

Burnham-on-Crouch Neighbourhood Plan

Statement of Community Involvement
October 2016



Burnham on Crouch Neighbourhood Plan Statement of Community Involvement

1. Introduction

This Statement has been prepared by the Burnham on Crouch Neighbourhood Plan Steering Group (“the Steering Group”), mandated by Burnham Town Council to accompany its submission to the local planning authority, Maldon District Council (MDC) of the Burnham on Crouch Neighbourhood Development Plan (“the Neighbourhood Plan”) under Regulations 15 of the Neighbourhood Planning (General) Regulations 2012 (“the Regulations”).

The Neighbourhood Plan has been prepared by Burnham Town Council, a qualifying body, for the Neighbourhood Area covering the whole of the Burnham Town Council administrative area, as designated by Maldon District Council on **22 April 2013**. The policies described in the Neighbourhood Plan relate to the development and use of land in the designated Neighbourhood Area. The plan period of the Neighbourhood Plan corresponds with the Maldon District Council Emerging Local Development Plan 2014-2029.

This Statement of Community Involvement (SCI) has been prepared to fulfil the legal obligations of the Neighbourhood Planning (General) Regulations 2012. Section 15(2) of Part 5 of the Regulations. This SCI contains:

- details of the people and organisations who were consulted;
- an explanation of the events that took place and the consultation process;
- a summary of the main issues raised and how they were addressed in the NDP.

2. People and organisations consulted

The following groups were consulted as part of the engagement strategy for the Burnham NDP:

General Consultation Bodies

National Farmers Union
The Federation of Small Businesses
SWANS
Maldon District Access Group
Essex County Council – Essex Disability Equality
Essex County Council – Disability Group
Maldon District Access Group
East Anglian Mobility Ltd
Mid (Essex) Mind
Racial Equality Council for Ethnic Minority Groups
Minority & Ethnic Network, Eastern Region
Diocese of Chelmsford
Essex No.1 Circuit of Jehovah’s Witnesses
The Living Water Christian Centre
Rural Community Council of Essex
Royal National Lifeboat Institute
Maldon & District Council for Voluntary Services

Government Departments

Department for Culture, Media and Sport
Department of Education and Skills
Department for Environment, Food and Rural Affairs

Department of Trade and Industry
Department for Transport
Ministry of Justice
Department of Health – Headquarters
Department of Works and Pensions
Home Office
Office of Government Commerce
Ministry of Defence
Mr. John Whittingdale MP
Ms. Priti Patel MP

Other Agencies and Organisations

Age Concern
BAA Stansted
British Geological Survey
Essex Waterways Limited
Northumbrian Water Limited
Inland Waterways Association – Head Office
Essex Waterways Limited
Chelmer Canal Trust Limited
Maldon Rivers Association
Marine Management Organization (Planning Team)
Essex Waterways - Head Office
Burnham-on-Crouch Chamber of Commerce
Church Commissioners for England
The Coal Authority
Disabled Persons Transport

Advisory Committee
EDF Energy PLC
Atlantic Electric and Gas Limited
AT Communications
Affinity Power Limited
Adept Communications Limited
Accord Energy Limited
Access Energy Solutions Limited
Joint Radio Company (JRC)
OFWAT
XLN Telecom
Vitol Gas Limited
Utility Grid Installations Limited
Universal Telecom
TXU Europe Energy Trading Limited
Total Gas and Power Limited
Talk Talk (Carphone Warehouse)
Statoil Gas Trading Limited
Southern Gas Network Limited
Southern Counties Fuel Limited
Sky Blue Telecom
Shell Gas Direct Limited
Seaboard Energy Gas Limited
Scottish Power (SCPL) Limited
Saturn Gas Limited
RWE Npower Plc
Regent Gas Limited
Powerrelate Limited
Powergen Retail Gas (Eastern) Limited

Npower Renewables – East of England Office
 Npower
 Norvic Gas Limited
 North Sea Gas Limited
 National Grid UK Transmission
 Milford Gas Limited
 London Energy Plc
 Hess Energy Power & Gas Company (UK)Ltd
 Enron Gas and Petrochemicals Trading Ltd
 Energy Plus Services Limited
 Energy Data Co. Ltd.
 ECONergy UK Limited
 E.ON UK Gas Limited
 Cumbria Energy Limited
 4Com Limited
 National Grid
 The Renewable Energy Company Limited
 UK Power Networks
 Colt Telecommunications
 Cofathec Heatsave Limited
 Chevron North Sea Limited
 Carphone Warehouse
 British Gas (Centrica) Plc – Head Office
 BP Gas Marketing Ltd
 BHP Billiton Plc
 National Grid DPM Consultants
 Council for the Protection of Rural Essex
 Royal Society for the Protection of Birds
 Mid Essex Friends of the Earth
 Campaign to Protect Rural England, Essex
 Essex Wildlife Trust (Colchester)
 National Trust – East of England Regional Office
 Essex Wildlife Trust (Chelmsford)
 Essex Wildlife Trust Maldon/South Woodham Ferrers
 T Mobile UK Ltd
 Equality & Human Rights Commission
 Essex Fire & Rescue Service
 Essex County Fire & Rescue Service
 Forestry Commission (England) - National Office
 Forestry Commission – East of England
 Freight Transport Association
 The National Federation of Gypsy

Liaison Group
 The Gypsy Council
 Friends Families & Travellers & Traveller Law Reform Project
 Health and Safety Executive
 Age UK
 National Housing Federation – East of England
 Home Builders Federation
 National Housing Federation, London
 Stephenson Buses
 Sustrans
 National Playing Fields Association
 Network Rail
 Office of Rail Regulation
 Passenger Transport Executives
 Essex Police – Operational Support
 Strategic Growth Lead
 Royal Mail Group Legal (Real Estate)
 Abellio Greater Anglia
 Direct Rail Services Limited
 Greater Anglian Limited
 Colne Housing Society Ltd
 Blackwater Housing Association
 English Rural Housing Association
 Moat Homes Limited
 Hastoe Housing Association Ltd
 Estuary Housing Association Ltd
 Chelmer Housing Partnership
 Salvation Army Housing Association
 Colne Housing Society
 The Road Haulage Association
 South East
 Road Haulage Association
 Sport England (East Region)
 Sport England
 Traveller Law Reform Coalition
 Traveller Law Reform Project
 Thames Water Utilities Ltd – Head Office
 Tendring Hundred Water Services Ltd
 Essex Water Company
 Essex & Suffolk Water
 Womens National Commission
 Burnham-on-Crouch County Primary School and Pre School
 Burnham and Dengie Hundred Review
 Burnham Residents Oppose Overdevelopment (BROOD) and Say No

Statutory Bodies & Duty to Cooperate

Braintree District Council
 Chelmsford City Council
 Essex County Council – Property Services
 Essex County Council – Planning & Admissions Service
 Essex County Council – Public Rights of Way Section
 Essex County Council – Highways
 Essex County Council – Planning
 Essex County Council – Urban Design Team
 Essex County Council – Highways and Transportation x 2 (Mark Robinson & Alan Lindsay)
 Rochford District Council
 Tendring District Council
 Colchester Borough Council x 2 PO Box 885 Town Hall & 33 Sheepen Road, Colchester
 Brentwood Borough Council
 Essex County Council – Education
 Plant Enquiries Team
 Virgin Media
 Vitae Energy Limited
 Historic England (East)
 Environment Agency – Anglian Region Eastern Area
 OFGEM
 Highways England
 South East Local Enterprise Partnership
 Eastern Marine Management Organisation
 Althorne Parish Council
 Southminster Parish Council
 Dengie Hundred Parish Councils
 Natural England
 Canewdon Parish Council
 Foulness Island Parish Council
 Office of Rail Regulation
 Maldon & South Chelmsford P.C.T.
 Mid Essex Hospital Trust
 Mid Essex Clinical Commissioning Group
 Haven Gateway
 Home and Communities Agency
 Anglian Water – Asset Management
 Essex & Suffolk Water, East Hanningfield
 Anglian Water – Planning & Equivalence Team

3. Consultation events

Consultation to inform the Draft Burnham-on-Crouch Neighbourhood Plan has been extensive and the team has organized three public consultation events and other key stakeholder meetings during the course of the project.

Project website

A website for the Neighbourhood Plan has been set up which provides information on the development of the plan, events, contact details and an accessible platform for relevant project files and documents for download (<http://burnhamneighbourhoodplan.org/>). This website has provided a repository of information throughout the development of the Neighbourhood Plan and has been a gateway for interested parties and local people to get in contact with the Neighbourhood Plan team.

Key Stakeholder meetings

The team met with a number of key stakeholders in Burnham-on-Crouch to aid understanding about key projects already underway in the town, collect important baseline information and gain an understanding about development proposals that were already underway. Meetings took place with Boyer Planning (representative for allocated site), The Chamber of Commerce, Strutt and Parker Farms (developer of local site), Burnham Residents Oppose Over Development (BROOD) group, local stakeholders such as doctors, the RSPB and a number of local boat clubs.

A Market Stall Event

A consultation market stall event was held on Saturday 28 September 2013 as part of the Burnham Carnival. The consultation provided an opportunity for local people to hear more about the project and to share their thoughts about Burnham-on-Crouch to inform the Neighbourhood Plan. Around 300 comments were received covering a wide range of issues. Local people were asked about the best and worst things about the Town and their ideas to improve it.



A 'wordle' illustrating ideas about the best things about Burnham-on-Crouch

Community Workshop

The second event was held on Thursday 10 October 2013. More than 60 people joined the project team at St. Mary the Virgin Church for the Burnham Neighbourhood Plan Community Workshop. The team gave a presentation about the Neighbourhood Plan process and shared the initial results from the market stall consultation held in September 2013. Following this presentation there was a very productive workshop to discuss the key issues and opportunities for Burnham-on-Crouch.

The workshop was divided into two sessions. In the first session everyone was given the chance to contribute their thoughts about any subject relating to the Neighbourhood Plan for Burnham-on-Crouch. These comments were then grouped by theme and the second session allowed local people to review and summarise the comments to identify the key issues.

Comments and ideas at this workshop session helped to shape the emerging themes for the Neighbourhood Plan.



Vision Workshop

The third event was held on Saturday 23 November 2013 at Ormiston Rivers Academy. Around 60 people attended the workshop. The team presented a summary of the key findings from the initial consultation and analysis on the Neighbourhood Plan as well as an overview of the analysis work which had been done.

Following this the workshops session, attendees reviewed the detailed consultation work and then provided an opportunity for people to discuss their ideas and priorities for the Neighbourhood Plan as guidance for the project team.

Test and Review Workshop

The project team held a workshop on Tuesday 25th March with an invited group of local people at the United Reformed Church. This session provided an opportunity to review the draft baseline plans and to discuss initial ideas for the policies which have been drafted for the Neighbourhood Plan. We were also pleased to welcome a group of young people from the church youth group who contributed their ideas for inclusion in the Plan.

Informal consultation

A four-week informal consultation to review the emerging draft Neighbourhood Plan was held in the spring of 2015 between 27 February and 27 March, with a wide number of responses being used to inform this draft of the document.

(A brief summary of consultation responses arranged by theme is set out in Appendix 1. The Burnham on Crouch Neighbourhood Plan Baseline report contains the detail of all the comments collected during the consultation events).

Formal consultation

A six week Regulation 14 consultation on the Draft Neighbourhood Plan was undertaken from Friday 16 October to Friday 27 November 2015.

4. Key issues raised and how they were addressed in the NDP.

Comments from all of the events listed above have helped to shape the plan as it has emerged. The following table sets out a number of the key comments raised in the Regulation 14 consultation period which had a significant influence on amendments to the final draft neighbourhood plan. The table also sets out how changes to the draft neighbourhood plan addressed these issues:

(A full table of comments received during Regulation 14 consultation, alongside the steering group response and agreed action are set out for reference in Appendix 2).

Key issue raised	How they were addressed in the plan
An investment/implementation strategy was prepared to sit alongside the neighbourhood plan to set out the priority, project lead and funding source. In earlier drafts of the plan this had not been directly linked to policies and sat as a separate appendix.	In the final draft of the plan the investment/implementation plan is referenced throughout the plan. Adjacent to each policy section there is an implementation box that sets out how the policy will be delivered.
In the older draft of the plan there was no glossary of key terms and some confusion over a number of the terms used in the document.	A glossary has been added to explain the terms not familiar to the general public.
A number of concerns were raised that the diagrams setting out design guidance for the strategic allocations were too prescriptive. There was also some confusion about the designation of vehicular routes and pedestrian routes.	The diagrams are now identified as indicative and were reviewed to remove confusion about the types of routes shown in the diagrams.
The Vision statement was described as bland and did not describe what Burnham would become. It was felt more information was needed about what Burnham would become once the policies in the plan have been delivered.	The Vision has been redrafted to include a clear set of statements to reinforce the vision and what this will mean in practice for Burnham.
Further information was required about the strategic allocations in Burnham. This should be set out early on in the plan to highlight the new development that would be taking place in the town, setting a new context for policies.	Additional content has been added to explain the strategic policy setting, allocated housing and employment sites and what this will mean for Burnham.
A comment about the proposed amenity space and playground suggested and its impact on the setting of St Mary's Church.	The text has been amended in the plan to reference that the setting of heritage assets should be respected.
A number of residents expressed concern that some detailed policies about key junction improvements had been removed since the last draft of the plan. These had been removed as there was concern that this was too much detail for the neighbourhood plan.	These policies have been added back into the plan, given the strong support by the local community.
A request for more detailed design standards for new homes in Burnham,	A table of desirable design standards is now included in the Neighbourhood Plan to provide more detailed guidance for developers.
Heritage and the listed buildings in the town centre were noted as an important feature of the town but many comments noted the lack of plan showing the conservation area, listed buildings and historic assets	A plan has now been added.

Appendix 1 – summary of comments by theme from early consultation events

(See the Burnham-on-Crouch Baseline report for all consultation responses from workshop events)

HOUSING

- Housing Market: The need for new homes in Burnham has been questioned as it has been suggested that there are a lot of empty homes in the area and other developments have been given planning permission in the past and have never been built. When Bradwell Power Station closes there is a concern that more houses will become available as the workforce moves away and this has not been taken into account. Others suggested that there was a real need for first time/affordable family homes in Burnham. There is also a need for accommodation for older people and nursing homes.
- Value of existing housing stock: There is concern that the value of existing houses will be reduced when many new houses are built.
- Sustainability: New homes should be sustainable with good insulation, ground heat source pumps, photovoltaic panels and other eco-friendly features.
- There is a concern that the locations for new homes proposed in the LDP have not been carefully considered in terms of transport connections, the capacity of existing roads adjacent to the sites and the issue of flood risk on some of the land.
- It was felt that new developments must not create a separate town that attracts trade from the town centre and some felt that smaller pockets of development would be better in order to ensure that this does not happen. Others suggested that all of the new homes should be in one area.

RIVER

- The river should be recognised as the town's greatest asset - the heart of the town
- Tourism: The river should be used for school trips, adventure holidays – waterskiing, canoeing, windsurfing, boat trips and to teach others in the town to sail. The river should be a major tourist attraction. It is felt that more businesses should face the river and the paths should be better maintained to improve the riverfront.
- Sailing: The sailing on the Crouch is not as popular as it used to be but it is still an important part of the town. New ideas are needed to help sustain sailing and new people should be welcomed.
- Other Leisure: The river is an asset for walking and cycling. It has been suggested that an area could be made safe for swimming.
- Employment: It is important to balance a working river and a leisure river. Sailing in Burnham is important to support local businesses.
- The town centre needs new opportunities to travel from Burnham to Wallasea Island for walking and to visit the RSPB centre. Other facilities for tourists should be considered such as car parking and visitor information.
- Ecology: There is concern about sewage in the river. There is a need for more maintenance of the beach with rubbish clearance and access improvements.

PHYSICAL INFRASTRUCTURE

- Developers should have to pay for infrastructure before they are allowed to build houses. How and what they contribute to must be carefully planned and agreed to by the local community.
- Buses: There is a concern that this service will be reduced when it should be increasing to seven days a week and be made more affordable. The Dengie Bus is well used.
- Railway: The railway is a great asset for Burnham but it needs to be a more frequent service running later into the evening. Passing places should be built along the tracks to enable this. The parking at the station should be free and the station should be more welcoming.
- Roads: There is concern that more cars associated with new housing development will cause queuing in the town.
- The bendy approach road to Burnham is a big problem and not appropriate for HGVs that will come with new building or the increase in traffic from new houses.
- There is concern about limited places where traffic can cross the railway.
- Some locations in the town are not suitable for heavy traffic including Green Lane, Five-ways and Marsh Road.

- There should be new pedestrian crossings at Maldon Road, Church Road and Station Road. The pavements are also inadequate in many places.
- There should be a 20mph speed limit outside the schools and in the town centre.
- Cycling: Pavements and cycle routes should be better to encourage people to leave their cars at home. Cycle routes should be introduced into and around the town and to Southminster.
- Sewage: Sewage improvements are needed in the town as they are stretched to capacity and tankers take sewage away at night which is unpopular with residents. Flooding occurs in some places and there is concern that sewage is getting into the river.
- Telecommunications: There is a need for faster internet speeds in the town. The mobile phone signal is also said to be a problem in places and there is limited 3G coverage.

COMMUNITY AND SOCIAL INFRASTRUCTURE

- The community feeling in Burnham is very important. There is a concern that a large influx of people would dilute this sense of a village atmosphere. Many local events such as the carnival provide ways for people to be involved in the community.
- It should be recognised that Burnham provides facilities for the wider Dengie and not just those people living in the town centre.
- Sport: The town should expand and refurbish current facilities on a not-for-profit basis with more sports fields, tennis courts, play areas and a new swimming pool. Some say the football club should stay where it is while others say their desire to move should be supported as the club is currently unsustainable. It was highlighted that there is an underused pool at Southminster.
- Youth facilities: The town needs more places for young people such as surfer cafes, youth groups and clubs. The new skate park has been a good start.
- Emergency services: The air ambulance is often used as the roads are not suitable for emergency services. There is a concern over the distance to the nearest hospital for ambulances. The police presence in the area is limited. Response times for emergency services are between 20-40 minutes.
- GP and healthcare: Some have suggested that the GP services are stretched and need to be extended while others are sure that the surgery is able to cope with the extra demand. Access to car parking at the surgery is a problem. It was felt that the town needs better care for its ageing population.
- Education: It is felt that the primary and pre-schools in the town are at capacity. The secondary school was felt to be a good quality school. New facilities are needed for adult education such as language classes.

HERITAGE AND CHARACTER

Character:

- The town has a distinct set of characteristics because it is 'the end of the line' – tranquil, quiet, family friendly, safe, homely.
- Burnham has a countryside feel and the approach to the town is an important part of this. The town must ensure that green space is kept on either side of the approach road.
- The town should not have a split personality, new development must be integrated into the town centre
- Development along the waterfront should be controlled

Heritage:

- Burnham must retain and protect its older buildings and their setting. The cinema and church tower on the High Street are both popular local landmarks.
- The history of the town is important and it originally developed around the church. There must be careful archaeological digs at development sites in this area.
- Protect the tree at the Maldon Road junction as this is part of the town's past.
- Protect and encourage shop fronts in keeping with the historic character of the town and prevent examples such as the One Stop.

Character and type of new houses:

- Houses should not be densely packed and should be split into smaller clusters of development.
- Houses should be generously proportioned family homes with large gardens but they must be affordable.

- New houses should be designed with the existing character of Burnham in mind, with reference to historic features such as weatherboarding and brickwork – they should not just be ‘generic new homes’. Others suggested that houses should be modern and exciting.
- Not all of the houses should be the same – there should be different neighbourhoods with varying character.
- Accommodation for older people should be carefully designed with gardens, some should be attractive bungalows and others should be smaller flats to meet local need. This should be located in the centre of town.

THE ENVIRONMENT

Public space:

- Country Park: This should be improved and maintained as it is a well used resource. New footpaths should be created into the surrounding area to help improve the resource for tourism.
- The town should maintain a green belt that is within easy walking distance of the town centre. Houses should be built on brownfield areas within the town centre.
- There is a need for more public space north of St Marys Church to reflect recent phases of development and new planning growth.
- New developments must contain green areas and landscaping.
- Green energy: There is support for low carbon energy in the area and sustainability should be taken seriously. However, there is a concern that the threat of more new wind farms will destroy the character of the area.
- Habitats and Wildlife: Burnham has badgers, muntjac deer, foxes, hares, pheasants, butterflies, birds, waterfowl and seals. We are losing space for all of this wildlife and must create nature reserves for them. There is particular concern over the loss of the habitats of Parnells Brook north of Marsh Road with the development of new housing.
- The River Crouch: RSPB Wallasea is regarded as a great project for the area. Facilities will be needed for visitors' including parking, a cafe, visitors centre and a proper ferry crossing. It is hoped that the new Marine Conservation Zone will protect the river.
- Pollution: Currently there are issues of noise and light pollution.
- Climate change and sea level rise: This is regarded as an important issue for Burnham which requires a long term perspective.

THE ECONOMY

- Shopping: The growth of Burnham will mean the town can support better shops and services. Burnham needs a greater variety of food, clothes, local and interesting shops, no more banks, charity shops or takeaways. The town could have a regular market back in the town centre selling fresh produce. There should not be a supermarket in Burnham but there should be one central to the Dengie to serve the whole area.
- Car Parking: It is positive that car parking spaces are free but it needs better management in the town centre and there is a need for more spaces. The station car park is always empty because there is a charge and the surgery car park is always full.
- Public realm: Consider public realm improvements with planting, new surfacing and perhaps an area of pedestrianisation to help define the centre of the town.
- Tourism: There is a need to protect historic assets and character of the town centre to encourage tourism. Introduce a blue plaque scheme and information boards and a better connection to the river front.
- Local employment: The town needs to invest in local employment areas so people can live and work locally, particularly the younger generation. Transport, internet and quality of employment sites must improve to attract new businesses. There is some concern that the industrial estates are not full now. It was suggested that the district will need to provide other incentives to encourage businesses to set up in Burnham, for example, a break on business rates or rent.
- River employment: Are there other opportunities at the river to create more employment?

Appendix 2 – full table of comments received during Regulation 14 Consultation

See separate document **included in the Regulation 16 Consultation Folder.**