

TOWN & COUNTRY PLANNING ACT 1990

**APPEAL BY MESSRS SMITH, G&K GROUNDWORKS LTD &
ACT ROADWAYS LTD**

LAND EAST OF MANOR TRADING ESTATE

PROOF OF EVIDENCE – RUSSELL FORDE APPENDICES

SPL Ref: 16.3839
PI Ref: APP/M1520/W/22/3310794
LPA Ref: 21/0532/OUT

RF1

Example Agendas for Appellant's Cooperative Meetings with LPA

Meeting Agenda

Project:	16.3839.DP Land East of Manor Trading Estate, Benfleet, Essex, SS7 4PS
Meeting Date & Time:	Wednesday, 27 June 2018 2.30 pm
Venue:	G & K Groundworks, Unit 30 Brunel Road, Manor Trading Estate, Benfleet, Essex, SS7 4PS
Attendees:	Steve Rogers, Robert Davies; Glenn Smith, Warren Smith; Russell Forde, Tom Sharman, Jennifer Wrayton
Apologies:	

		Action Notes
1.0	Introductions	
2.0	Strategic Issues Local Development Plan (LDP); timetable, strategy, issues; (note previous draft allocations)	
3.0	Discuss landowner's proposals in context of LDP	
4.0	Detailed Issues Trees, TPO (note submitted objection report), Forestry Commission; Councillor complaint	
5.0	Ecology; Councillor complaint	
6.0	Benfleet Scrap – Original planning permission CPT/16/02/FUL: extent of site; boundary fence/wall; noise; pollution; EA and EHO involvement;	
7.0	Access: Church Road & Manor Trading Estate Roads	
8.0	FRA and Surface Water: ECC strategic flooding issues;	
9.0	Any Other Business	
10.0	Scope for Further Meeting	

Meeting Minutes

Project:	16.3839.DP Land East of Manor Trading Estate, Benfleet, Essex, SS7 4PS
Meeting Date & Time:	Wednesday, 27 June 2018 2.30 pm
Venue:	G & K Groundworks, Unit 30 Brunel Road, Manor Trading Estate, Benfleet, Essex, SS7 4PS
Attendees:	Steve Rogers (Local Plan and Reaeration Advisor, CPBC), Maria Hennessey (Planning Policy Officer, CPBC) Glenn Smith, Warren Smith; Russell Forde, Tom Sharman, Jennifer Wrayton
Apologies:	Robert Davies

SR: Focus is on the Local Plan and regeneration matters. Propose a strategic plan for the South East to overcome the duty to cooperate objection from the Inspector. CPBC were advised that they had no formal mechanism to deal with the duty to cooperate. The Local Plan never failed.

Association of South East Local Authorities is Basildon, Brentwood, Castle Point, Essex County Council, Rochford, Southend and Thurrock. They meet fortnightly to discuss planning, skills, links between open space and infrastructure and form a Joint Strategic Plan. The association will decide the areas for development, housing etc such as the A127 corridor, Southend airport. These strategic areas will be picked up by the Borough's Local Plan. The SOCG is being signed and has been signed by CPBC. Government provided £900K funding for the initiative.

CPBC awaiting Minister's advice regarding special measures. Decision due before the end of June 2019. An action plan has been submitted to the Minister, Mr Brokenshire.

CPBC are currently going through the responses to the call on sites and are meeting with relevant parties.

Green belt protection and delivery of homes cannot be achieved in CPBC. Looking to deal with growth on a broader scale. Joint plan acceptable in longer term but the Inspector advised that a Local Plan is required for the short term i.e. the plan period covering the next five years.

JRF: Site has featured in historic Local Plans. What is your gut reaction to the site?

SR: I am very interested in the land and have no fixed ideas on the nature of the land use. I take the point that it is a feature of the historic plans. CPBC cannot demonstrate 5 year housing supply due to the tightly drawn green belt.

The lack of a Local Plan does not trump green belt policy as shown at Jotmans and Glebelands.

JRF: The site is outlined in blue on the aerial image. There is an entrance to Church Road which is being designed to Stage 1 Safety Audit standards. Either side of our access is unregistered land, Heston Lodge currently uses our land to access their site. We intend to improve the access to provide a safe access for all. Public benefit will be provided through the development.

SR: We would like to see the road designed to an adoptable standard with lighting, drains, footpaths.

JRF: This is our intention. It will provide a better parking arrangement for the school than the current situation. We can achieve the required visibility splays.

We will secure control of the estate roads and improve them. They will not be to an adoptable standard; but they will be vastly improved, and the footpaths will be reinstated. Photos of the roads

were shown to SR.

GS: The roads will be in our control at the point of submitting an application. We will pump prime regeneration starting with the roads. Some of the users are bothered others are not. Trying to get rid of the railway arch mentality. The road is being used as an extension of property but want it to be treated with respect. I have a long history with Mr Dove, who currently owns the roads. We are working together and have a mutual interest as Mr Dove required access through our land to the northern parcel.

The sites could be improved by building the new unit and relocating current users to the new unit. There existing unit could the be refurbished ready for new tenants and so forth. Would take 20 years to improve the whole estate.

SR: I hope this does come to fruition. There would be considerable benefit to users of the estate and borough generally. This is the largest area of its kind in the borough. I encourage you in these discussions. It would be useful to demonstrate the cascade approach to improvements with the application.

GS: The Manor Trading Estate is the largest employer in CPBC. We need people to see the estate and want to stay.

JRF: We can't guarantee all the improvements with the application but can start the process and improve the roads.

We propose commercial use for the triangle land and housing for the remainder.

There are strategic flooding issues on the site and wider area. The estate drains have to be dealt with. There is a problem on Manor Road where the positioned. We intend to build an attenuation system that send surface water back to the lake. We can help with the surface water problems as part of the application.

SR: Ok I understand this point.

GS: We have heads of terms for putting in a gar turbine to send power back to the grid.

SR: What is the physical manifestation?

GS: They are all contained within buildings. It is located at the top of the industrial estate separate from this proposal. A separate application will be made in Jan 2019. Gas supply will be run underground from the grid. An 8-Million-pound investment.

JRF: Benfleet Scrap are operating outside environmental licencing and planning permissions. Robert Davies needs to investigate this. The site used to have conifers to screen the site and reduce noise. The sheet metal is on no mans land; an area designed to attenuate noise. They have extended operations where they do not have planning permission.

There is a noise condition on the planning permission – operated in a way not to be a nuisance. Heston lodge is a sensitive receptor. Photos of the fence and contaminated land shown to SR and MH.

They are about to build a 5m high fence. This required planning permission.

GS: We have tried to engage with them and asked them to rectify the leaks and encroachment onto our land but they will not cooperate. Have had to go legal now.

JRF: The environment agency have not taken strong actions but are 'giving them a chance to fix it'. We have an ulterior motive but are seeking the that the use is reasonable and inline with their planning permission.

SR: Assuming that operations are carried out in accordance with planning permission what would you do?

JRF: We would do a noise assessment and install sound attenuation.

GS: We have a number of ideas including a bund and trees.

JRF: The sound attenuation of Benfleet Scrap and this development could combine to reduce noise disturbance. We could wrap the industry around this area. We need to strike a balance between industry and housing.

GS: The current Benfleet scrap wall is not engineered which could lead to serious problems.

We propose 50% affordable housing.

JRF: The proposal will satisfy the SMARR and be focused on smaller properties with less flats.

SR: The current affordable housing criteria is 25% in Benfleet and 15% on Canvey.

JRF: Would care for the elderly assist the proposal?

SR: It is equally as strong as affordable housing.

GS: There is a ditch line which marks the boundary. 6 Neighbours have already encroached on the land, 4 have succumbed.

The ditch has been moved by a neighbour. This has caused flooding to the land, School and Heston lodge. We will put the ditch back and introduce a larger culvert and attenuation chamber. This will solve the existing problem. This is difficult to design without knowing what we are designing for.

SR acknowledged that it was a neighbour who moved the ditch.

SR: What capacity are you looking for?

JRF: 100 residential units
3.5 acres of commercial land

We want to promote the land through the local plan and submit planning applications at the relevant time. We are keen to move as soon as possible and are continuing to compile information and reports.

GS: We can't expect Mr Dove to wit five years. We do not want to purchase the roads with no prospect of success.

SR: Initial reaction is very interested. Submissions are being assessed but at the moment we do not have a complete picture. The 342 houses target it difficult to meet. This is a long-standing proposal. The other attractions meet the tests of the NPPF.

Seems to be achievable – not relying on a third party. Securing the estate is key and then everything else can follow.

Deliverability – ready to work on planning permission. Comforted by this fact.

This meeting has filled in the gaps in my knowledge and updated me on your position.

You won't hear from me for weeks possibly months as we are running up the SHLAA. The publication of a draft Local Plan is due in November 2018. There will be a burst of activity in the run up to November. Come back to us at this point with more detailed information. Please keep me up to date on the progress.

JRF: Robert Davies served a TPO. We have reports to contest this TPO. We feel like we are being scrapped at the heels; unnecessarily threatened with prosecution; forestry commission visit; wildlife police visit. Only saplings were cleared from the site.

SR: Understood

JRF: The surveys have been done and will be translated into reports for the planning application.

Environment Agency have been disappointing.

GS: Benfleet scrap lease the site. They are the only one's who run eight leggers in there. Would a combined submission with the neighbours assist?

SR: Will look for synergies in the call for sites submissions. Would come back to us if x and y equal more than z. We don't want to lose an opportunity trying to get something else and complicating the situation.

JRF: The site has a natural boundary. The woodland to the east and the hill.

SR: This is a very physical demarcation.

Meeting Agenda

Project:	16.3839.DP Land East of Manor Trading Estate, Benfleet, Essex, SS7 4PS
Meeting Date & Time:	Date: Tuesday, 13 August 2019, Time: 2:00pm
Venue:	Castle Point Borough Council, Kiln Road, Thundersley, South Benfleet, Essex, SS7 1TF
Attendees:	Ian Butt, Maria Hennessy, Russell Forde, Thomas Sharman, Warren Smith
Apologies:	

		Action Notes
1.0	Introductions	<p>Introduction to attendees and positions/roles</p> <ul style="list-style-type: none"> - Ian Butt arrived 5 days after Local Plan rejection - Maria Hennessey present at previous meeting Steve Rogers in April 2018 <p>Introduce proposals and provide project background</p>
2.0	Local Development Plan (LDP)	<p>Draft local plan rejected on 28/11/18 at special full meeting of the Council – No further public update since as of 12/08/2019</p> <p>Local plan update: (Ian Butt/Maria Hennessy)</p> <ul style="list-style-type: none"> - Timetable, strategy, issues - Council pushed for meetings with Communities and Local Government; had 2 meeting so far. Council “begged for meeting” – Ian Butt. - Effectively told to get on with preparing a new Local Plan - ‘Positive’ discussions have also taken place with Councillors - Hopes for consultation on new Local Plan to begin early 2020, submit for examination after May 2020 elections, adoption in latter part of 2020. - CIL possible to come online with Local Plan delivery
3.0	Proposed Development	<p>Discuss proposed masterplan in context of draft local plan</p> <p>(1) Residential development</p> <p>(2) Manor Trading Estate extension</p> <p>Detailed Issues:</p>

		<ul style="list-style-type: none"> • Highways and access designs • Noise Survey and Report • FRA and Drainage Strategy; ECC strategic flooding issues • Ecology • Tree Survey and Report • Robert Drake Primary School • Hesten Lodge <p>Public consultations held on 23rd and 24th July 2019</p> <p>Ian Butt feedback on initial proposals</p> <p>- Do not create ransom situation with Keswick Rd development site; preference for us to work on whole site allocation area including the Keswick Rd properties.</p> <p>- Development site will be prioritised over local wildlife sites (referring to draft Local Plan proposal map conflict)</p> <p>- Ian Butt will push for new Local Plan to reflect our preferred site layout (with triangle site for industrial and remainder for residential)</p> <p>- Infrastructure Delivery Plan coming forward</p>
4.0	Manor Trading Estate Roads and Regeneration	<p>Estate roads now in ownership of ACT Roadways Ltd</p> <p>Road management regime and proposed improvements</p> <p>Photographs of road conditions and drone survey images</p> <p>- Ian discussed aspirational North West Thundersley area of search; potential for new business park, decant current businesses on Manor Trading Estate to new units, build residential on MTE.</p>
5.0	Moving forward	<p>Outstanding tasks and next steps</p> <p>Anticipated planning application timetable</p> <p>Scope for further meeting</p> <p>- Ian Butt open to further meetings at key junctures going forward</p>
6.0	Concluding remarks	Any other business

RF2

Email from RSL Chelmer Housing Partnership to Appellant, 1
November 2021 - expressing formal interest in the appeal site

Subject:

FW: Subject to Contract - Manor Trading Estate Benfleet Essex SS7 4PS

From: Lawrence Hember <[REDACTED]>**Sent:** 01 November 2021 14:23**To:** [REDACTED] Toby Simmonds <[REDACTED]>**Cc:** [REDACTED]**Subject:** RE: Subject to Contract - Manor Trading Estate Benfleet Essex SS7 4PS

Hi Toby,

Further to our recent telephone conversation, we would like to confirm our interest in a land purchase of the site at the Manor Trading Estate, Benfleet. We would also like to confirm our interest and support to the scheme as a Housing Association and affordable housing provider as we believe the site will provide an opportunity for additional grant funded affordable homes outside of a S106 agreement.

Since our last emails, we have reviewed again the technical challenges of the site with our consultants and estimators. There is still some way to go in terms of detailed layout and design work with this scheme and some of the technical details will need to be clarified further in line with the email comments below and the detailed design work as it is completed. We will also need to carry out our own investigations into some of the technical aspects either to update the information or to confirm our own assumptions, and also work through the draft officers report to Committee, which we look forward to receiving on due course.

We have based our figures on the following mix;

Open market homes

Grant funded Affordable rent or shared ownership

23 No 3 bed houses

17 No 4 bed houses

S106 Homes – non grant funded Affordable rent or shared ownership

11 No 1 bed flats

15 No 2 bed houses

2 No 3 bed houses

We look forward to confirming our offer following receipt of the officers report to committee and further detailed design works.

Kind regards

Lawrence

Lawrence Hember

Land and Growth Manager, Growth and Partnerships

D: [REDACTED] **M:** [REDACTED] **W:** www.chp.org.uk

CHP, Myriad House, 33 Springfield Lyons Approach
Chelmsford, Essex, CM2 5LB



RF3

Letter from Smart Planning, 22 October 2019 to Ian Butt, Head of Place and Policy - unannounced alteration of the draft Local Plan

Our Ref: JRF/16.3839.DP

Your Ref: IB

22 October 2019


Mr I Butt

Planning Services
Castle Point Borough Council
Kiln Road
Thundersley
Benfleet
Essex, SS7 1TF



 **Head Office**
Old School House, Rettendon Turnpike,
Battlesbridge, Essex, SS11 7QL

 **Phone**
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 **Email**
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 **Website**
www.smartplanning.co.uk

By post and email: [REDACTED] [REDACTED]

Dear Mr Butt

Matters Arising from the New Castle Point Local Plan Pre-Submission Plan in Respect of Land East of Manor Trading Estate, Benfleet, Essex, SS7 4PS

It is with great regret, I have become aware, at short notice, of the draft changes to the Pre-Submission Local Plan. We have been working on the land east of Manor Trading Estate scheme now for almost three years, and have done so cooperatively with the Council. Due diligence on baseline studies alone is in the region of £100K.

It is a complete anathema, to the work that has been undertaken and the increased knowledge of what we had hoped to provide and why, that the Council would unilaterally, without notice or fair warning, remove the previous housing allocation with the development site reduced in size and limited to employment purposes only.

This is completely at odds with what we discussed with you at our meeting on 13 August 2019 (only two months ago) whereby it was your intention to seek alterations to the Proposals Map to create a more efficient site layout for us to take forward in a planning application.

The beauty of the previously agreed proposal was the synergy that existed in the suite of proposals. Together these give benefits that cannot be achieved in any other way through the Local Plan. In the previously agreed scheme we are capable of regenerating the whole road system of the Manor Trading Estate and its associated drainage infrastructure. However, this is only possible with an economy of scale in the associated development.

The transport assessments demonstrate that there would need to be a split of traffic with a new junction at Church Road. The Armstrong Road junction alone is not sufficient to cope with the increase in traffic and is not capable of scale and kind improvements. We have designed these accordingly and have Local Highway Authority approval in that regard. It is simplistic and naïve to draft the plan otherwise.

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Improved connectivity to open spaces north of the development is achievable and the creation of a singular new access road from Church Road to the development site and for the properties on Keswick Road will remove an existing highways conflict, beneficial to highway and pedestrian safety. Our junction designs have already been deemed acceptable. As you know, our proposals solve many development problems and provide significant public benefit.

On Page 75 of the Pre-Submission Plan Document it states:

“Access suitable for commercial vehicles has been secured for the extension to the site via the adjacent industrial estate and that appropriate highways improvements are made to the estate roads and junction to accommodate the increased commercial traffic”

This is not a viable proposition in the absence of the bigger picture to fund it. It is not related in scale and kind to the development being proposed. In the earlier agreed proposal, we were able to pump prime a whole regeneration process for the existing estate that you are effectively throwing away with this new draft. Regeneration of the Manor Trading Estate has been an aspiration of the Council for many years, and we have been the first to provide you with a deliverable opportunity. Here you throw that opportunity away.

The above statement is also misleading to members of the Council in so far as it suggests that there has already been an agreement reached between the land and estate road owners which ‘secures’ access to the development. No such formal consultation has taken place between the Council and the respective representatives of the land and therefore this information is factually incorrect.

You will also be aware that we are proposing that 50% of the new housing units would be made affordable, that is double the current requirement of 25%. The lack of affordable housing is a massive long- term issue for the Council, and there is no better opportunity than this. Again, you blithely throw this away.

Furthermore, the scheme includes a provision to alleviate known flooding issues in the area, something that is proposed by Essex County Council but can be delivered at no cost to the statutory body. Infrastructure improvements should lead good planning, but the draft plan discards this possibility of public benefit without thought.

We can provide improved parking to The Robert Drake Primary School and a new pedestrian crossing near to the school. This opportunity will be lost.

All these matters have been the subject of public meetings and have been scrutinised at a high level of integrity. Detailed matters raised in public are in the process of being addressed. Overall though, the *package* of proposals is nothing other than a unique opportunity to provide for development needs, and to provide significant public betterment through the regeneration of the Manor Trading Estate and provision of affordable housing in particular.

No other site within the draft plan can deliver this package of benefits whatsoever. Such benefits to the local community and the wider Castle Point Borough will be lost should the current Pre-Submission Local Plan be progressed in this manner.

I therefore reiterate that the previously agreed masterplan remains viable and deliverable in the

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short term. Failing to adopt this scheme will come at a great loss to the Borough and will consign Manor Trading Estate in particular to a future of increasing degradation and dereliction. This is a huge and yet eminently avoidable consequence.

I hope that you will take these points into serious consideration and advise the local Councillors of these matters prior to the Council meeting scheduled for this evening. The site as proposed in the Draft Local Plan is simply not achievable nor deliverable and our original proposal needs to be reconsidered.

I respectfully request confirmation of receipt of this letter at your earliest convenience. Should you require clarification on any of the matters raised then please do not hesitate to contact me. I look forward to meeting with yourself and the landowners on Friday 25 October 2019 to discuss an amicable solution for the site. I appreciate you taking the time to meet with us.

Yours sincerely



Russell Forde BEng (Hons) DipTP (Dist) MRTPI
Principal Director

c.c. Mr G Smith (G&K Groundworks)
SPL

RF4

Letter from Smart Planning, 10 February 2020 in response to
Regulation 19 Consultation on Pre-submission Local Plan, 2019


Our Ref: JRF/JW/16.3839.DP

Your Ref: IB

10 February 2020



 **Head Office**
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Local Plan Consultation

Castle Point Borough Council
Kiln Road
Thundersley
Benfleet
Essex, SS7 1TF

By post and email:

Dear Mr Butt

Castle Point Local Plan Public Regulation 19 Consultation (16/12/19 – 14/2/20) Land East of Manor Trading Estate, Benfleet, Essex, SS7 4PS

I refer to the public consultation on the Castle Point Local plan detailed above. This letter constitutes a formal response to that consultation on behalf of the landowners of Land East of Manor Trading Estate, owners of related land within the Trading Estate and owners of the Trading Estate private road system, including sub-terranean drainage, utility and communication infrastructure. A 'Schedule of Owners' identifying the represented landowners is attached. A location plan is also attached to indicate the totality of relevant land that is represented by this joint submission. It should be read in conjunction with the Consultation Response Booklet 2019, which is the intended vehicle for consultation responses, and which provides appropriate/statutory reference points.

Background

Land east of Manor Trading Estate has been within the purview of the Council for future development needs since the late 1980's when it was first identified positively, as having good, perhaps obvious potential for release from the Green Belt. The site is bordered by the existing Trading Estate to the west, Hesten Lodge to the south, a broad belt of TPO woodland to the northeast, and the rear of properties fronting Keswick Road to the east.

The last most recent iteration of the Local Plan, in common with earlier versions included the neck of land which runs further southwards, alongside Hesten Lodge to the west and Robert Drake Primary School, also to the west, to a junction with Church Road, at its southern-most extent. This southern land is contained within the same Title Deed as the slightly lesser area of land, now proposed to be allocated. I shall refer to the current area of land proposed to be allocated as the 'lesser allocation land'. I shall refer to the larger area, including the southern neck, as the 'original allocation land'.

Please note that the original allocation land, in addition to the southern neck of land, included land which fronted Keswick Road. The Keswick Road frontage land is not owned by our clients and has never factored into any of the cooperative discussions we have had with the Council. The Keswick Road frontage land does not provide any particular development asset and is in itself served by an inadequate junction (Keswick Road and Church Road). We are therefore entirely neutral about the removal of the Keswick Road frontage land from the draft allocation. Had it been included, then access to it would have had to be provided through our client's land. As such we make no submission on the removal of the Keswick Road frontage

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Given, the long-term acknowledgement of the original allocation land for strategic development needs, there is, without prejudice, a recorded history of cooperative meetings with the Council, and much due diligence by my clients on the baseline studies necessary to properly understand the development opportunities and constraints. As part of this, there has also been a long and difficult land assembly process to bring together the necessary elements to deliver a readily sustainable, achievable and publicly desirable planning strategy.

Manor Trading Estate (MTE) is the only Industrial area in Benfleet of any significance. All others are either on Canvey Island, or else their primary activity has changed to retail warehousing such as has occurred at Stadium Way, Rayleigh Weir. A peculiarity of MTE is that the estate roads are privately owned. The circa 97 businesses on the estate rely on the private roads to gain access to their businesses, whether that be by staff, clients, service and delivery vehicles.

The significance of this should not be underestimated. The whole road infrastructure includes the carriageways, footpaths, kerbs, drainage infrastructure (foul and surface water), utilities (gas, water, electric), street lighting. Investment in the maintenance, repair, management and upkeep of the roads has been neglected by the former owners in the long term. The physical and operational deterioration of the road infrastructure is readily apparent. Their condition is desperately poor. The roads are almost impassable in places; they pose a danger to all road users including pedestrians; vehicles using the roads are obviously exposed to the possibility of damage; the drains are blocked, broken and inefficient; some businesses have taken matters into their own hands privately connecting into the drains, with instances of foul waste being connected into surface water drains; there is no public record of the drainage runs; there are no wayleaves for utility companies to use the roads for routing of their infrastructure; there are no maps or plans of where any of the utility infrastructure runs.

The physical and visual deterioration of the roads has effectively encouraged adjacent business owners, in places, to encroach upon the footways with their yard areas and forecourt parking; the poor quality of the environment has created a vicious circle of degradation and carelessness. The MTE now tends towards the lowest common denominator of environmental quality which promotes increasing and ongoing instances of environmental lawlessness. This includes extensions and yards created without the relevant permissions; the siting of containers and skips in ad hoc places around the estate; fly-tipping; littering; parking on the footpaths; unauthorised signage; dark unlit roads at night; many of the buildings are devoid of basic maintenance and repair. That is not to say that all industrialists are of the same mind, but in the face of an apparent losing battle, environmental standards are as low as can be with little incentive to change. The net effect of this is only to attract low value tenants and the promotion of vacancies. These add to the cycle of deterioration.

Yet, the Council formally recognises the MTE as a site of significance in its Economic Strategy and has long cited 'environmental improvements' as being of primary importance in the future of the estate. What the Council has singularly failed to do, through its development plan (existing or proposed) is to introduce any material circumstance to pump prime that possibility. What is known to be crucial to the future of the MTE, has never proceeded beyond aspiration.

The cooperative process of negotiation with the Council had only recently been able to announce that it had put together a delicate land assembly to practically deliver the qualitative improvements to the MTE. ACT Roadways Ltd now own the private road system and are working cooperatively with the other landowners, listed in this consultation response to deliver a positive outcome.

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The qualitative improvements must either precede or else be in concert with any quantitative improvements to the estate (extending it eastwards and hence making it larger). It is inconceivable that the MTE is made larger, before the private roads that will serve the extended estate are, in all respects, made good.

These matters were the subject of a public consultation meeting at Runnymede Hall on 23 July 2019 open to all business interests on the MTE. There was a high proportion of support for this proposition although the most quoted concern related to how any such improvement works would be paid for in the first instance and the cost of ongoing maintenance.

ACT Roadways Ltd are about to make a planning application which specifies those works necessary to bring the MTE private roads up to a suitable operational and environmental standard. The cost of such works is currently estimated as being in the region of £2.8M. That cost is far and above any reasonable scale and kind expectation of contribution that might be provided by individual frontagers to the roads. It is also disproportionately high in relation to the yields to be obtained from developing the land east of MTE for economic/industrial purposes alone.

Access to the land east of Manor Trading would be through land owned by G&K Groundworks Ltd; thereafter, the allocated land is in the ownership of four related but otherwise independent owners. All these landowning parties have come together to promote the original allocated land for development in cooperation with the Council. If the economic constraints and assessed baseline parameters are not properly understood and respected, then the development (whatever form it takes) will not be deliverable.

Apart from cost, that being a significant investment in itself, the baseline studies indicate that access to the land to be allocated, must be split in order to alleviate the potential for congestion, and the overwhelming of key junctions, particularly at peak times. In the early 1990's, the first time the original allocation land was identified as being suitable for development, it was only traffic parameters that prevented the land going forward to subsequent stages of the Local Plan allocation vetting process.

Our advanced assessment of traffic parameter in the present day have reached some significant conclusions. Under the Council's current lesser allocation land proposal, all the subject land would be developed for industrial purposes, say 50% B1 business park and 50% B2 industrial use. Access to all this would be via MTE and its existing private road network. There is no explicit provision within the draft plan for private road improvements. Moreover, all such traffic would access and egress MTE via the junction of Armstrong Road with Church Road.

The summary results of traffic modelling under the Council's present draft allocation, is that the single junction, that delivers/accepts cars into/from Church Road, would be operating well in excess of its theoretical peak capacity. As such, there would be unreasonable queuing and delays at this junction at peak times under the Council's proposed allocation. The Local Highway Authority (LHA) almost certainly would not accept the predicted junction performance under this scenario.

The original allocation land included the southern swan neck and additional junction to be created with Church Road. A private highway access point and private drive already exists in this position. Pre-application discussions with the Local Highway Authority has indicated that the creation of this junction, as an adopted highway, is acceptable in highway terms. Preliminary designs are also able to deliver additional, safe parking for parents and visitors to the Robert Drake Primary School. Such plans are also capable of providing a better, and long-term access to Hesten Lodge which currently 'relies' on access via land it neither owns, controls or has an explicit right of way over.

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Modelling of the upgraded junction with Church Road from the southern land yields a junction performance that is typically acceptable to the LHA. By splitting the traffic from the draft allocated land in this way, the performance characteristics of the Armstrong Road junction also then falls within the acceptable performance characteristics of the LHA. In short, under close analysis the delivery of a sustainable development of the land east of Manor Trading Estate relies upon a two-junction arrangement, one via Armstrong Road, and the other via the southern land.

The provision of an access via the southern land would not introduce any other environmental constraints that would weigh against the allocation of the land to any material degree.

The Council's lesser allocation land, ignores the baseline assessments of sustainability, in highway terms. The proposed development of this land requires a two-junction arrangement which can only be achieved by including the southern land, as in the form of the original allocation land.

The Council's lesser allocation land makes no provision for the maintenance, repair and improvement of the MTE estate roads either in practical or financial terms. This can only be achieved through cooperation with the several landowners and by achieving a development that produces sufficient value to pump prime the investment.

The original allocation land, and the concept of its development for a mixed use, part industrial part residential, contained a number of significant factors which the Council's lesser allocation land proposal misses altogether. With the rebirth of the private estate roads, it was the owners' intention to initiate a process of phased regeneration from the existing estate to the proposed estate. This would decant existing occupiers in poor quality accommodation into new units. The poor-quality accommodation would then be regenerated into modern units for new occupiers, with preference for existing MTE occupiers. The decanting process would proceed cyclically on that basis. The initiation of such a process would accelerate and encourage ongoing regeneration around the estate, instil pride and create greater enterprise. There would be tangible benefits to the environmental quality of the MTE (as extended), the economic vitality of the industrialists' businesses and the yields obtained. The Council's lesser allocation land proposal misses this possibility altogether.

It is highly unusual, but the Council are aware that the landowners' housing provision within the previously drafted mixed-use scheme, is proposed to contain an affordable housing content of 50%. The Council is in dire housing jeopardy and has been so for many many years. Never is this lack of housing provision more keenly felt than in the provision of affordable housing. None of the proposed housing allocations in the current draft plan will deliver 50% affordable housing. The Council's lesser draft allocation misses the opportunity to provide significant affordable housing, where no other opportunities of this magnitude exist, if at all.

The Council's lesser allocation land proposal, in removing the housing element (and second access point) ignore the realistic development economics which would otherwise fund the expressly recognised environmental improvements that the MTE so desperately needs. The solution to a need, recognised for some twenty years, but for which no solution has ever been found, is available to the Council by a simple adjustment to the draft lesser allocation land, by reverting to the original allocation land and fine adjusting it in accordance with the comments summarised here. If this is not done, the draft lesser allocation is fundamentally incapable of delivery.

...continued

We understand that the current draft allocation was changed from the original draft allocation simply because a Councillor or Councillors insisted that it was 'politically sensitive'. Of course, this is true of every Green Belt site proposed for allocation. The sustainability credentials of any site behove the Council to understand individual sites in much more scientific and technical terms than that of concerned neighbours. The understanding of this site is incredibly well assessed and documented. The 11th hour decision to allocate in the manner currently drafted is utterly superficial and in denial of the facts.

In conclusion, we comment on the extent to which we believe the draft Local Plan is sound.

Positively Prepared

In relation to the MTE, this latest iteration of the draft Local Plan throws the baby out with the bathwater. The decision to change the draft allocation was ill considered and politically motivated in a most shallow manner. IT did not have the support of the Local Plan' lead officers. The draft plan fails to meet the areas objectively assessed need for sustainable economic and associated development. The site-specific practicalities of doing so are known by ongoing discussion with the Council and through appropriate assessments which the Council are aware of. This late (literally days) U-turn by the Council, without consultation or any cogent explanation is the antithesis of how a Local Plan should be positively prepared.

Justified

The arguments for showing the draft plan is *not justified* are in common with the last heading. The background discussion above, describes those factors which contribute to sustainable development in this case, and the extent to which the allocation is deliverable. The Council ignore those factors and arbitrarily remove material factors which together would otherwise create an exciting and environmentally appropriate development which would well serve the people of Castle Point indefinitely. There is no justification of the draft lesser allocation land as currently proposed which is categorically doomed to failure, only adding to the vicious cycle of deterioration of the District's only industrial area which despite its present condition remains precious to the future Economic strategy.

Effective

The arguments for showing the draft plan is *not effective* are in common with the last two headings. The background discussion above, describes those factors which contribute to sustainable development in this case, and the extent to which the allocation is deliverable. Under this analysis, the draft lesser allocation land will be completely ineffective. Not least of all, it will not bring the various landowners together to give effect to what is proposed. In this regard, it is relatively hopeless. Even if there is some degree of mutual cooperation, there is no economic rationale whatsoever to fix the existing MTE road system to the level required to serve an eastward industrial estate expansion. In any case, technical analysis has shown that the Armstrong Road junction alone is not sufficient to serve the draft allocation in its present form. The Council has not produced a draft Local Plan that is effective in this regard.

Consistent with National Policy

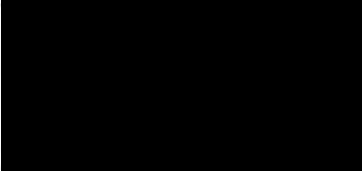
The abject failure of the draft lesser allocation land on the three points above is contradictory to the requirement and mainstream understanding of sustainable development as defined in the Framework. There is no question that in its current form, the draft Local Plan will achieve nothing with this draft allocation. The Councillors late change, without reference to site parameters and sustainability analysis on a number of fronts has resulted in an empty paper exercise. This is utterly inconsistent with the technical, scientific, objective, traceable evidence-based trail that the Framework envisages that Council's will follow.

...continued

Section 4 of the Consultation Response Booklet sets out the headline modifications that the landowners consider it necessary to make to both make the draft Pre-Submission Local Plan both legally compliant and sound.

This concludes the consultation response of the named landowners. On their behalf, we look forward to receiving acknowledgement of this submission and taking part in the processes that follow. If there are any matters arising, please let me know

Yours sincerely



Russell Forde BEng (Hons) DipTP (Dist) MRTPI
Principal Director

Encl. Schedule of Owners
Location Plan of land represented by this joint submission

c.c. Mr I Butt, Head of Place and Policy, CPBC
Ms M Hennessy, Planning Policy Officer, CPBC
Landowners/Clients
SPL

RF5

Email from Smart Planning, 19 June 2018 to LPA Enforcement Officer and EHO – various matters including Benfleet Scrap

From: Russell Forde
Sent: 19 June 2018 18:16

To: [REDACTED] <[REDACTED]>
Cc: [REDACTED] <[REDACTED]>
[REDACTED] <[REDACTED]>
[REDACTED] <[REDACTED]>
[REDACTED] <[REDACTED]>
'King, Geoff' <[REDACTED]>
'Suzanne Armstrong3, Enforcement Officer' <[REDACTED]>
[REDACTED] <[REDACTED]>

Subject: 16.3839.DP Land East of Manor Trading Estate - Various Strategic and Development Management Issues - Meeting 27 June 2018 @ 2:30pm

Dear Robert,

This land has been the subject of strategic interest by the Council for as long as I can remember, even dating back to the late 1980's. More recently, it was included in the last draft Local Plan, as a proposed Employment Allocation, and the whole plan has only recently been withdrawn. I personally made representations to the public examination to the Local Plan and I have attended several meetings both with Ian Burchill and separately with Steve Rogers to discuss the strategic potential of this site. Despite the fraught history of the CPBC Local Plan, none of the issues which have prevented its adoption have ever been directly related to issues arising from this site.

As you know, from your conversation with my colleague Jennifer Wrayton today, I am meeting with Steve Rogers on Wednesday 27 June 2018 at 2:30pm at your offices. You said that you did not have time to get involved, whereas I set out below a number of reasons, why you ought to be involved. Please would you reflect on this.

The site has been the subject of a number of investigations that are either coordinated, perhaps due to member involvement, or else highly coincidental. There are other investigations that need to take place, particularly in relation to the development/polluting activities of Benfleet Scrap. These comprise:

Forestry Commission

There has been an investigation by the Forestry Commission, where the FC officer was accompanied by your enforcement colleague Mr Garner. Neither were aware of the strategic significance of the site. I am advised by the FC that the visit was prompted by a complaint from a CPBC Councillor. This site was grass land with a few standing trees, and self-seeded saplings. We have a historic survey and your officers will have visited the site in connection with the recent draft allocation. You seem to have been in consultation with the FC, indeed in your conversation with my colleague you referred to the possibility of a 'restocking notice'. Why would you be involved with such a discussion and possible process, in contradiction to the Local Plan background. There are outstanding complaints to the FC about the site visits that took place, and in this regard attach my email to them, dated 13 April 2018.

Impact on Ecology

Following the FC visits, Rural and Heritage Crime Police Officer PC 677 Andy Long drove all the way to Benfleet from Thorpe-Le -Soken, to investigate unsubstantiated complaints about alleged harm to wildlife. There was no basis for this investigation, other than as instigated further by a CPBC Councillor, probably the same one who instigated the Forestry Commission. The clearance of grassland and regenerate saplings was conducted outside the bird breeding season, and in any case with wildlife spotters. One nest was identified in an adjoining woodland, outside the site. It was marked at the site boundary and left undisturbed.

Emergency TPO

The landowners are in receipt of emergency TPOS, issued after the legitimate clearance activities. The paperwork is signed by you. Had you entered the site, and undertaken a through site inspection you would have appreciated the nonsense of the TPO, both in principle and as a matter of detail. We are presently coordinating a formal objection to the TPO which you will receive in due course. The key question for us all, is what is the Council trying to achieve with this site? There appears to be no coordination between plan makers and development control officers. This is why I consider it imperative that you attend the meeting.

I attach a letter you wrote, dated 15 April 2010, signed by Kim Fisher, relating to tree clearances I had brought to your attention on adjoining land. You were quite dismissive of this at the time, and yet you appear to have adopted a much higher level of importance in relation to this strategic development site (on which there are relatively few trees). Can you reconcile these two approaches?

Benfleet Scrap Co Ltd

I attach a copy of a complaint to the Environment Agency, relating to the activities of Benfleet Scrap Co, 16 Brunel Road, SS7 4PS. There is an annotated aerial plan with photographs to identify the site and its boundary with my client's land. Their site lays to the immediate west of my client's land. I copied this complaint to Waste Planning Authority, Essex County Council, who separately confirmed that the site is actually the subject of Planning Permission CPT/16/02/FUL (copy attached) and under the jurisdiction of CPBC in this instance.

There are a number of matters arising for your investigation. This is not simply a boundary dispute, though that is but one matter my client is dealing with. The site is being operated in a manner which is polluting the land, and in all likelihood, the groundwater environment. The owners are currently proposing to remove the inadequate tumble down boundary, and erecting a **5m high wall**. This will require planning permission, but we are informed that none will be applied for. The Environment Agency is investigating the complaint, and I have asked them to confirm their licensing provisions and statutory requirements which might include the formation of hardsurfaces and the erection of structurally sound walls over 2m in height. The removal of contaminated soil constitutes an engineering operation for which planning permission would be required. I have attached a further email to the EA which contains the contact details of the investigating officer. Can I suggest that you contact him directly to make sure that proper planning protocols are observed at all times. This requires coordination as the various statutory controls overlap to some extent.

If that were not bad enough, the noise environment created by this scrap operation causes significant noise nuisance. This harm has recently increased significantly, we believe due to new machinery and slack operational protocols. The attached planning permission includes condition 3 "The use shall not be carried out in a manner which causes nuisance to occupiers of nearby land by reason of noise, dust and fumes". I am in the process of formally assessing this, but can confirm that this condition appears to be being breached on a daily basis to a high level of nuisance. I urge you to investigate this matter quickly and effectively. I shall provide you with a noise report, but before that invite you to attend site to experience the environmental impact first hand. In order to ensure that all statutory functions are covered, please would you provide me with the appropriate Environmental Health Officer's details, but in any case, forward this to that department for their attention.

I hope that we will be able to discuss these matters in the context of the future of the site. Joined up thinking will be good for everyone and will avoid the waste of precious resources and/or unnecessary enforcement processes. Please would you confirm your availability for 27 June, as set out above. Surely you can spend one hour with us? I will circulate the agenda to you in any case and keep you copied in as matters unfold. If you insist on not attending, then please confirm when you would wish to visit the site to investigate the breaches of planning control relating to Benfleet Scrap. You will need to coordinate access through me, for health and safety reasons.

I look forward to coordinating these complex matters with you.

Yours sincerely

Russell Forde BEng (Hons) DipTP (Dist) MRTPI
Principal Director



RF6

Email from Smart Planning, 4 May 2018 to Environment Agency –
Benfleet Scrap

From: Russell Forde

Sent: 04 May 2018 11:05

To: [REDACTED] <[REDACTED]>

Subject: Incident Reference 1610803 - Pollution Attributable to Benfleet Scrap Co., 16 Brunel Road, Benfleet, Essex SS7 4PS

Dear Sir/Madam,

I refer to my telephone conversation today with your Mark Walton on the incident hotline [REDACTED]. My purpose in calling was to advise of an environmentally damaging situation relating to the operation of Benfleet Scrap.

I have identified the subject site with a red line on the attached annotated aerial image. I represent the owner of the adjacent land identified with a blue line, which lays to the east and north of Benfleet Scrap. I have also attached 14 photographs which were taken from my clients land and which indicate the condition of the boundary between the two, and what is occurring. Please note that my client's land is not developed and hence the scrap and oil spillages have fallen onto bare earth.

You will note that:

- 1) the boundary fence is in poor repair, absent in places, falling over in others.
- 2) The ground levels at Benfleet scrap are generally higher, comprising made up ground, with poorly formed hard surfaces, cracking and broken
- 3) Scrap material falling through the boundary onto my client's land
- 4) Car parts evident within the scattered scrap
- 5) Oil and possibly other car fluids polluting the ground
- 6) The use of silver sand to try and soak up the spillages. This is a typical polluters attempted superficial remedy

Some of the scrap has been scraped together by my client, but such work ceased when the oil was discovered in fear of making the situation worse. As part of my own diligence, I have attached details of Waste Management Licenses relating to this site, as far as I can ascertain from the public record. For completeness, I will also be referring this matter to Essex County Council as the Waste Planning Authority.

Please would you investigate this matter and advise me of your findings in relation to any licensing requirements, and any criminal matters arising from activities that have led to unlawful polluting. My client and I are willing to give evidence of our observations in relation to any prosecutable matters.

You may find it difficult to view the eastern boundary from within Benfleet Scrap. My client gives permission to access his land to view the area depicted in the photographs, subject to notification. Should you need to arrange this, my colleague Jennifer Wrayton, will coordinate matters. Please phone the office number. I look forward to your feedback on these matters. I will in any case monitor the situation via your general enquiry line [REDACTED], using the Incident Reference Number. If you have any queries in relation to anything I have set out, then please let me know.

Yours sincerely

Russell Forde BEng (Hons) DipTP (Dist) MRTPI
Principal Director



Head Office

Old School House, Rettendon Turnpike,
Battlesbridge, Essex, SS11 7QL



Phone

[REDACTED]



Website

www.smartplanning.co.uk



RF7

Photographs of Benfleet Scrap, May 2018, related to RF5 & RF6,
separated for clarity

Photograph 1: Eastern boundary of Benfleet Scrap Co



Photograph 2: Eastern boundary of Benfleet Scrap Co



Photograph 3: Eastern boundary of Benfleet Scrap Co



Photograph 4: Eastern boundary of Benfleet Scrap Co



Photograph 5: Eastern boundary of Benfleet Scrap Co



Photograph 6: Eastern boundary of Benfleet Scrap Co



Photograph 7: Oil soaking into the ground; patchwork fence



Photograph 8: Oil soaking into the ground; patchwork fence



Photograph 9: Engine parts on ground



Photograph 10: Pool of oil; silver sand to left



Photograph 11: Various different piles of silver sand, scraped together



Photograph 12: Scrap shavings and parts



Photograph 13: Oil soaking into the ground and parts



Photograph 14: Open boundary; scrap and pollutants



RF8

Letter from Smart Planning, 30 October 2018 objecting to
18/0834/FUL – 5m Wall

Our Ref: JRF/16.3839

Your Ref: SR/18/0834/FUL

30 October 2018

Mr S Rogers

Head of Regeneration and Neighbourhoods
Castle Point Borough Council
Kiln Road
Benfleet
Essex
SS7 1TF



Head Office
Old School House, Rettendon Turnpike,
Battlesbridge, Essex, SS11 7QL

Phone

Email

Website
www.smartplanning.co.uk

By RECORDED DELIVERY and email:

Dear Mr Rogers

Current Planning Application 18/0834/FUL
Proposed Boundary Wall to South and East Boundaries
Benfleet Scrap Ltd, 16 Brunel Road, Manor Trading Estate, Thundersley, Essex, SS7 4PS

I refer to the current planning application described above. This application is to be read in the context of a current, ongoing and outstanding complaint to the Council which was first submitted on 19 June 2018 and then, following no action by the Council, reiterated with updates in a letter dated 10 October 2018. I do not repeat the contents of those complaints in full, though I urge the Council to deal with the current application in the full context of those planning matters which I precis below.

Please note that there is no intention to prevent or frustrate the reasonable working of Benfleet Scrap. It is rather the point that they ought to operate in a reasonable manner, having regard to normal environmental protocols in relation to all statutory requirements including planning.

Smart Planning represents the adjoining landowners, that is of the land to the north and east of the application site. Notwithstanding my paragraph above, there are a number of inadequacies with the current application of varying degrees of significance hence please would you note this letter as one of **OBJECTION** for the following reasons.

For contextual purposes, the original planning permission for this site is CPT-16-02, 8 March 2002 (copy attached with approved site plan). That permission was subject to the requirement for a scheme of car parking to be submitted to and approved by the Council (condition 2). There is no public record of that scheme having been approved.

Condition 3 requires the approved use to be carried out in a manner which does not cause nuisance to occupiers of nearby land by reason of noise, dust or fumes. This condition is breached daily by virtue of the noise environment created by the handling of metal. The Council has been impotent in its lack of control of this matter.

I have attached an aerial plan and photographs (1- 18) taken from my client's land which illustrate some of the following points.

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Technical Matters

1) The plans submitted with the application are inadequate, to allow a proper understanding of the proposal. The proposal does not include an existing 'block plan' whatsoever showing how the yard is laid out and used, neither is any useful information to this effect included on the 'proposed block plan'.

You will appreciate why this matters, ideally on a site visit, but to a certain extent from the aerial plan. Whereas, the proposed block plan show 'access to buffer zone', on site this is completely inaccessible due to the siting of plant, machinery and scrap metal. I comment further on the planning implications of the buffer zone in due course

- 2) The application is 'partly retrospective', but the application does not detail on its plans what has been built and what is yet to be built?
- 3) There are no dimensions on the proposed block plan. How wide is the buffer zone?
- 4) There are no dimensions on the proposed plan and elevations relating to the 'buffer zone'.
- 5) Given the inaccessibility of the buffer zone, there is no indication of how this is to be maintained?
- 6) There is no indication anywhere within the application of the relationship between this proposal and the approved plan (CPT/16/02). This shows a concrete panel fence (**2m** in height) along the southern and part eastern boundary; and a sheet metal fence (**3-4m** in height) on the part eastern boundary. The proposal is for a **5m** high concrete panel fence throughout, but without any reference to how the yard is used, or is intended to be used. The increase in height will implicitly allow a material intensification of the use which is not factored into the application.
- 7) The planning support statement says that the storage of scrap metal is 'permitted up to a height of 5 metres' (para 2.2), though later says 'it is understood that they (previous permissions) have included some restrictions on the use and the height of open storage'. This is far from conclusive on what height of storage is allowed (under planning or EA licensing) and how this justifies the proposal to **increase** the boundary enclosure by some **3m** in height? The application should clarify exactly what the permitted height is, or if not, then what the intended height of storage is, and how this is enabled by a 3m height increase in the wall.
- 8) The planning support statement does not anywhere acknowledge the proposed increase in height of the boundary. The increase is then not justified in relation to how the use is operated (or intended to be). There is no assessment of how this affects the character and openness of the Green Belt, which is contiguous.
- 9) The land is contaminated. This is proven in the attached Soil Contamination Assessment (11 October 2018). The samples were taken from land immediately beside the proposed boundary wall. The contamination is due to the operation of Benfleet Scrap. The extent of the contamination is not known. It is likely to have leached into and beneath the application site, however we do not need to speculate on this matter. The application involves building operations that will be in and on the contaminated land. Hence as a matter of law, the application must be supported by targeted contamination reports (Phase 1 Desk Top and Phase 2 Intrusive as a minimum) so that appropriate remediation can be considered within the context of the application. In the absence of such assessment, the planning application is fatally flawed and should not be determined.

....continued

Relevant Chronology/History and Observations

Benfleet Scrap has historically operated without the 3m buffer zone shown in the original planning permission. Indeed, their physical boundary has in certain places been placed in positions which even encroach on my client's land. I appreciate that boundary disputes are not within the purview of the Council however, it is hoped that once a reasonable and technically accurate planning application has been made, any boundary disputes can be amicably resolved.

Benfleet scrap has historically operated without a consistently serviceable/adequate boundary means of enclosure. In my original complaint to the Council, I sent 14 photos (May 2018) illustrating the eastern boundary which are submitted afresh here. Note the following:

- 1) Metal uprights not strong enough to retain the lateral force of the scrap stored on the other side. This forces the fence to fall over.
- 2) Sections of fence completely missing
- 3) Temporary patching of the fence, apparently almost causally, without engineering calculations or constructional rigour.
- 4) Note that the inaccessibility of the fence, and the failure of Benfleet Scrap to attend to boundary maintenance, from their side, has resulted in a long-term degradation of this boundary. This is why access for maintenance has to be rigorously considered.
- 5) Scrap metal overtopping the boundary or pushing through it.
- 6) Consequent engine parts and metals on my client's land
- 7) Motor fluids (oils?) soaking into the ground or puddled next to the dilapidated fence (see the attached contamination report). This raises a fresh point, i.e. that Benfleet Scrap appear to be failing to recover automotive fluids from vehicles they are scrapping.
- 8) See large (fixed surface) plant and machinery (photo3) in the north eastern corner of the site where 'access to buffer zone is proposed'?

Photos 15-18 were taken in June 2018. By now, much of the eastern boundary had been removed. Benfleet Scrap cleared the area, but did not assess the contamination. Rather, they were contacted by my Client's solicitors and if they did assess the presence, nature and extent of contamination, they did not reveal that in any scientifically rigorous manner. Since that time, building works, we presume related to the current application, have been undertaken, but as far as we are aware, the contamination has not been dealt with. Without prejudice, it is inimical to the stated good reputation of this operator that self-contaminated land such as this would be literally 'swept under the carpet'. The current planning application is the correct vehicle for making sure that any contamination is properly assessed and dealt with, even if it means first removing development undertaken without planning permission.

Note that throughout this period, Benfleet Scrap continued to operate without an eastern boundary and still do (excepting the unauthorised works) at the time of writing.

Photos 19-21 were taken in late September. Note the continued absence of an eastern boundary. Photos 20 & 21 actually show the northern boundary, but illustrate what seems to be a reasonably frequent occurrence, that of scrap overtopping the boundary. What this demonstrates is the Benfleet scrap do not operate effective height or stability controls. Scrap is stored against the fence indiscriminately. That is without reference to the physical limits of the site, the stability of the scrap pile or health and safety. Any persons walking on my client's side of the boundary could be seriously injured or killed if scrap were to fall on them over the boundary fence.

A secondary point is that the overtopping of scrap and ground contamination prevent my client's ability to keep livestock anywhere near the affected land.

....continued

Increasing the height of the boundary would not solve this problem. Indeed, if management regimes remain the same, then the same will happen again, but involving the collapse of larger boundary structures, and the overtopping of greater volumes of scrap from a greater height. The routine or even just occasional propensity for overtopping is not acceptable and should not be allowed to be exacerbated by increasing heights of enclosure. In recognising these management practices, it becomes clear how the 'buffer' zone will simply fail in its purpose. It will gradually fill with scrap and being inaccessible by virtue of the existing site layout, be impossible to clear out. Any planting within this buffer zone will be subsumed or at best compromised in its ability to grow and flourish.

From certain aspects and on certain days, the scrap piles appear to be somewhere in the region of 6-8m high and unstable. The noise associated with the grabbing, dropping and sorting of metal is massively intrusive.

On behalf of my clients, I submit that the proposed wall is nothing more than a stalking horse to allow Benfleet Scrap to store and process more metal than they do at the moment. There is a direct proportional relationship between the height of the boundary and the height of the metal stored/processed. We know from observation of recent history that Benfleet Scrap does not have the management protocols in place to handle these piles without literally spilling out. To allow more height would be to the detriment of the environment in a number of ways, visually, aurally, through the propagation and failure to remediate site generated contamination in the ground.

In principle, we support the need for a well-conceived boundary, but this proposal is not it. There has been inadequate baseline study of the ground conditions; how the site operates now has not been properly illustrated; the failings of historic site management to contain scrap has not been analysed to demonstrate how it will be any better in the future; the physical integrity of the proposed wall, against a history of persistent structural failure, has not been proven; there has been no assessment of how the 3m increase in wall height will alter the scrap processing potential in terms of volumes, tonnages, vehicle movements, staffing levels, onsite parking etc. A badly designed wall will simply keel over once again.

I appreciate that some of the limiting factors are related to licensing, but it is for the applicant to make his case and demonstrate why the proposal is acceptable in all respects, and where there are licensing restrictions, oddities or potential anomalies, these should be explained. On which point:

Greenbelt

The application site is in an acknowledged industrial area, but is also contiguous with the Metropolitan Green Belt on its northern and eastern boundaries. Given the misplacing of the boundary by degree on my client's land, it is arguable whether the application site falls on the Green Belt boundary or actually in the Green Belt.

Notwithstanding this, whether partly in the Green Belt, or being contiguous with the Green Belt, it falls for the Council to consider whether the proposal will adversely affect the character or openness of the Green Belt. The applicant's Planning Statement blandly and incorrectly states that the proposal "would not have any discernible impact on the openness of the Green Belt".

The proposal, by virtue of an increase in height of at least 1m but upto 3m over a large part of the perimeter, will, as a matter of fact have a much greater visual impact than the original boundary (as approved). The wall will unequivocally, cut out views from and to the Green Belt and hence have an adverse effect on the openness of the Green Belt and persons' appreciation of it.

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It could be argued that the proposed wall will screen the scrap, however, the scrap is evidently stored too high at present, evidenced by excessive lateral forces, instability of the scrap piles, overtopping of the original walls and the escape of scrap into adjoining land. Excessive scrap storage also prevents the safe, efficient and amenable functioning of a boundary buffer strip. This situation is not sustainable, and the remedy is not to increase the height of the walls, but to reduce the height of the storage of scrap behind a properly engineered wall of more modest height. At the same time, a proper functioning and accessible bunded buffer strip (say 5m), from which escaped scrap can be retrieved would provide a fail-safe for the applicant's errant scrap management regime.

The proposed wall will harm the character and openness of the Green Belt and will not solve the scrap management problems, which are rather within the complete control and gift of the applicant. To increase the wall height will result in a replication of the historic symptoms but at an even greater level of harm than evidenced at present.

The applicant's poor management of his scrap pile and his boundary are not reasons to justify a higher wall, so that the same behaviour can be exacerbated going forward. On the contrary, planning permission should be refused and the business needs, remedies, business practices and development remedies, properly justified in a subsequent better mannered application.

Therefore, the proposal does offend National and Local Planning Policy. The location of the site on the edge of the industrial area, contiguous with the Green Belt, does not lead to an 'anything goes' type of thinking. It has been a long-term goal of the Council to improve the character and amenity of the Manor trading Estate, and this proposal is at odds with that. A more sophisticated approach is required by the Council's policies which will in return result in a beautified environment, more attractive business practices and hence more inward investment by local persons and businesses who acknowledge the improvements that are being made.

Finally and for the avoidance of doubt, the Soil Contamination Report records (see Conclusions of Contamination Assessment) elevated concentrations of lead, nickel, zinc, mercury, cadmium, dibenzo(a,h) anthracene. Total Petroleum Hydrocarbons and PCB's are recorded above guideline values for a residential end use (this is a recognised standard). Of particular concern are the PCB concentrations in soil. The source of PCBs on metal recycling sites are hydraulic fluids, lubricating oils and insulation in electrical equipment. The maximum allowable PCB level in drinking water in the United States is set at zero. Please note that the concentration of lead present in the soil is about 800% higher than accepted residential norms.

This proven contamination, which is so concentrated, it can, as reported, also be smelled, is on my client's land and we are now posed with the question how much wider and deeper does the contamination spread on my client's land. The associated question is how much contamination sits in the ground beneath Benfleet Scrap's land holding?

The continued building works are being undertaken at risk without reference to the contaminated land into which this wall will or already has its foundations and over which the applicant appears to have formed new hardsurfaces. In these circumstances it is with regret but necessity that I urge the Council to serve an enforcement notice, backed up by a stop notice to prevent any further development, until the consequences of contamination are fully understood and dealt with.

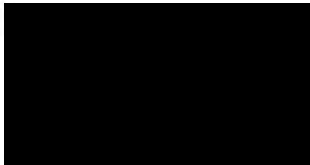
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In the mean-time, please would you consider this objection and take action on the points I have raised. Firstly, those relating to the inadequacy of the information contained in the application, secondly in relation to the ceasing of unauthorised development pending an understanding and informed remediation of the land. Finally, in relation to the planning merits, which at present are worthy only of a refusal of planning permission.

In the event that a better formulated, technically proficient, structurally sound and environmentally more modest proposal is submitted, I would be prepared, without prejudice, to write in support and to cooperate with the applicant on the remediation of land and instatement of an agreed boundary position.

Should you require access to my client's land for the purposes of inspection, or better understanding of the issues by direct observation, then I would be pleased to make tha possible. Please contact me directly if you so wish.

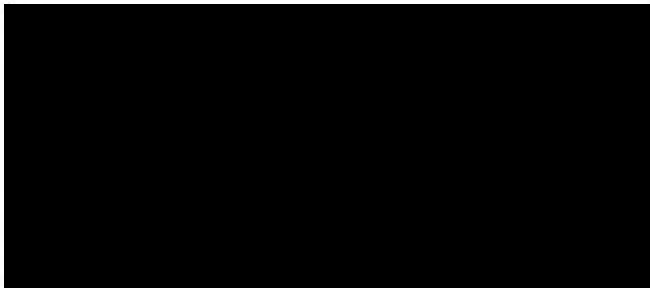
Yours sincerely



Russell Forde BEng (Hons) DipTP (Dist) MRTPI
Principal Director

Enc. Original planning permission CPT/16/02 with approved site plan
Aerial Image
Photographs 1-18
Soil Contamination Assessment by The Brownfield Consultancy 11 October 2018
Further Boundary Photos taken 21 September 2018 (x3)
Videos taken 21 September 2018 (x2 by email only)
Further Boundary photos taken 16 October 2018
Further Boundary photos taken 12 October 2018

C.C.



Client
Michael Harman, Holmes & Hills
SPL

RF9

Amended Development Masterplan (16.3839/P205/C) and
Schedule of Commercial Building floor Area and Parking Provision
(16.3839.DP/M007/B)



Note:
This drawing is provided for planning application purposes only and should not be used or relied upon for Building Regulations applications or in the use of Construction. All dimensions should be checked on site before the commencement of any works or ordering of materials. Any discrepancies should be reported to Smart Planning Ltd.

0m 50m 100m

C	01.02.23	Parking information updated	ZAH
B	25.11.22	Parking information updated	ZAH
A	12.07.22	Layout amended	ZAH
No.	Date	Amendment	Initials

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Client Name : Mr Glenn Smith			
Project Title : Land East of Manor Trading Estate, Benfleet, Essex, SS7 4PS			
Drawing Name : Schedule of Commercial Building Floor Area and Parking Provision			
Scale : NTS @ A4	Drawn/Checked: ZAH/JRF	Status : Application	Rev : B
Date : 09 November 2022	Plot Date : 01 February 2023 13:10:21	Dwg No : 16.3839.DP/M007	

Schedule of Commercial Building Floor Area and Parking Provision (Essex Parking Standards, 2009)

	Total Floor Area / sq.m	Parking Spaces	Power Two Wheelers Spaces	Cycle Spaces
Essex Parking Standards, 2009 Requirements	2600	(B1) 86.66	5.35	39
Proposed Class E Commercial Building (A)	2600	85	6	39

Schedule of Commercial Building Floor Area and Parking Provision (Essex Parking Standards, 2009)

	Total Floor Area / sq.m	Parking Spaces	Power Two Wheelers Spaces	Cycle Spaces
Essex Parking Standards, 2009 Requirements	1143	22.86	2.15	7
Proposed B2 Building (B)	1143	34	3	7

Schedule of Commercial Building Floor Area and Parking Provision (Essex Parking Standards, 2009)

	Total Floor Area / sq.m	Parking Spaces	Power Two Wheelers Spaces	Cycle Spaces
Essex Parking Standards, 2009 Requirements	2616	17.44	1.90	8
Proposed B8 Buildings (C&D)	2616	25	2	8

Note:

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B	01.02.23	Updated table	ZAH
A	25.11.22	Updated table	ZAH
No.	Date	Amendment	Initials



RF10

Personal Statement of Glenn Smith

Personal Statement of Glenn Smith

-1-

1985 – 1987 G&K Partnership (With Brother)

Commenced working small set up working from home office with a very small storage yard- in Thundersley 1 container & small outside, part of what was a larger commercial yard subdivided, procured 2nd hand van. Owners of that yard redeveloped to a care home had to relocate yard.

1987 / 91 Still partnership

Relocated rented larger yard on the Manor Trading Estate. Top end of Unit 30 Brunel Road. Kept office at home, procured 2 small reliable vans, started building up.

91/95

Increased work needed a separate office, fortunate that the then tenant of unit 30 who rented us the yard had 2 offices Circa 200sq ft stayed in those offices until 1996. Needed to expand and take on more staff.

1996

Expanded contracts generally set up LTD Company and thus liabilities grew significantly. Commenced specialist contracting in railway disciplines. Moved from small, rented offices & yard and took rented what was the whole of the lower end of Unit 30, 7200 Sq Ft workshop and 1800 sq ft offices with Circa 6,500 sq ft yard space directly behind. Made significant changes refurbishment of offices and workshops and resurfaced what was the stone yards to the rear.

2000 Purchase of Unit 30 Brunel

Owner Landlord who had rented to me from 1996 and had the existing tenants in the larger parts of the premises (Kemp Commercial Body Builder called “unit C for ease”) along with Marden signs & designs Ltd “ Unit A” of the property, offered to sell the whole of Unit 30 (title EX498233) at a discounted value with specific sale conditions including that Kemps & Mardens leases were to be protected. Conclusion we purchased. We didn’t need financing, we could have bought outright, but after discussion with in them days a dedicated bank manager we made a financial decision to mortgage 50% thus keep funds to continue our main railway operations, expand unhindered, which is what we did. That proved a good decision, perhaps one with the bank advice paid dividends. Our growth carried on.

2001/2002 Rear land Purchased May 2002

Approached the rear land owners (CNC) with an offer to purchase part “the triangular part” of title EX439219 of title. The original intention to procure that part for what was to facilitate what culminated in our planning application of 2006/2007. Build new commercial, decant the original tenants of this building strip out refurbish this building bring it into 21st Century.

Significantly the owners of the rear land didn’t want to sell part but were prepared to sell the whole of title EX439219 – We considered the price was reasonable even if we only used the triangular section.

2002 Training School Built & Operated

The land presently occupied by the Generating facility, was reconfigured and dedicated built out to accommodate a 2 storey connected demountable 1500 sq ft training facility, with significant parking, and a ballasted specialist rail training area. it was specialising targeted at Rail construction and safety training, it had a good reputation and was accredited.

....continued

Unfortunately I trusted individuals the culmination, greedy directors taking out rather than investing, the rail training closed. That said in 2004 we engaged with what is now Manor Training (tenant in Unit C8) who moved in and expanded his own plant Lorry training enterprise, thus trained attendees in all elements of Construction Plant & Lorry certification, he secured contracts with MOD for retraining Nepalese nationals (British Gurkha's) Sadly youngsters visited culminating in an arson, the facility burnt to the ground in Nov 2008, (Manor training mentioned later re the reconfiguration of Unit 30")

2004 1st Local council Engagement

I engaged with CPBC planning Manager Mr Burchill along with Council leader & planning councillor to discuss the options to develop. the response was a basic noted, "we will expect a representation and or application"

May 2005 1st inception of just developing the Triangular area for new Commercial

We engaged Architectural practice Ingleton Woods & Smart Planning to put a planning appraisal / application in for development, that scheme was progressed with traffic, study ecological, existing building appraisal, engineering & asbestos to the application CPBC ref CPT/336/06/OUT presented May 2006. Refused August 2006, During its progression our then tenants, were involved and not only supported it, wanted it & needed it. They made representations to that plan.

Significantly The above application, the passing over to the CPBC circa 7.5 Acres of the main title to establish a green corridor & link to the Northern End of our title "Woodside Park"

Of note & in relation to Mardens Signs & Designs Jim McKinnon (now deceased 2 years this month) not only supported and wanted it. we also agreed a sale of what was known as Unit 30 A, that sale went through October 2005, that sale agreed / retained the access route for our envisaged plan. it also confirmed our commitment to Jim. The idea when it came to fruition, we G&K would take back 30 A in a part exchange deal on what was envisaged to be his new commercial property. Whilst it enabled us to totally refurbish the existing Unit 30 A B, C & D, Mardens future assured excepting unforeseen, Marden are still going today, albeit still having restrictions on ability to expand. Hence Jim's wife Lesley continues to support the scheme presented now, in the hope that Jim's vision come to reality

August 2006 -- Permission Refused.

We along with Mardens (now owner) & Kemp Commercials (tenant) with Consultants felt it prudent to appeal, after all the triangular part, of the title would in effect align the existing estates eastern boundary. Thus hoped the inspector would see the benefit of our regeneration proposal. Thus, decided to appeal the decision.

Jan 2007 -- Appeal was lodged.

Took over a year the Appeal dismissed Feb 2008, the inspector at the time felt that "if all wanted, they could up stakes & move to alternative premises". That was categorically neither suitable nor financially viable. Indeed, the inspector sighted 2 alternative locations, 1st Canvey, not suitable, why would any business born locally with very local Benfleet origins, which had been here years and relied on a local staff, want to move to a location that was effectively the end of the world.

....continued

Canvey island already had significant highway problems, they are worse today than they were back in 2007, it wasn't nor ever was nor is today 16 years on an efficient highway its continually backed up, its effectively the only highway off Canvey island, the alternative being a single lane off the island to Benfleet station, then through Benfleet, mainly residential only to get to the Tarpots junction and have further delays.

As against Benfleet MTE which has easy less trafficked routes to the other direct routes & A13 corridor leading to major carriageways out of Benfleet to London A13, A127, to Chelmsford A130, to A12 taking east or west to London or Suffolk and adre I say it easy links to M25 and north & south circular.

The second area suggested by the inspector was Rayleigh Weir Estate, we could all move the problem then and still is as today 80% retail. with at best 20% industrial / commercial and of that commercial (industrial) it was and is limited in size and area. There were then and now any properties comparable properties in size let alone available. Again, we were told if we wanted to expand MOVE. Based that the future of Unit 30 was effectively blighted, the value of the property we all needed to sell to move on was negative. who would want an aging property that wasn't fit for purpose.

Yet at the same time all draft plans & policies indicated that Castle Point Council needed to improve the employment areas, that included the Manor Trading Estate, Councillors & Officers formulated a regeneration strategy. Nothing happened back then, 15 years on they still say the same things and do nothing.

CPBC have invested a sum in regeneration, I forgot, in 2011 / 2012 CPBC proudly constructed a masonry sign at the front of the estate. To those who know no different, new & 1st time visitor, on seeing the Significant Promotion & investment by CPBC, would think it's the entrance welcoming visitors to a commercial park. Sad reflection on the supposed regeneration. Fantastic effort by all, they even proudly referenced it in one of the yearly business engagement forums.

Dec 2007 – Kemp Commercial Body Builders (large tenant)

Unfortunately, the economic problems of 2008 / supposedly 2010 were evident in late 2007. Kemps were placed in administration. Administrators took possession of the leased demise, the instructor Lloyds Bank! The administrator took possession and supposedly continued to run the company, albeit the clear bank instruction was to retrieve sums, not salvage the business or sell as a going concern. Administrators refused to take on the lease, thus pay ongoing rent, a legal challenge was raised regards their instruction & intent, it concluded in Royal Courts, the conclusion the administrator were responsible as the administrators to pay lease. They were also given time limit to leave the premises. That happened in late spring 2008. Documents then revealed the banks instruction, it was not about saving, it was about recouping their losses, to the detriment of all who owned worked or supplied the company.

Spring 2008 – Culmination of Kemp Commercials Body Builders in administration

We gained possession of Unit "C" the Kemp leased area. Administrators never settled any debts just recovered bank money and their fees.

....continued

2008 Summer Autumn & 2009 Early Months

Decision was made to protect G&K from future failures of larger single tenants, that the Unit "C" building some 26,000 Sq ft of built property along with 12,000 sq ft of attached external storage & 7,000 sq ft of front dedicated area should be subdivided to accommodate, 9 separate units and attract new companies to secure not only our existence but with hope give smaller enterprises a chance to start up. we invested significant sums, we had no choice! Do it or falter, Albeit we were investing in a property we wanted to totally strip out and rebuild, rather than just a piecemeal expensive subdivision.

You will recall this was the start of the crash 2010 but reality says 2008, it was a significant risk.

Our first tenants of the new units were Manor Training, who unfortunately were tenants of ours from previous purpose built training school which was destroyed by arsonists in November 2007.

Manor Training along with Pro Truck 2000 & track one commercial graphics who were all sub tenant of the previous Kemp lease. Were kept in place and trading by use facilitating them whilst we reconfigured, they all took up units, they stayed loyal as we did to them.

By Early March 2009 all units were complete and marketable. Luckily March & April 09 saw our first NEW tenants to the smaller units a dance school & a children soft play facility. To attract those tenants, we offered an interest free fit out facility "we built out their internals, they paid back over the 3 year lease period, it helped them and helped us. Whilst doing the build reconfigure, we also housed a local scaffold business on a large proportion of the old rear unsurfaced yard. Things were slow relative to the property market. Luckily our specialist railway main business thrived albeit the economy was in recession. 2010 /2011 saw all units occupied and since the property have never ever been empty, some tenants have moved on, many tenants remain today. Some have thrived an instance, Benfleet Plastics, first occupied a unit, 2011 expanded to 2 units 4 years later, expanded again to another yard 2012 and has as recently as December taken on another 2400 sq ft unit, unfortunately, for them its led to a slightly fragmented operation, we have other tenants who have had to expand in the same fragmented fashion.

Things progressed, we got through as did our tenants the financial problems 2009 through 2012 were truly believe because of hard work and a significant ability to give leases that were not onerous with fair low rents. Whilst at the same time treated all tenants with respect and assistance. During those hard times we'd also reconfigured and completely resurfaced the whole of the rear yards. We subdivided yards with all redefined and compliant standalone business properties all have VOA ratings, indeed since 2009 we've pro-actively notified all reconfiguration to VOA and CPBC business rates department. They all contribute.

2008. The Top Yard (see later 2017 / 2019 generating station now)

As noted previously, the training facility burnt down in Nov 2008, insurance settled albeit not a full value. The large area was totally demolished cleared away, culminating in reconfiguring same area into 5 separate yards, all housed tenants. Two of those yards were specifically dedicated to Mardens signs Ltd the occupier owner of unit 30 A, his need was to free up valuable space from his overburdened existing premises. Mardens used that facility as did others using the other 3 yards right up until the time the Thundersley Power took possession (2019) to construct the 14 MW generating station.

....continued

2013 OPTION APPROACH By large Developer

After economic recovery we are approached by Strategic land Group, who wanted to execute an option of the whole of the rear land, their aim to promote, for mixed use development. The Option was granted in in late 2013, with a 3-year planning promoter clause – they to be responsible to promote and make application, with execution later. SLG did indeed promote the land, put forward documents to CPBC, had discussions with Mr Rogers and others, alas effectively got a nowhere with CPBC, albeit at that time CPBC had identified the title for employment - documents are available.

2017 Saw the expiry of that option, thus it was time for G&K / Us the Smiths to push forward. Plan our future our tenant's future along with the estate's future. Thus, the commencement of the plan put forward & the subject of this appeal were put in place. .

2017 / 2019 14 MW Generating Station

During 2017 / 2019 we were approached by Power generators, the idea the local power grid / network needed support power at critical times 2019 saw a 30 year lease agreement executed which facilitated a planning application for what is a 14 MW generating station granted, its seen an inward investment on our title in the region of £8 M, proving the estate has a future. That agreement was stalled with agreement, until as such time we had secure the road title, thus could grant wayleaves to service same facility without the need to involve or scupper the plans because the existing road owner would have wanted excessive wayleave fee's, where as we wanted the facility it was and does fit in with our regeneration plans, it was very possible wayleave fees from existing road owner would have scuppered the intention and ability to put in this significant infrastructure.

Purchase of MTE Roads Relative to Generating Station.

Importantly then the plan for the generating station its future along with the future to deliver our development required that we purchase the roads. Negotiations were fraught. To the extent that we eventually purchased the road infrastructure after 3 years of negotiation, albeit the title came with 50% overage agreements. Relative to future developments that might expand the estate and or be granted permissions for other uses, this use was exempt based that it already had use. and was covered in covenants by our own unit 30 title.

Rear Triangle of Title EX 439219

Through long endeavours we managed to remove the triangular section "commercial element" of our plan from the overage agreement contained in sale purchase of EX590021 "the roads" thus deliverability of the new envisaged commercial would not be hindered by considerable financial overage penalties.

Main title EX 439219 "circa 7 Acres & Overage"

Similarly, the land to be used for residential is subject to the overage agreement if accessed through the Estate Roads. The seller "previous road owner" wasn't aware of our full title on the rear land, thus access to the residential part of the development does not use the estate, the conclusion; the overage agreement removes the financial penalty / payment to the previous road owner. Thus, money saved on the overage is significant and makes the residential element of our application more deliverable. Whilst at the same time allows us to spend significant sums on the MTE roads & footways. The Residential element therefore pump primes the MTE improvements & regeneration both in terms of the Buildout of the new commercial element and the road improvements.

....continued

To further facilitate the development we have procured title EX 825566 which enables us to set aside an off the public highway parking provision specifically for Robert Drake school, whilst at the same time procuring this title, it alleviates any access issues along with title transgression issue related to the specialist Care facility known as Hesten Lodge. Our intentions are to pass over simple fee £1..00 the area of our titles presently adversely occupied by same facility.

Interested Affordable registered provider.

We have on board two parties, one is Essex based who is solely interested in the Residential, they have made an offer STP, it is reasonable, it is acceptable. Of further note it is a condition regardless of LPA's affordable % requirement in that they may suggest only 25 > 40% is wanted, our agreement is that they provide and commit to at least 50% affordable. They are and have been appraised of the ongoing appeal they remain supportive. A snap shot below

Further to our recent telephone conversation , we would like to confirm our interest in a land purchase of the site at the Manor Trading Estate, Benfleet. We would also like to confirm our interest and support to the scheme as a Housing Association and affordable housing provider as we believe the site will provide an opportunity for additional grant funded affordable homes outside of a S106 agreement.

We have another developer who have visited and are is interested in both the residential and E class buildings, They are a large organisation, they have an affordable housing partner, they have not put a figure forward, but advise that they are and will negotiate when the outcome of the appeal is determined.

Conclusion

The LPA officer has indicated that perhaps we can't deliver, we can in truth I was aggrieved at the undertones within the officer report, it questions my / our integrity. My track record proves otherwise.

It's not all about profit. £5 in for something that cost £1, that expects to spend £2 on regenerating the estate roads still leaves £2. That £2 can be used to build out the Commercial element, but even at that, we've separate interest in the commercial, if we sold the commercial B2/B8 element at cost we would still have £2. The HMRC get a proportion, we might end up with £1.20 P that's enough for me & us.

Unfortunately, two of the title owners and one of the business owners have passed away since 2018, they will never see the efforts of years past come to fruition. Hopefully those that are left behind, spouses and children will. Money isn't everything legacy is measured in what you leave behind.

Kind regards

Mr G P Smith for and on behalf of all that are involved.

RF11

Realising Potential – The Manor Trading Estate (omitted from appeal bundle)

Realising Potential - The Manor Trading Estate, Benfleet



Introduction & Background



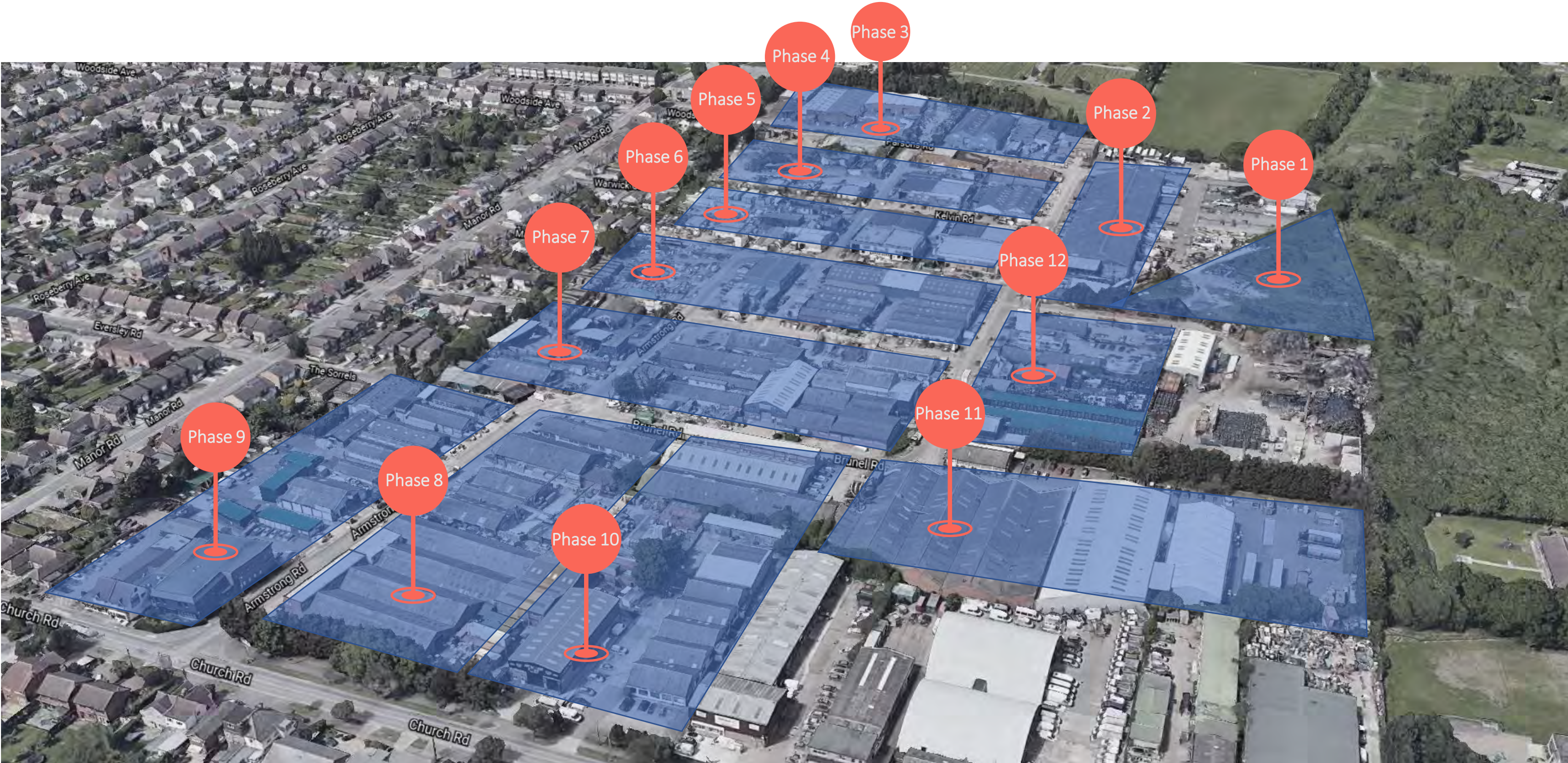
The Manor Trading Estate in Benfleet is one of the main employment areas within the Castle Point Borough. It is home to approximately 100 businesses within various sectors and industries.

The purpose of this document is to demonstrate the potential for the Estate in the medium to long term should the aspirations for its regeneration come to fruition.

The first stage of the regeneration works has already been granted planning permission under reference 20/0159/FUL. This was for the:

Repair, renovation and improvement of private road infrastructure including carriageway, footways, kerbs, gullies, surface water and foul drainage (except where statutory responsibilities exist), lighting, routing of utility infrastructure, guarding of pedestrian footways, reinstatement of correct property boundaries.

The existing road infrastructure around the Manor Trading Estate is in a very poor condition requiring significant repairs and private investment. The second part of the envisaged regeneration works would be to improve the quality of the business units on the estate in terms of their visual appearance, efficiency of space and their functionality.



Phasing

It is intended that a phased regeneration of the Manor Trading Estate could take place. The first phase would relate to the land east of the Trading Estate where two new Class B8 and a single B2 unit are proposed under outline application 21/0532/OUT.

Once built, the phased process of decanting existing businesses into new units can begin. The vacated land can then be cleared and new improved units can be constructed in their place. Given the size and layout of the Estate, this may require in the region of 12 repeated phases.

Design Principles

The regeneration of a significant employment area, supporting the growth of local jobs and businesses and making the Estate fit for purpose in the 21st Century.



The new business units at the Manor Trading Estate will have an improved appearance and functionality suiting tenants' operations and requirements, whilst providing an attractive environment for clients and customers visiting the Estate.



RF12

Statement of Community Involvement (omitted from appeal bundle)

TOWN & COUNTRY PLANNING ACT 1990

APPLICATION BY MESSRS G P SMITH, K M SMITH, G M SMITH, G W SMITH; G&K GROUNDWORKS LTD; ACT ROADWAYS LIMITED

**LAND EAST OF MANOR TRADING ESTATE, BENFLEET, ESSEX,
SS7 4PS**

OUTLINE PLANNING APPLICATION

STATEMENT OF COMMUNITY INVOLVEMENT

SPL Ref: 16.3839.DP
LPA Ref: 21/0532/OUT

Contents	Page
1.0 INTRODUCTION	1
2.0 BUSINESS CONSULTATION (23 JULY 2019).....	2
3.0 RESIDENTS CONSULTATION (24 JULY 2019)	3
4.0 SCHOOL CONSULTATION (3 OCTOBER 2019).....	4
5.0 AMENDMENTS TO PROPOSAL FOLLOWING CONSULTATION EVENTS.....	4

Appendices

PC1	Business Notification Letter, 15 July 2019 including briefing pack and list of addresses
PC2	Response Form (Template)
PC3	Businesses Response Summary
PC4	Residents Notification Letter, 15 July 2019 including briefing pack and list of addresses
PC5	Completed Residents Consultation Response Forms
PC6	Robert Drake Primary School Meeting Agenda, 3 October 2019

1.0 INTRODUCTION

- 1.1. Smart Planning undertook two public consultation events at Runnymede Hall, Thundersley on the 23 July 2019 with the businesses of the Manor Trading Estate and on 24 July 2019 with the local residents. A third meeting was undertaken on 3 October 2019 with representatives from The Robert Drake Primary School at the school.
- 1.2. The purpose of the meetings was to engage with the various stakeholders to present the masterplan for the site, setting out the benefits, as well as to understand the concerns and priorities for the regeneration of the Manor Trading Estate and for the land to the east of the Estate.
- 1.3. Following the consultation events and taking into consideration the views and opinions of the local residents, businesses and the school, outline planning application reference 21/0532/OUT was submitted to Castle Point Borough Council for determination. The application was formally validated on 1 June 2021.
- 1.4. The following sections of this Statement go on to relay the specific details and outcomes for each consultation event.

2.0 BUSINESS CONSULTATION (23 JULY 2019)

- 2.1. Over 200 letters were sent to local businesses inviting them to attend the event held on 23 July 2019. 14 Local Councillors were invited, in addition to the Head of Strategic Planning, Strategic Development Officer and the Head of Essex County Council Highways.
- 2.2. At least 50 Estate business representatives attended the meeting with 8 responses received. These figures provided exclude members of the Smart Planning project team and the applicant.
- 2.3. No Local Councillors or representatives from the Local Planning Authority attended either meeting despite the invitation.
- 2.4. A copy of the business notification letter including a meeting briefing pack and a list of all the addresses is at appendix **PC1**.
- 2.5. A template Response Form can be seen at **PC2**. A summary of responses from businesses can be seen at **PC3**. The respondents' names and addresses have been redacted.
- 2.6. The forms requested opinions on (1) the improvements to the Manor Trading Estate road infrastructure and ongoing management regime; (2) the proposed extension to the Manor Trading Estate; and (3) the possibility of regenerating buildings on the estate. There is space provided at the bottom of the form for any additional detailed notes.
- 2.7. From the responses received, the summary of comments were as follows:
 - Scepticism about timeline for improvements;
 - Traffic concerns;
 - Support for estate regeneration;
 - Support for noise attenuation around Benfleet Scrap.
- 2.8. The format of the meeting comprised of a presentation by Smart Planning, followed by a question and answer session with attendees. This provided the attendees with the opportunity to discuss aspects of the proposal of specific interest to them and to highlight any concerns, benefits or opportunities.

3.0 RESIDENT CONSULTATION (24 JULY 2019)

- 3.1. A total of 149 letters were sent to local residents inviting them to attend the meeting.
- 3.2. Furthermore, the same 14 Local Councillors and members of the Local Planning and Highway Authorities were invited to the meeting in common with the previous day.
- 3.3. 72 people attended the residents' public consultation meeting with 26 responses received. Again, these figures exclude members of the Smart Planning project team and the applicant.
- 3.4. Unfortunately, no Local Councillors or representatives from the Local Planning and Highway Authorities attended this meeting either despite the invitation.
- 3.5. A copy of the residents' notification letter including a meeting briefing pack and a list of all the addresses consulted is at appendix **PC4**.
- 3.6. The completed residents' response forms can be seen at **PC5**. The respondents' names and addresses have been redacted but the originals can be supplied to the Local Planning Authority should their authenticity need to be verified.
- 3.7. The forms ask for opinions on (1) the commercial extension to the Manor Trading Estate; (2) the proposed residential development; and (3) the proposed site access. There is space provided at the bottom of the form for any additional detailed notes that respondents might wish to add.
- 3.8. From the responses received, the summary of comments were as follows:
 - The safety of school children;
 - Noise and air pollution;
 - Traffic and congestion;
 - Lack of infrastructure;
 - Exacerbation of parking demand;
- 3.9. The format of the meeting comprised of a presentation by Smart Planning, followed by a question and answer session with attendees. This provided the attendees with the opportunity to discuss aspects of the proposal of specific interest to them and to highlight any concerns, benefits or opportunities.

4.0 SCHOOL CONSULTATION (3 OCTOBER 2019)

- 4.1. On the 3 October 2019, an additional meeting was held at The Robert Drake Primary School in Church Road. In attendance were the Head and Deputy Head Teachers along with approximately six members of the School's Governing Body. The Meeting Agenda can be seen at **PC6**.
- 4.2. Discussions primarily focused on the effects of the proposal on the school, particularly with regard to construction traffic. It was suggested by the applicant that construction traffic could be routed through the existing Manor Trading Estate, instead of Church Road, avoiding the need for delivery and construction vehicles to pass the school.
- 4.3. In addition, the applicant proposed to attendees that a new pedestrian crossing could be implemented outside the school. Whilst there is a raised hump outside the school to aid pedestrians crossing Church Road, there is no dedicated crossing at the present time.
- 4.4. The Teachers and Governors indicated that this would be a welcome addition to any prospective planning application. A new crossing was subsequently assessed by a Highway/Transport Consultant. It was determined that such a crossing could be implemented without detriment to highway safety.
- 4.5. Another matter discussed at the meeting was a new access road from Church Road to access the proposed residential and Class E(g) units on site and that an existing layby would need to be removed from Church Road immediately outside the school.
- 4.6. A new larger layby was tabled at the meeting and again this was generally met with a positive response from attendees. The Indicative Masterplan submitted with the application shows that the new layby would be positioned on the proposed access road, located only a short walk to the east of the existing layby.
- 4.7. This proposal also allows for a grassed area with trees to be retained outside the front of the school where parents often wait to collect or drop-off their children. This is something which was brought to the attention of the applicant at the meeting.
- 4.8. Given the foregoing, positive additions were made to the application submissions in accordance with the feedback received. Whilst some attendees were not happy with the prospect of further development in the area and the increase in demand for school places, the proposal as submitted would deliver tangible benefits for The Robert Drake Primary School.

5.0 AMENDMENTS TO PROPOSAL FOLLOWING CONSULTATION EVENTS

- 5.1. In response to the feedback received from local residents, businesses on the Manor Trading Estate and members of The Robert Drake Primary School, a number of amendments were made to the site masterplan.
- 5.2. Firstly, in respect of child safety a provisional agreement has been made to route construction traffic through the Manor Trading Estate. This would avoid heavy goods vehicles and plant equipment from being transported along Church Road past the school.
- 5.3. Furthermore, the installation of a pedestrian crossing outside the school has also been incorporated into plans, ensuring that parents and children can access the school more safely than at present.
- 5.4. In respect of the concerns raised about parking, the proposed business units and residential properties would all have off-street parking in compliance with the adopted Essex Parking Standards. Additionally, a new larger school lay-by is proposed to accommodate more parents when dropping-off or collecting their child(ren).
- 5.5. In response to air pollution concerns, the masterplan includes many retained trees across the site as well as indicative areas where significant new planting could take place to further enhance the visual amenity and environment of the site.
- 5.6. In respect of noise, an attenuation wall is proposed which would contain noise emanating from Benfleet Scrap in accordance with adopted standards. This would ensure that the residential development would not be exposed to unsafe/unneighbourly levels of noise pollution. This would also improve the noise environment more generally in comparison to the existing situation.
- 5.7. Finally, with regards to the alleged lack of infrastructure, financial contributions would be made by the applicant towards improvements to local healthcare, educational facilities and public transport/highways. This would be secured through a formal Section 106 Agreement with the Local Planning Authority.
- 5.8. Given the foregoing, the applicant has thoroughly consulted the various stakeholders and has responded positively to the feedback received.

PC1

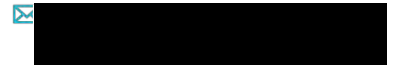
**BUSINESS NOTIFICATION LETTER, 15 JULY 2019 INCLUDING
BRIEFING PACK AND LIST OF ADDRESSES**

Our Ref: JRF/TWS/16.3839.DP

Your Ref:

15 July 2019

 **Head Office**
Old School House, Rettendon Turnpike,
Battlesbridge, Essex, SS11 7QL



 **Website**
www.smartplanning.co.uk

The Occupier (not a circular)

Dear Sir/Madam

Notification of Public Meeting Relating to the Manor Trading Estate, Benfleet, Essex, SS7 4PS

Topics of Discussion:

- (1) Repair and Management of Private Estate Roads**
- (2) Extension to Manor Trading Estate**
- (3) Future Regeneration of Manor Trading Estate Buildings**

Smart Planning represent the new owners of the Manor Trading Estate roads. It is the new owner's intention to improve the roads through a management regime. I am writing to you as a tenant or owner of a property on the estate as the proposals will affect you directly. I am conducting a meeting to discuss these proposals in more detail and you are invited to attend along with other business owners and tenants on the estate to raise any queries you may have. For your information I have attached an aerial map which highlights the estate roads.

In summary, the proposed management regime will oversee the improvement and upkeep of the estate roads, street lighting, pavements, vehicle parking and drainage system.

In addition, we are presently preparing a planning application which includes an extension to the Manor Trading Estate. This dovetails the aspirations of the Local Planning Authority (LPA) following the most recent draft Local Plan allocation. The planning application will closely follow the draft allocation and will be an additional topic of discussion at the forthcoming meeting.

Looking further ahead, there may also be the opportunity to regenerate the estate buildings through a phased decanting process creating more modern facilities for existing and new businesses. This process combined with the road management regime will lead to the creation of a safer and more attractive estate in which to do business.

The meeting will take place as follows:

Venue: Runnymede Hall, Benfleet, Essex, SS7 4PS
Date: Tuesday, 23 July 2019 at 5:00pm

The meeting will start promptly. There will be a short presentation followed by an open question time. After question time, tea and coffee will be served and there will be further opportunity to air your views and to discuss the proposals informally with members of the presentation team. There will also be an opportunity to provide written comments should you wish to do so.

JRF/TWS/16.3839.DP
The Occupier

- 2 -

If you wish, you may submit any comments you have in writing. A response form is included in the attached briefing pack. The form can either be handed in at the public meeting, posted separately to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [REDACTED] by 2 August 2019.

I look forward to meeting you on the 23 July 2019. If for any reason you cannot attend or you would like to discuss the matter in advance of the meeting, I would be pleased to hear from you.

Yours sincerely



Russell Forde BEng (Hons), DipTP (Dist), MRTPI
Principal Director

Enc. Aerial Map

c.c. Mr G Smith, G&K Groundworks Ltd
ACT Roadways Limited
SPL

Estate Roads Aerial Map



Letter	Name	No.	Add 1	Add 2		Add 3	Post Code
116	Realride Limited	Suite 3, Warren House	1-20 Main Road	Hockley		Essex	SS5 4QS
119		1A	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
120		4-6	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
121	Marble and Granite Works Limited	Level B2	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
124		Level B1	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
126		1B	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
127		1C	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
128		1D	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
129		1E	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
130		1F	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
131		4A	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
132		4B	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
133		4D	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
134		4E	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
135		5b	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
137		9B	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
138	Basildon Printing Co Ltd	Fleet House, 1	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
139	Status Print Media Ltd	Fleet House, 1	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
140		1	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
142	Pearl Products	2	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
144	Dayprestige Limited	2b	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
145	Sugarflair UK Limited	2a	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
146		3	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
149		4	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
151	north thames	7a, 7b And 9a	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
154	Vanitorials Ltd	8	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
155	Big D Storage	12	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
157	Exclusive Wholesale	12	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
158	J V Hunt Building Services	13	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
159	Special F X Windows	13	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
161	C & S Global Contractors Ltd	15	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
162	David William Cater and Sharon Ann C	15	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
163	Pro Plate	17	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
164	Robert Lamb and Kelly Lamb	17	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
165		18	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
167	A J Scaffolding	19	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
168		19	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
170	new centry windows	20	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
	Paul Edward Crudgington and Vincent Edward						
171	Crudgington	20	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
172	Manor Reclaim	21	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
173	Presidential	21	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
174	Western Propshafts	21	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
	Edward Henry Shaw, Steven Shaw, Patricia Daisy						
175	Shaw and Caroline Elizabeth Pope	21	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
176	Benfleet Building Supplies	23	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
178	Robin Ray Michael Walter and Linda W	24 & 26	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
179	Lifco Properties Limited	28 & 30	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
180	Castle Point Motors	31	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
181		33	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
183	Allied Welding & Engineering Supplies	5A	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
185	Craybeck Law LLP	4C	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
186	Elmsleigh Engineering	2B	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
187	Flex Gym	Level B1	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
188	Goldcrest Oils	33-37	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
189	London Industrial Fabrication Co Ltd	24-26	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
190	Main Building Maintenance Ltd	Level B1	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
191	Manor MOT Car Garage	3-3A	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
192	North Thames H & P Merchants Ltd	9A	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
193	Titan Racing	24-26	Armstrong Road	Manor Trading Estate	Benfleet	Essex	SS7 4PW
21	Paul David Smith and Karen Brandon	386	Ashingdon Road	Ashingdon	Rochford	Essex	SS4 3DY
	Colin Edward						
50	Blackholly	392	Ashingdon Road	Rochford		Essex	SS4 3DY
156	Scrumdidllybun Bakery Ltd	135	Avon Road	Upminster			RM14 1RQ
12	WWS Holdings Ltd		Beke Hall	Beke Hall Chase North	Rayleigh	Essex	SS6 9EZ
80	Jeanette Anne Cook	85	Benfleet Road	Benfleet		Essex	SS7 1QF
14	Electroglass	The Herons	Broom Lane	Langton Green		Kent	TN3 0RA
1	Unit 5	Rear of 12	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS

2		1A	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
3	Creo Print & Production Ltd	1, 3	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
4	Unique Kitchens	1	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
5	Michael John Turner	1	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
6		1a	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
8		2a	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
10	Vanitorials Limited	2	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
11	Thermoglaze	3	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
13	Automotive	4	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
15	BBQ Mates	5	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
16	Swaran Properties Limited	8	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
17	HSI Active Property Fund Trustee Limited and HSI Active Property Fund Nominee Limited	7 & 8	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
19		7 & 8	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
20	G T Breakers UK Ltd	10	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
22	Yourstor Limited	10	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
23		11	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
25	Alpha Electronics	12	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
26	Highview Roofing & Externals Ltd	12	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
28	Benfleet Scrap Co Ltd	14-16	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
30		16	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
33		17	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
35	A & J Fasteners	19	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
36		21-23	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
39	Benfleet Plastic Warehouse Ltd	30	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
40	Future Bim Ltd	30	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
41	Hamilton Turnberry (Baby Changing Ba	30	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
42	J L W Maintenance Services	30	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
43	Learning & Leisure Ltd	30	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
44	Manor Training Centre	30	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
45	Marden Signs & Designs Limited	30a	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
46	Unit 1-3, Jays Court	57	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
47	Ashley black	Unit 4, Jays Court 57	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
51	Alden Automation Limited	Unit 2, Jays Court 57	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
52		Unit 1, Jays Court 57	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
54	Lewis & Graves Partnership	59	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
55	Bowler Engineering, Unit 2	Rear of 12	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
56	Cbs Packaging	6-8	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
57	J A Dawes Engineering Ltd	7-9	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
58	Kwik Skips	5A	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
59	La Porte Ltd	Unit 5	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
60	Benfleet Carwash Ltd	Unit 5	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
61	The Coffee Shop		Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
62	Lewis and Graves Limited	59	Brunel Road	Manor Trading Estate	Benfleet	Essex	SS7 4PS
84	AMP (UK) Trustees Limited	55	Calvery Road	Tunbridge Wells		Kent	TN1 2UE
29	Praedius UK (Industrial) Limited		Capella House, Delt	Westbrook		Warrington	WA5 7NS
79	R&R Cranston Properties Limited		Carlton House	101 New London Road		Essex	CM2 0PP
194		2	Cartwright Road	Manor Trading Estate	Benfleet	Essex	SS7 4QA
195	Essex Skips & Recycling Ltd	4	Cartwright Road	Manor Trading Estate	Benfleet	Essex	SS7 4QA
196	FlexGym	2a	Cartwright Road	Manor Trading Estate	Benfleet	Essex	SS7 4QA
110	Martyn Raymond Taylor and Suzanne H	7	Central Avenue	Benfleet		Essex	SS7 2NP
31	Pensioner Trustees (London) Limited and Richard Brian Leem		Chafront Court, Hill	Amersham		Buckinghamshire	HP6 5BB
103	Andrew John Jackson	157	Chesterfield Avenue	Benfleet		Essex	SS7 3HW
136	Asbestos Holdings Limited	195	Church Road	Benfleet		Essex	SS7 4PN
199	Unit 9	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
200	Unit 6	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
201	Unit 8	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
202	Unit 10	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
203	Unit 4	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
204	Unit 3	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
205	Anglian Care Services	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
206	Basildon Stone, Unit 1	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
207	Benfleet Motorcycles	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
208	Castle Point Plastics, Unit 13	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
209	Metal Finishers, Unit 2	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
210	Plastic Warehouse, Unit 5	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
211	Specialised Transport, Unit 7	Rankin House, 253	Church Road	Benfleet		Essex	SS7 4QN
212	Frameworks (Essex) Ltd	243-243A	Church Road	Benfleet		Essex	SS7 4QN
213	M S L Tyres	243-243A	Church Road	Benfleet		Essex	SS7 4QN
214	Phoenix Tyres Ltd	243-243A	Church Road	Benfleet		Essex	SS7 4QN

215	Sceptre Finance Ltd	243-243A	Church Road	Benfleet		Essex	SS7 4QN
216	Walker Motor Service	259	Church Road	Benfleet		Essex	SS7 4QN
217	Labyrinth Tanning	191	Church Road	Benfleet		Essex	SS7 4PN
218	ABC Taxis		Church Road	Benfleet		Essex	SS7 4PN
122	Steven Terence Harvey	4	Clifton Drive	Westcliff-on-Sea		Essex	SS0 7SW
148	Steve Mendes and Paul Smith	40	Crowstone Avenue	Westcliff-on-Sea		Essex	SS0 8HU
53	Geoffrey Richard Lloyd, Barbara Eunson Lloyd and Daniel Richard Lloyd	117	Daws Heath Road	Thundersley, Benfleet		Essex	SS7 2TA
18	J A Dawes Engineering Limited	59	Downer Road	Benfleet		Essex	SS7 1BQ
63	Girona Properties Limited	23	East Bridge Street	Enniskillen		County Fermanagh	BT74 7BW
152	Edwin Charles Christie-Walker	32	Eastern Road	Rayleigh		Essex	SS6 7BA
91		2-4	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
93	M D E Contractors	6	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
94	Jaygrade	8	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
97		12	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
98	Kudos Academy Ltd	14	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
100		16	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
101	W Farthing & Sons Ltd	2-4	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
102		Level D	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
197	Roy Peter Cornwell and Bernard Robert	14	Fulton Road	Manor Trading Estate	Benfleet	Essex	SS7 4PZ
9	David Stuart Clark	52	Hackmore	Benfleet		Essex	SS7 3DU
125	Castle Point Gas & Heating Co. Limited	21/25	Hart Road	Thundersley, Benfleet		Essex	SS7 3PE
143	Bonay Limited	51	Highfield Gardens	London			NW11 9HA
160	Scott Allan Hayden and Laura Elizabeth	53	Hill Road	Benfleet		Essex	SS7 1HL
96	Martin David Eade	18	Hillside Road	Hockley		Essex	SS5 4RT
83	Irfan Akram	106	Hurstbourne Garde	Barking		Essex	IG11 9UT
7	Silvercrest Construction (UK) Limited	223	International House	Regent Street		London	W1B 2QD
104	CARtec	1	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
106	Accidents Bodyshop	2	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
107	Brugg Pipesystems UK Ltd	3	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
108	Derek Charles Moxom and Ian Clive Mo	3	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
111	Titas Laucius	4	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
112	Cohen & Bryan Interiors Ltd	5	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
113		5	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
115	Gala Motors Ltd	6	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
117	Newsom Manufacturing Ltd	47*	Kelvin Road	Manor Trading Estate	Benfleet	Essex	SS7 4QB
48	Ashley John Blackholly	73	Kenneth Road	Thundersley	Benfleet	Essex	SS7 3AA
49	John Edward Blackholly	119	Kenneth Road	Thundersley	Benfleet	Essex	SS7 3AA
198	Stanley John Daffin and Marion Daffin	447	Kents Hill Road	Benfleet		Essex	SS7 4AD
90	E. J. & P. Doherty Properties Limited	105	Leigh Road	Leigh-on-Sea		Essex	SS9 1QZ
109	Gala Motors Ltd	26	Leigh Road	Eastleigh		Essex	SS0 9DT
89	Burty Limited	74	Long Road	Canvey Island			SS8 0JL
141	Stakefree Limited	14	Lower Church Road	Great Tarpots		Essex	SS7 4DL
105	Neyland John Henry Puister	18	Moorcroft Avenue	Benfleet		Essex	SS7 2UH
92	W. Farthing & Sons Limited		Moulsham Mill Park	Chelmsford		Essex	SS2 7PX
75	Stellison Ltd	39	Moulsham Street				CM2 0HY
34	Jason Salim and Carl Taylor		MW House 1 Penm	Grove Park		Enderby	LE19 1SY
37	Clifford Toney Crane and Wendy Claire Crane		MW House 1 Penm	Grove Park		Enderby	LE19 1SY
153	North Thames H & P Merchants Limite	1	Nelson Street	Southend-on-Sea		Essex	SS1 1EG
38	MW Trustees Limited As Trustees Of CT & WC Crane Pension Fund	1	New Walk Place	Leicester			LE1 6RU
24	Dean Mitchell Bishop	1	Nore Road	Leigh-on-Sea		Essex	SS9 5DB
64		12	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
65	Saab	7	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
66	Mouldings Direct Limited	Unit 10	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
67	Ian Richard Hogg and Robert John Hogg	Unit 10	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
68	Just Taxis Ltd	Unit 10	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
70		11	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
71	New Century Windows	11	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
72	Essex County Skips	12	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
73	N T S Ltd	12	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
74		14	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
76	A & B Joinery	1-3	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
77	Fencing	1-3	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
78	Lewis & Graves	6-8	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
81		7	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
86	South Eastern Construction Services Lt	9A	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
87	They Love it Ltd	6-8	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY
88	Wilson Tool & Engineering Co Ltd	2-4	Parsons Road	Manor Trading Estate	Benfleet	Essex	SS7 4PY

82	David Anthony Palmer	50	Philmead Road	Benfleet		Essex	SS7 5DW
69	Gerald Brian Halibard and Miriam Halibard	22	Ravenscroft Avenue	London, Greater London		Essex	NW11 0RY
150	Stephen Paul Richardson and Diane Lesley Richardson	58	Rhoda Road North	Benfleet		Essex	SS7 3EH
32	P W Leeman Limited Pension Scheme and Richard Leeman		Richlee House, 13 T	Meesons Lane		Grays, Essex	RM17 5EE
169	Lynn Jackson	19	Rosbach Road	Canvey Island			SS8 7JW
182	Kim Marie Franklin		Rumbolds	Warren Lane		Cottered, Buntingford	SG9 9QH
184	David John Brumwell	183	Scrub Lane	Hadleigh		Benfleet	SS7 2JQ
85	Derek Frederick Faint and Linda Rose Faint	7	Sea Ridge	Chalkwell Esplanade		Westcliff-on-Sea	SS0 8JJ
177	John Kim Rickwood	45	Spencer Road	Benfleet		Essex	SS7 3ET
114	Frank Vincent Wass and Jeanne Lilian Wass	April Wood	Sping Elms Lane	Little Baddow		Essex	CM3 4PD
99	David Frank Brown and Dione Brown	135	Steeplefield	Leigh-on-Sea		Essex	SS9 5XP
147	Siamak Shahnooshi and Maryam Shahnooshi	44	Uplands Road	Benfleet		Essex	SS7 5AY
166	S & L Contracting Limited	18	Vicarage Hill	Benfleet		Essex	SS7 1PB
27	RSJ Finance Company Limited	3	Victor Drive	Leigh-on-Sea		Essex	SS9 1PP
123	Neil Nicholls Buckley	526	Woodgrange Drive	Thorpe Bay		Essex	SS1 3EL
95	Phoenix Wealth Trustee Services Limited	1	Wythall Green Way	Wythall		Birmingham	B47 6WG
118	Michael John Austin and Lynda Christina Austin	Pennfield Lodge	York Crescent	Aldershot		Hants	SS7 4QB

PC2

RESPONSE FORM (TEMPLATE)

**RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX**

Name:

Address:

.....Postcode

Email:

		Support	Object	Other*
1.	What is your opinion about the proposals for the Manor Trading Estate extension?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	What is your opinion about the proposed residential development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	What is your opinion about the proposed access to the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*If you have any additional comments, please use the box below.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [REDACTED] by 2 August 2019. Thank you for your comments.

PC3

BUSINESSES RESPONSE SUMMARY

Name:	Contact Date	Resident?	Business?	Address:	Response?	Will attend consultation event(s)?
[REDACTED]	22/07/2019	YES			Few concerns re traffic, unknown position	YES
[REDACTED]	22/07/2019	YES			Mostly positive	YES
[REDACTED]	22/07/2019		YES	S [REDACTED] [REDACTED]	Mostly positive	ATTENDED
[REDACTED]	24/07/2019		YES	[REDACTED] [REDACTED]	Sceptic about timeline and implementation, but supportive	ATTENDED
[REDACTED]	25/07/2019		YES	[REDACTED] [REDACTED]	Positive - requested circulation list for newsletter to engage more people	ATTENDED
[REDACTED]	25/07/2019	YES			Awaiting feedback	NO
[REDACTED]	25/07/2019		YES	[REDACTED]	Awaiting feedback	NO
[REDACTED]	29/07/2019	YES		[REDACTED]	Would accept Benfleet Scrap noise survey from his garden	YES

PC4


**RESIDENTS NOTIFICATION LETTER, 15 JULY 2019 INCLUDING
BRIEFING PACK AND LIST OF ADDRESSES**

Our Ref: JRF/TWS/16.3839.DP

Your Ref:

15 July 2019



 **Head Office**
Old School House, Rettendon Turnpike,
Battlesbridge, Essex, SS11 7QL



 **Website**
www.smartplanning.co.uk

«Name»

Castle Point Borough Council

«Add_1»

«Add_2»

«Add_3»

«Post_Code»

Dear Sir/Madam

Notification of Public Meeting Relating to the Redevelopment of Land to the East of Manor Trading Estate, Benfleet, Essex, SS7 4PS

Topics of Discussion: **(1) New Residential Development**
 (2) Extension to Manor Trading Estate

Smart Planning represent the owners of land to the east of the Manor Trading Estate. We are presently preparing a planning application at this site which dovetails the aspirations of the Local Planning Authority (LPA) following the most recent draft Local Plan allocation. I have attached a map extract from the Draft 2018 Local Plan with this letter for your review along with a Site Outline Aerial Map. The planning application will closely follow the draft allocation and is likely to affect you. The proposal seeks to develop the land for residential and employment purposes.

The land owners have also acquired the Manor Trading Estate roads with the intention to improve the roads through a management regime. In summary, the proposed management regime will oversee the improvement and upkeep of the estate roads, street lighting, pavements, vehicle parking and drainage system. This should lead to the creation of a safer and more attractive estate in which to do business.

The meeting will take place as follows:

Venue: Runnymede Hall, Kiln Road, Benfleet, Essex, SS7 1TF
Date: Wednesday, 24 July 2019 at 7:30pm

The meeting will start promptly. There will be a short presentation followed by an open question time. After question time, tea and coffee will be served and there will be further opportunity to air your views and to discuss the proposals informally with members of the presentation team. There will also be an opportunity to provide written comments should you wish to do so.

If you wish, you may submit any comments you have in writing. A response form is included in the attached briefing pack. The form can either be handed in at the public meeting, posted separately to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or contact@smartplanning.co.uk by 2 August 2019.

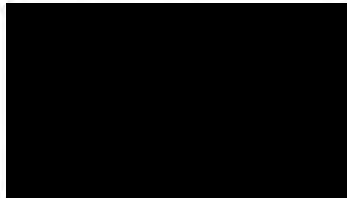
...continued

JRF/TWS/16.3839.DP
«Name»

- 2 -

I look forward to meeting you on the 24 July 2019. If for any reason you cannot attend or you would like to discuss the matter in advance of the meeting, I would be pleased to hear from you.

Yours faithfully



Russell Forde BEng (Hons), DipTP (Dist), MRTPI
Principal Director

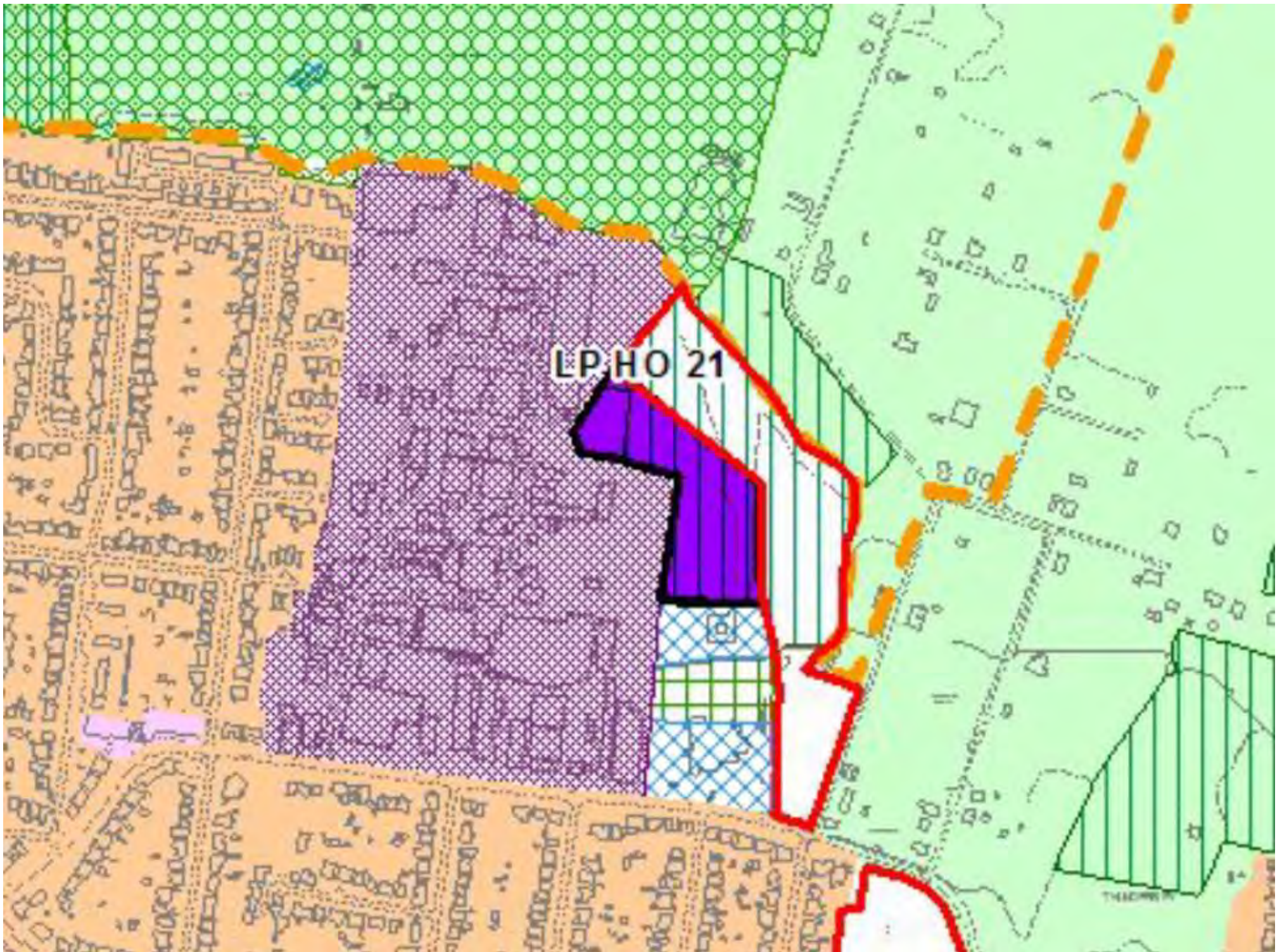
Enc. Castle Point Local Plan 2018 Map Extract
Site Outline Aerial Map

c.c. Mr G Smith, G&K Groundworks Ltd
ACT Roadways Limited
SPL















Site Outline Aerial Map



Castle Point Draft Local Plan 2018 Map Extract



Key

	2018 Local Historic or Architectural Importance
	2018 Utility Infrastructure
	2018 Potential Local Wildlife Site
	2018 Local Wildlife Site
	2018 Historic Natural Landscape
	2018 Port Related Facilities
	2018 Green Lung
	2018 Allotments
	2018 Playing Fields
	2018 Seafront Entertainment Area
	2018 Shopping Area
	2018 Primary Shopping Frontage
	2018 Community Facility
	2018 Safeguarded Employment

	2018 Green Belt
	2018 New Employment Site
	2018 Established Residential Area
	2018 Open Space
	2018 Coastal Change Management Area
	2018 Land Safeguarded for Flood Defence Works
	2018 Area of Search for Housing
	2018 HSE Consultation Zone
	2018 Town Centre Boundary
	2018 Transport Improvement Area
	Greater Thames Marshes NIA
	Castle Point Borough Boundary
	2018 South Benfleet Leisure Quarter
	Strategic Housing Allocations 2018

**RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX**

Name:

Address:

.....Postcode

Email:

		Support	Object	Other*
1.	What is your opinion about the proposals for the Manor Trading Estate extension?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	What is your opinion about the proposed residential development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	What is your opinion about the proposed access to the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*If you have any additional comments, please use the box below.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [REDACTED] by 2 August 2019. Thank you for your comments.

Name	No.	Add 1	Add 2	Add 3	Post Code
	1	The Sorrells	Benfleet	Essex	SS7 4JU
	3	The Sorrells	Benfleet	Essex	SS7 4JU
	5	The Sorrells	Benfleet	Essex	SS7 4JU
	6	The Sorrells	Benfleet	Essex	SS7 4JU
	7	The Sorrells	Benfleet	Essex	SS7 4JU
	8	The Sorrells	Benfleet	Essex	SS7 4JU
	1	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	2	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	3	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	4	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	5	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	5A	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	6	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	7	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	8	Shrewsbury Drive	Benfleet	Essex	SS7 4HZ
	1	Marlborough Close	Benfleet	Essex	SS7 4JA
	2	Marlborough Close	Benfleet	Essex	SS7 4JA
	3	Marlborough Close	Benfleet	Essex	SS7 4JA
	4	Marlborough Close	Benfleet	Essex	SS7 4JA
	5	Marlborough Close	Benfleet	Essex	SS7 4JA
	6	Marlborough Close	Benfleet	Essex	SS7 4JA
	7	Marlborough Close	Benfleet	Essex	SS7 4JA
	8	Marlborough Close	Benfleet	Essex	SS7 4JA
	1	Warwick Close	Benfleet	Essex	SS7 4JB
	2	Warwick Close	Benfleet	Essex	SS7 4JB
	3	Warwick Close	Benfleet	Essex	SS7 4JB
	4	Warwick Close	Benfleet	Essex	SS7 4JB
	5	Warwick Close	Benfleet	Essex	SS7 4JB
	6	Warwick Close	Benfleet	Essex	SS7 4JB
	1	Woodside Avenue	Benfleet	Essex	SS7 4NX
	2	Woodside Avenue	Benfleet	Essex	SS7 4NX
	3	Woodside Avenue	Benfleet	Essex	SS7 4NX
	4	Woodside Avenue	Benfleet	Essex	SS7 4NX
	5	Woodside Avenue	Benfleet	Essex	SS7 4NX
	6	Woodside Avenue	Benfleet	Essex	SS7 4NX
	130	Manor Road	Benfleet	Essex	SS7 4HU
	132	Manor Road	Benfleet	Essex	SS7 4HU
	134	Manor Road	Benfleet	Essex	SS7 4HU
	136	Manor Road	Benfleet	Essex	SS7 4HU
	138	Manor Road	Benfleet	Essex	SS7 4HU
	140	Manor Road	Benfleet	Essex	SS7 4HU
	142	Manor Road	Benfleet	Essex	SS7 4HU
	144	Manor Road	Benfleet	Essex	SS7 4HU
	146	Manor Road	Benfleet	Essex	SS7 4HU
	148	Manor Road	Benfleet	Essex	SS7 4HU
	150	Manor Road	Benfleet	Essex	SS7 4HU
	152	Manor Road	Benfleet	Essex	SS7 4HU
	154	Manor Road	Benfleet	Essex	SS7 4HU
	156	Manor Road	Benfleet	Essex	SS7 4HU

	158	Manor Road	Benfleet	Essex	SS7 4HU
	160	Manor Road	Benfleet	Essex	SS7 4HU
	162	Manor Road	Benfleet	Essex	SS7 4HU
	164	Manor Road	Benfleet	Essex	SS7 4HY
	166	Manor Road	Benfleet	Essex	SS7 4HY
	168	Manor Road	Benfleet	Essex	SS7 4HY
	170	Manor Road	Benfleet	Essex	SS7 4HY
	172	Manor Road	Benfleet	Essex	SS7 4HY
	174	Manor Road	Benfleet	Essex	SS7 4HY
	176	Manor Road	Benfleet	Essex	SS7 4HY
	178	Manor Road	Benfleet	Essex	SS7 4HY
	180	Manor Road	Benfleet	Essex	SS7 4HY
	182	Manor Road	Benfleet	Essex	SS7 4HY
	184	Manor Road	Benfleet	Essex	SS7 4HY
	186	Manor Road	Benfleet	Essex	SS7 4HY
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	196	Manor Road	Benfleet	Essex	SS7 4HY
	198	Manor Road	Benfleet	Essex	SS7 4HY
	200	Manor Road	Benfleet	Essex	SS7 4HY
	202	Manor Road	Benfleet	Essex	SS7 4HY
	204	Manor Road	Benfleet	Essex	SS7 4HY
	206	Manor Road	Benfleet	Essex	SS7 4HY
	208	Manor Road	Benfleet	Essex	SS7 4HY
	210	Manor Road	Benfleet	Essex	SS7 4HY
	212	Manor Road	Benfleet	Essex	SS7 4HY
	214	Manor Road	Benfleet	Essex	SS7 4HY
	216	Manor Road	Benfleet	Essex	SS7 4PA
	218	Manor Road	Benfleet	Essex	SS7 4PA
	220	Manor Road	Benfleet	Essex	SS7 4PA
	222	Manor Road	Benfleet	Essex	SS7 4PA
	224	Manor Road	Benfleet	Essex	SS7 4PA
	226	Manor Road	Benfleet	Essex	SS7 4PA
	228	Manor Road	Benfleet	Essex	SS7 4PA
	230	Manor Road	Benfleet	Essex	SS7 4PA
	232	Manor Road	Benfleet	Essex	SS7 4PA
	234	Manor Road	Benfleet	Essex	SS7 4PA
	236	Manor Road	Benfleet	Essex	SS7 4PA
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	183	Church Road	Benfleet	Essex	SS7 4PN
	185	Church Road	Benfleet	Essex	SS7 4PN
	186	Church Road	Benfleet	Essex	SS7 4PL
	188	Church Road	Benfleet	Essex	SS7 4PL
	190	Church Road	Benfleet	Essex	SS7 4PL
	192	Church Road	Benfleet	Essex	SS7 4PL
	196	Church Road	Benfleet	Essex	SS7 4PL
	198	Church Road	Benfleet	Essex	SS7 4PL

	Elgeward, 198	Church Road	Benfleet	Essex	SS7 4PL
	200	Church Road	Benfleet	Essex	SS7 4PL
	202	Church Road	Benfleet	Essex	SS7 4PL
	204	Church Road	Benfleet	Essex	SS7 4PL
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	210B	Church Road	Benfleet	Essex	SS7 4PL
	210A	Church Road	Benfleet	Essex	SS7 4PL
	208A	Church Road	Benfleet	Essex	SS7 4PL
	208B	Church Road	Benfleet	Essex	SS7 4PL
	208C	Church Road	Benfleet	Essex	SS7 4PL
	214	Church Road	Benfleet	Essex	SS7 4PL
	226	Church Road	Benfleet	Essex	SS7 4PL
	228	Church Road	Benfleet	Essex	SS7 4PL
	Flat 7, 230	Church Road	Benfleet	Essex	SS7 4PL
	Flat 4, 230	Church Road	Benfleet	Essex	SS7 4PL
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	238	Church Road	Benfleet	Essex	SS7 4PL
	240	Church Road	Benfleet	Essex	SS7 4PL
	242	Church Road	Benfleet	Essex	SS7 4PL
	244	Church Road	Benfleet	Essex	SS7 4PL
	246	Church Road	Benfleet	Essex	SS7 4PL
	262	Church Road	Benfleet	Essex	SS7 3HL
	264	Church Road	Benfleet	Essex	SS7 3HL
	268	Church Road	Benfleet	Essex	SS7 3HL
	270	Church Road	Benfleet	Essex	SS7 3HL
	276	Church Road	Benfleet	Essex	SS7 3HL
	278	Church Road	Benfleet	Essex	SS7 3HL
	280	Church Road	Benfleet	Essex	SS7 3HL
	282	Church Road	Benfleet	Essex	SS7 3HL
	284	Church Road	Benfleet	Essex	SS7 3HL
	286	Church Road	Benfleet	Essex	SS7 3HL
	288	Church Road	Benfleet	Essex	SS7 3HL
	290	Church Road	Benfleet	Essex	SS7 3HL
	292	Church Road	Benfleet	Essex	SS7 3HJ
	294	Church Road	Benfleet	Essex	SS7 3HJ
	296	Church Road	Benfleet	Essex	SS7 3HJ
	317	Church Road	Benfleet	Essex	SS7 3HJ
	337	Church Road	Benfleet	Essex	SS7 3HJ
	397	Church Road	Benfleet	Essex	SS7 3HJ
	Beaucroft	Keswick Road	Benfleet	Essex	SS7 3HU
	Keswick House	Keswick Road	Benfleet	Essex	SS7 3HU
	Sunray	Keswick Road	Benfleet	Essex	SS7 3HU
	2	Keswick Road	Benfleet	Essex	SS7 3HU
	Om3ga	Keswick Road	Benfleet	Essex	SS7 3HU
	Hill View	Windermere Road	Benfleet	Essex	SS7 3HX
	119	Hazlemere Road	Benfleet	Essex	SS7 4AG
	Heston Lodge	Church Road	Benfleet	Essex	SS7 3HT
	Robert Drake Primary School	Church Road	Benfleet	Essex	SS7 3HT

Mrs K Fisher-Bright, St	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Mr I Butt, Head of Stra	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr B Dick	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr B Egan	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr N Drogman	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Sharp	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Anderson	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Blackwell	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Cole	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Fuller	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Hart	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Mrs Haunts	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Johnson	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Mumford	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Cllr Taylor	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Clrr Mrs Wass	Castle Point Borough Council	Kiln Road	Thundersley, Benfleet	Essex	SS7 1TF
Mr M Lawrence	Essex County Council, County Hall	Market Road	Chelmsford	Essex	CM1 1QH

PC5

COMPLETED RESIDENTS CONSULTATION RESPONSE FORMS

RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name:

Address:

Essex

Postcode

Email:

- | | Support | Object | Other* |
|---|--------------------------|-------------------------------------|--------------------------|
| 1. What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. What is your opinion about the proposed residential development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

There is no infrastructure for more housing in that area the road are busy and narrow, the school is oversubscribed the roads are narrow and dangerous to walk along. pollution will increase in the area with the extra traffic and loss of habitat for the already hard pressed wildlife

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or by 2 August 2019. Thank you for your comments.

RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name

Address

Benfleet

Postcode

Email

- | | Support | Object | Other* |
|---|--------------------------|-------------------------------------|--------------------------|
| 1. What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. What is your opinion about the proposed residential development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

my children attend Robert Dingle
school and I have grave concerns
regarding safety, traffic and pollution
(noise / air etc)
Very strongly opposed to this.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [redacted] by 2 August 2019. Thank you for your comments.

RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name

Address

Postcode

Email

- | | | Support | Object | Other* |
|----|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. | What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. | What is your opinion about the proposed residential development? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. | What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

NOISE POLLUTION FROM EXISTING ESTATE AFFECTS LOCAL RESIDENTS.
VEHICLES PARTICULARLY LORRIES DO NOT DRIVE SAFELY AROUND LOCAL ROADS.
FLY TRAPPING RATS, PARTICULARLY ASBESTOS HAS HAPPENED OVER EXISTING ESTATE, WHAT IS TO STOP THIS HAPPENING FURTHER.
INCREASED DIESEL EMISSIONS IN LOCAL AREA FROM MORE LORRIES.
THE SCHOOL BEING SURROUNDED BY AN INDUSTRIAL ESTATE THIS IS NOT RIGHT.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or 2 August 2019. Thank you for your comments.

RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO LAND EAST OF THE MANOR TRADING ESTATE, BENEFLEET, ESSEX

Name: [REDACTED]

Address: [REDACTED]

Postcode: [REDACTED]

Email: [REDACTED]

		Support	Object	Other*
1.	What is your opinion about the proposals for the Manor Trading Estate extension?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	What is your opinion about the proposed residential development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	What is your opinion about the proposed access to the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*If you have any additional comments, please use the box below.

Putting this development behind a school is ridiculous, this is not safe for parents or children of the school! Tarpot alone can NOT take another 500+ cars, the traffic is already a ~~joke~~ Benfleet Roads won't take it! Also what about our doctors, schools, ect for the children already living in Benfleet?? THIS CAN NOT HAPPEN!!

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd. Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [REDACTED] by 2 August 2019. Thank you for your comments.

**RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX**

Name:

Address:

Benfleet

Postcode

Email:

- | | | Support | Object | Other* |
|----|--|--------------------------|-------------------------------------|--------------------------|
| 1. | What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. | What is your opinion about the proposed residential development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. | What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

A totally inappropriate proposal. Local roads are already congested!!! The proximity to the school for ^{the} access is also extremely dangerous!

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [redacted] by 2 August 2019. Thank you for your comments.

RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name

Address

Benfleet Postcode

Email

- | | | Support | Object | Other* |
|----|--|--------------------------|-------------------------------------|--------------------------|
| 1. | What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. | What is your opinion about the proposed residential development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. | What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

My concerns are for the current families, houses & businesses who live in this area - roads & access is extremely congested at times & I feel the proposed extension/development will have a huge negative impact on this part of Benfleet.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or by 2 August 2019. Thank you for your comments.

RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name: ...

Address:

Postcode

Email:

- | | | Support | Object | Other* |
|----|--|--------------------------|-------------------------------------|--------------------------|
| 1. | What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. | What is your opinion about the proposed residential development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. | What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

The access to the development and the effect on the infrastructure, local residents and Robert Drake School is totally unacceptable.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or by 2 August 2019. Thank you for your comments.

RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name: [REDACTED]

Address: [REDACTED]

Postcode: [REDACTED]

Email: [REDACTED]

		Support	Object	Other*
1.	What is your opinion about the proposals for the Manor Trading Estate extension?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	What is your opinion about the proposed residential development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	What is your opinion about the proposed access to the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*If you have any additional comments, please use the box below.

Why is it that developers never seem to look at the bigger picture when building new homes. They don't seem to consider Schools, doctors or the pressure of extra cars on the roads. If Schools + doctors Surgeries were to be part of this proposed residential site then I'm

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Swc it would be looked upon more favourably.

**RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX**

Name

Address

Postcode

E

- | | | Support | Object | Other* |
|----|--|--------------------------|-------------------------------------|--------------------------|
| 1. | What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. | What is your opinion about the proposed residential development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. | What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

NOT ENOUGH INFRASTRUCTURE,
I.E. GPS, WILL CAUSE MAJOR
TRAFFIC & SAFETY ISSUES
WILL IMPACT ROBERT DRAKE
SCHOOL NEGATIVELY.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [redacted] by 2 August 2019. Thank you for your comments.

**RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX**

Name: [REDACTED]

Address: [REDACTED]

Postcode: [REDACTED]

Email: [REDACTED]

- | | | Support | Object | Other* |
|----|--|--------------------------|-------------------------------------|--------------------------|
| 1. | What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name

Address:

Essex

Postcode

Email

- | | | Support | Object | Other* |
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The existing infrastructure is already struggling - Dr's surgeries, roads are extremely congested as it is, not enough schools. This proposal will impact existing families in the area negatively. Not to mention the safety and security of the children attending Robert Drake school.
This proposal will have a negative impact on the Benfleet - we do not have the infrastructure for this, so I totally object this proposal.

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**RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX**

Name

Address

Postcode

Email

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| 3. | What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

THIS WILL IMPACT THE AREA NEGATIVELY
AS WE DON'T HAVE THE INFRASTRUCTURE TO SUPPORT
MORE CARS, PEOPLE. HOW WILL THE DRG SURGERIES,
SCHOOLS COPE??
WE NEED TO KEEP THE CHILDREN OF ROBERT DRAKE SAFE
AS WELL.

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RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

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Address

Postcode

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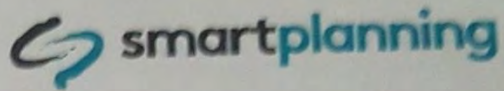
*If you have any additional comments, please use the box below.

Firstly the Robert Drave primary School is a huge part of this Community. The total disregard for the school and its Pupils is immoral. The extra noise, pollution and Safety Concerns for the Children Seems to me to be ignored over greed. Secondly we live on a road which is a direct route to the trading estate. Whether you like it or not or promote Vehicles to use our road or not to access

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the trading estate they do. Everytime one of these heavy Vehicles do our house shares. This is going to make the issue so much worse to an already problem. Lastly increasing the residential population of Benfleet even more is going to have a huge impact on our Schools, Doctors, ~~our~~ train stations and roads to name a few. P.T.O.

Anyone who uses any of these amenities in this area knows they are at breaxing point. Castlepoint has had a lot of residential ~~redev~~ redevelopment over the years all of which has big knock on effects to the way we go about our lives. This propossed development I strongly object for all the points raised in this form.



RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name

Address

Postcode

Email

- | | Support | Object | Other* |
|---|--------------------------|-------------------------------------|--------------------------|
| 1. What is your opinion about the proposals for the Manor Trading Estate extension? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| 3. What is your opinion about the proposed access to the development? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*If you have any additional comments, please use the box below.

MY GRANDCHILDREN ATTEND THE ROBERT DRAKE PRIMARY SCHOOL. I AM CONCERNED ABOUT THE POLLUTION THIS WILL CAUSE, PLUS THE INCREASE IN TRAFFIC AND NOISE ALREADY ON A VERY BUSY ROAD DIRECTLY OUTSIDE THE SCHOOL. THE NEW HOUSING PROPOSED WILL IMPACT THE TRAFFIC + LOCAL AMENITIES INCLUDING DOCTORS' APPOINTMENTS + BENFLEET TRAIN STATION

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RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name

Postcode

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The increase in traffic is a huge concern. Our road is used to access the trading estate & every time a lorry goes past our property shakes - what damage this does to the foundations underneath I dread to think. Our children also attend The Robert Drake Primary school, so I am concerned about how busy the road outside & to the side of the school will be. The scrap metal yard on estate is noisy enough.

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RESPONSE FORM FOR DEVELOPMENT PROPOSALS RELATING TO
LAND EAST OF THE MANOR TRADING ESTATE, BENFLEET, ESSEX

Name:

[Redacted] Dary [Redacted]
[Redacted] [Redacted] [Redacted] [Redacted]
[Redacted] [Redacted] [Redacted] [Redacted] [Redacted] U
[Redacted] [Redacted] [Redacted] [Redacted] [Redacted]
[Redacted] [Redacted] [Redacted] [Redacted] [Redacted]

- | | | Support | Object | Other* |
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Our children attend Robert Drake Primary School, the extra pollution will effect all the pupils + staff. Extra congestion will effect safety outside School and along our road.

Please hand the completed form in at the public meeting on 24 July 2019 or return to Smart Planning Ltd, Old School House, Rettendon Turnpike, Battlesbridge, SS11 7QL or [Redacted] by 2 August 2019. Thank you for your comments.

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**ROBERT DRAKE PRIMARY SCHOOL MEETING AGENDA,
3 OCTOBER 2019**

Meeting Agenda

Project:	16.3839.DP Land East of Manor Trading Estate, Benfleet, Essex, SS7 4PS
Meeting Date & Time:	Date: Thursday, 03 October 2019, Time: 5:30pm
Venue:	The Robert Drake Primary School, Church Road, Thundersley, Essex, SS7 3HT
Attendees:	Ms C Redpath, Mrs P Coe, School Governors (TBC), Mr G Smith, Mr W Smith, R Forde, T Sharman
Apologies:	

		Action Notes
1.0	Introduction	<ul style="list-style-type: none"> • Introduction to attendees • Why we are here this evening
2.0	Local Development Plan	<ul style="list-style-type: none"> • Site allocated in draft Local Plan (2018) • Draft local plan rejected on 28/11/18 – government intervention now unlikely • Progress on Local Plan being made – expecting our site to still be allocated
3.0	Masterplan	<ul style="list-style-type: none"> • Review site layout plan • How our proposal can benefit the school
4.0	Highways/Access Proposals and Alterations	<ul style="list-style-type: none"> • Review access designs • Discuss new layby/drop-off and additional parking provision • Construction traffic management
5.0	Pedestrian Crossings	<ul style="list-style-type: none"> • Lorry routing plan and signage • Review pedestrian crossing options
6.0	Benfleet Scrap – Noise & Pollution	<ul style="list-style-type: none"> • Complaints • Noise survey
7.0	Any other business or questions	