Points.
- 10.1.3 Local primary substations, which generally feed out to secondary substations which, in turn, connect to local homes and commercial premises, pose the biggest constraint to development and works to upgrade or provide new primary substations can result in high costs. Figure 10.1.1 shows the primary, as well as grid, substations serving Castle Point.

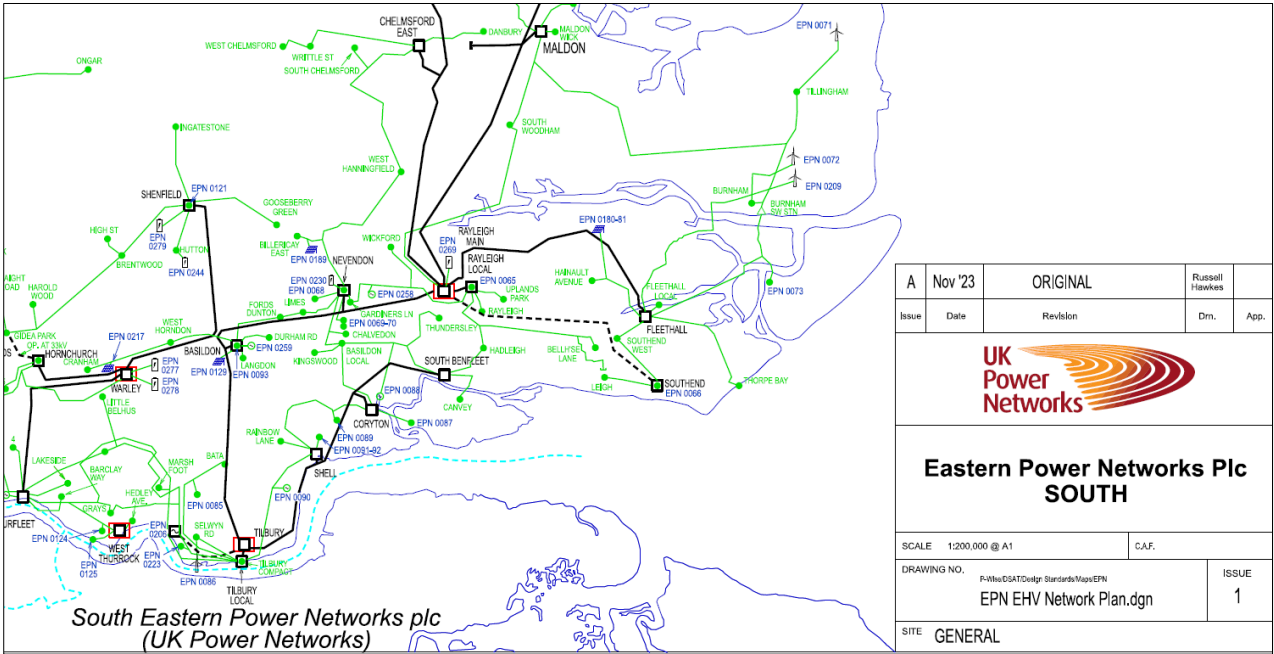


Figure 10.1.1 Extract from UK Power Network’s Long Term Development Strategy (2023) showing electrical infrastructure in and around Castle Point

- 10.1.4 UKPN, like all regional DNOs, operate a first come, first served basis for electricity. This means that an individual development site may absorb the existing capacity in an electricity substation, requiring further upgrades to be implemented to accommodate

further growth in the area. UKPN is expected to fund network reinforcement and asset replacement to underpin growth in the area. Traditionally, UKPN has not been responsible for funding network extension and reinforcement necessary to service large scale new development, as this has fallen on developers in the past. UKPN has covered these costs since 2023.

- 10.1.5 EPN's latest Long Term Development Statement (LTDS) and Network Development Plan (NPD) indicate no current capacity issues across the EPN area. However, forecasts indicate negative demand headroom in several local substations from 2035 onwards (i.e. actual demand would exceed network supply).
- 10.1.6 While grid substations (and their associated primary substations) may currently have capacity, this has largely been reserved for future development. It can take many years for development which has been accepted by UKPN to be built out and, as such, reflects the capacity constraints highlighted by the 2035 forecasts. UKPN is pursuing a programme to unlock additional generation capacity across the area through identifying and removing network constraints. Their RII0-ED2 Business Plan 2023 – 2028 acknowledges the differing requirements of customers requiring either minor or major connections to the network, recognising the latter as including industrial, commercial and major residential uses.

10.2 Establishing Future Infrastructure Needs and Developer Contributions

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

10.3 Lead agencies:

- UKPN
- National Grid

10.4 Evidence base:

- Network Development Plan for Eastern Power Networks, UK Power Networks, 2023
- Long Term Development Statement for Eastern Power Networks, UK Power Networks, 2023
- RII0-ED2 Business Plan 2023 – 2028, UK Power Networks, 2023

Gas

10.5 Context and existing provision

- 10.5.1 National Gas Transmission's (previously National Grid) national high pressure transmission gas mains transport gas throughout the UK. DNOs receive high pressure gas from National Gas' transmission pipelines. Gas enters the local network at high pressure and through a series of pressure reducers. The pressure is then adjusted for distribution to residential premises.
- 10.5.2 Cadent Gas is the DNO responsible for maintenance of the natural gas distribution network in Castle Point. Cadent is responsible for the National Transmission System which covers the East of England, North West, West Midlands, and North London, providing gas services to a diverse range of customer and stakeholder groups.
- 10.5.3 South Essex falls within Cadent's 'North London' region and is served by both the Becton and Isle of Grain gas terminals, which together supply a large area of the South and East of England.
- 10.5.4 The South East is largely reliant on imported gas. The Becton terminal is a key strategic gas terminal, providing an entry point for imported gas for the South East. National Grid's Gas Ten Year Statement (2023) indicates that recent increased demand is expected to remain high, with the Becton terminal in operation until at least 2050 under the Falling Short scenario. Retaining current entry capacity at Becton over the long-term is a priority for National Gas, who are assessing a series of long-term options for asset maintenance.
- 10.5.5 Cadent note in their Long Term Development Plan (2023) that growth in housing and the rise in gas-fuelled power generation sites over the medium term are constantly changing network capacity requirements. In the North London region, Cadent are carrying out general network reinforcements for this reason, pointing also to the refurbishment of historic buildings in the region leading to an increased demand for gas.
- 10.5.6 Gas supplies are funded by developers and National Gas. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network then a Reinforcement Charge may also be applied. The apportioning of reinforcement costs is split between the developer and National Gas, depending on the results of a costing exercise internally. Cadent, like all DNOs, processes connection requests from developers on a first-come, first-served basis.
- 10.5.7 Cadent note that while annual demand for gas increased in 2022/23, forecasts predict a gradual decrease over a 10-year period because of energy efficiency measures employed in homes and industry. The assumptions made about the impact of energy efficiency measures on gas demand continue to be reviewed as the easier measures are completed, which leaves the more costly and difficult ones to address. Additionally, there will be no gas boilers installed in newly built homes from 2025 onwards.
- 10.5.8 Under all Future Energy Scenarios deemed credible by Cadent, hydrogen will play a crucial role in the future energy mix to decarbonise heat, transport, industry and power.

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

10.6 Establishing Future Infrastructure Needs and Developer Contributions

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

10.7 Lead agencies:

- National Gas
- Cadent

10.8 Evidence base:

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

Communications

10.9 Context and existing provision

- 10.9.1 Communications infrastructure is the technology, products and network connections upon which various broadcasting and telecommunication services are operated. It can be built from copper cable, fibre or wireless technologies. Fixed (broadband) connectivity is the transmission of wide bandwidth data over a high-speed internet connection, and is typically split into superfast broadband, ultrafast broadband, full fibre and gigabit broadband – each faster than the previous. Mobile connectivity, which is provided by mobile network operators, is underpinned by different generations of cellular technology (e.g., 3G, 4G or 5G).
- 10.9.2 Connection to gigabit capable broadband throughout the region is delivered through commercial roll-outs by BT Openreach, Virgin Media and Gigaclear. In addition to this, other commercial operators are offering rapidly expanding alternatives to the traditional fibre approach.
- 10.9.3 South Essex Councils (SEC) are expanding full fibre access through the Digital Programme. Regional Network Solutions are working on behalf of the SEC to roll out full fibre infrastructure across the region and are delivering connections to public sector sites. According to ThinkBroadband, as of June 2024, 29% of dwellings in Castle Point have full fibre infrastructure. This figure is below the national and regional averages.
- 10.9.4 Digital Essex is a superfast Essex programme led by ECC. The programme seeks to ensure that new, faster services, delivered by gigabit-capable or 5G technology, reaches everyone in Essex. Currently it is forecasted that the commercial rollout of gigabit-capable broadband will only reach 80% of Essex leaving behind the hardest-to-reach areas. Digital Essex helps to support commercial rollouts and develop projects to help reach rural homes and businesses in the hardest-to-reach areas of the county.
- 10.9.5 Digital Essex has a current investment of £1.9m until March 2026. The Digital Strategy for Essex (2022) sets out several infrastructure delivery targets to boost digital connectivity by the end of 2025:
- Superfast speeds available at all premises in Essex.
 - Gigabit-capable services available at more than 85% of premises in Essex.
 - 4G services available across 99% of the Essex geography.
 - 5G services available at all key employment locations and in identified priority areas.
- 10.9.6 Project Gigabit is a national plan to deliver gigabit capable broadband to hard to reach communities, being implemented by BDUK. BDUK is assessing whether additional investment is necessary in Essex as part of Project Gigabit to support remote rural areas, with specific locations to be determined. Eligible households can also access grants from the Gigabit Voucher scheme to facilitate the installation of gigabit-capable broadband ISP services.

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

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

10.10 Establishing Future Infrastructure Needs and Developer Contributions

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

10.11 Lead agencies:

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

10.12 Evidence base:

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

Potable Water

10.13 Context and existing provision

- 10.13.1 Essex and Suffolk Water (ESW) supply potable (drinking) water to Castle Point. The Borough sits within ESW's Essex Water Resource Zone (WRZ). Reservoirs at Hanningfield and Abberton provide potable water for the area. 40% of drinking water in Essex is imported from sources outside the County. The Environment Agency (EA) has declared Essex as a Seriously Water Stressed Area.
- 10.13.2 ESW is consulting on their draft Water Resource Management Plan (WRMP) for 2024 in accordance with the EA's Water Resources Planning Guideline (the WRPB)(2017a). The WRPB requires the WRMP to demonstrate that ESW have an efficient, sustainable and secure supply of water over a chosen planning period which must be a minimum of 25 years. The population of Essex is expected to grow by 24.5% by 2050. ESW's draft WRMP expects an increase in demand for water from non-households due to the growth of new businesses and a decrease in household water usage by 2050 with the implementation of water metres and awareness on water usage. Currently, 64% of all properties in Essex have a water meter. ESW plan to introduce compulsory metering from 2025. Water meters will be required on all homes by 2035.
- 10.13.3 ESW have planned water treatment process modifications, including increasing pumping capacity to enable water transfers on both potable and non-potable water networks. Duplicate water mains are also being added to ESWs network to add resilience to storage and supply of water. A new water treatment works is planned in Linford, Thurrock and a new chalk borehole.
- 10.13.4 The Water Strategy for Essex (2024) sets out 30 actions to address water issues in the County over the next five years which involve reducing water demand, changing land use and alternative supply.

Wastewater

10.14 Context and existing provision

- 10.14.1 Wastewater treatment refers to the treatment of both domestic and commercial wastewater, including from toilets, baths, washing machines, industrial waste, and rainwater run-off from roads and other impermeable surfaces such as roofs and pavements. If left untreated, this can cause contamination and significant adverse impacts on the water environment, including oxygen depletion, eutrophication of water as a result of the build-up of nutrients, and sewage litter. Wastewater is treated for appropriate disposal at water recycling centres.
- 10.14.2 Anglian Water Services is the statutory sewerage undertaker for the Borough, and Essex and Suffolk Water supply potable water. WRCs which service the Borough include Canvey Island WRC, Southend WRC, Benfleet WRC and Rayleigh East WRC.
- 10.14.3 The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales. The water and sewerage companies are required to submit an asset management plan (AMP) every five years or Price Review

period to Ofwat. The plan sets out the company's view of what is needed to maintain its assets, improve services to customers, and manage its impact on the environment. The current AMP7 covers the period 2025-2030. Any infrastructure requirements which arise after agreement of the five-year AMP will normally be considered within the following AMP period.

- 10.14.4 Anglian Water's Drainage and Wastewater Management Plan 2025-2030 informs proposed investments in its Business Plan (Our Plan 2025-2030 PR24). Anglian Water plans to invest more than £600,000 between 2025 and 2030 on water recycling in the Borough to improve quality. This includes installing certified monitors on all emergency overflows as part of Anglian Water's Water Industry National Environment Programme (WINEP) which must be delivered by March 2030. The PR24 Business Plan has been submitted to Ofwat for determination by December 2024 and will inform investment over the asset management period 2025-2030.
- 10.14.5 Anglian Water is aiming to reach net zero carbon operation emissions by 2030 and to reduce the carbon in building and maintaining their assets by 70%. Anglian Water introduced Event Duration Monitors (EDMs) across their network to measure the length and number of storm overflows into the environment. In 2023 storm spills averaged 22 per EDM, compared to 15 in 2022.
- 10.14.6 Canvey WRC discharges into the River Thames approximately 2km upstream of the Benfleet and Southend Marshes Special Protection Area (SPA) / Ramsar site. Benfleet WRC discharges into the Benfleet approximately 3.5km upstream of Management Unit 6 of the Benfleet and Southend Marshes Site of Special Scientific Interest (SPA) / Ramsar site. Anglian Water is planning a 25% infiltration reduction for Benfleet WRC in its 2050 strategy. Southend WRC discharges treated water into local waterways, however a number of incidents in recent years has led to untreated wastewater being discharged into the sea.
- 10.14.7 Anglian Water is also planning a new storm mitigation wetland at Benfleet WRC which will treat storm discharge, and reduce the organic matter going into Benfleet Creek, to help stop the degradation of the SSSI Salt Marsh, and improve the water quality in Benfleet Creek.

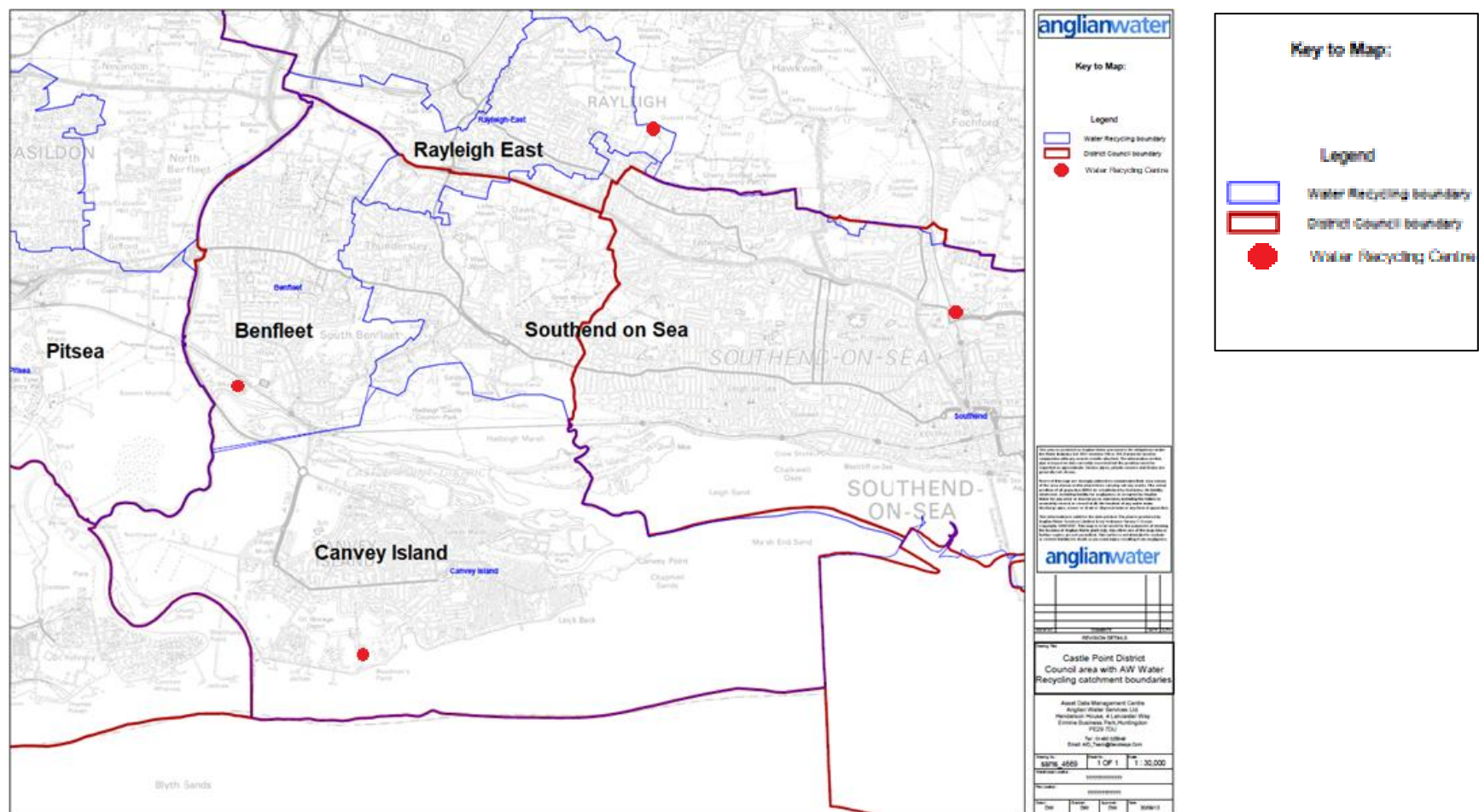


Figure 10.14.1 Map of water recycling centre coverage in the Borough²¹

²¹ Map provided by Anglian Water Services

10.15 Establishing Future Infrastructure Needs and Developer Contributions

10.15.1 No additional water demand is expected from non-household development.

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

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

10.16 Lead agencies:

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

10.17 Evidence base:

- Drainage and Wastewater Management Plan 2025-2050, Anglian Water, 2023
- Net Zero Strategy to 2030, Anglian Water, 2021
- Our Plan 2025-2030 PR24, Anglian Water, 2023
- Our shared vision for the future, Business Plan 2025-30, Essex & Suffolk Water, 2024
- Revised Draft Water Resources Management Plan, Essex & Suffolk Water, 2024
- Storm Overflows, Anglian Water website
- Taking Action on the Environment, Anglian Water, 2022
- Water Recycling Long-Term Plan, Anglian Water, 2018
- Water Resource Planning Tables 2022. Resource Zone Name: Essex, Essex & Suffolk Water, 2022
- Water Strategy for Essex, ECC, 2024

11 Waste Management

11.1 Context and existing provision

- 11.1.1 ECC is the Waste Disposal Authority (WDA) for the county and has a statutory obligation to arrange for the disposal of controlled waste collected by the waste collection authorities (including CPBC) and for places to be provided where the resident of Essex may deposit their household waste, and to arrange for the disposal of this waste.
- 11.1.2 ECC operates a range of waste management infrastructure, including Waste Transfer Stations, operational depots and recycling centres for household waste. In addition to its WDA function ECC is also responsible for the long-term management and monitoring of 13 closed and restored former landfill sites.
- 11.1.3 The WDA prepares the necessary strategies, infrastructure and contractual arrangements for the management of local authority collected waste to support the delivery of the current Joint Municipal Waste Management Strategy 2007-2032 (JMWMS). The JMWMS for Essex sets the vision for the management of waste collection. The core focus of the JMWMS is to ensure the establishment of appropriate waste infrastructure and contractual arrangements to minimise waste, maximise recycling and reduce reliance on landfill, through high quality and extensive kerbside collection schemes and local waste collection and treatment facilities. This consists of a mix of local authority owned infrastructure and contracted arrangements with private sector infrastructure providers. The WDA works in partnership with the 12 Essex Waste Collection Authorities, through the Essex Waste Partnership (EWP); the umbrella collaborative arrangement to deliver the JMWMS.
- 11.1.4 ECC is working in partnership with the Essex Waste Collection Authorities (including CPBC) on a new 30-year joint Waste Strategy for Essex (WSfE) to replace the JMWMS. Following adoption of the WSfE, ECC and partner authorities will develop appropriate Action Plans focussing on different elements of the strategy with a mix of short term and long-term targets.
- 11.1.5 The WSfE recognises that waste management approaches need to change, which may necessitate new or expanded waste management infrastructure. The WSfE is underpinned by the need to meet local and national challenges including the need to achieve net zero, improve environmental performance, enhance service efficiency and effectiveness and meet ECC's own commitments in the Essex Climate Action Plan.
- 11.1.6 The focus of the WSfE is to reduce waste generation and maximise recycling. The proposed approach is aligned with the National Waste Strategy, and approaches to Reduce, Reuse and Compost to stop landfilling and deliver a more Circular Economy. The proposal aims to halve residual waste, boost recycling to 70%, and cease the use of landfill for local authority collected waste.
- 11.1.7 ECC operate one Recycling Centre for Household Waste (RCHW) in the Borough on Canvey Island, and the nearest neighbouring facilities are in Rayleigh and Pitsea. The Canvey RCHW is operating at capacity and its size and location limit its capacity to

effectively separate waste in the long term. Due to the physical constraints of the Canvey Island RCHW certain waste materials and vehicle types cannot be accommodated requiring Castle Point's residents to utilise the neighbouring sites in Pitsea and Rayleigh. Both sites operate at capacity during peak times.

11.2 Establishing Future Infrastructure Needs and Developer Contributions

- 11.2.1 New development will increase the amount of Local Authority Collected Waste which will place operational pressures on waste infrastructure, managed by ECC. The major centralised waste management and treatment facilities have been developed with appropriate capacity to accommodate growth up to 2032, however, larger developments are likely to necessitate additional investment in the local public facilities and logistics infrastructure. The local infrastructure that may require investment to increase capacity are the public facilities such as RCHW and recycling bring back sites, and local logistics infrastructure such as vehicle depots and waste transfer stations.
- 11.2.2 ECC through the new WSfE is exploring the need for and options available for the provision of new and additional waste transfer, bulking and haulage infrastructure capacity within South Essex. This is required to improve the waste logistical infrastructure to support the management and treatment of local authority collected waste. A new long-term residual waste solution is required which depending on the location may require waste infrastructure for bulking and haulage in the South of Essex. While there are no specific plans for new or expanded waste infrastructure at the moment, requirements will emerge during WSfE action planning. The WDA aim to explore the potential employment land that may be suitable for the provision of new WDA logistical waste infrastructure within South Essex.
- 11.2.3 Existing RCHW facilities do not match the level of growth being planned in the County and will be a challenge to meet current demand and potentially worse with more growth. ECC, as the WDA, is exploring the potential for upgrading RCHW provision to improve facilities available for residents and businesses.
- 11.2.4 There will be a need to explore the options for upgrading the Canvey RCHW's and new or additional sites to serve the Borough and adjacent areas.
- 11.2.5 The WDA with partners is also exploring the approach to seeking developer contributions, to be incorporated in the next review of the ECC's Developers' Guide to Infrastructure Contributions.

11.3 Lead agencies:

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

11.4 Evidence base:

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

12 Libraries

12.1 Context and existing provision

- 12.1.1 ECC has a statutory duty under the 1964 Public Libraries & Museums Act to provide a comprehensive and efficient library service for all residents and persons working and studying in Essex.
- 12.1.2 The Everyone's Essex Library Service Plan 2022-26 commits to putting libraries at the heart of Essex communities. Libraries act as a hub for communities to come together and interact and are a vital resource for helping residents improve their literacy, and provide a place to learn new skills. The library service is a shared gateway to other services and also for accessing digital information and communications. The Service Plan is structured on 3 pillars:
- Library Service and literacy
 - Communications and infrastructure
 - Supporting our communities and levelling up ensuring our libraries are fit for purpose, working with the right partners and, most importantly, in the right places.
- 12.1.3 ECC is responsible for the network of libraries and mobile library services across the Borough. The four main public libraries in the Borough are:
- Canvey Library – open 6 days per week providing services including reading and story events for younger readers, various book groups, family history groups, and a 'knit and natter' group.
 - Great Tarpots Library – open 4 days per week providing services including reading for younger readers, gaming groups for teens and a 'knit and natter' group.
 - Hadleigh Library – open 5 days per week providing services including reading for babies and toddlers, story events for younger readers, a poetry reading group, a social tea club, a craft group and a 'knit and natter' group.
 - South Benfleet Library – open 4 days per week providing services including reading for babies and toddlers, craft groups, social groups for seniors and a 'knitter and stitchers' group.

12.2 Establishing Future Infrastructure Needs and Developer Contributions

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

12.2.2 The ECC Developers' Guide identifies a cost of £244 per new dwelling associated with the upgrading and / or extension to existing library facilities to accommodate growth. Fitting out costs are identified as £1000 per new dwelling, and stock and IT equipment to increase opening times and library capacity is identified as £75 per new dwelling.

12.3 Lead agency:

- Essex County Council

12.4 Evidence base:

- ECC Developers' Guide to Infrastructure Contributions, ECC, 2023
- Everyone's Essex Library Service Plan 2022-26, ECC, 2022
- Public Libraries and Museums Act 1964, Legislation.gov.uk
- Essex Libraries Service, Essex County Council website

13 Infrastructure Schedule

- 13.1.1 The next iteration of the IDP will include an infrastructure schedule which will list all infrastructure items identified as being required to support the needs of existing residents, and infrastructure items required to support the needs of future residents within the site allocations proposed in the draft LP. Where there are multiple proposed site allocations recommended to be contributing towards the delivery of an infrastructure item, the item will be separated into the relevant S106 developer contributions from each site.
- 13.1.2 The Infrastructure Schedule will also prioritise each identified infrastructure project as either essential, needed or desirable. The priorities are described as follows:
- Essential – an infrastructure project which is essential for the delivery of strategic sites allocated in the draft LP, and essential in ensuring that the impact of the new development does not have a significantly detrimental impact on existing infrastructure, services and facilities.
 - Needed – an infrastructure project which is not directly related to the delivery of strategic sites allocated in the draft LP, but is needed to support existing and potential future needs in the Borough.
 - Desirable – an infrastructure project which would benefit the Borough.

14 Conclusion

14.1 Infrastructure funding gap

- 14.1.1 The next iteration of the IDP will also identify a funding gap for the provision of infrastructure to support existing and future needs in the Borough.
- 14.1.2 An infrastructure funding gap is the cost of infrastructure required in the Borough which has not received any funding. An infrastructure funding gap is used to identify where alternative methods of funding infrastructure are likely to be needed.

14.2 Next steps

- 14.2.1 This review of the Castle Point Borough IDP has considered additional types of infrastructure which are essential to support the assessment and consideration of the viability and deliverability of new growth in the Borough. The Council will continue to work with infrastructure providers, relevant stakeholders, and developers associated with sites proposed for allocation in the draft LP, to update, expand and improve the information contained within the IDP.

15 Acronyms

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

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

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