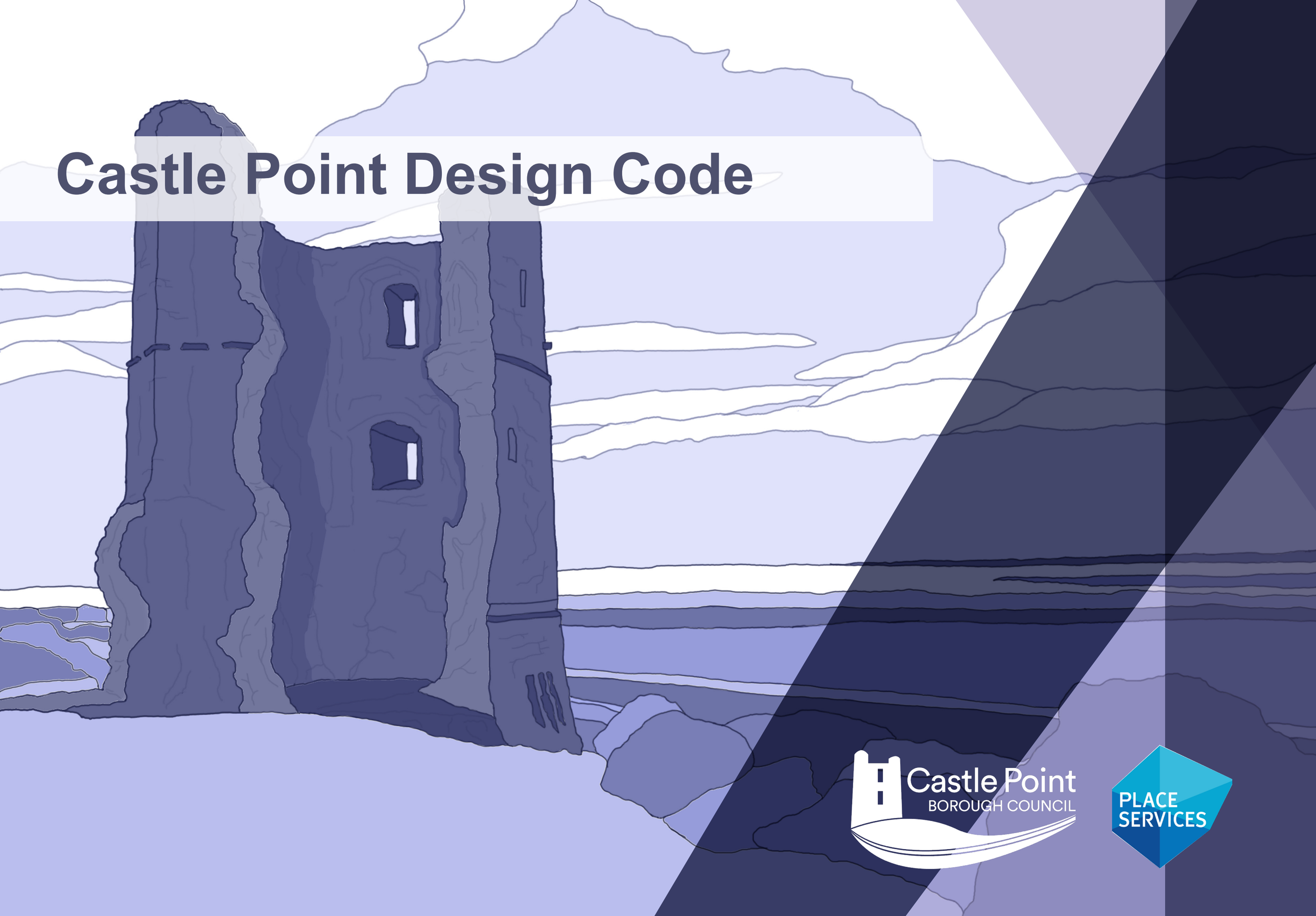
Castle Point Design Code



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1.0 Introduction

1.1 Design Code Overview

1.1.1 What is a Design Code?

A Design Code is a series of specifications for new developments, streets and buildings, which direct how they will look and feel and interact with surrounding places. They are traditionally led by developers for large-scale projects but are now being shaped collaboratively by local authorities and communities, as encouraged by government policy. The National Model Design Code (NMDC) defines design codes as sets of principles that help local authorities and communities articulate what good design looks like locally. The NMDC defines them as clear, visual principles that help define what good design looks like, setting precise expectations to support the creation of successful places.

1.1.2 The Castle Point Design Code

The Castle Point Design Code is a tool to help shape placemaking in the Borough in the interest of creating sustainable and healthy places.

The Design Code sets what is required from those submitting planning applications, and to guide developers, house builders and architects prepare submissions and site specific design codes. The Design Code will guarantee standards are upheld and remove uncertainty, which can lead to delays in the planning process. It can also be used by planning officers, elected members and community members to consider and enhance development proposals.

The Code aims to express the ambitions and concerns of Castle Point residents when it comes to development. The Code is based on feedback from residents, councillors and the local planning authority as well as feedback received from key stakeholders during consultation. It aims to reflect what they like in the built environment, how they wish to see it evolve, and how best design practice will be accommodated in the Borough.

Compliance with the Design Code does not guarantee permission and all applications will be considered as part of the wider planning policy context.

1.1.3 The Design Code Approach

The Design Code reflects the 2024 updates to the National Planning Policy Framework (NPPF) and follows the structure and guidance of the 2021 National Model Design Code (NMDC).

The Design Code has been developed in accordance with the NMDC process which is a seven stage process defined by Analysis, Vision and Code stages, which combine to develop a local Design Code for Castle Point.

The NMDC incorporates ten place characteristics from the National Design Guide, illustrated as a wheel. These characteristics—ranging from context and identity to movement, nature, and lifespan—form a comprehensive framework for shaping local design codes and guiding high-quality, place-specific development.

1.1.4 Status of the Castle Point Design Code

The Code will be adopted as supplementary design guidance. This Code should be read alongside a number of other relevant documents such as the South Benfleet Conservation Area Character Appraisal and Management Plan, the South Benfleet Conservation Area Design Code and the Florence Gardens Conservation Area Management Plan.

1.1.5 Document Development and Structure

The Castle Point Design Code is an authority wide Design Code that has been developed following the NMDC process. The structure and make-up of the document have been developed in response to the unique characteristics of Castle Point, which have emerged out of the Baseline Analysis, Consultation and Scoping stages(1A + 1B) as well as incorporating the Castle Point Density and Capacity Study (2025) findings. This has resulted in a tailored version of the NMDC and NDG structure(see Figure 1.02) to ensure that the local identity and characteristics of Castle Point are addressed at the forefront of the code, before moving onto the more general authority wide coding principles.

All images throughout this Design Code are the author's own unless specified.

Fig 1.01 - National Design Guide 10 Characteristics of a Well Designed Place

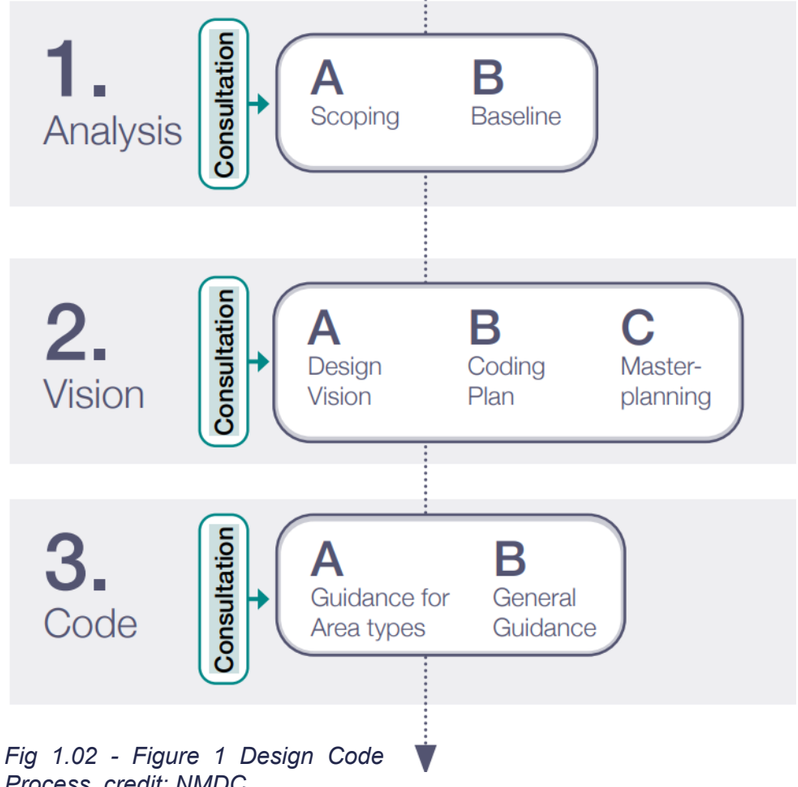


Fig 1.02 - Figure 1 Design Code Process, credit; NMDC

1.2 How to Use the Code

The Castle Point Design Code structure is detailed below, with a user guide set out opposite in Figure 1.03:

1.0 Introduction
The introduction has been developed to provide a background to the emergence and development of the Code, explain the structure and outline how the Code will be used. The Vision of the Code has been informed by the context analysis but is included upfront to set out the overarching aims of the Design Code.

2.0 Context
The context includes a summary of the key parts of the analysis scoping and baseline findings (NMDC Stages 1A + 1B) that have informed the structure and contents of the Code. This section sets out the existing characteristics of the Borough.

3.0 Area Types
This section introduces the Coding Plan for the Borough using some of the Area Types set out within the NMDC (Stage 2B). General coding principles are set for each of the Area Types (Stage 3A).

4.0 Identity Areas
The Identity Areas section further develops the Coding Plan to facilitate contextually specific coding (Stage 2B). Specific coding principles are set for development within each Identity Area (Stage 3A) in response to specific characteristics and features identified. The Area Type and Identity Area coding references direct the user to the relevant and applicable sections of the Coding Library (Parts 5.0 and 6.0), with the Coding Index provided in Part 7.0 to help users navigate the Code.

5.0 Built Form Coding
This section sets out the coding principles for building typologies, composition, elements, materials, residential extensions and non-residential buildings as the key building blocks for development in the Borough.

6.0 Borough Wide Principles
The Borough Wide Principles provide coding and corresponding guidance to deliver the design vision and promote high-quality design across the Borough (Stage 3B).

7.0 Coding Index
The Coding Index provides a full list of all the coding references across the Coding Library (Parts 5.0 - 6.0), to enable users to easily navigate to the applicable sections of the Code for their site.

Fig 1.03 - Castle Point Design Code User Guide

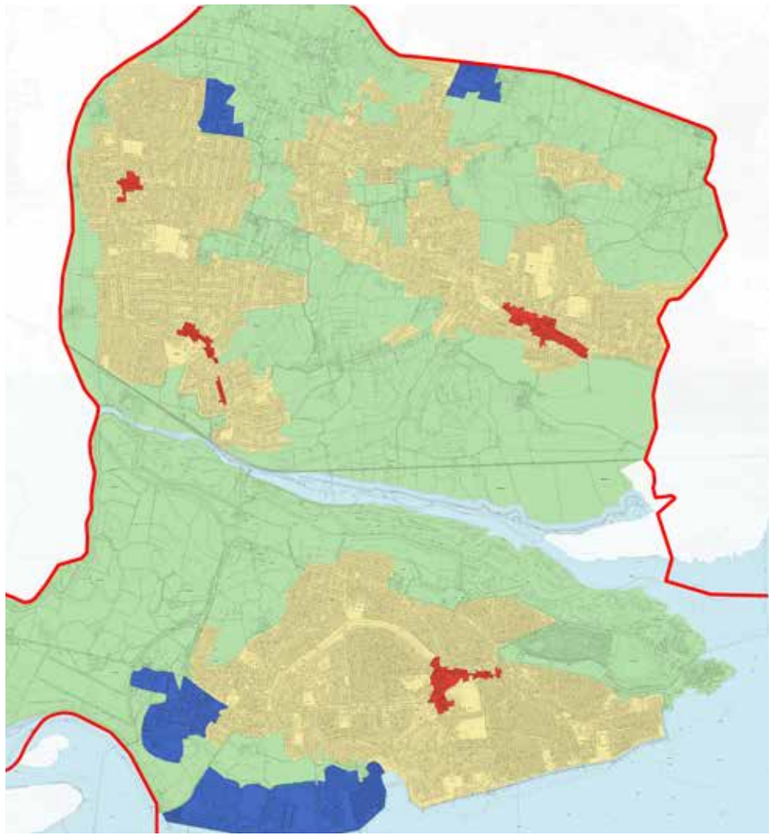
1.2 How to Use the Code

1.2.1 The Codes Scope and Focus

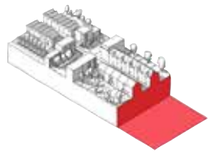
The Design Code primarily focuses on residential development, but also considers civic and commercial uses. The Code sets out principles for householder extensions, minor housing developments, major housing developments, non-residential buildings and streets and public spaces. For sites allocated in the Castle Point Plan, the Code will provide design requirements for them to consider in their own site-specific codes. The Code firstly considers the context of the broad geographical areas within the Borough, the Mainland and Canvey Island. It then highlights standards for the 4 Area Types identified across these (Part 3.0). These Area Types have informed the framework for the Design Code, tailored further by the 10 Identity Areas as set out below and further explored in Part 4.0.

The Area Type and Identity Area plans are included at a larger scale in Appendix B for more accurately locating sites. The Area Types plan is informed by the Castle Point Plan Policies Map 2026-2043. The Identity Areas plan is informed by the Area Type boundaries and key interfaces found along key road corridors and the edges of settlements throughout Castle Point. The relevant Area Types and Identity Areas for a site **must** be considered and agreed between the applicant and the case officer at the start of the application process to enable accurate utilisation of this Design Code.

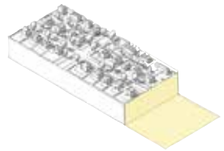
1.2.2 Castle Point Area Types



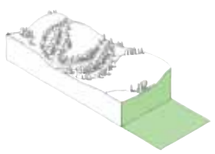
Town Centre



Suburban



Rural



Industrial

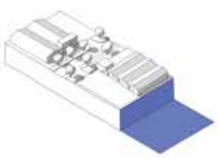


Fig 1.04 - Castle Point Design Code Area Types

1.2.3 Castle Point Identity Areas

- Borough Boundary
- Neighbourhood Hubs
- Primary Corridor
- Suburban Corridor
- Western Edge
- Estuary Edge
- Natural Edge
- Rural Identity Areas (Thundersley/ Incidental Plotlands)
- Water's Edge
- Canvey Seafront

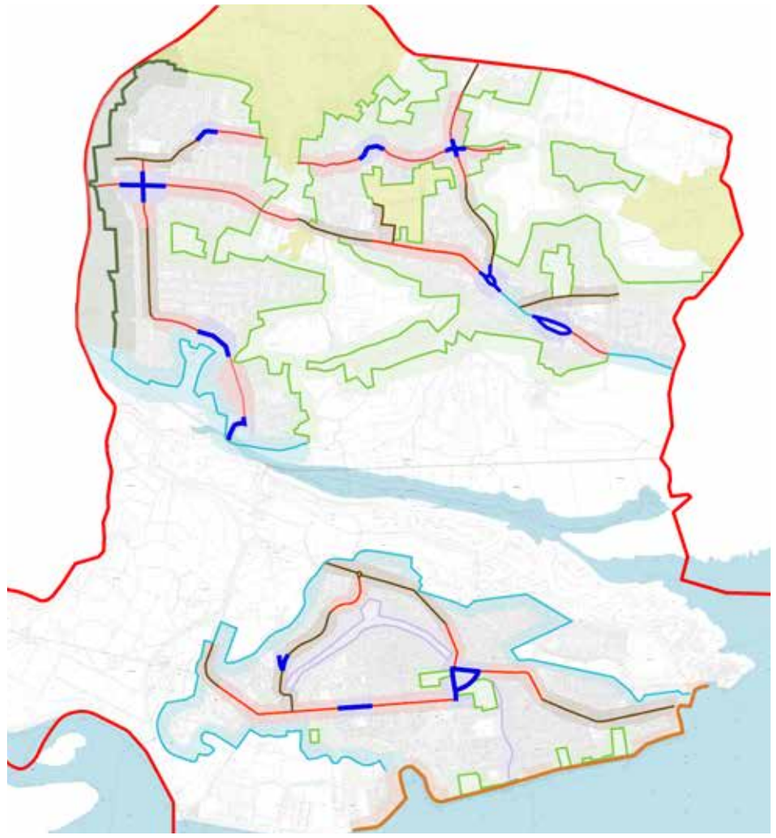


Fig 1.05 - Castle Point Design Code Identity Areas

1.2.4 Must, Should and Can Coding

The Code uses three levels of guidance, '**Must**', **'Should**' and '**Can**':

Must: Mandatory design practices. Developments that do not abide by them will not be permitted unless justified by truly exceptional circumstances.

Should: Design practices which are strongly encouraged due to the benefit they will have. Where these cannot be applied, justification will be required and approved on a case-by-case basis.

Can: Design practices which are recommended to improve the overall quality of the development.

These guidance levels have been identified to ensure "the creation of high quality, beautiful and sustainable buildings and places" as required by the NPPF and with regard to the NMDC.

The wording of the principles have been informed by character assessments, outcomes of engagement work and are supported by other design guidance and relevant planning policies. The principles set out in the Code aim to balance both views of stakeholders and the community with national best practice.

The Design Code is an integral part of the development process and ensures that clear parameters are set from the outset through to implementation which adhere to the design strategy of Castle Point Borough Council. It may be necessary for applicants to additionally prepare specific code details which relate to the scale and type of the proposed development.

Sites constituting major development must produce their own site-specific design code informed by this borough-wide design code.

The Design Code is intended to be objective wherever possible, however it is inevitable that some difference of interpretation will arise. In all cases, common sense interpretations should be used but, if in doubt, Castle Point Borough Council should be consulted in advance.

Fig 1.06 - Hadleigh Town Centre

1.2.5 Design Code Coverage

The table opposite provides an indication of which parts of the Code may be relevant to different development types. However, this should be taken as indicative and Castle Point Borough Council should be consulted on which elements of the code are relevant to an application.

Design Code Coverage	Householder	Minor resi	Major resi	Major non-resi
2.0 Context				
History of Castle Point	✦	✦	✦	✦
Present Day Castle Point	✦	✦	✦	✦
Site Context and Assessment	✦	✦	✦	✦
Heritage	✦	✦	✦	✦
Open Space	✦	✦	✦	✦
Understanding the Mainland	✦	✦	✦	✦
Understanding Canvey Island	✦	✦	✦	✦
4.0 Identity Areas				
Identity Areas	✦	✦	✦	✦
Identity Area Coding	✦	✦	✦	✦
5.0 Built Form Coding				
Built Form Identity	✦	✦	✦	✦
Building Typologies	✦	✦	✦	✦
Building Composition	✦	✦	✦	
Building Elements	✦	✦	✦	✦
Materials	✦	✦	✦	✦
Boundaries	✦	✦	✦	✦
Non-Residential Buildings	✦	✦	✦	✦

Design Code Coverage	Householder	Minor resi	Major resi	Major non-resi
6.1 Movement				
A connected Street Network		✦	✦	✦
Street Hierarchy		✦	✦	✦
Street Types		✦	✦	✦
Public Transport		✦	✦	✦
Active Travel		✦	✦	✦
Inclusive Streets		✦	✦	✦
Junctions and Crossings		✦	✦	✦
Car Parking	✦	✦	✦	✦
Cycle Parking		✦	✦	✦
Services and Utilities	✦	✦	✦	✦
6.2 Nature and Public Open Space				
Green Infrastructure (GI)		✦	✦	✦
Blue Infrastructure	✦	✦	✦	✦
Sustainable Drainage Systems	✦	✦	✦	✦
Street Design		✦	✦	✦
Street Trees		✦	✦	✦
Biodiversity Net Gain (BNG)		✦	✦	✦
Designing for Play		✦	✦	✦
Design and Inclusivity		✦	✦	✦
Secured by Design		✦	✦	✦

Design Code Coverage	Householder	Minor resi	Major resi	Major non-resi
6.3 Uses				
Schools			✦	✦
Community Facilities			✦	✦
Local Services		✦	✦	✦
Mix of Uses		✦	✦	✦
Efficient Use of Land	✦	✦	✦	✦
6.4 Homes and Buildings				
Accessibility		✦	✦	✦
Light, Aspect and Privacy	✦	✦	✦	✦
6.5 Resources and Lifespan				
Energy in Use	✦	✦	✦	✦
Construction of Buildings	✦	✦	✦	✦
Resilience and Longevity	✦	✦	✦	✦
Lifespan		✦	✦	✦

Fig 1.07 - Castle Point Design Code Coverage, based on the National Model Design Code

1.3 Engagement

1.3.1 Stakeholder Engagement

Stakeholder engagement is a crucial part of the design and planning process. It is a key theme within the NPPF, the NMDC and advised by the Ministry of Housing, Communities & Local Government guidance on producing design codes.

Stakeholders can have a range of different views, therefore the aim of engagement is to understand and balance different view points.

1.3.2 Engagement Work

The Design Code has been developed in response to a series of engagement events which were undertaken with the local planning authority, councillors and residents. The engagement work took place from January to March 2024.

Public Engagement
In total, 252 responses were collected. The responses to this engagement work are available on the Castle Point website and have informed the production of the contextual analysis, scoped topics and coded features.

Full public consultation was undertaken by Castle Point to engage statutory bodies, consultee stakeholders and the local community in the summer of 2024. The results of which are available on the Castle Point website.

Member Engagement
Member workshops were organised to brief Members on the design code approach, seek feedback on local issues and opportunities, and identified views of the key design considerations to shape the vision and code.

Officer and Key Stakeholder Engagement
Officers and key stakeholders from Castle Point Borough Council were consulted to understand the key challenges and opportunities within the Borough. A working group was also set up to review each stage and development of the Design Code.

1.3.3 Summary of Engagement

Through the workshop engagement sessions, the following key theme emerged:

Sustainability: Strong support for renewable energy, low-carbon solutions, and climate resilience in feedback.

Green Infrastructure: High value placed on nature, biodiversity, SuDS, and accessible green spaces.

Local Identity & Heritage: Pride in Castle Point's distinctive character, heritage buildings, and traditional architecture.

Transport & Parking: Car remains dominant; support for active travel, better parking design, and improved public transport.

Safety & Inclusion: Emphasis on secure, inclusive design especially for elderly, disabled, and other protected groups.

Amenities & Land Use: Desire for walkable access to services, efficient land use, and mixed-use development near transport hubs.

These findings have been used to shape the structure and content of the Design Code.

Fig 1.08 - Workshop plans of Castle Point engagement


Fig 1.09 - Workshop as part of Castle Point Engagement

1.4 Design Code Vision

The Design Code supports the ambition of the Castle Point Plan for making Castle Point the green heart of South Essex. The Castle Point Plan sets out clear objectives for development across the borough. Together with responses from the engagement events, these objectives have been considered and used to inform the Design Code as set out opposite.

Fig 1.10 - Hadleigh Country Park

The natural woodland and estuary setting of Castle Point offer opportunities for new contextual character which preserves and enhances the natural environment. Whilst the majority of the natural context requires an intimate relationship with development, some estuary views offer the opportunity for increased scale in line with the scale of the views.

The Design Code's vision and objectives aim to promote healthy lifestyles with homes located within walkable neighbourhoods that offer access to daily services and amenities. The Code supports the creation of local green spaces that are inviting and well-connected, supporting nature engagement and community activities, and health and wellbeing overall. The Code further aims to achieve climate change resilience through the creation of energy-efficient buildings and integrated solutions that will protect Castle Point from extreme weather and flooding.

The Code supports the creation of an enhanced transport network with prioritised sustainable travel, improving access to jobs, services, and amenities. As such, new development seeks to enhance existing centres, amenity spaces and routes and to create new connections by focussing built form on these areas. Walkable neighbourhoods are to be supported by attractive high quality public spaces where community buildings and spaces will be vibrant hubs of social, cultural, and physical activity. Likewise, business areas, high streets, and seafronts will be well-designed to attract investment and support local employment.

1.4.1 Design Code Objectives:

Connect With Nature: To create places and buildings which embody and respond positively to the surrounding woodland, countryside, estuary and coastal qualities of Castle Point.

Sustainability: To create places which are protected from the impacts of climate change and which reduce their impact upon climate change.

Creating Identity: To create places which are attractive, with high quality public and private spaces, which support an identity which contextually responds to the heritage and vitality of Castle Point.

Socio-economic: To create places which support and encourage local businesses with good quality spaces that can be reached sustainably by the entire community.

Homes For All: To create homes and places which are affordable, accessible, safe, inclusive and are connected through sustainable modes of travel for all of the community.

Resilient and Adaptable: To create places which will stand the test of time by delivering designs that are adaptable to changing socio-economic and environmental challenges.

2.0 Context

2.1 Growth of Castle Point

2.1.1 Location

Castle Point is located on the northern side of the River Thames, in South Essex. Castle Point contains a mixture of flat, escarpment and low-lying land.

Castle Point is made up of a series of communities on the mainland and Canvey surrounded by natural green space, including ancient woodlands and overlooking the estuary. Many of these communities separately developed as villages and towns which have later been connected by a backdrop of suburbia and development along main routes. The Borough's built up areas consists of four towns; Hadleigh, Benfleet, Thundersley and Canvey Island, and the village of Daws Heath.

2.1.2 Growth of Castle Point

In Roman times, the reclaimed land of Canvey Island was joined to the mainland by a road providing access at low tides from Benfleet to Colchester and London. Benfleet is the oldest settlement in Castle Point, and is one of the two Conservation Areas in the Borough. The name of the town 'Benfleet', derived from Saxon settlers, means "tree stream" being the area where the creeks from the River Thames adjoined the wooded areas of South Essex. The development of Benfleet over the past few hundred years has largely been shaped by a creek which heads north from East Haven Creek towards the Tarpots area.

Canvey Island became home to around 200 Dutch immigrants in the early 17th century. In 1623, the connection between the Dutch and Canvey Island became more apparent when the local landowner made an agreement with a Dutch water engineer that in exchange for a third of his land, the engineer would maintain the sea walls.

At the start of the 20th century, Canvey was populated by approximately 300 people until it became the fastest-growing seaside resort in Britain between 1911 and 1941. The population of Canvey has significantly grown in the last 100 years with migration from London driving the growth. The mainland of Castle Point was predominantly inhabited until the 20th century by agricultural workers and tradesman.

After World War I, the main settlements of Hadleigh and Benfleet became popular as places for people to retire and live outside of London and this led to the development of 'plotlands'.

Inter-war development was not governed by planning (the Town and Country Planning Act was enacted in 1948) which meant there were no restrictions on the type and quality of buildings. The majority of the buildings which remain today on the mainland were constructed in the late 19th and 20th centuries. Since the 1930's, the southern side of the Island at Holehaven has been developed for use as oil refineries and oil and gas storage.

The Borough of Castle Point as a whole has grown rapidly in population, rising from 31,000 in 1951 to over 90,000 people as of 2021.

2.1.3 Present Day Castle Point

Today Canvey Island is the largest town in Castle Point and encompasses the Borough's largest town centre and employment estate. Canvey Island is separated from the rest of the Borough by a series of creeks and other natural features which provide it with a unique character. The western part of the island is largely undeveloped and covered by an ancient marshland system. Holehaven creek is designated a Site of Special Scientific Interest (SSSI). Canvey Wick is also designated as a SSSI. There are several Local Wildlife Sites to the west of Canvey Island which are further of importance in terms of nature conservation.

The mainland towns of Benfleet, Hadleigh and Thundersley and the village of Daws Heath, sit between the settlements of Basildon and Southend. Each of the towns have their own shopping area which vary in size between town centres and local centres. There are also two main employment areas.

The land on the mainland is more varied in terms of topography and landscape, with these features combining to create an attractive and green environment. Included within this landscape are a number of ancient woodland, grassland and wetland systems including three SSSI allocations, one Special Protection Area (SPA) and Ramsar site.

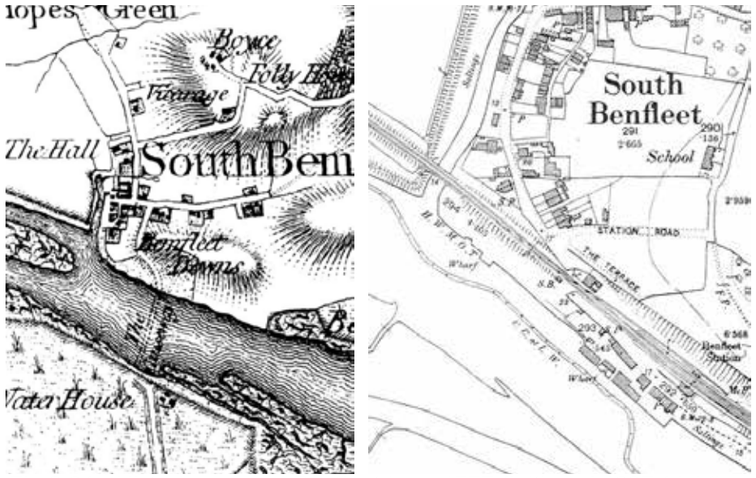


Fig 2.01 - Historic maps of Benfleet from 1777 (left) and 1897 (right)

Fig 2.02 - Old Benfleet High Street and the creek

Fig 2.03 - Old Benfleet High Street looking west

All images Credit: South Benfleet Conservation Area Appraisal and Management Plan

2.2 Understanding Castle Point

In developing the Design Code, it is important to introduce and understand the contextual characteristics of the Borough. The following sections outline a summary of key features of the contextual analysis that make up the Baseline (Stage 1B of the NMDC Process) analysis that underpins the Code. This has been broken down into the key settlements within Castle Point, covering aspects such as movement, built form and local character and other key features such as open space and heritage are addressed on a Borough wide basis.

As part of preparing the Castle Point Design Code a number of local design cues have been explored to graphically illustrate locally specific design cues that **should** inform new developments.

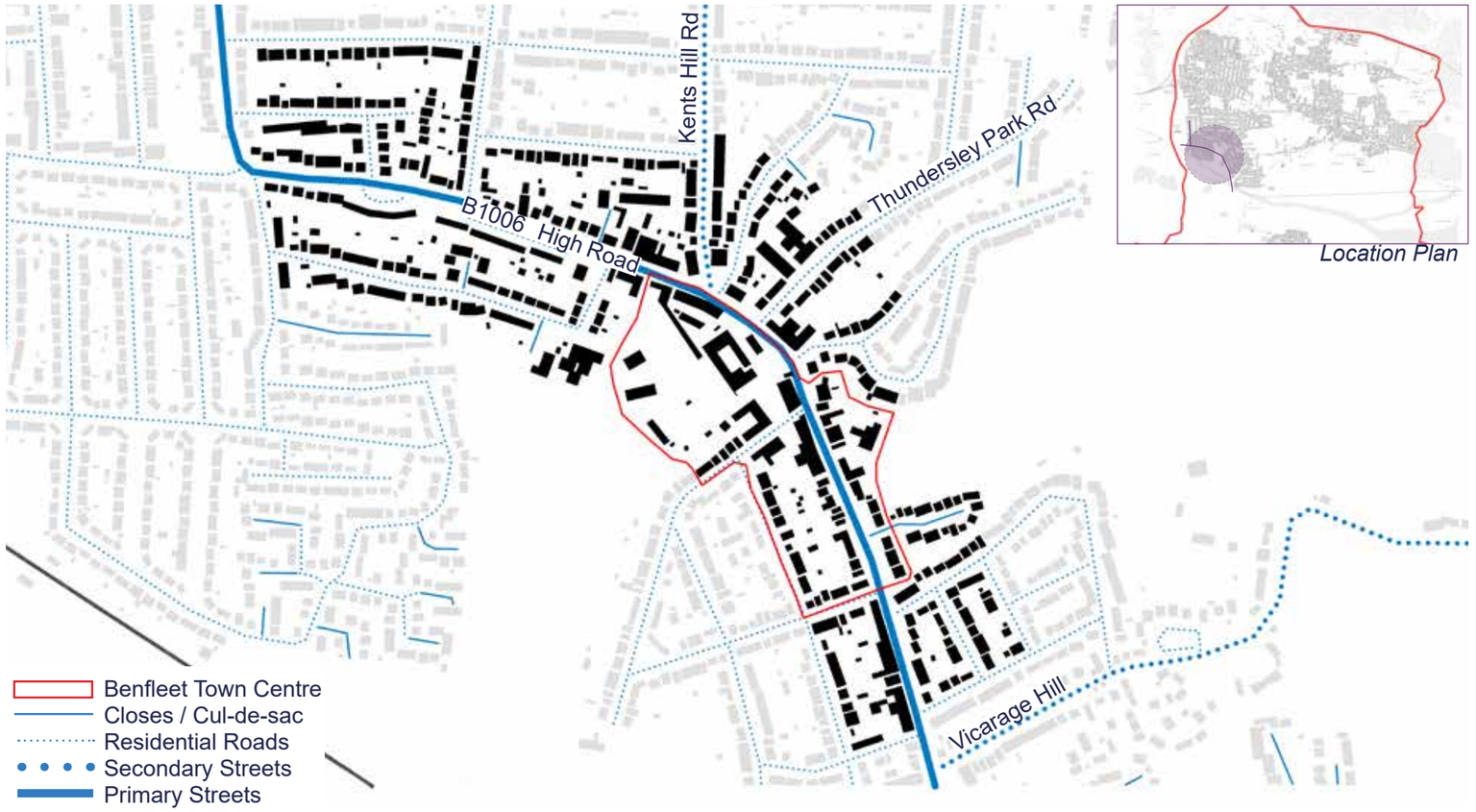


Fig 2.04 - Built form figure ground and street hierarchy of Benfleet Town Centre

2.2.1 Benfleet Local Design Cues

South Benfleet Conservation Area: buildings **should** define streets and blocks whilst providing defensible space. Buildings **should** consider their vertical proportions to create pedestrian friendly spaces. Façade treatments **should** be harmonious and complementary to the surrounding context, ensuring visual cohesion and enhancing the character of the area.

Shipwrights: where buildings are adjacent to mature landscaping, this **should** be incorporated and celebrated. Unique and architecturally interesting buildings will be welcomed where they are sympathetic to the surrounding context. Façade design **should** integrate materials, colours, and detailing that complement the natural and built environment.

Benfleet Water Tower: landmark buildings aid in wayfinding, not just within local streets but across local areas when located on higher topographies and using additional height. The appearance of façades **should** reinforce the landmark quality while remaining contextually sensitive.

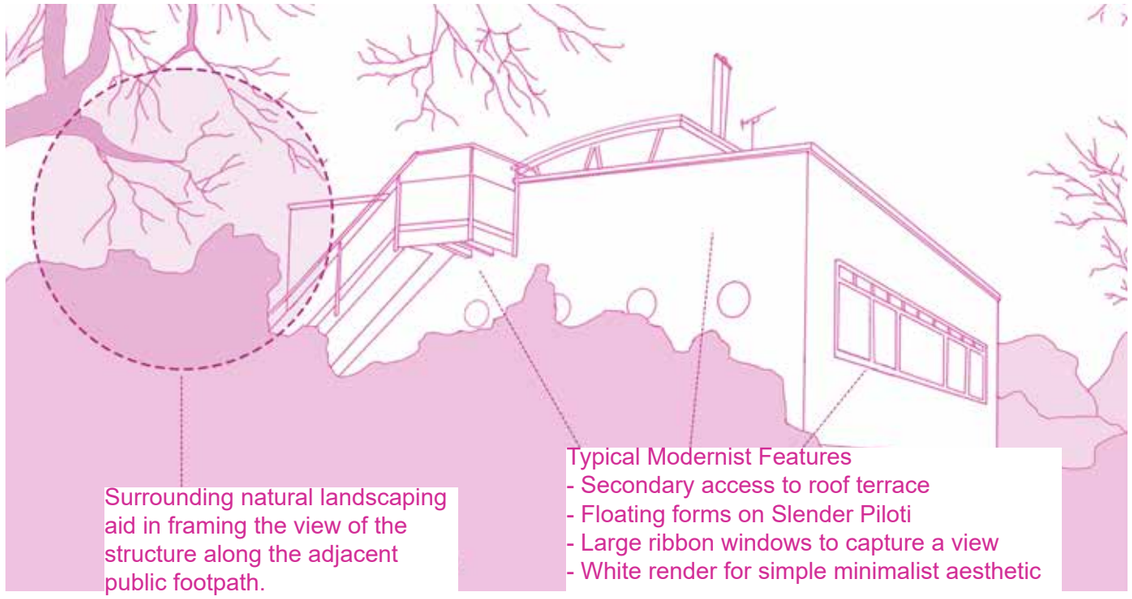


Fig 2.06 - Diagrammatic view of the Shipwrights building, Benfleet

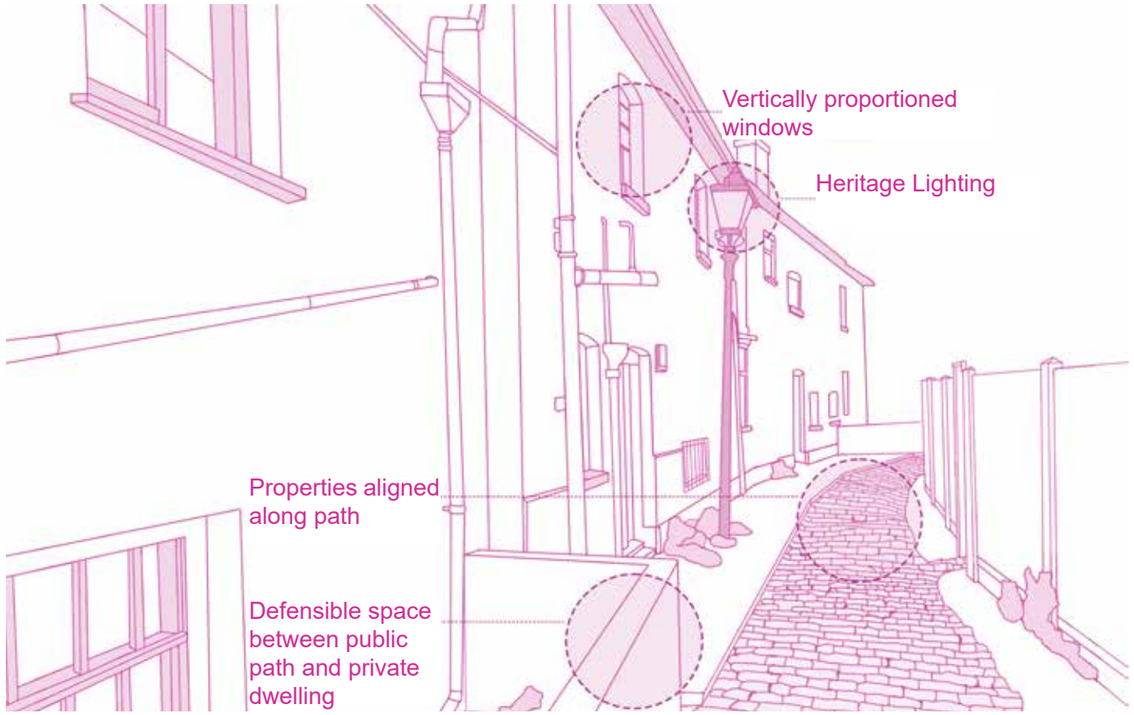


Fig 2.05 - Diagrammatic view of terraced buildings along The Close, Benfleet.

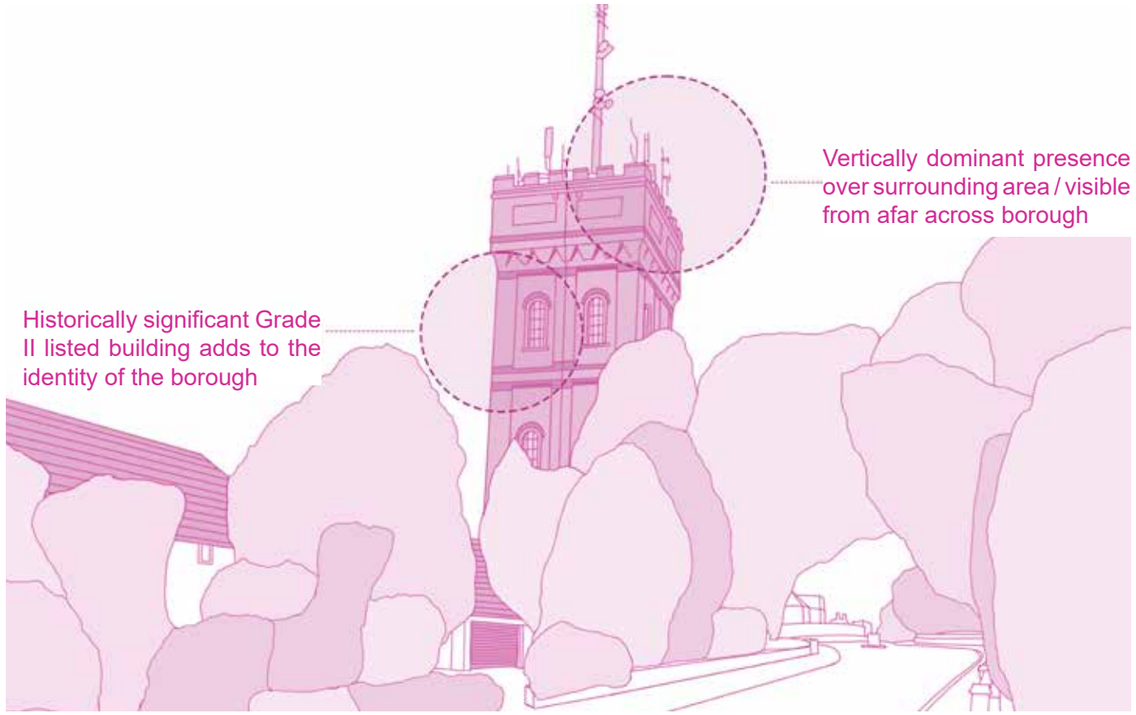


Fig 2.07 - Diagrammatic view of the landmark known as the Water Tower

2.2.2 Thundersley Local Design Cues

Thundersley is located to the north of the borough, comprising mostly of residential development. Thundersley is largely separated from its neighbouring settlements by well-established areas of countryside, although the boundary with Hadleigh is somewhat merged.

The built form of Thundersley is predominantly suburban and relatively low-density due to the predominant use of detached typologies. However, there are some instances of semi-detached and terraced dwellings. Thundersley does noticeably build up in density around the A13 with the presence of apartments and mix of uses. Thundersley evolved around the confluence of Common Lane, Hart, Daws Heath and Rayleigh Roads, joining up development at the junction with the White Hart, Cedar Hall and Rayleigh Weir.

Woodland frontages: New developments **should** respond to their context and overlook landscaped and woodland areas. Their identity **should** equally respond to these contexts through naturalistic features.

Terraced Bungalows: Bungalows and other single-storey buildings **should** be articulated with changes in depth and material, along with expressed front elevations to create visual interest to a street scene.

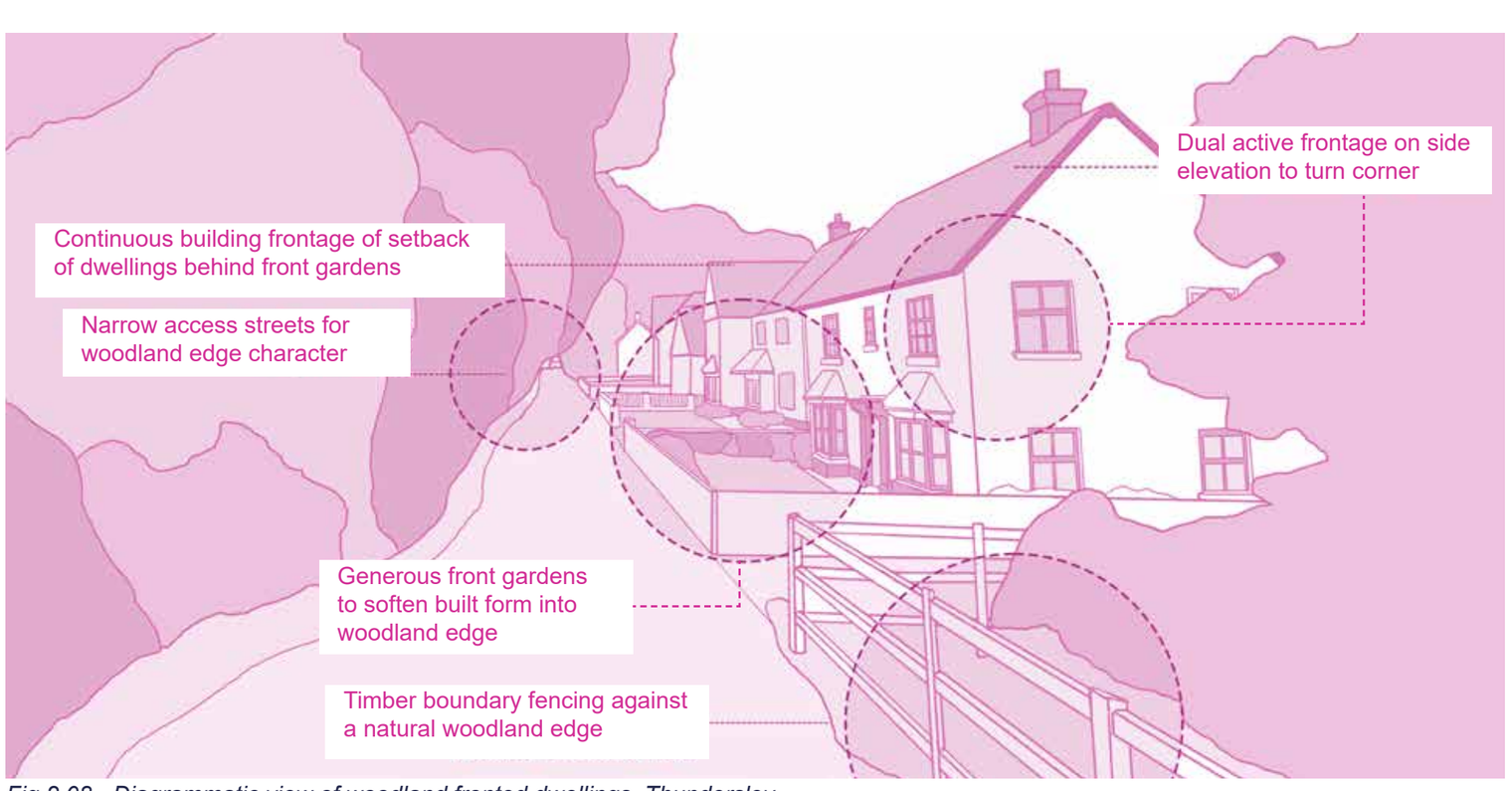


Fig 2.08 - Diagrammatic view of woodland fronted dwellings, Thundersley

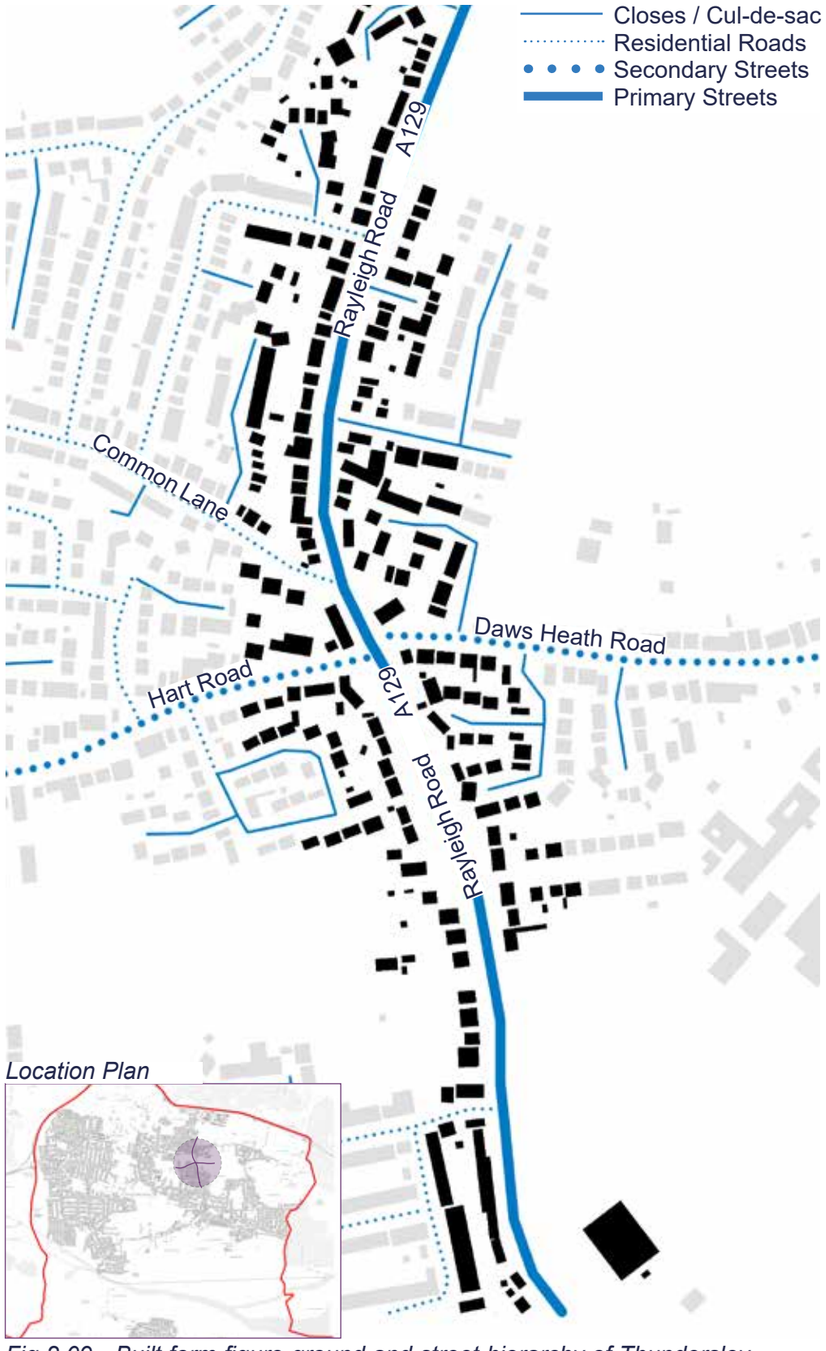


Fig 2.09 - Built form figure ground and street hierarchy of Thundersley Historic Village Centre

2.2.3 Hadleigh and Daws Heath Local Design Cues

Hadleigh is the largest town on the mainland and has the largest town centre in the borough. Hadleigh is home to Hadleigh Park which is a 387 acre park that looks over the Thames Estuary.
The built form of Hadleigh demonstrates a higher density of development along the A13 and within the town centre. The typologies range between terraced and detached buildings, with the detached buildings being typically larger in grain. Hadleigh's street hierarchy is evidenced from the primary road of the A13 that provides for access to secondary and tertiary routes serving the more local residential and cul-de-sac streets. The Hadleigh Town Centre Shopfont Design Guide (March 2025) **should** be referred to for mixed use and retail frontages.

Increased Density: Apartment blocks should be provided with changes in height and articulation to create visual interest. Balconies can be used to provide amenity spaces for residents.

Feature Buildings to Corners: The figure opposite demonstrates how buildings should address corners and provide active frontages on all public facing elevations. Changes to height and other architectural details should be used in new developments to create visual interest.

Outside of the town centre in Hadleigh and into Daws Heath, there is a transition to a pattern of development that is more closely associated with a suburban area and an increase in detached dwellings that have a smaller and more rhythmic urban grain. Daws Heath is the only village within the Borough of Castle Point and is mostly residential development.

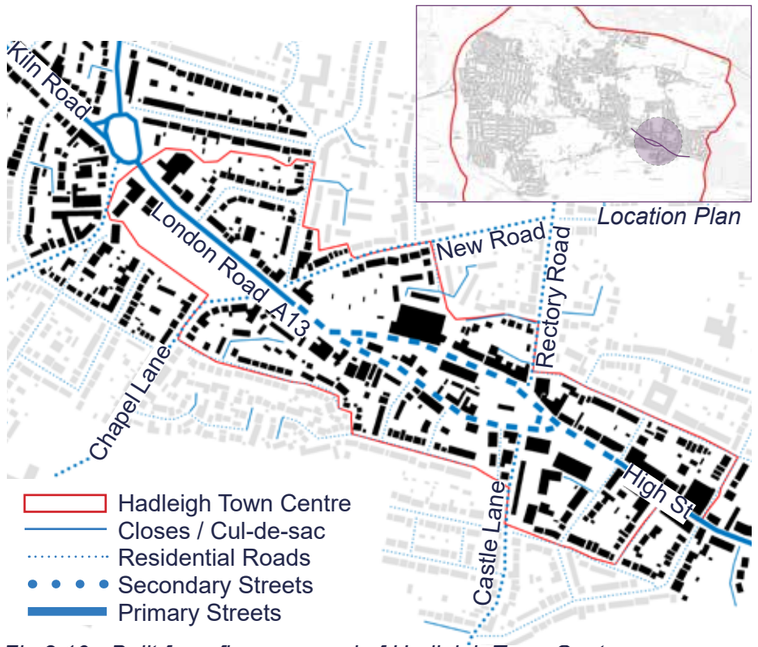


Fig 2.10 - Built form figure ground of Hadleigh Town Centre

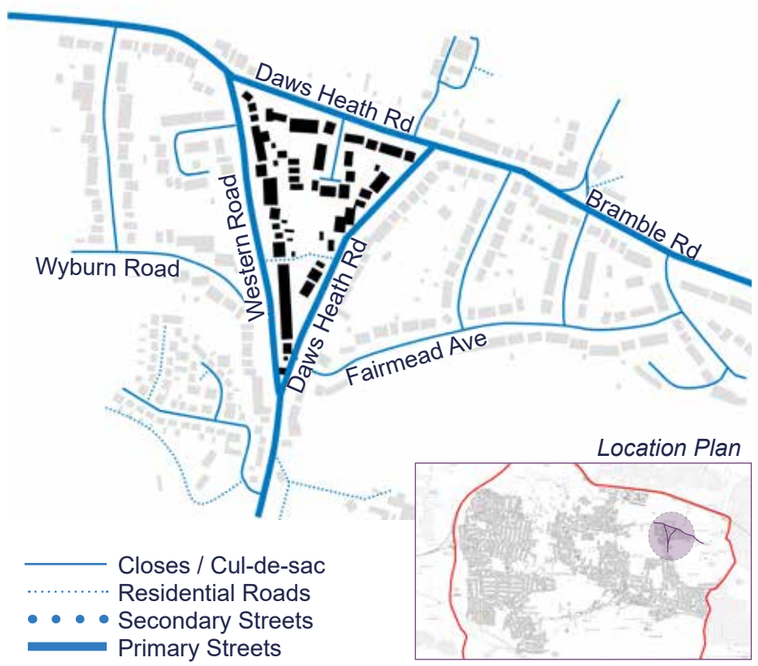


Fig 2.11 - Built form figure ground of Daws Heath

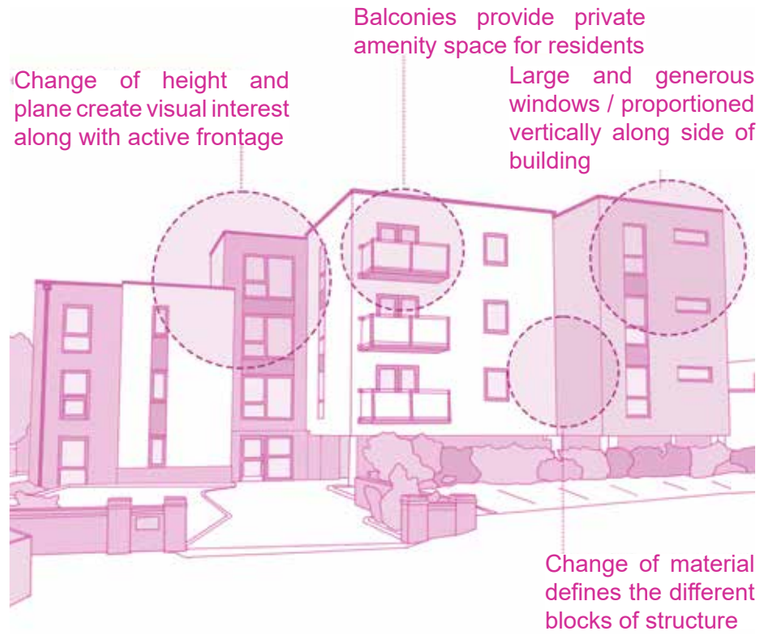


Fig 2.12 - Diagrammatic view of new apartment block South of London Road

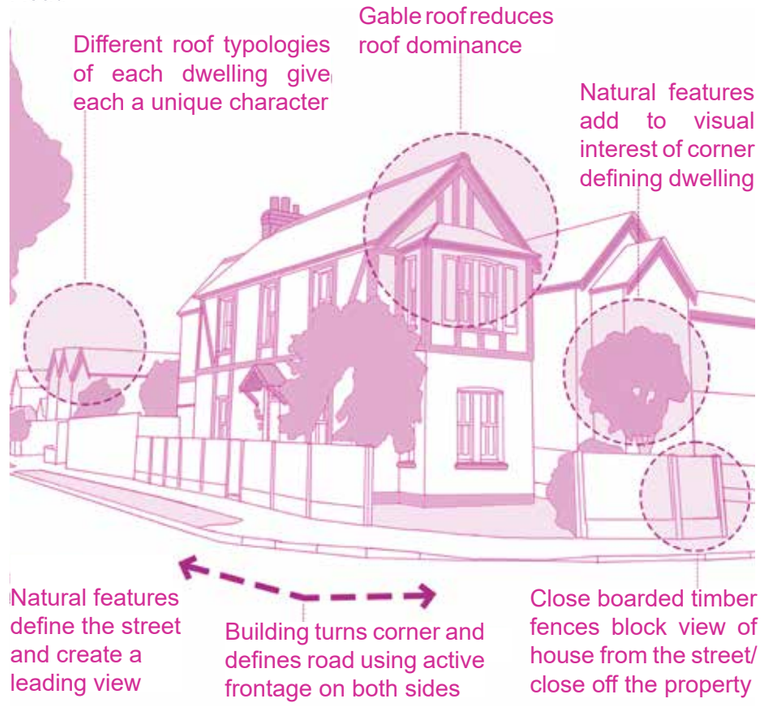


Fig 2.13 - Diagrammatic view of corner turning dwelling

2.2.4 Canvey Island Local Design Cues

Canvey Island is the largest and most southerly settlement in the Borough. It is connected to the Mainland by two bridges, Canvey Way and Canvey Road. It is made up of a town centre, small local centres and two park home sites. Canvey Island is also home to the largest industrial areas in the Borough including the area known as Charfleets.

Canvey Island has a clear route hierarchy: primary routes carry most vehicle traffic, secondary roads connect local areas, and residential streets serve local neighbourhoods. Canvey Town Centre features a high-density, yet broken block structure. The suburban development around the town centre depicts a slightly lower density, albeit this remains relatively high for a suburban area. There are some areas where development becomes less dense with some detached properties being more prominent. The block structures of the suburban areas are more complete and follow the structure of typical perimeter blocks.

Open space frontages: Buildings that front and incorporate blue infrastructure **should** foster a positive connection with nature. A regular rhythm of development **should** enclose and overlook public open spaces, creating a safe environment.

Public / Community Buildings: Public buildings **should** turn corners and create an active frontage.

Fig 2.14 - Built form figure ground of Canvey Town Centre

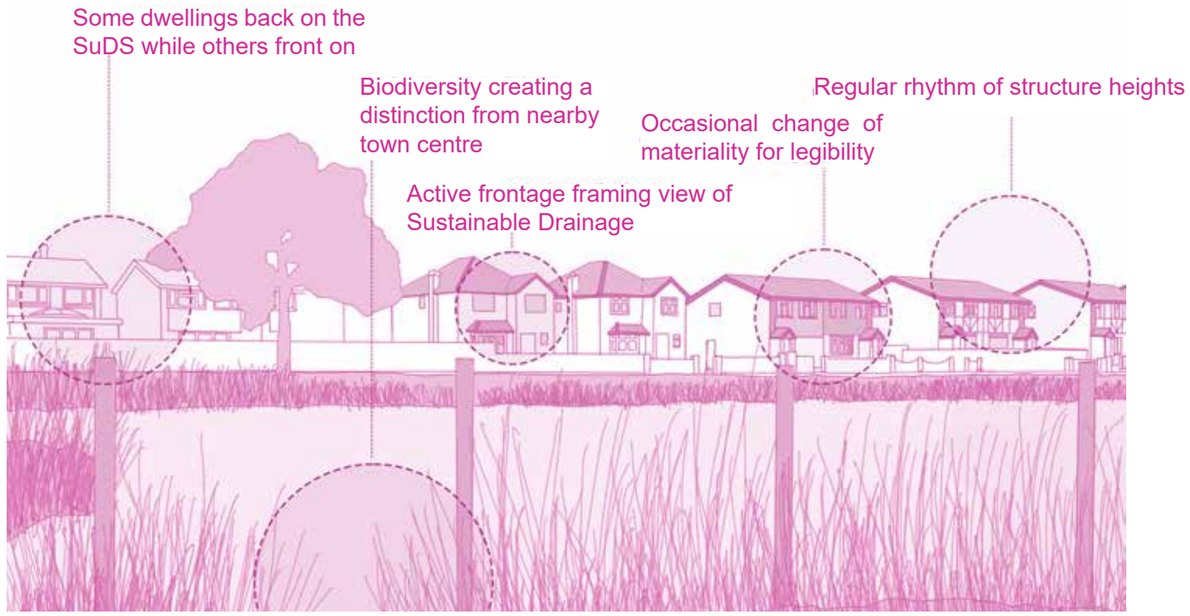


Fig 2.15 - Illustrative view of development positively interfacing with open space

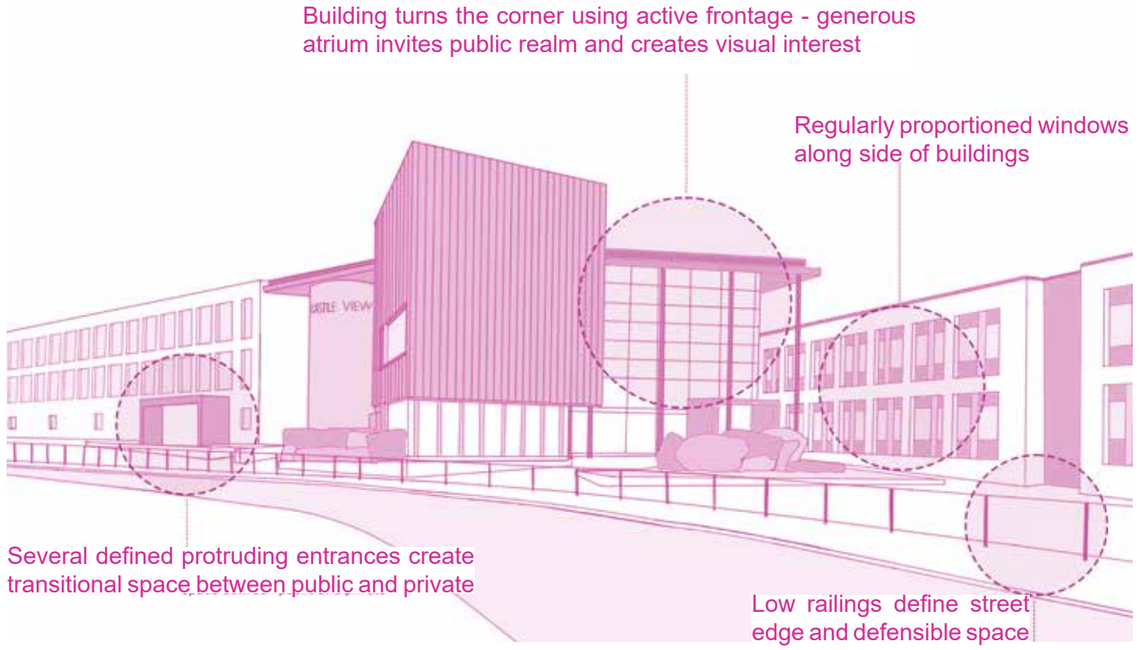


Fig 2.16 - Illustrative view of a positively designed Public Building

Residential elevations: buildings **should** create vertical interest through fenestration and compositions as illustrated by the Coastguard Cottages in south west Canvey Island. Dwellings **should** be provided with well-defined defensible space to elaborate the threshold.

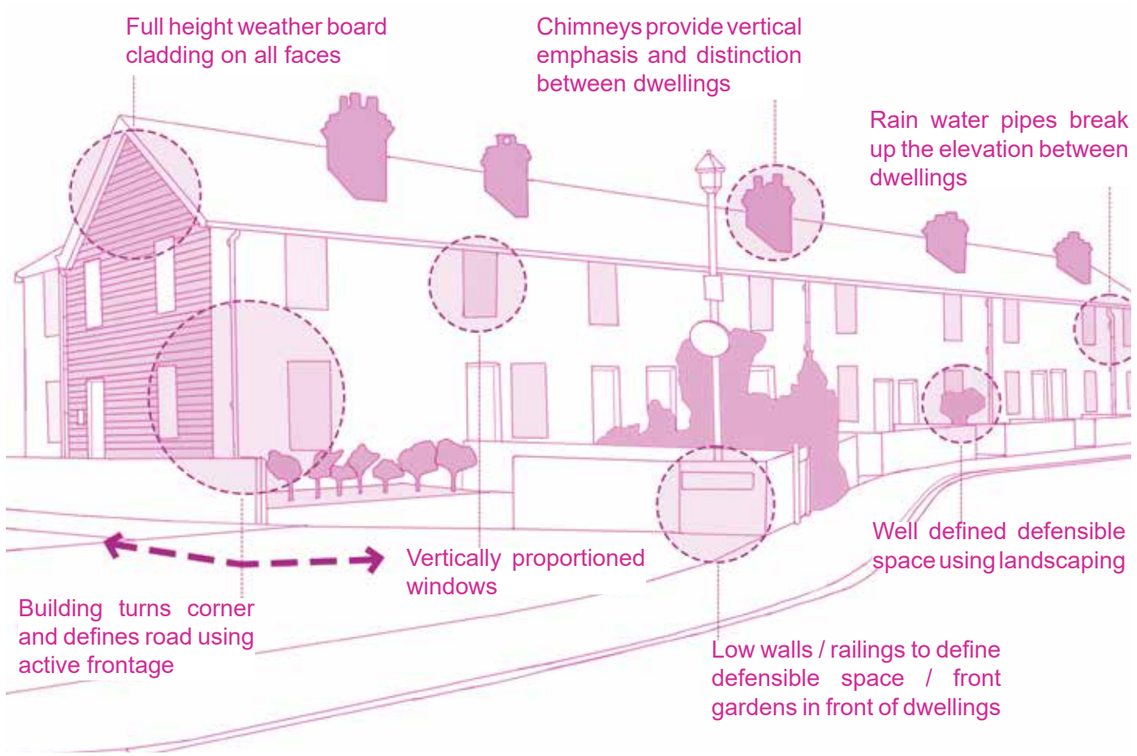


Fig 2.17 - Illustrative view of a well articulated and defined residential elevation

Active frontages: buildings **should** turn corners and define the street as illustrated by the Monico Casino on the Eastern Esplanade, creating a continuous active frontage. Variety in roof forms and building heights may be present.

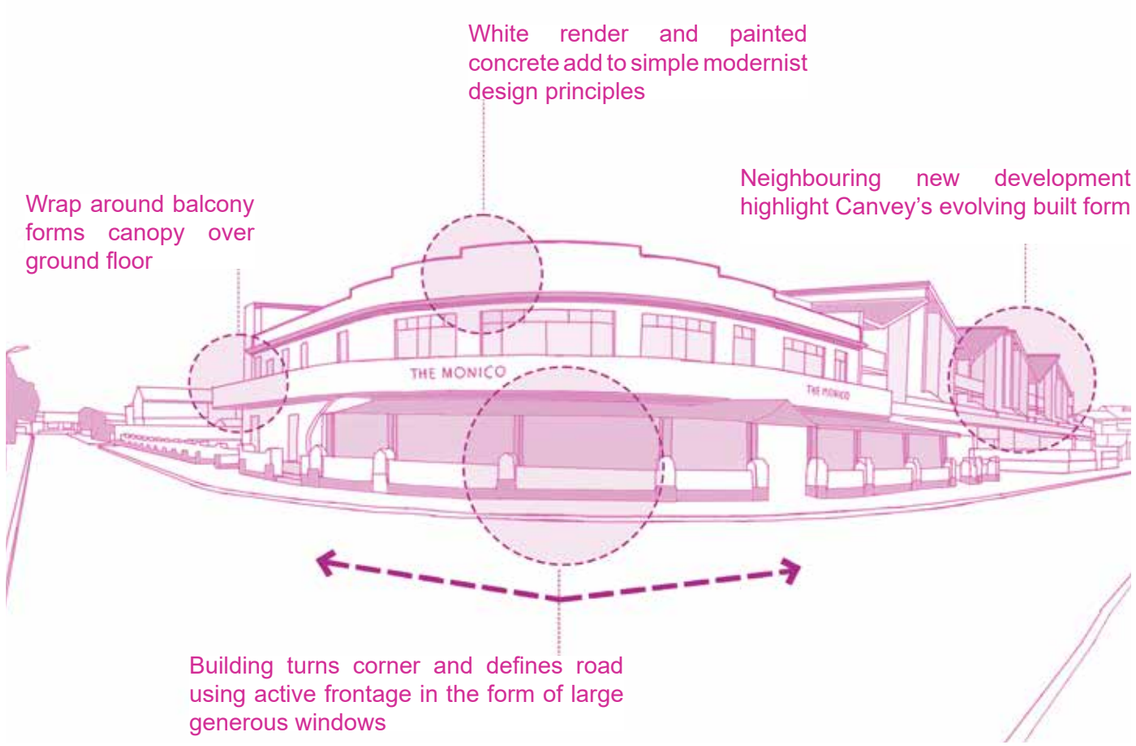


Fig 2.18 - Illustrative view of a well defined active frontage

2.3 Heritage

The Borough includes a number of heritage assets, many of which are of national significance. The Borough includes 37 Listed Buildings, 7 Scheduled Monuments and 2 Conservation Areas.

Heritage assets can be enhanced by development within their settings but can also be harmed by inappropriate design. Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 requires due regard for the setting and desirability of Listed Buildings. Heritage officers and consultants should be consulted as part of understanding the significance, context and local identity of sites for development affecting the setting of a designated heritage asset.

Conservation Area Character Appraisals and Management Plans and the South Benfleet Conservation Area Design Code should further be given due consideration and used to inform development within the Conservation Areas.

Fig 2.19 - Existing view of Hadleigh Castle

2.4 Open Space

Settlements within Castle Point are largely well served and defined by open space and green infrastructure. In terms of accessibility, most homes currently have good access to public open space and a strong relationship with the natural settings found across the Borough.

2.4.1 Mainland Public Space

While Benfleet is enveloped by open countryside, the majority of this land is not designated as public open space as public access is limited. Nevertheless, there are a number of areas of open space within Benfleet which provide opportunities for recreation and leisure to local residents. Although the majority of homes are within 800m(10mins) of these spaces, there are some homes outside this catchment, particularly around the Chesterfield Avenue area.

Thundersley benefits from a number of public open spaces that can be accessed to the north, south or east of the settlement. The majority of homes are therefore within 800m of a public open space. Hadleigh and Daws Heath have access to the largest areas of public space on the Mainland, albeit these are outside the settlement boundaries. This results in the majority of homes within Hadleigh having access to some form of public open space within 800m.

2.4.2 Canvey Island Public Space

As with the mainland, the majority of homes are within 800m of a green space with a number of public open spaces and areas of green and blue infrastructure, including the sea wall, which are well used by the community within Canvey Island. There are some areas, particularly within the centre of the Island and the northern edge of the settlement, however which are not currently within 800m of a public open space or area of green infrastructure.

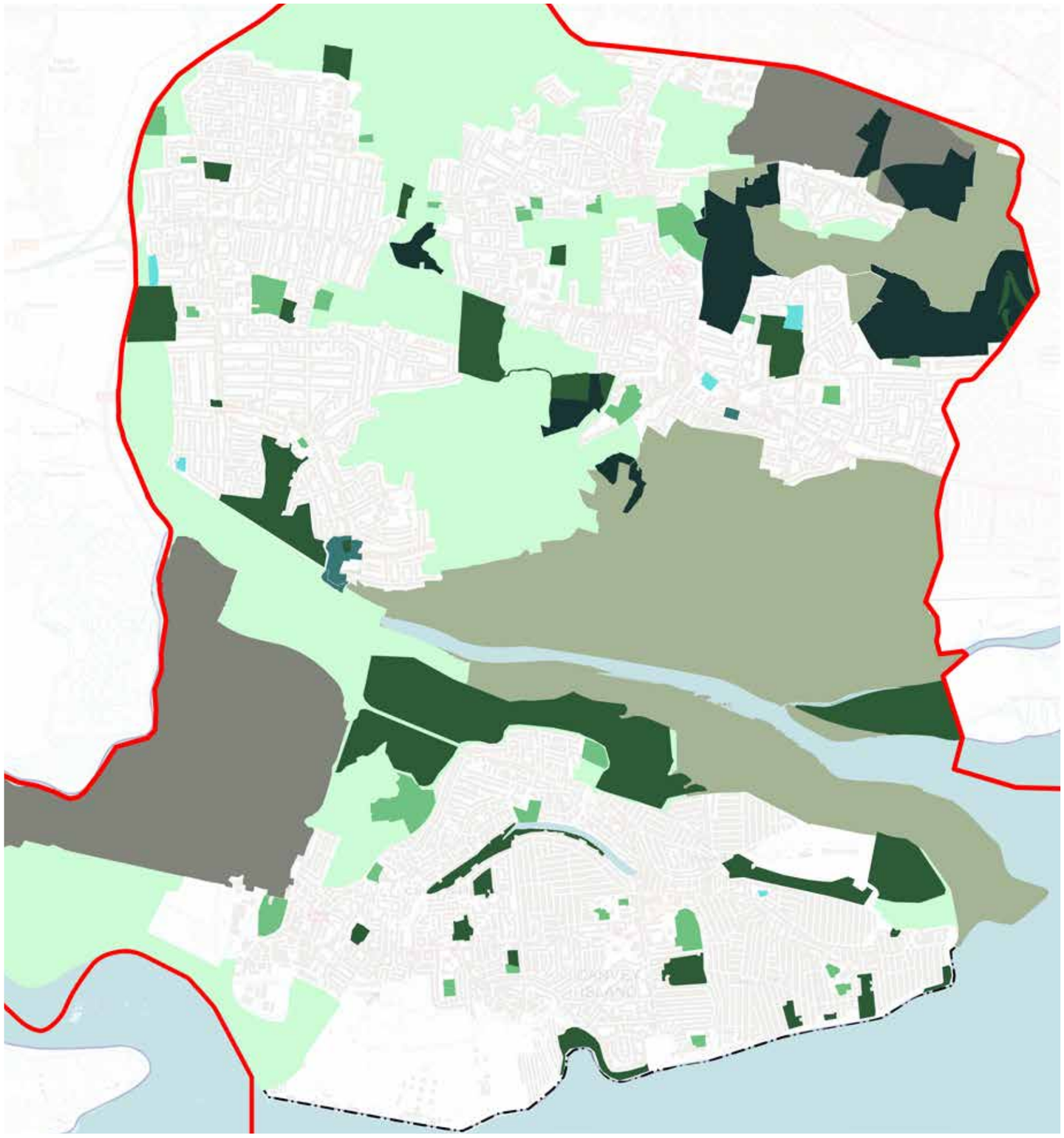


Fig 2.20 - Open spaces within Castle Point

2.5 Site Context and Assessment

The above contextual information represents a brief introduction to the contextual features within the Borough. This analysis underpins the development of the Area Types, Identity Areas and structure and content of the Code. However, as per the NDG and NMDC, site specific contextual assessments are to be developed in line with the following:

2.5.1 Contextual Assessment 'must' coding:

- All developments **must** respond to the site's context and the opportunities present to develop local character and distinctiveness.
- All development applications **must** undertake site assessments proportionate to their scale.
- Development **must** respect and enhance their built, historic and natural context whilst addressing local constraints and supporting the vision/objectives for the area.
- Developments **must** further innovatively approach environmental sustainability.

2.5.2 Contextual Assessment 'should' coding:

- Applicants **should** understand the unique characteristics of the geographical area in which they are proposing development.
- Localised characteristics **should** be understood, and show how the relevant Area Type and/or Identity Area for the site has been considered.
- Applicants **should** demonstrate how the local context has been responded to through the design of proposals.

Fig 2.21 - Benfleet Conservation Area

Fig 2.22 - St James the Less Church, Hadleigh Town Centre

Fig 2.23 - Tarpots Town Centre

Fig 2.24 - Canvey Coastguard Cottages

3.0 Area Types

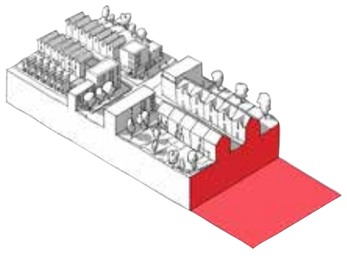
3.1 Area Types

The consultation and the context analysis identified the importance of existing communities, the value of heritage assets, the quality of the existing green space and ancient woodlands and how undervalued some of these are. Any new development should therefore seek to preserve and enhance these.

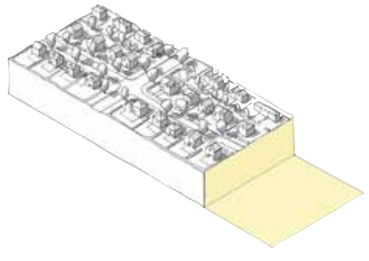
The NMDC sets out a number of typical area types and four of these are applicable to Castle Point: Town Centre, Suburban, Rural and Industrial. The majority of Castle Point outside of the town centres can be considered as a backdrop of suburban development which has grown to connect the original towns together. It is against this backdrop that the Code defines the Area Type characteristics based on preserving and enhancing the existing context.

The Design Code aims to reflect the nuances between the various Area Types and where relevant, provide tailored built form principles (BF1-7 - set out in full in Section 5.2). These should be considered alongside any relevant Part 4.0 Identity Area coding. See Appendix B for a larger scalable Area Type Plan.

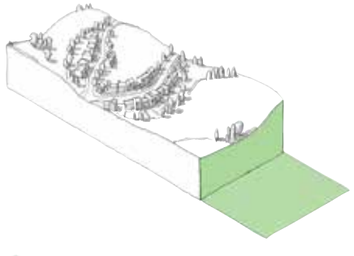
3.2 Town Centre



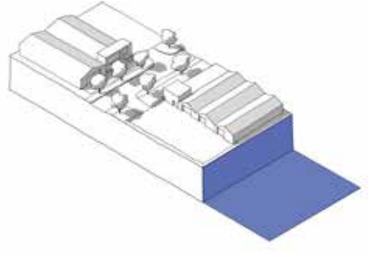
3.3 Suburban



3.4 Rural



3.5 Industrial



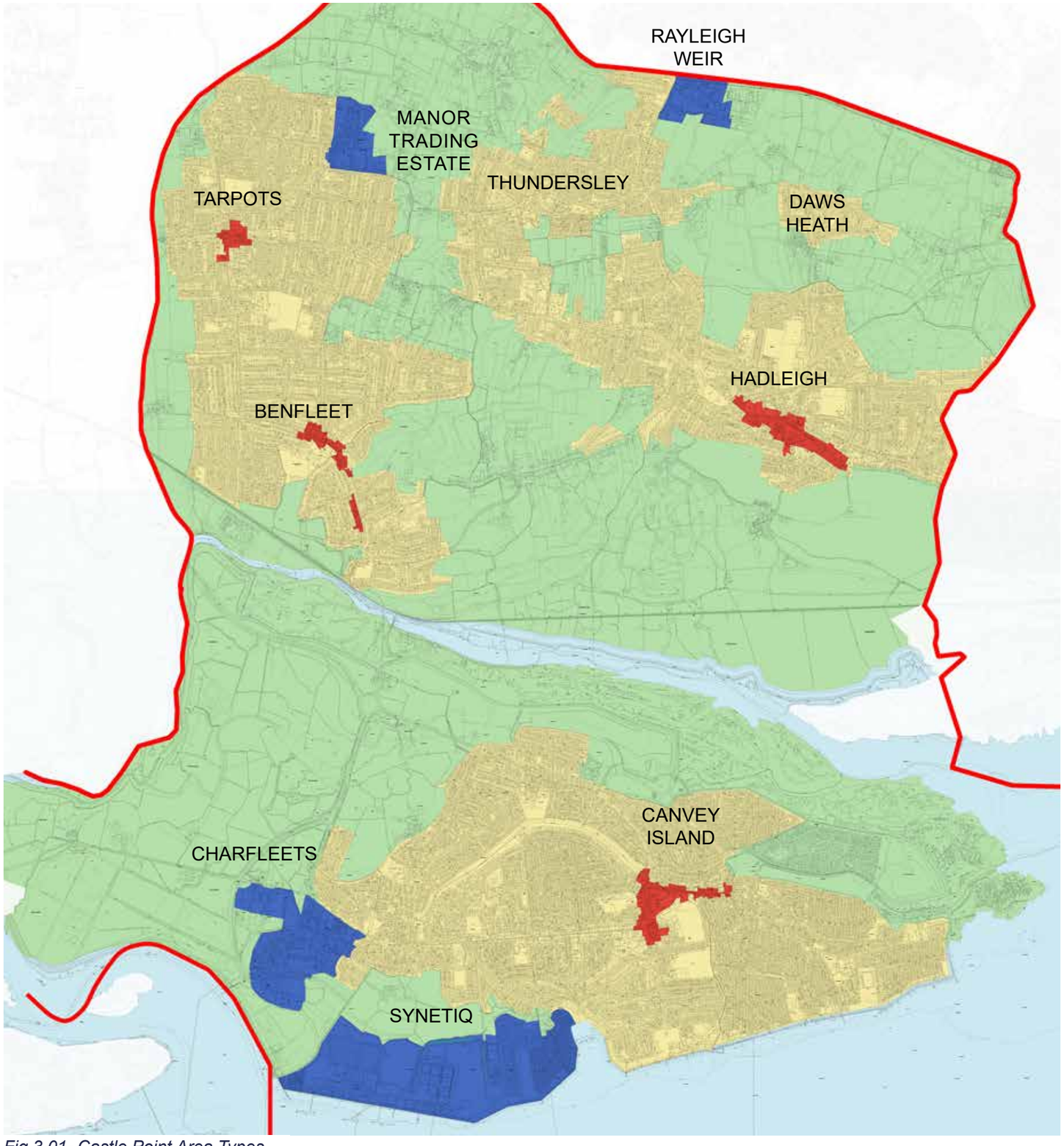


Fig 3.01- Castle Point Area Types

3.2 Town Centre Area Type

There are four Town Centre Area Types within Castle Point: Hadleigh, Benfleet, Tarpots and Canvey Island Town Centres.

They include the primary shopping areas and are predominantly occupied by the main civic town centre uses within or adjacent to the primary shopping areas. The ambition for their character is further set out in the Neighbourhood Hub Identity Area Coding (IA.1).

They appear at the confluence of routes and encourage denser built form than their immediate surroundings, containing a mix of uses including retail, community and residential. For more information see IA.1. Neighbourhood Hubs.

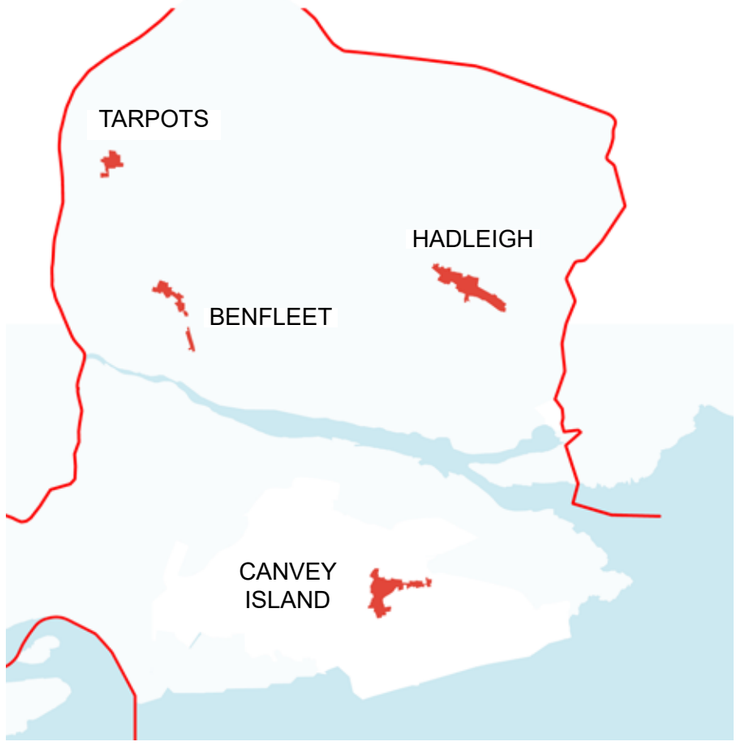


Fig 3.02 - Town Centre Area Types

Built Form Principle	Code	Coding
Density	**BF1**	Development **should** aspire to increase the existing density (40-50 dwellings per hectare (dph)) to 120-150dph in line with the Castle Point Density & Capacity Study (Appendix A, p.122).
Height	**BF2**	Building heights vary within Town Centres and contextual analysis **should** be undertaken to understand appropriate heights for specific sites. Building heights **can** extend up to five storey and **should** not have a height of less than two storeys along the street frontage. There may be instances where it **can** be appropriate for a building to be taller than those in its immediate context. These buildings **should** form landmarks or respond to good urban design principles such as increased height to articulate corner plots. Increasing building height towards the focal point of a Town Centre **can** also assist with wayfinding. Proposals **must** consider their surrounding context when located on the edge of the Town Centre Area Type. Some of these areas quickly transition to the Suburban Area Type where greater heights are not appropriate and a gentle change in densities and building heights **must** be provided.
Compact Form of Development	**BF3**	Development **should** use building types which are terraced or joined (e.g. apartments) to create a compact form of development.

Built Form Principle	Code	Coding
Continuity of Frontage	**BF4**	Development **can** join to existing buildings, particularly where contextual analysis identifies this as a characteristic. Town centre buildings with active frontages **should** ensure clear accessibility and incorporate a similar façade/frontage treatment consistent with neighbouring commercial frontages.
Building Lines	**BF5**	Development **should** continue the building line set by the existing development. There **should** be limited setbacks with little separation between the street and built form. Building lines **should** not vary unless the building is a landmark. Accesses **should** not break the building line. Vehicle access, servicing and secondary pedestrian access **should** be from the rear, while the public or main entrance and 'address' **should** be via the primary frontage.
Building Types and Forms	**BF6**	Development **should** primarily incorporate a smaller grain of development. There **can** be exceptions for larger buildings that take up more plot width, but these **should** be limited to landmark buildings. Otherwise, where larger developments are proposed these **should** be broken up to look like a series of smaller buildings.
Blocks	**BF7**	Developments **should** primarily concentrate on courtyard blocks to ensure built form appropriately encloses and frames the public realm. This block type will also assist in delivering the compact form of development aspired for within the Town Centres. Opportunities **can** further be taken to repair existing blocks through infill sites.

3.3 Suburban Area Type

The majority of the mainland is made up of suburban development. The Suburban Area Type is made up by the three main settlements of Hadleigh, Benfleet and Thundersley as well as the smaller settlements of Daws Heath and South Benfleet. Additionally, the majority of Canvey Island is identified as being within the Suburban Area Type.

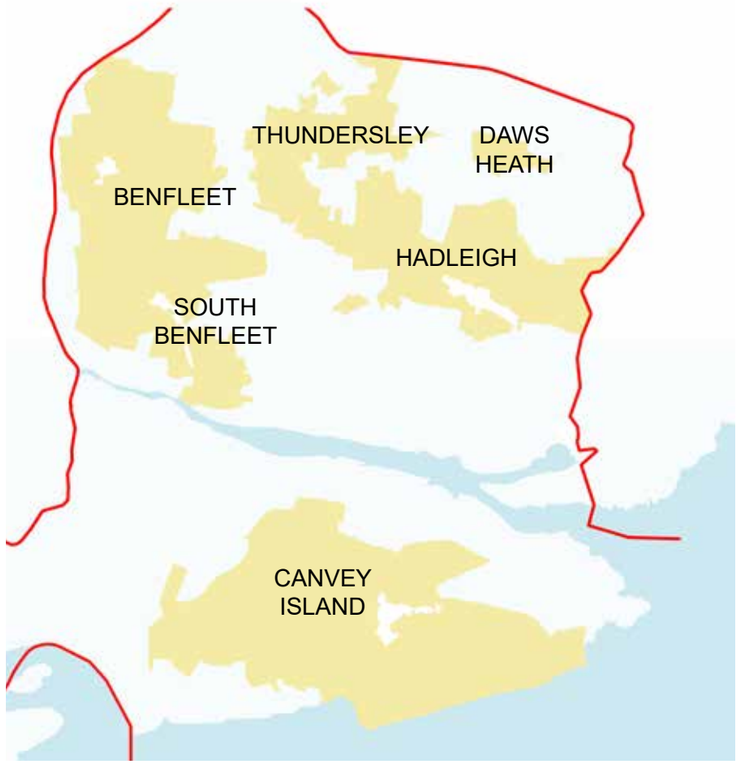


Fig 3.03 - Suburban Area Type

Built Form Principle	Code	Coding
Density	**BF1**	Development **should** have a density of at least 40-50dph. Higher densities of between 100-125dph are supported in this Area Type, such as around the Tarpots area and to the south of Hadleigh Town Centre, in compliance with the Castle Point Density & Capacity Study (Appendix A, p.122). An increase in density **must** be informed by the site context.
Height	**BF2**	Development **can** be up to 3.5 storeys. The height of new developments **must** respond to their context. For example, there may be instances where the street consists predominantly of single storey bungalows and therefore a two storey dwelling would be inappropriate, despite its location in the Suburban Area Type.
Compact Form of Development	**BF3**	Development **should** be made up of a smaller urban grain. Larger buildings **should** be avoided within the Suburban Area Type.
Continuity of Frontage	**BF4**	Built frontage is not continuous, with gaps for driveways, side garden accesses, and other features. Development **should** maintain these separations, ensuring a minimum of 1m from the boundary. This separation is characteristic of the street scene and **should** be preserved.
Building Lines	**BF5**	Building lines are typically well-established and add to the character of the street. New development **should** be informed by the prevailing building line, however it **must** not repeat poor forms of development.
Building Lines	**BF5**	Where there is a distinct pattern of development which creates an exceptionally strong building line, development **must** not result in a disruption to this pattern. Some variation in setback distances for buildings **can** be considered. This can also apply to new developments fronting areas of Blue and Green Infrastructure.
Building Types and Forms	**BF6**	Development **can** use terraced, detached or semi-detached typologies. However, there may be some areas where one typology is predominant within the street scene, in which case that typology **should** be used to integrate into the coherent street scene.
Blocks	**BF7**	Development **should** utilise perimeter blocks and informal blocks. Dwellings **should** face outwards onto the surrounding street with the private interior space being used for gardens or parking courts. The use of terrace blocks **can** be appropriate depending on the character of the development, however, a reduction in back-to-back distances may need to be considered. Precedents such as Goldsmith Street, Norwich and Marmalade Lane, Cambridge are examples of where the design of the development has successfully integrated a terrace block layout in a suburban setting. Where blocks require dual frontage, such as dwellings between Steli Avenue, Concord Road and Burwell Avenue, it **must** be ensured that dwellings provide an active frontage to both streets. The terraced block examples of Goldsmith Street and Marmalade Lane again demonstrate how this can be successfully achieved.

3.4 Rural Area Type

The Rural Area Type covers a vast area of the Borough, with settlements both on the Mainland and Canvey Island enclosed by rural settings. The majority of these areas are either absent of development or occupied by individual dwellings or agricultural uses. This Rural Area Type is the backdrop to the IA.6 Natural Edge, IA.7 Thundersley Plotlands and IA.8 Incidental Plotlands Identity Areas.

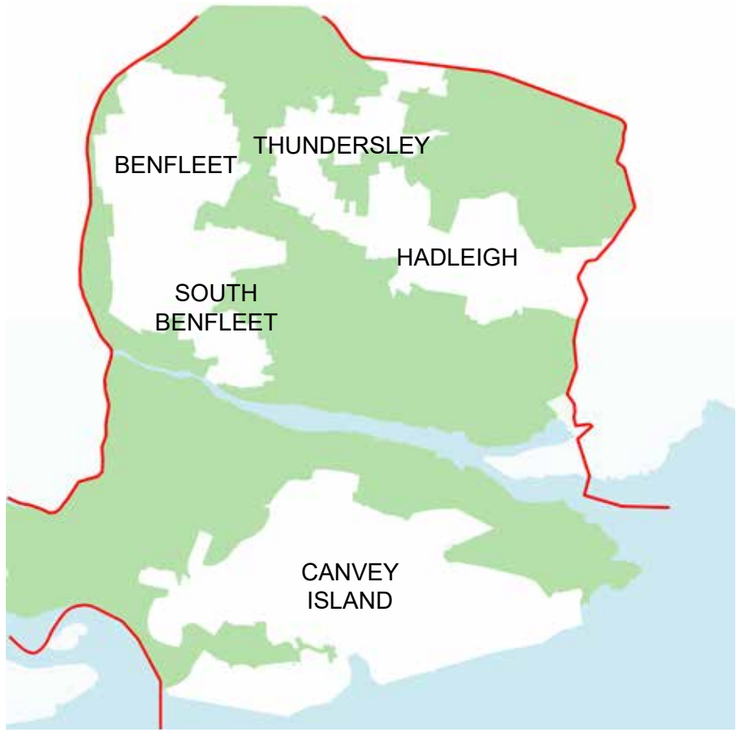


Fig 3.04 - Rural Area Types

Built Form Principle	Code	Coding
Density	**BF1**	The Rural Area Type currently has a density of 0-20dph (please see Castle Point Density & Capacity Study Appendix A, p.122). This density **can** increase where a strategic approach has been taken to development. In these instances, a contextual assessment **should** inform the density of the site and **should** ensure proposals constitute an efficient use of land whilst also responding to the rural setting. Relevant site assessments **should** also inform the density of the site.
Height	**BF2**	The majority of buildings within the Rural Area Type are single storey. New developments within the Rural Area Type **can** range between single storey to three storeys depending on context and their impact on the Green Belt and landscape views.
Compact Form of Development	**BF3**	Proposals **should** be made up of a smaller grain of development which is set within generous plots. If a farmstead typology is used, then buildings **should** appropriately respond to this character and utilise local Rural Area Type precedents.
Continuity of Frontage / Building Lines	**BF4/ BF5**	There are generally less continuous frontages and more informal building lines within the Rural Area Type. New development **should** respect this local context and any variance in frontages and building lines where informal or organic layouts exist.
Building Types and Forms	**BF6**	Development **should** predominantly feature detached typologies. There **should** be a greater separation between dwellings and their boundaries than the minimum 1m requirement. The appropriate separation distance **should** be informed by a contextual assessment.
Blocks	**BF7**	If new developments are proposing to develop more than the street frontage within the Rural Area Type, informal block structures **should** be used. This **should** include dwellings facing outwards onto the street with the private interior being used for gardens. Mews or courtyard block structures (Figures 5.16 - 5.18) **can** also be utilised if the development wants to emulate a farmstead character.

3.5 Industrial Area Type

There are four main industrial areas within Castle Point. These are the industrial areas known as Rayleigh Weir and Tarpots on the Mainland and Charfleets and Synetiq on Canvey Island.

These areas are in transition where the nature of office work has changed with hybrid and remote working, and the nature of industry is changing with the emergence of data centres amongst other trends.

Some Industrial Area Types sit adjacent to or relate to an Identity Area and inevitably some sites will be considered for residential use in the future. The most relevant adjacent Identity Area **should** be considered in which case for any mixed use or residential redevelopment within an Industrial Area Type. Consideration **should** also be given to mixed used development within industrial areas as per section 5.9.

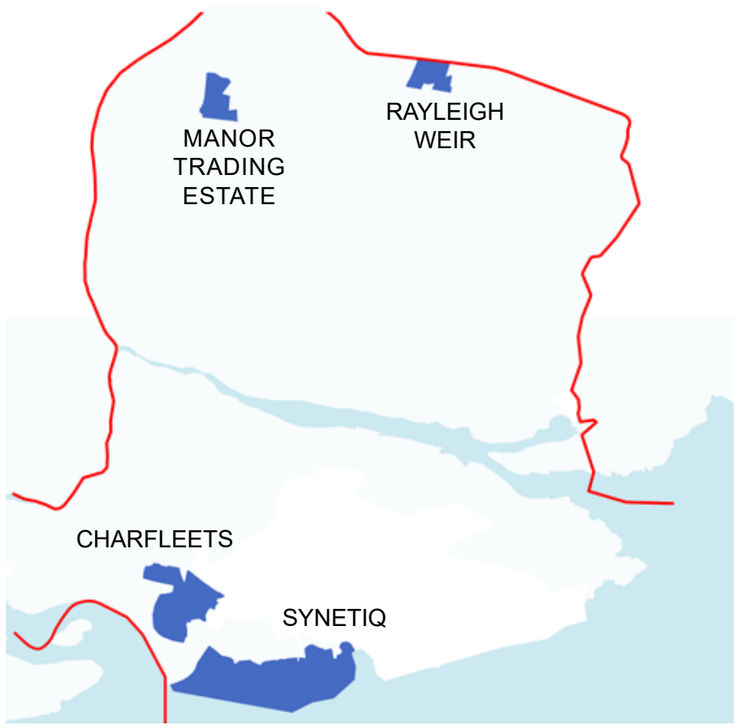


Fig 3.05 - Industrial Area Type

Built Form Principle	Code	Coding
Density / Height	**BF1/ BF2**	The density and height of new developments within the Industrial Area Type **should** be informed by their existing context, including any nearby areas of residential development. When located adjacent to areas of open space/countryside, industrial built form **should** be informed by a Landscape Visual Impact Assessment.
Compact Form of Development	**BF3**	Buildings within the Industrial Area Type **should** be designed in response to the public realm i.e. facing streets/roads. Elements such as windows, displays, entrance doors and appropriate signage **should** be located at a ground floor level, facing outwards onto public spaces.
Continuity of Frontage	**BF4**	Development **should** have a semi-continuous or permeable frontage. The extent of continuity **should** be governed by the context informed by a Landscape and Visual Impact Assessment where relevant.

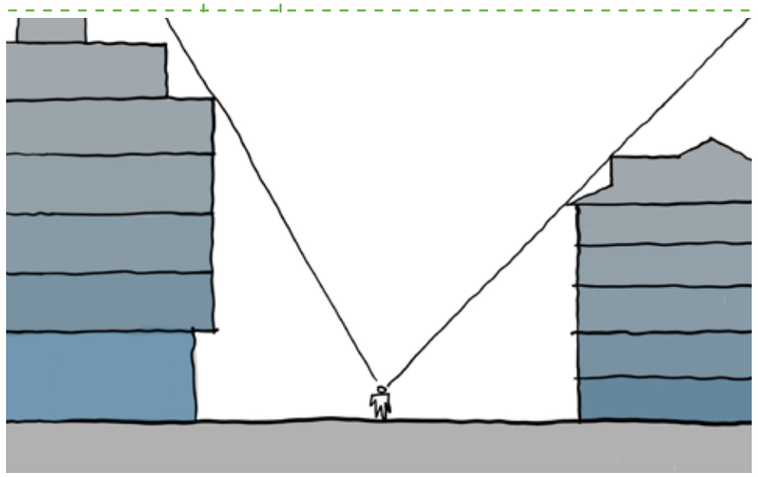


Fig 3.06 - Pedestrian scale building heights,Credit: NMDC

Built Form Principle	Code	Coding
Building Lines	**BF5**	Development **should** seek to create a consistent building line. The treatment of car parking **must** be carefully considered to achieve this. See Section 6.1 Movement for further guidance on this.
Building Types and Forms	**BF6**	While buildings within the Industrial Area Type **can** be of a larger footprint, their elevations **should** be broken up wherever possible, to create architectural interest and articulate larger elevations. Landscape and Visual Impact Assessments, and Environmental Colour analysis **should** inform the form and content of the buildings and elevations. Additionally, industrial noise impact assessment **should** be undertaken in relation to neighbouring residential development.
Blocks	**BF7**	New industrial buildings **should** be carefully considered in terms of the location of fronts and backs, active frontage, materiality and colour. Development **should** utilise perimeter blocks with buildings facing outwards onto the street and internal or underground spaces reserved for parking and operations.

4.0 Identity Areas

4.1 Identity Areas

4.1.1 Coding Framework

The Identity Areas form an additional layer of contextually specific coding to further tailor the Design Code to be responsive to specific edge conditions found across the Borough.

There are 10 Identity Areas (IA) defined across Castle Point:

- **IA.1** Neighbourhood Hubs
- **IA.2** Primary Corridors
- **IA.3** Suburban Corridors
- **IA.4** Western Edge
- **IA.5** Estuary Edge
- **IA.6** Natural Edge
- **IA.7** Thundersley Plotlands
- **IA.8** Incidental Plotlands
- **IA.9** Water's Edge
- **IA.10** Canvey Seafront

Identity Area coding focuses on: Built Form Density and Height, Building Typology, Building Composition, Building Elements and Building Materials, as key criteria for maintaining and enhancing identity. As with the Area Type coding in Part 3, density criteria is supported by the Castle Point Density and Capacity Study (CPDCS) (Appendix A, p.122) (2025).

In order to demonstrate local distinctiveness as part of any development proposal, the relevant Area Type and Identity Area Coding **must** be identified and demonstrated to have informed the design approach for any given site. To achieve this, applicants **must** distinguish a site's Area Type as well as any relevant Identity Areas upfront in the design process and apply the relevant coding from Parts 3 and 4 of this Design Code. Parts 5 and 6 set out a comprehensive set of supporting Built Form Coding, and Borough Wide Principles pertaining to each Area Type and Identity Area which more broadly **must** be considered where relevant.

The Castle Point Plan does not allocate any Green Belt for development. Any development proposals received within the Green Belt will be subject to further policy scrutiny and compliance with this design code does not guarantee permission.

Identity Areas

IA.1 Neighbourhood hubs	IA.2 Primary Corridor	IA.3 Suburban Corridor	IA.4 Western Edge
IA.5 Estuary Edge	IA.6 Natural Edge	IA.7 Thundersley Plotlands	IA.8 Incidental Plotlands
	IA.9 Water's Edge	IA.10 Canvey Seafront	

Identity Area Criteria

BF1 Built Form Density		BC Building Composition	
BF2 Built Form Height		BE Building Elements	
BT Building Typology		MA Building Materials	

Identity Area Map

(See Appendix B for scalable grid maps to more accurately locate sites)

4.1 Identity Areas

IA.1 **Neighbourhood Hubs:** Mixed-use areas with town centres, shops, and housing, designed for continuous frontages and active street corners.

IA.2 **Primary Corridor:** Development along main streets with up to 3.5 storey buildings, often featuring commercial ground floors and large windows.

IA.3 **Suburban Corridor:** Tighter residential built form through Suburban Area Types along key routes. Medium density with moderate setbacks from the highway corridor.

IA.4 **Western Edge:** Area near the A130 with opportunities for higher building heights to create a defined edge and overlook open spaces.

IA.5 **Estuary Edge:** Tidal inlets and marshland supporting wildlife and recreation, with potential for taller buildings overlooking the estuary.

IA.6 **Natural Edge:** Natural landscapes transitioning between suburban and rural areas, with low-density housing using natural materials.

IA.7 **Thundersley Plotlands:** Narrow plotland strips with woodlands, preserving landscape features and mixed housing.

IA.8 **Incidental Plotlands:** Small plots with houses in clearings, suitable for farmstead-style groupings.

IA.9 **Water's Edge:** Housing around Canvey Lake, with potential for public realm improvements and flood risk mitigation enhancements.

IA.10 **Canvey Seafront:** Seafront area with beaches and traditional attractions, offering opportunities for taller apartment buildings and commercial uses.

Key:

- Borough Boundary
- Neighbourhood Hubs
- Primary Corridor
- Suburban Corridor
- Western Edge
- Estuary Edge
- Natural Edge
- Rural Identity Areas (Thundersley/Incidental Plotlands)
- Water's Edge
- Canvey Seafront

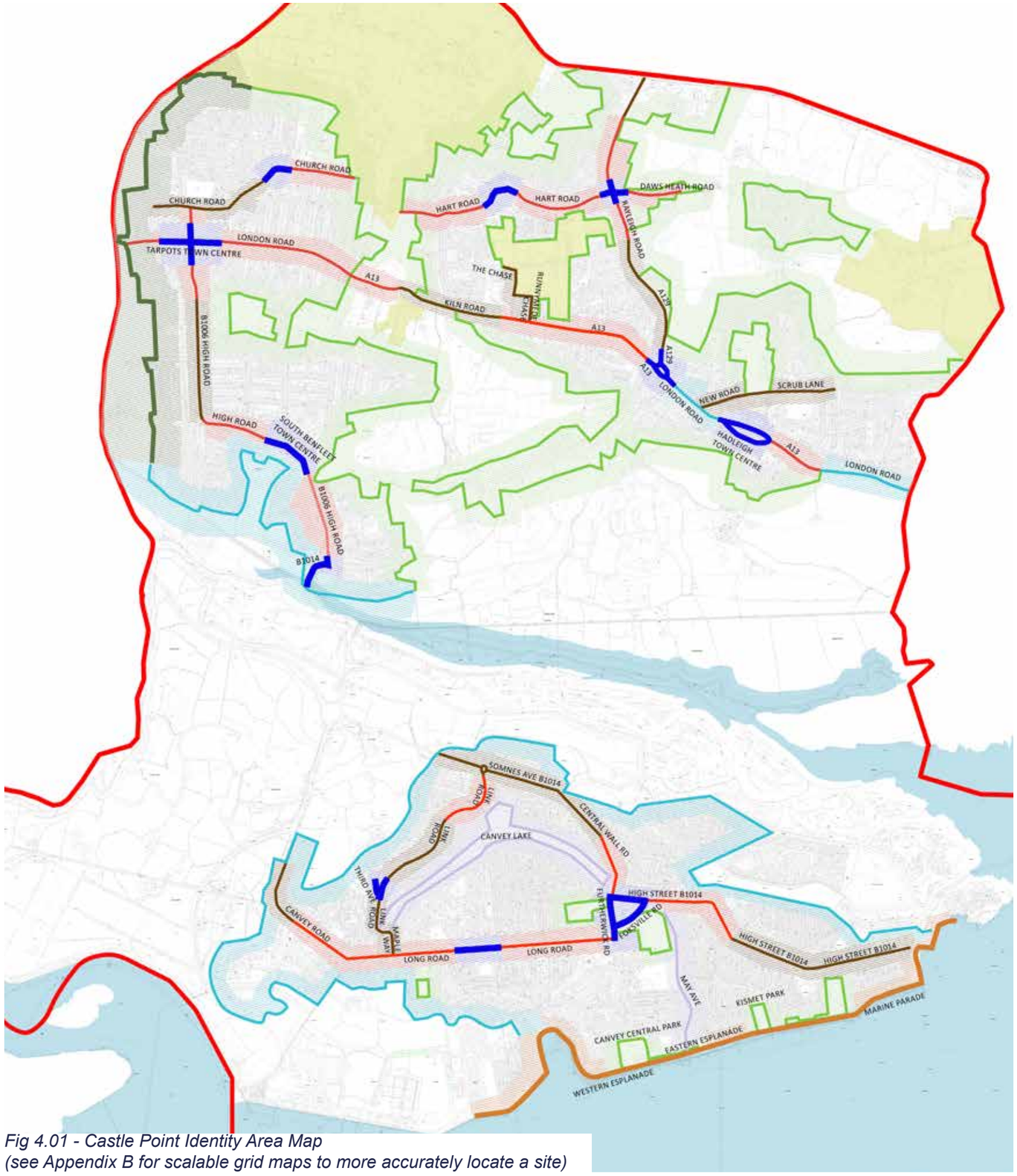


Fig 4.01 - Castle Point Identity Area Map
(see Appendix B for scalable grid maps to more accurately locate a site)

4.2 Identity Area Coding

IA.1 Neighbourhood Hubs

These are a mixture of town centres (as defined in the Castle Point Plan), local shops, community facilities, apartments and housing along primary and secondary streets. They are usually located at or between key road junctions leading to higher traffic volumes and footfall. Proposals for retrofitting or new mixed use developments **must** be contextually designed. Opportunities **should** be taken to ensure there are continuous active frontages with a close relationship to the street, featuring minimal setbacks and clear accessibility.

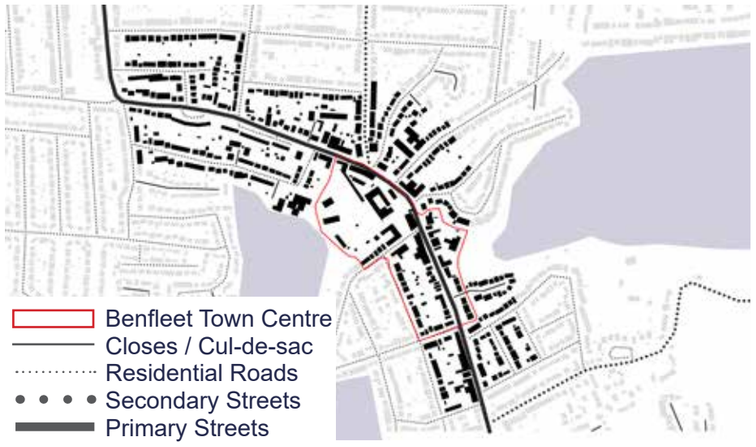


Fig 4.02 - Figure ground of South Benfleet Neighbourhood Hub

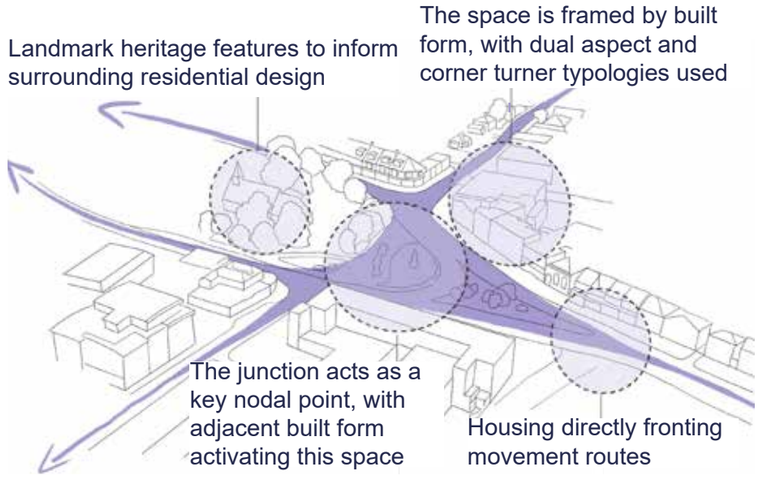


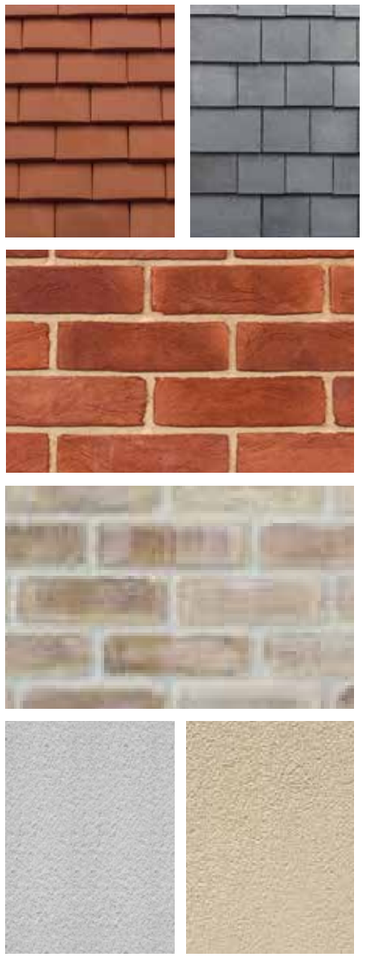
Fig 4.03 - Illustrative view of house types in a Neighbourhood Hub

IA Criteria	Code	Coding
Built Form *Density* *Height*	BF1 BF2	Current density 70-100dph (informed by CPDCS Tissue Studies Appendix A). Expected density 125-150dph (CPDCS, Appendix A, p.122). Building heights **should** be raised relative to other Identity Areas (up to 5 storeys). Street corners **should** feature increased building height and scale relative to the street context with additional architectural detailing to articulate these more prominent spaces.
Building Typologies	BT2 BT5 BT6 BT9	Development **should** form strong and well-defined build lines which frame the street and public realm. This could be in the form of apartments, terraced or link detached typologies. Uninterrupted active frontages **should** be a design priority, facilitated by rear gardens and parking courtyards. Internal parking solutions **should** be used for apartment buildings. Commercial ground floors with residential upper stories **should** be encouraged, subject to viability in Neighbourhood Hubs.
Building Composition	BC 1-13	Emphasis **should** be made to the corners and peripheries of the built form where possible, to emphasise scale and massing whilst responding to the local context.
Building Composition	BC 1-13	Elevations and fenestrations **should** be well balanced and **should** reduce the scale with height. Emphasis **should** be placed on corners and key buildings, where verticality and height is prioritised and modulated. The expression of individual plots **can** be encouraged or specific placement along a built frontage. There **should** be opportunities for layering and depth creation within the elevational design.
Building Elements	BE1-7	The use of oriel windows and balconies **should** be encouraged to add depth and interest to the street scene. They help to elaborate the front elevation, providing interest and opportunities for enhanced placemaking. Dormers are encouraged for their ability to reduce scale with height within the street scenes and **should** be prioritised along primary frontages. They **should** be proportionate to the wider development and **should** have a strong design rationale in terms of roof design. The use of gable, mono-pitch and flat roofs **must** be considered unless a strong local context can be applied. Where a contemporary approach is desired, a mix of flat roof and expressed gables to the frontage **should** be considered. For cohesion, no more than two roof forms **should** be used in a single development.

IA.1 Neighbourhood Hubs

IA Criteria	Code	Coding
Building Materials	MA1-3	Development **should** embrace urban character through material choices such as brick, render, and contemporary panel systems. Contemporary designs **should** include brick to match the wider context, as well as light render and composite panelled elements. Roof tiles **can** vary from high-quality grey slate or composite tiles for contemporary designs, or red tiles to reflect the broader character.

Fig 4.04- Illustrative view of modulating corner buildings within a town centre location



Examples of Apartment typologies:
Fig 1 - HTA Design – Woodside Park Station Approach
Fig 2 - Gort Scott - 458 Forest Road, London
Fig 3 - Henley Halebrown - Stour Road, Fish Island
Fig 4 - Levit Berstein - Elmore Street

IA.2 Primary Corridor

The Primary Corridor comprises development along the primary street network, characterised by strongly defined building lines and heights of up to 3.5 storeys. Occasionally a mixed use ground floor activates these corridors, with commercial and retail uses present.

Buildings generally have a more contemporary character. Features such as generously sized windows, balconies, and recessed upper storeys providing rooftop amenity are prevalent. Built form often makes use of hard or soft buffers between the private and public realm such as low walls or planting.

New development opportunities **should** seek, subject to context, to increase density with minimal setbacks to define the streets (with defensible planting/boundaries if dwellings are on the ground floor) and **should** carefully modulate up in scale from the surrounding context.

A further key focus **must** be active frontage onto the public realm, and the establishment of a positive relationship between built form and the street. Built form **should** frame the street and articulate Primary Corridors as a main street within the broader street hierarchy. It **should** also articulate the transition from more rural or suburban Area Types/Identity Areas, into more urban settings.

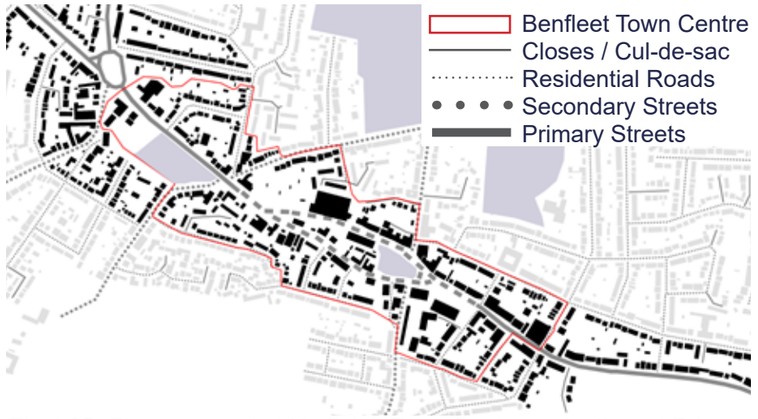


Fig 4.05- Figure ground of Hadleigh Town Centre and adjacent Primary Corridors

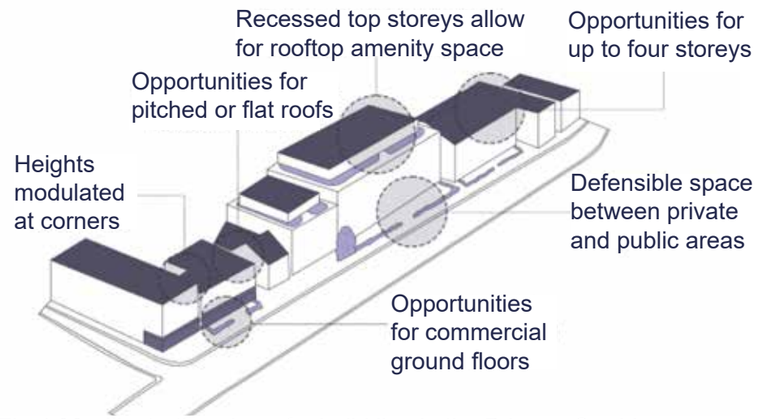


Fig 4.06 - Illustrative view of a build line in the Primary Corridor

IA Criteria	Code	Coding
Built Form *Density*	BF1	Current density 50-70dph (informed by CPDCS Tissue Studies Appendix A). Expected density 100-125dph (CPDCS, Appendix A, p.122).
Height	BF2	Building heights **should** be raised (up to 3.5 storeys) relative to neighbouring Identity Areas, particularly around key junctions. There are opportunities for corner buildings therefore to increase in height slightly, with additional architectural detailing and contrasting materiality.
Building Typologies	BT2 BT4-6 BT9	New development **should** be a mix of denser typologies such as apartments or, where appropriate, terraces and tightly linked semi-detached dwellings. Mixed use buildings are supported in this area. There are opportunities to enhance the ground floor's interaction with the public realm in particular by creating mixed-use buildings with residential upper storeys and commercial or retail ground floor uses.
Building Composition	BC1-13	Development **should** form strong and well-defined build lines which frame the street and public realm. Defensible space **should** articulate the boundary between public and private space. Flat or pitched roofs are both encouraged so long as they sit harmoniously within their immediate context. Buildings at corners or gateways **must** be level with, or taller than, neighbouring built form. Internal parking solutions **should** be used for apartment buildings. Architectural language **should** lean more strongly towards contemporary styles relative to more rural / lower density Identity Areas.

IA.2 Primary Corridor

IA Criteria	Code	Coding
Building Elements	BE1-7	Balconies and/or generous windows **should** be provided. The use of recessed upper storeys to provide amenity space is encouraged. Apartment and mixed use buildings **should** have defined crowns, middles and bases. Commercial ground floors with residential upper stories **can** be provided, subject to viability. Flat or pitched roofs **should** be used as long as they are harmonious with their immediate context.
Building Materials	MA1 -3	Generally, materiality **should** be a mix of brickwork and render, with slate or clay tile pitched roofs or parapet flat roofs. Metallic elements, such as for balconies, **should** be considered. Balcony balustrades / boundary treatment materials **must** provide screening to protect the amenity of private residences whilst maintaining an active frontage.

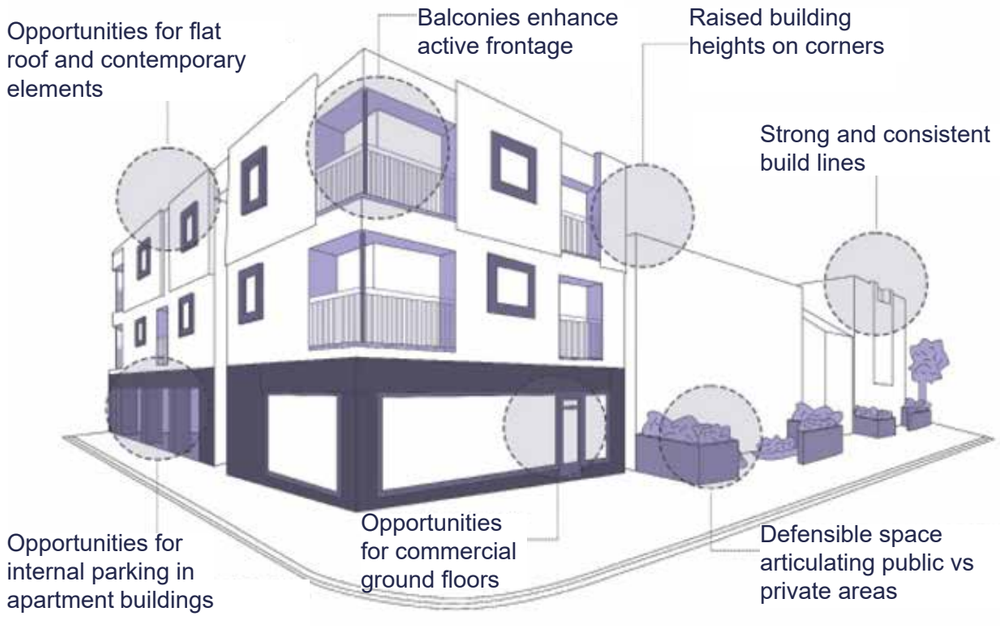


Fig 4.07- Illustrative view of a Primary Corridor corner turner plot and elevation

Examples of Apartment typologies:
Fig 1 - 48 Forest Road, London - Gort Scott
Fig 2 - 29 Cosway Street, London - Bell Phillips Architects
Fig 3 - 48 Forest Road, London - Gort Scott
Fig 4 - Stirling Fields, Northstowe - BoonBrown Architects
Fig 5 - Regent Place, London - Fraser Brown MacKenna Architects

IA.3 Suburban Corridor

The Suburban Corridor comprises of areas of tighter residential built form along key suburban routes. It is slightly, but noticeably, denser than standard suburban form. This Identity Area presents opportunities to increase density along the main suburban streets and to introduce significant landscaping to further articulate these streets within their local route hierarchies.

High-quality placemaking elements such as bay windows expressed gables, ornamental chimneys, subservient extensions, and restrained setbacks **should** be encouraged.

Development **should** aim to create an urban grain which is primarily formed of linked semi-detached dwellings utilising car ports, with some terraces.

The vernacular of these areas tends to be more traditional, with features such as pitches roofs, symmetrical fenestration, and balanced elevations.

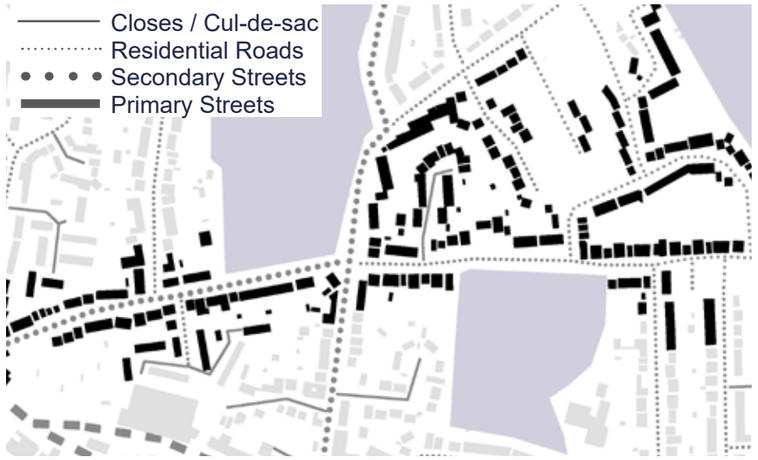


Fig 4.08- Figure and ground map of the Suburban Corridor

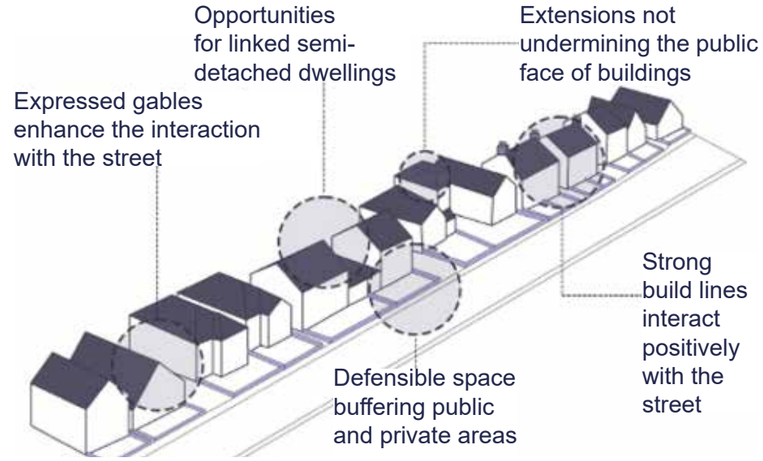


Fig 4.09 - Illustrative view of a build line in the Suburban Corridor

IA Criteria	Code	Coding
Built Form *Density* *Height*	BF1 BF2	Current density range 30-40dph (informed by CPDCS Tissue Studies Appendix A). Expected density range 70-100dph (CPDCS, Appendix A, p.122). Buildings **should** be mainly 2-2.5 storeys, with opportunities for up to 3 storeys to articulate corners, gateways, key nodes or spaces.
Building Typologies	BT1-9	New development **should** be mainly linked semi-detached and terraced dwellings. New development **should** be comprised overwhelmingly of residential built form.
Building Composition	BC1-13	Buildings **should** be setback behind a moderate amount of defensible space to articulate the boundary between public and private space. The area allocated to defensible space **must** not be so large as to undermine the dwelling's active frontage or ability to frame the street. Building lines **should** be strong and well-defined, with an ability to frame the street and articulate Suburban Corridor's in the wider street hierarchy. Opportunities **should** be taken for building lines to be modulated forwards, relative to their context, to strengthen frontages.

IA.3 Suburban Corridor

IA Criteria	Code	Coding
Building Elements	BE1-7	Pitched roofs **should** be utilised. Expressed gables, bay and oriel windows **should** be used. Vertical features such as chimneys **can** be used to provide articulation.
Building Materials	MA1-3	Buildings **should** generally be comprised of brick or render, although other materials **can** be considered where demonstrated to respond to a positive example in the local context. Roofs **should** comprise of clay or slate tiles. Opportunities for contrasting materials used to articulate corners **can** be encouraged.

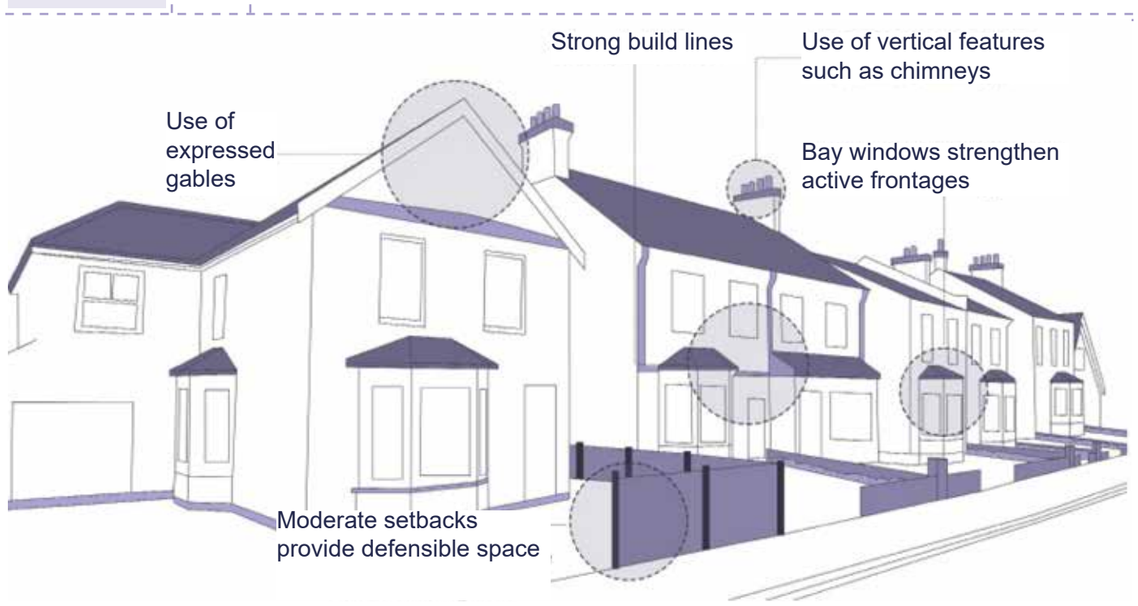


Fig 4.10 - Illustrative View of House Types in the Suburban Corridor

Examples of Apartment typologies:
Fig 1 - New Kingsland Housing, Bristol - Emmett Russell Architects
Fig 2 - Grange Road, Manchester - Ollier Smurthwaite Architects
Fig 3 - 48 Forest Road, London - Gort Scott
Fig 4 - Ashmere, Ebbsfleet - PRP
Fig 5 - Wimpole Road, Colchester

IA.4 Western Edge

This is the area which abuts the A130 and consists of an undefined edge of residential rear gardens leading to a mixture of arable land, woodland, parkland and Local Wildlife Sites. This includes Rushbottom Lane Flood Pound, Montgomery School Meadow, Northwick Poultry Farm, Jotman's Farm, North Benfleet Hall Wood, and Fane Wood Meadows.

This Identity Area offers an opportunity to create a more consistent and planned edge to Castle Point, to ensure any open space, wildlife site or amenity space is overlooked, and to provide a defined gateway into Castle Point as viewed from the A130. There is an opportunity for this land to be overlooked by a relatively continuous frontage of higher scale buildings, consistent with the more open nature and the higher speed of traffic along this edge.

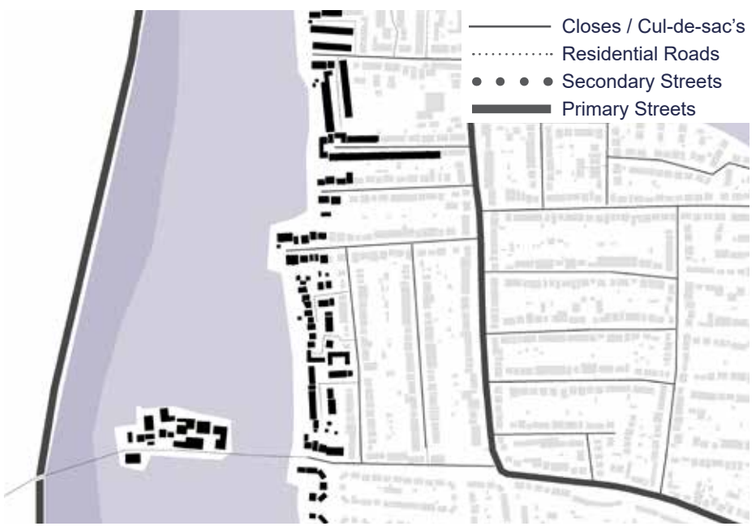


Fig 4.11 - Figure ground of the Western Edge

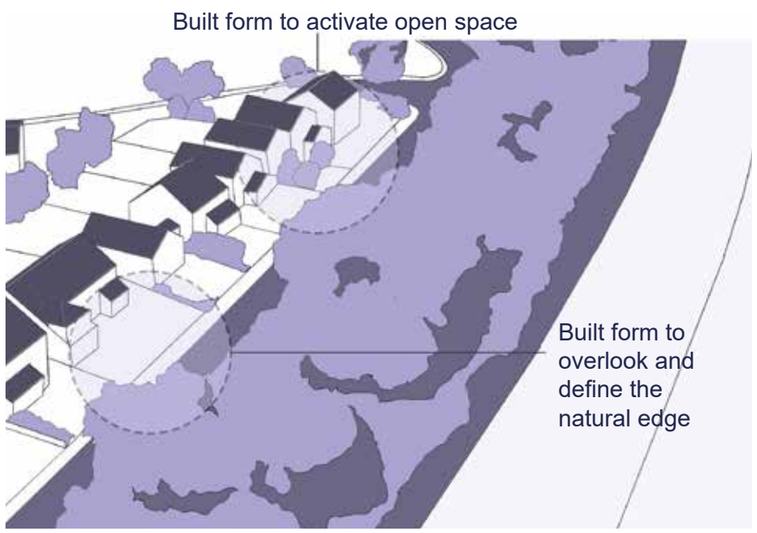


Fig 4.12 - Illustrative view of house types in the Western Edge

IA Criteria	Code	Coding
Built Form *Density*	BF1	Current density range 20-30dph (informed by the Castle Point Density & Capacity Study (CPDCS) Tissue Studies, Appendix A). This IA is currently not covered in the CPDCS, but a density range of 30-40dph is considered appropriate subject to justification in this IA.
Height	BF2	Development **should** present a continuous frontage of higher-scale buildings of 3-4 storeys along the A130. Building height **should** reduce in proximity to continuous green corridors and landscape edges to create a more appropriate transition.
Building Typologies	BT2	A combination of apartments and detached, semi-detached and connected housing **should** be used to achieve a cohesive yet visually diverse frontage.
	BT3 -5	Detached and semi-detached dwellings may be appropriate where they overlook open spaces or landscape corridors.
	BT7 BT8	Farmstead-style buildings and courtyard groupings may be incorporated at transition points toward more rural edges or where development meets natural features, supporting a softer, contextually appropriate settlement edge.
Building Composition	BC1-13	Building composition **should** respond to the openness of the adjacent highway corridor and create a clear and defined urban edge by respecting the scale and hierarchy of its context.

IA Criteria	Code	Coding
Building Composition	BC1-13	Elevations **should** express individuality across buildings while forming a cohesive and legible frontage. Variation in window arrangements, entrances, and detailing is encouraged, provided it is unified by a consistent rhythm and alignment. Vertical articulation **should** be emphasised in the elevational design. This **can** be achieved through vertically proportioned window openings, recessed bays, gables, and material changes which create a strong vertical rhythm across façades.
Building Elements	BE1 -7	Balconies and bay windows **should** be designed to maximise views over adjacent open space and provide passive surveillance. These elements **must** be fully integrated into the elevational design, contributing to the rhythm and layering of built form rather than appearing as applied features. Appropriate fencing and defensible screening for safety and privacy, particularly given the proximity to wildlife site.

IA.4 Western Edge

IA Criteria	Code	Coding
Building Materials	MA1 -3	Materials **should** respond to the rural and organic character of the surrounding context. Durable, contextual materials such as brick and tile hanging (as seen on buildings along Rashbottom Lane) **should** be used. Full-height tile hanging or individual features may be used to strengthen local identity. Colour palettes **should** harmonise with the natural landscape and respond to a Landscape and Visual Impact Assessment.

Fig 4.13 - Illustrative View of House Types in the Western edge

Examples of Apartment typologies:
Fig 1,2 - Beechwood Village, Basildon - Pollard Thomas Edwards
Fig 3,4 - Harbour Village, Ebbsfleet- BPTW
Fig 5 - Hermitage Mews, Crystal Palace, London - Gbolade Design Studio
Fig 6 - Wycliffe Park, Stokenchurch, High Wycombe - PRP

IA.5 Estuary Edge

The Castle Point Estuary features tidal inlets, reclaimed land, embankments, dikes, and marshland. The Estuary Edge includes Hadleigh County Park, Benfleet Creek, Two Tree Island, Benfleet, Canvey and Hadleigh Marshes, and Hadleigh Farm. The South Benfleet Conservation Area Character Appraisal, Management Plan and Design Code **must** be considered and referenced as part of proposals coming forward in Benfleet.

The estuary is dotted with marinas and waterfront developments, enhancing its maritime character. The residential areas of the Estuary Edge predominantly feature two-storey homes, and this built form offers views of the estuary and surrounding landscapes.

The built form frames the areas of open space and the use of balconies and the absence of frontage parking further strengthens this active frontage, making it a key characteristic of the Estuary Edge.

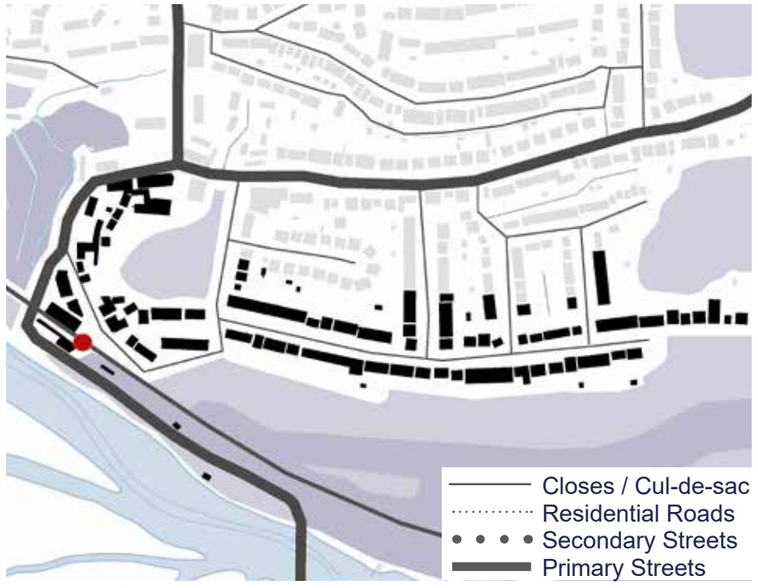


Fig 4.14 - Figure ground of the Estuary Edge

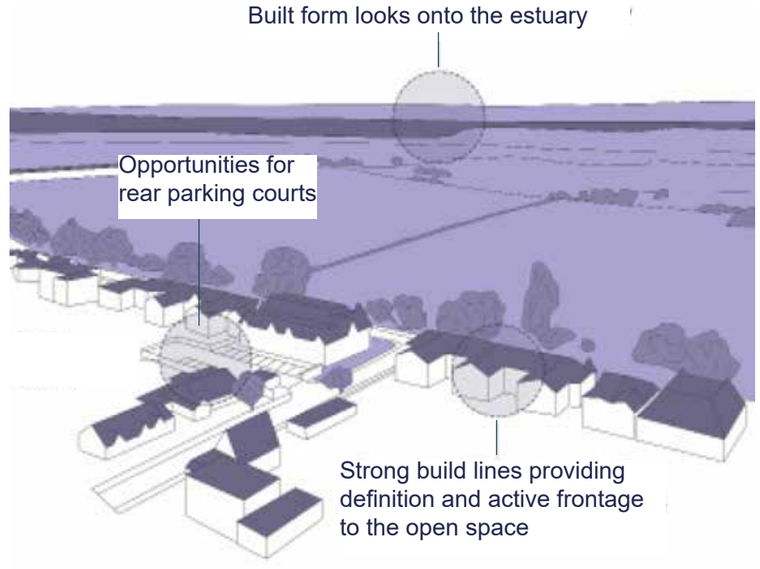


Fig 4.15 - Illustrative view of a build line in the Estuary Edge

IA Criteria	Code	Coding
Built Form *Density*	BF1	Current density 50-70dph (informed by CPDCS Tissue Studies Appendix A). Expected density 70-100dph (CPDCS, Appendix A, p.122).
Height	BF2	Buildings **should** generally be 2 storeys, however the open nature of the estuary allows for taller buildings (up to 3 storeys). This trend is already seen along London Road between Park Chase and Tattersall Gardens.
Building Typologies	BT2 BT6 BT4	The Estuary Edge presents opportunities for apartments and dense arrangements of houses, to contribute to a strongly defined build line. Apartment buildings, terraces, and tightly linked semi-detached dwellings **should** be supported. Building use **should** be overwhelmingly residential.
Building Composition	BC1-13	Both contemporary and traditional forms are supported, so long as they sit harmoniously within their context. Flat roofs are uncharacteristic of the Estuary Edge and **should not** be used. Built form **should** focus on overlooking and framing the estuary and associated open space. Well-designed and secure rear parking courts are supported. Frontage parking is not to be supported. Moderate setbacks to provide strong definition between private and public spaces without compromising on active frontage or the definition of the street/open spaces **should** be used. Landscaping and short walls/railings **should** be used as defensible space to articulate the boundary between private and public space.

IA.5 Estuary Edge

IA Criteria	Code	Coding
Building Elements	BE1-7	Expressed gables, bay and oriel windows **should** be encouraged. Roofs **should** be pitched. Balconies are supported. Vertical corner elements are supported.
Building Materials	MA1-3	Buildings **should** primarily be comprised of render. Slate roof tiles are supported.

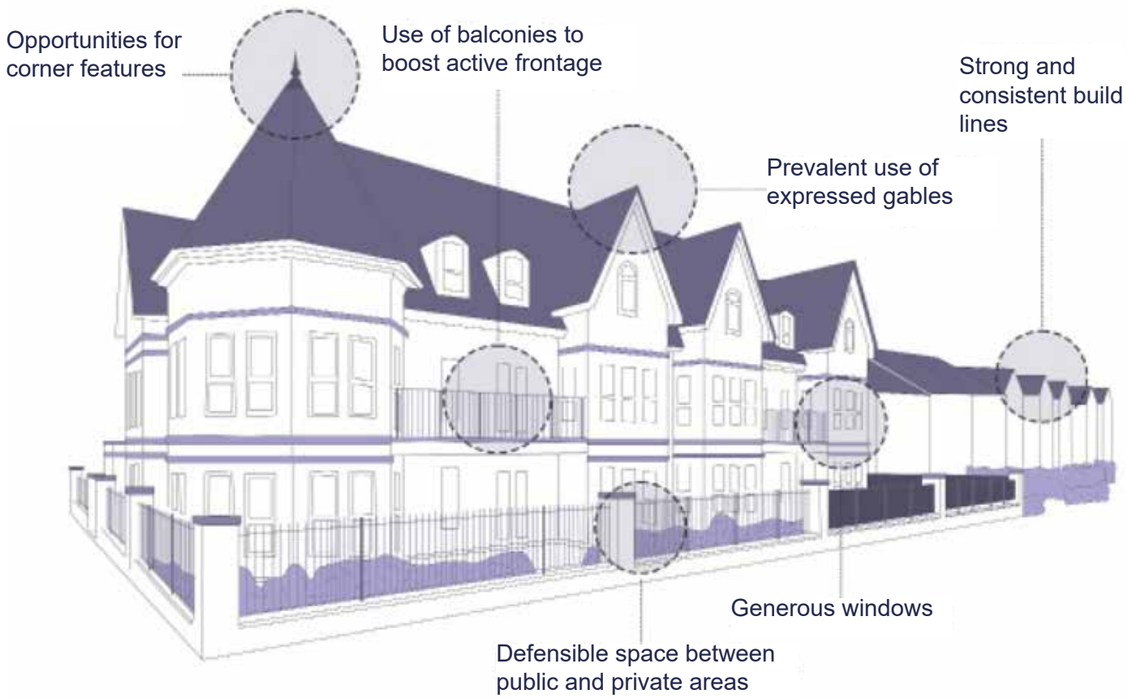


Fig 4.16 - Illustrative view of Estuary Edge house types

Examples of Apartment typologies:
Fig 1 - Marleigh Park, Cambridge - JTP
Fig 2 - Beaulieu Park, Chelmsford - Gardner Stewart Architects
Fig 3 - Nansledan, Newquay - ADAM Architecture
Fig 4 - Wycliffe Park, Stokenchurch - PRP
Fig 5 - Wharfe Meadows Park, Otley

IA.6 Natural Edge

Castle Point has a variety of natural landscapes inland covering woodland, plotland, scrubland, pasture, meadows, paddocks and playing fields. The Natural Edge requires contextually specific responses.

Currently the Natural Edge consists of two storey dwellings presenting side or rear gardens to the edge, or school buildings at the edge of playing fields.

Where there are opportunities for development along the Natural Edge it **should** perform the role of transitioning between built and natural environments. Low density development which faces out and overlooks the landscape will create a safer, more integrated edge. Contextualisation will be important, and dwellings **should** conform to rural typologies with particular attention paid to materiality and **should** seek to provide an informal, organic mix of materiality based on the context.

On Canvey Island the Natural Edge also includes formal spaces which mainly lead to the seafront which are surrounded by two and three storey housing, and **can** be an exception to the low density rural typologies generally characteristic of the Natural Edge Identity Area.

Any development proposals received within the Green Belt will be subject to further policy scrutiny and compliance with this design code does not guarantee permission.

Fig 4.17 - Figure ground of the Natural Edge

Fig 4.18 - Illustrative view of house types in the Natural Edge

IA Criteria	Code	Coding
Built Form *Density* *Height*	BF1 BF2	Current density 20-30dph (informed by CPDCS Tissue Studies Appendix A). Expected density 50-70dph (CPDCS, Appendix A, p.122). There is opportunity for increased density with taller buildings of up to 3 storeys overlooking these spaces, with scale appropriate to the open space adjacent and with a gentle modulation up from the existing context.
Building Typologies	BT1, BT3-4, BT7-9	Development **should** generally be of a lower density (exceptions noted along the more formal Natural Edge Identity Areas on Canvey Island), comprising detached or semi-detached dwellings to allow for glimpses of the landscape to be seen from dwellings further back from the Natural Edge. Rural typologies such as larger plots setback with front gardens, planted screening or groups of dwellings forming farmstead courtyards **should** be used. These typologies support a softer and more sensitive transition between residential development and the natural landscape.
Building Composition	BC1-13	Dwellings **must** be setback to create a deeper verge, and front gardens **should** be provided to encourage integration with the open landscape. The building line **should** be informal and organic, and there **must** be an expression of individuality across Natural Edge dwellings. To create this, there **should** be clear changes within the roofscape and the heights of dwellings. The space between dwellings **can** also vary to inform a softer building line. A positive interaction between dwellings and natural landscapes **should** be developed through orientating buildings to front onto the Natural Edge.

IA.6 Natural Edge

IA Criteria	Code	Coding
Building Elements	BE1-7	Building elements **should** vary along the Natural Edge to create distinctive dwellings, as opposed to repetitive appearances. A varied use of roof types, porches, and dormers **can** support a more organic building line. There is also more flexibility for asymmetrical design. Dormers and bay windows **should** be proposed for Natural Edge dwellings to allow for views over the adjacent landscape. The style of building elements used within a Natural Edge development **should** promote a more rural architectural style to support the blend between built form and countryside.
Building Materials	MA1-MA3	Natural and organic materials **should** be used to express a rural character whilst reflecting the local vernacular. This **should** draw from natural materials such as timber, weatherboarding and green roofs. Other materials **can** include brick and render which **can** be used alongside the above mix of natural materials, but **should** not be the primary material treatment. Boundary treatments between dwellings and natural landscapes **should** be soft landscaping or timber fencing to reflect the landscape character.

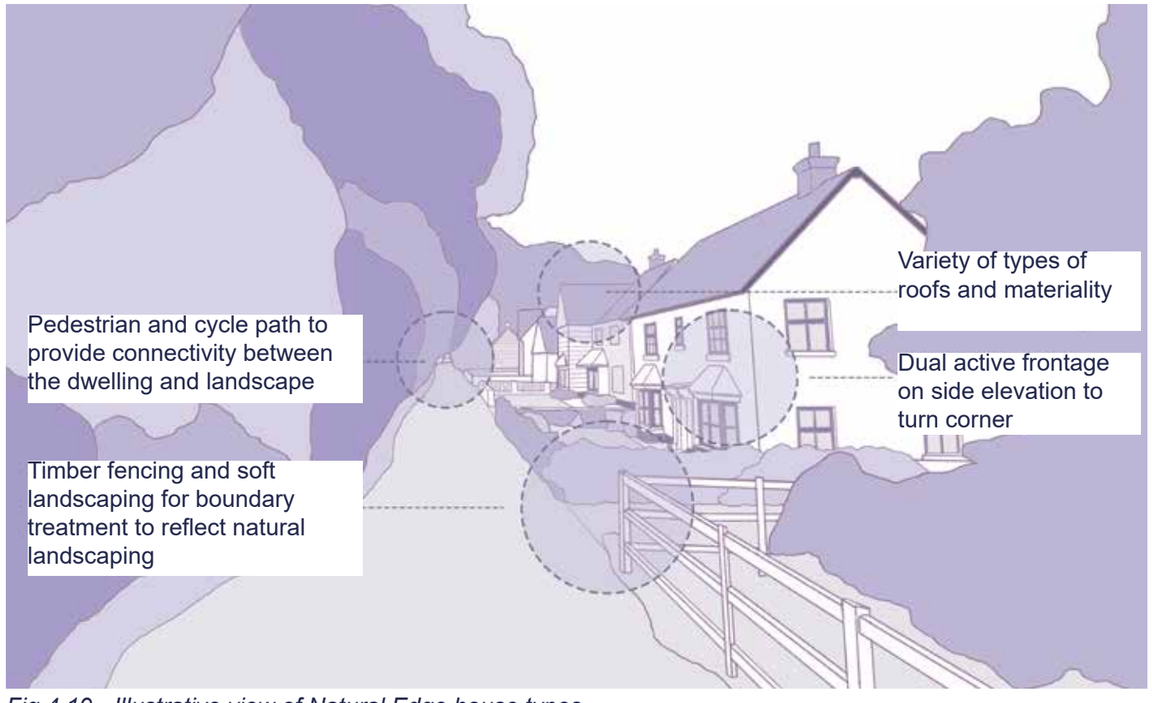


Fig 4.19 - Illustrative view of Natural Edge house types

Examples of development along a natural edge
Fig 1 - Proctor & Mathews - Abode Great Kneighton, Cambridge
Fig 2 and 5 - JTP - Channels, Chelmsford
Fig 3 - John Pardey Architects - Lovedon Fields, Hampshire
Fig 4 - Esquire Developments - Cliffe Woods, Medway

IA.7 Thundersley Plotlands

Thundersley Plotlands represents an area North of Kiln Road and either side of the Chase between Rayleigh and Kingston Road and Runnymede Chase. Until the 20th century the area consisted of open fields associated with Thundersley Lodge but by the 1920s it had been divided up into narrow plotland strips, running either north-south or east-west, the structure of which is still visible now. The plotlands include woodland, tree and hedge lines and some infill development between boundaries.

It is considered that any future development **should** seek to preserve as much of the woodland, tree and hedge lines as possible, and these areas **should** be overlooked by linear development so that where possible the landscape structure is integrated into the public realm.

Any development proposals received within the Green Belt will be subject to further policy scrutiny and compliance with this design code does not guarantee permission.

Fig 4.20 - Figure Ground of Thundersley Plotlands

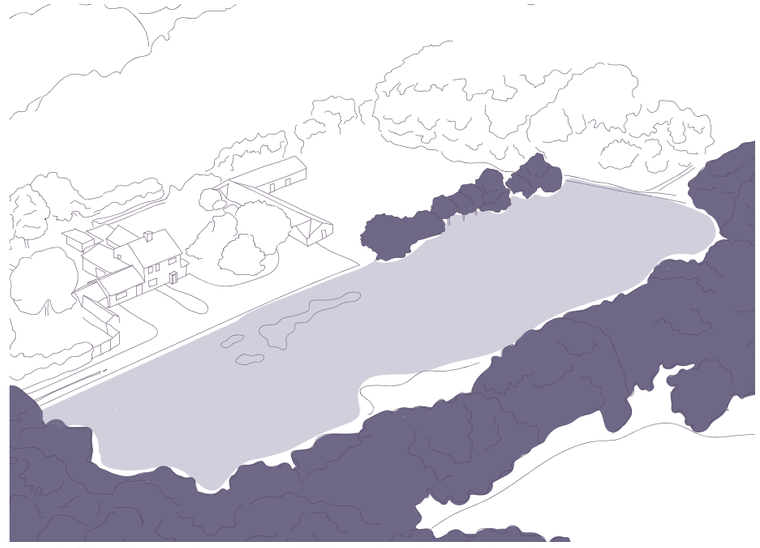


Fig 4.21 - Illustrative view of Thundersley Plotlands

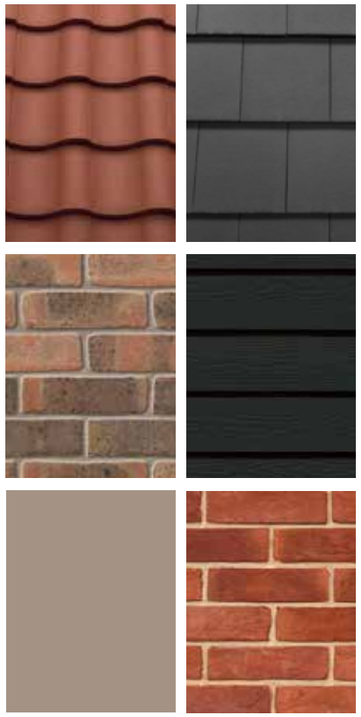
IA Criteria	Code	Coding
Built Form *Density*	BF1	Current density range 20-30dph (informed by CPDCS Tissue Studies Appendix A).This IA is not covered by the CPDCS but a density of 30-40dph is considered appropriate, this would require further justification if any application were to come forward within this IA.
Height	BF2	Buildings **should** generally be between 1-2.5 storeys.
Building Typologies	BT3-4 BT6-8	Farmstead buildings **should** be encouraged to reflect traditional rural dwellings, and allow for terraced and semi-detached options.
Building Composition	BC1-13	Buildings **should** vary in height and plane to create a dynamic interaction. This variation **should** be achieved through meaningful setbacks in elevations, adding interest and narrative to the built form. Plots **should** face the boundary landscaping to maintain the historic character of the Plotlands. Building envelopes **should** break down form into scalable sections to reduce dominance. This **can** be achieved with inset balconies, porches and openings, or parapet balconies partially covered by roof slopes. Setbacks or cantilevers **should** be considered on first and second floors.

IA Criteria	Code	Coding
Building Composition	BC1-13	Roof pitches **should** be angled between 35°-37° for a quality structure, ideally gable or hipped to reflect rural character. Openings and features **should** be thoughtfully placed in relation to each other and the wider development context.
Building Elements	BE1-7	For frontages, elements like windows, doors, and balconies **can** be asymmetrical or symmetrical based on design rationale. Bay windows **should** be included in frontages, especially for corner-turning properties. Chimneys **should** feature prominently on the gable or be centrally placed along the ridge line. When expressed externally, they **must** appear robust and capable of standing unsupported. Dormers **should** be encouraged and **should** create a rhythm with fenestration and architectural features, without dominating or overburdening the main structure. Landscaping or low fencing/railings are encouraged to provide defensible space, that blends harmoniously with the surrounding natural context.

IA.7 Thundersley Plotlands

IA Criteria	Code	Coding
Building Materials	MA1-3	Development **should** embrace rural character through material choices like dark timber elements or weatherboarding. Contemporary designs **can** use standing seam zinc or alternatives to maintain the farmstead typology. Brick use **should** be limited, with red brick preferable to match the wider context. Roof tiles **can** vary from high-quality grey slate or composite tiles for contemporary looks, or red pantiles to reflect the broader character.

Fig 4.22 - Illustrative view of Farmstead Buildings responding to linear landscaping



Examples of Farmstead Linear Typologies
Fig 1&2 - PTE – The Avenue, Saffron Walden
Fig 3 - Omega Architecture - Hartland Village, Hampshire

IA.8 Incidental Plotlands

The Incidental Plotlands include Bower's Wood Plotland and the area around Windermere, Coniston, and Burches Roads. Incidental Plotlands consist of small irregular sized plots with individual or grouped houses in woodland clearings or surrounded by open landscape. Dwellings generally have large gardens with an assorted mix of outbuildings. There is an opportunity to selectively develop these gardens, woodland clearings or defined boundaries areas as tight groups of dwellings in farmstead courtyard arrangements or as individual detached dwellings.

Any development proposals received within the Green Belt will be subject to further policy scrutiny and compliance with this design code does not guarantee permission.

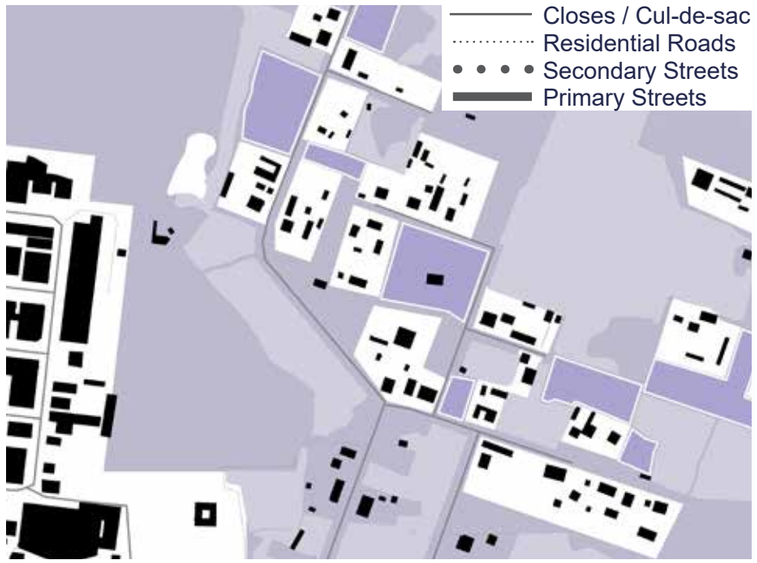


Fig 4.23 - Figure ground of the Incidental Plotlands.

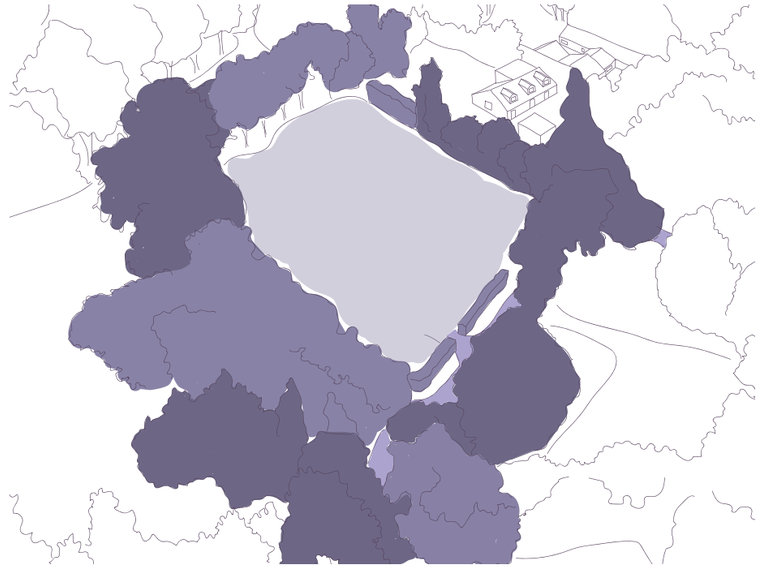


Fig 4.24 - Illustrative view of Incidental Plotlands.

IA Criteria	Code	Coding
Built Form *Density*	BF1	Current density range 0-20dph (informed by CPDCS Tissue Studies Appendix A).This IA is not covered by the CPDCS, but a density of 20-30dph is considered appropriate, this would require further justification if any application were to come forward within this IA. Density within farmstead courtyard groupings would depend on the design of the courtyards, ensuring adequate privacy and amenity for current and future residents.
Height	BF2	Building heights **should** be between 1-2.5 storeys.
Building Typologies	BT1 BT3-4 BT7-9	Farmstead and Pavilion typologies **should** be encouraged, allowing flexibility for detached or semi-detached structures that maintain the same architectural language.
Building Composition	BC1-13	Buildings **should** interact positively through varied heights and planes. This variation **should** be achieved with meaningful setbacks in elevations, creating interest and a dynamic narrative in the built form. Building envelopes **should** break down form into scalable sections to reduce dominance. This **can** be achieved with inset balconies, porches, and openings, or parapet balconies partially covered by roof slopes.

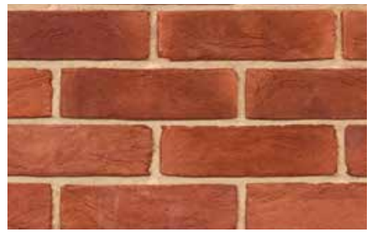
IA Criteria	Code	Coding
Building Composition	BC1-13	Roof pitches **should** be angled between 35°-37° for a quality structure, ideally gable or hipped to reflect rural character. Openings and features **should** be thoughtfully placed in relation to each other and the wider development context.
Building Elements	BE1-7	For frontages, elements like windows, doors, and balconies **can** be asymmetrical or symmetrical based on design rationale. Bay windows **should** be included in frontages, especially for corner-turning properties. Chimneys **should** feature prominently on the gable or be centrally placed along the ridge line. When expressed externally, they **must** appear robust and capable of standing unsupported. Dormers **should** be encouraged and **should** create a rhythm with fenestration and architectural features, without dominating or overburdening the main structure.

IA.8 Incidental Plotlands

IA Criteria	Code	Coding
Building Materials	MA1-3	Materiality **should** be derived from a farmstead context, and **can** reference the woodland or natural setting in terms of timber weatherboarding, dark timber elements, green roofs or an organic informal mix of local materials. Contemporary designs **can** use standing seam zinc or alternatives to maintain the farmstead typology. Brick use **should** be limited, preferably red brick to match the wider context. Roof tiles **can** vary from high-quality grey slate or composite tiles for contemporary looks, or red tiles to reflect the broader character.

Fig 4.25 - Illustrative view of Farmstead Buildings responding to Incidental Plotlands

Examples of Groupings of Buildings in a Farmstead Typologies
Fig 1 - PAD Studio - Farmstead, Ashbocking
Fig 2 - Flora Garden Centre, Henbury



Examples of Farmstead Pavilion Typologies
Fig 3 - PAD Studio – Barn, Hampshire
Fig 4 - Sandy Rendel Architects - Dutch barn Morlands Farm West Sussex
Fig 5 - Project Orange - Black Barn, Suffolk
Fig 6 - Loader Monteith – Farmstead, Angus, Scotland

IA.9 Water’s Edge

The Water's Edge Identity Area mainly consists of Canvey Lake, the largest body of water in Castle Point.

For this area wider public realm improvements are encouraged, and could include completing the perimeter path around the lake, adding benches, low-level lighting, and a timber bridge to connect routes either side of the lake.

The drainage channel along May Avenue, Canvey, and Prittle Brook near Southfield Close and Southfield Avenue, Daws Heath, are also opportunities for selective redevelopment to enhance these Water’s Edges.

Fig 4.26 - Figure ground of the Water’s Edge Identity Area

Fig 4.27 - Illustrative view of house types next to Canvey Lake

IA Criteria	Code	Coding
Built Form *Density* *Height*	BF1 BF2	Current density range 30-40dph (informed by CPDCS Tissue Studies Appendix A).This IA is not covered by the CPDCS, but a density of 40-50dph is considered appropriate subject to justification. Developments **should** overlook the lake by using 2-storey housing, with some rear gardens facing the lake. Safety and security could be improved by redeveloping these gardens into 2 to 3 storey dwellings with balconies and contrasting materials to define corners.
Building Typologies	BT2-5	The main typologies to consider include semi-detached, link detached, detached, and apartments. This will build a reduced urban grain to allow for glimpses of the water’s edge to be caught through the gaps between dwellings. Flood risk is a key design consideration and all habitable rooms **must** be proposed above ground floor, and if not, an area of refuge **must** be provided, particularly for apartment blocks.

IA Criteria	Code	Coding
Building Composition	BC1-13	Built form **should** reduce in scale with height and incorporate vertical emphasis. Architectural interest **should** also be created through layering and depth, and through changes within height and plane. This could consist of using gable fronts to project onto the street scene.
Building Elements	BE1-7	Elements which **must** be incorporated include balconies and bay windows. Windows **should** be generous in size, and **should** overlook the water. In terms of roofscape, a rhythmic roof form is encouraged to create a well-balanced and prominent building line along the Water’s Edge. However, there may also be opportunity to express an irregular roof form to support the principle of creating changes within height.
Building Materials	MA1-3	The palette **should** reflect the render, brick and weatherboarding materiality found traditionally around Essex estuaries and coastlines.

IA.9 Water's Edge

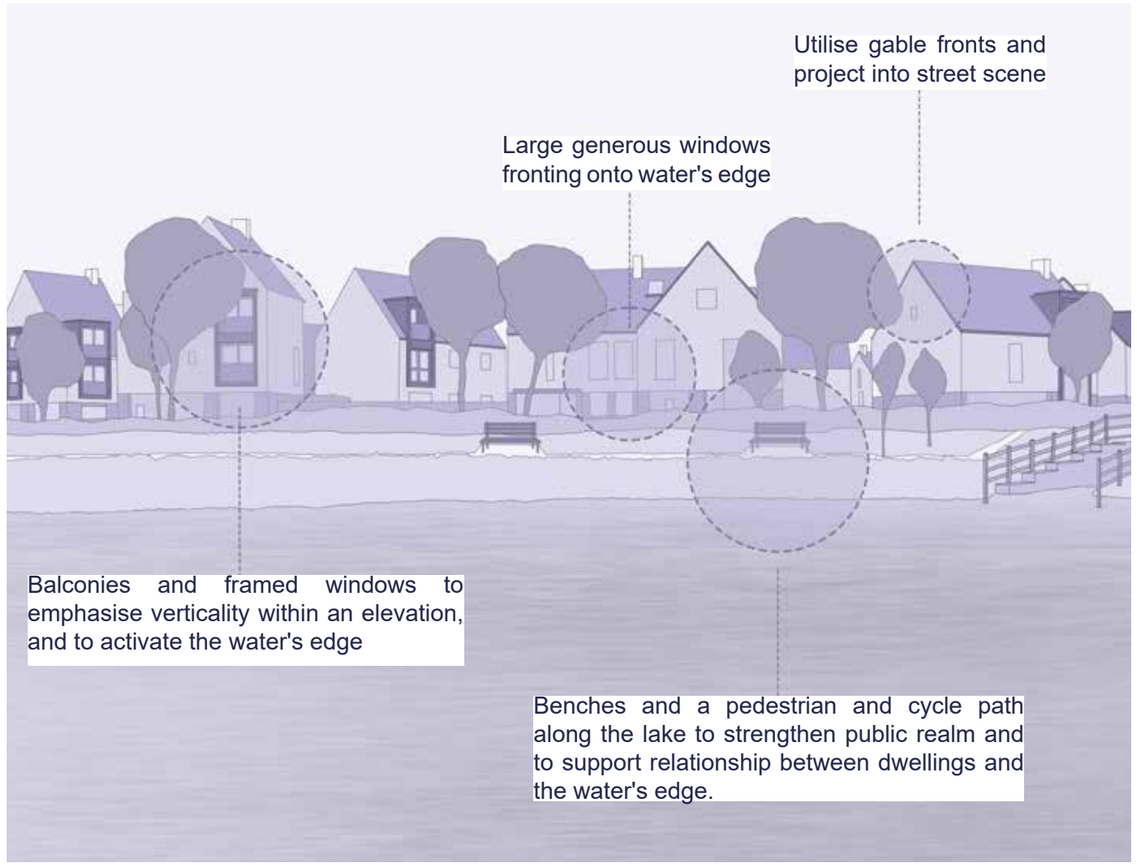


Fig 4.28 - Illustrative view of Water's Edge house types

Examples of development along a water's edge
Fig 1 - Derwenthorpe, York - Studio Partington
Fig 2 - Coastguard Cottages, Canvey Island
Fig 3 - Rochester Riverside, Kent - BPTW

IA.10 Canvey Seafront

Canvey Seafront features sandy and pebbly beaches overlooked by 1-3-storey buildings fronting a seafront road and promenade, separated by a sea wall. To the west are traditional seaside attractions like amusement arcades and cafés. Canvey Seafront's character is further informed by the listed modernist Labworth Café, designed in 1932-33, which is built into the sea wall with a central two-storey rotunda and two single-storey wings, all with continuous ribbon windows. The nearby Monico restaurant, with its white rendered design, echoes this style.

Apartment and arcade buildings showcase a mix of contemporary architecture with flat and split monopitch roofs across Canvey Seafront and there is an opportunity for future development to continue the rhythm of three-storey apartment buildings, modulating up to four storeys with commercial uses on the ground floor.

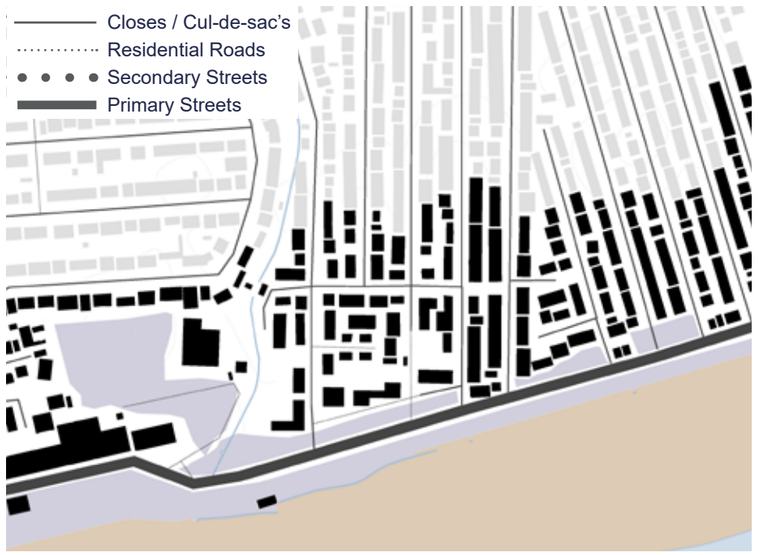


Fig 4.29 - Figure ground of Canvey Seafront

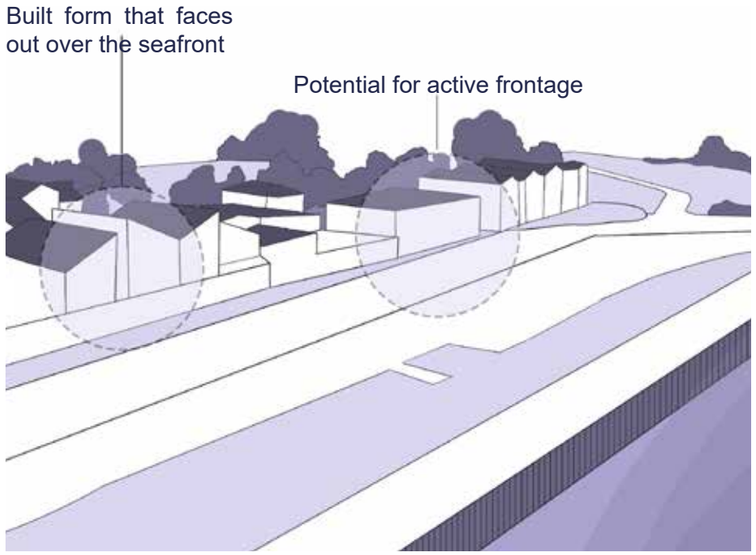


Fig 4.30 - Section of building overlooking Canvey seafront

IA Criteria	Code	Coding
Built Form *Density* *Height*	BF1 BF2	Current density range 50-70dph (informed by CPDCS Tissue Studies Appendix A). Expected density range 70-100dph (CPDCS, Appendix A, p.122). Along the seafront, 2-4 storey built form is considered appropriate.
Building Typologies	BT1 - BT6	A combination of pavilion buildings, apartments, and connected terraced housing with an element of mixed use at ground floor **should** be used to achieve a cohesive yet visually diverse frontage. Where commercial uses are unviable at ground floor, undercroft parking hidden behind generous entrances and minimal ground floor apartments is recommended. Detached and semi-detached dwellings may be appropriate where they frame or overlook open spaces or landscape corridors.
Building Composition	BC1-13	Buildings adjacent to the seafront **must** be designed to maximise views over the coast. Main living spaces **should** be located on upper floors to both capitalise on the setting and accommodate flood risk mitigation. These spatial arrangements **should** be treated as design opportunities to generate distinctive and characterful built form.

IA Criteria	Code	Coding
Building Composition	BC1-13	A well-balanced solid-to-void ratio **must** be maintained to ensure façades remain visually robust while taking advantage of panoramic vistas. Ground floor levels **should** prioritise commercial uses where viable, particularly along key seafront routes and promenades. Where residential uses at ground level are required, these **should** be clearly setback, screened or elevated whilst maintaining an active and engaging streetscape.
Building Elements	BE1-7	New buildings **should** maximize estuary views with generous windows and balconies. Balconies **should** be generous in depth and width, and optimise views over the seafront. Balconies and openings **must** be fully integrated within the overall elevation design and respond to the rhythm of the facade, contributing to passive surveillance and architectural layering.
Building Materials	MA1-3	The material palette **should** reflect the seafront character through the use of light-toned renders, timber cladding, and metal accents. These materials **should** be applied in a contemporary manner and **must** demonstrate durability in a coastal environment. Colour schemes **should** draw inspiration from the sandy and neutral tones of Canvey's Seafront.

IA.10 Canvey Seafront

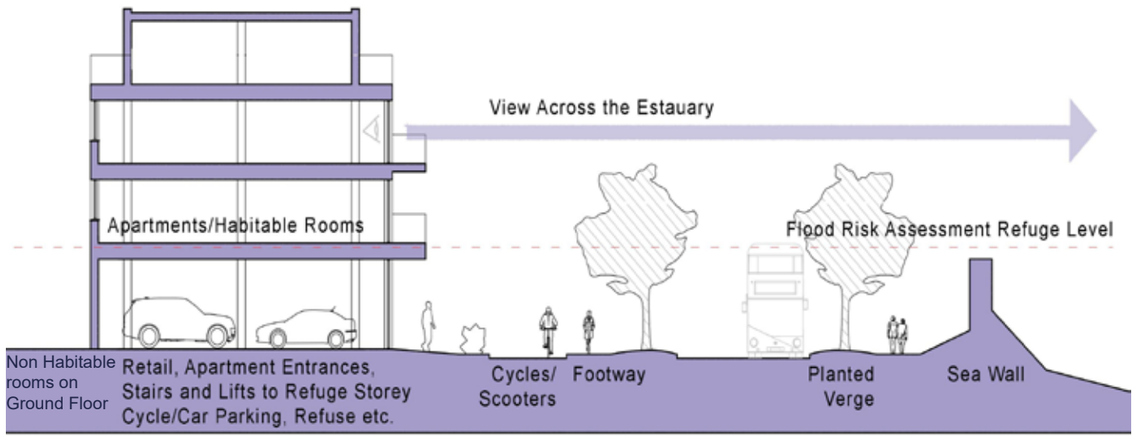


Fig 4.31 - Illustrative view of building section fronting Canvey Seafront

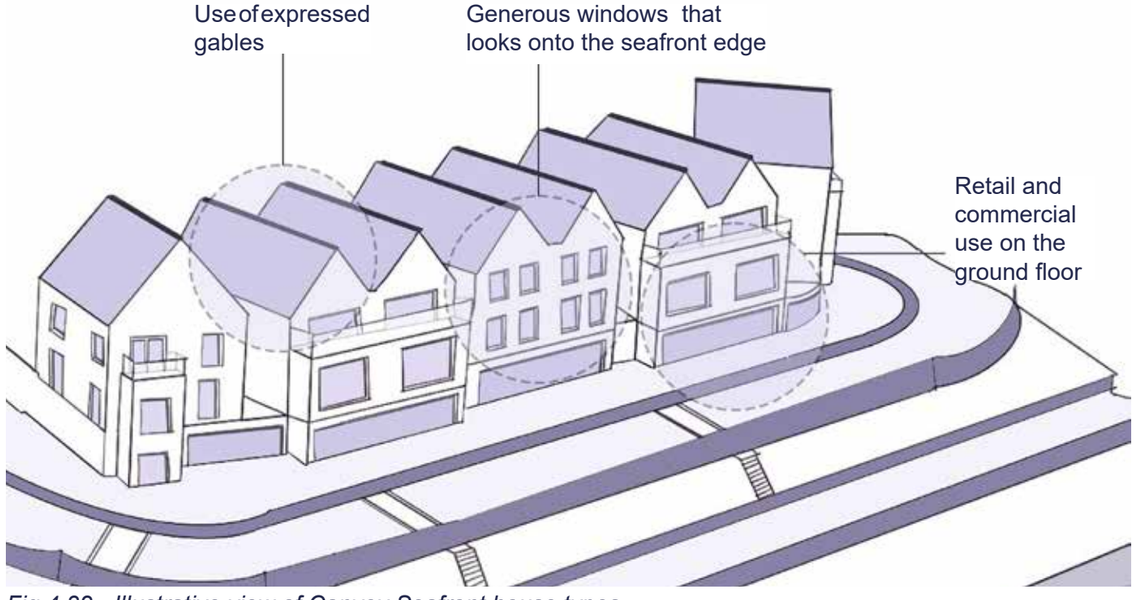


Fig 4.32 - Illustrative view of Canvey Seafront house types

Examples of development along a water's edge:
Fig 1 - High Street Swanley, Kent - Bell Phillips Architects
Fig 2 - Rochester Riverside, Kent - BPTW
Fig 3 - The Sail Lofts, Tollesbury, Essex
Fig 4 - Rochester Riverside, Kent - BPTW

5.0 Built Form Coding

5.1 Identity

Coding Principles I1-6

5.1.1 Creating a Sense of Place

The National Design Guide defines the “built form” of an area as the ‘three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces’ that make up any built-up area or development. A well-designed place has a coherent form of development, with appropriate building types and layouts.

Existing character must be understood as a starting point for the design of layouts and buildings so that they fit into and also enhance the character of the local area.

The identity of an area comes not just from its built form and public spaces but also from the character of its buildings. This is not only about architectural style, but about key principles of building design.

Proposed alterations to existing buildings and development of new buildings will need to demonstrate good design practices. This will include responding to the characteristics of well-designed places (Figure 1.01), adherence to the Design Code (plus any agreed site-specific design code), undertaking a successful design review process and appropriate pre-application discussions with Castle Point Borough Council.

5.1.2 Legibility + Active Frontages

The legibility of a place relates to how easy it is for people to find their way around. Certain characteristics of settlements help make them easier to navigate such as with node or landmark features:

Nodes are focal points and may come in the form of squares, junctions or access to transport. Nodes **should** demonstrate a distinct public realm character. Section 6.2 Nature and Public Open Space provides further guidance on creating distinctive public realms.

A **landmark** is an element that stands out from its surroundings. Landmark buildings in new developments **should** feature enhanced architecture, height, and/or contrasting materials, making them unique and memorable. They **should** have a clear form that contrasts with but complements their surroundings, demonstrating spatial prominence. Landmarks **must** be carefully considered to avoid over saturation and ensure true landmarks remain distinctive.

This is particularly important to meet the needs of specific people including those with dementia and other visual and mental disabilities through use of inclusive wayfinding strategies.

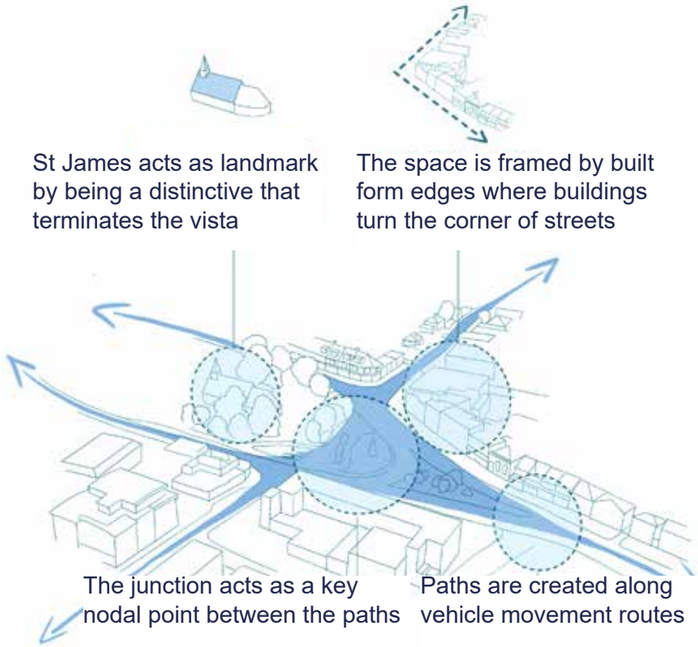


Fig 5.01 - Legibility diagram for Hadleigh town centre

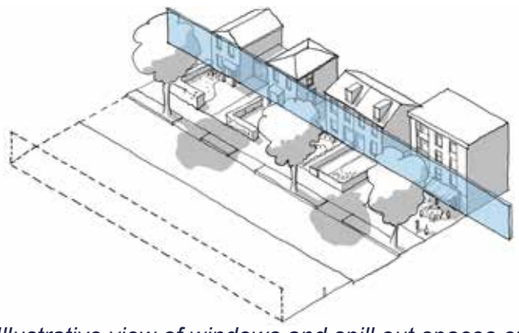


Fig 5.02 - Illustrative view of windows and spill out spaces creating an active frontage to a primary facade

I1 Proposals for major developments **should** be reviewed by a Design Review Panel and demonstrate how this feedback has been incorporated in any planning application. Proposals for over 250 homes (either individually or cumulatively with other nearby developments) **must** prepare a site-specific design code, including a site-wide masterplan. The masterplan **must** demonstrate how the proposals comply with the Castle Point Design Code.

I2 All new residential development **must** as a minimum comply with nationally described space standards for residential typologies.

I3 New developments **must** ensure that their layout is legible, meaning it would be easy to navigate and find your way around. To deliver this, new developments **should** have regard to nodes and landmarks that assist with wayfinding.

I4 New developments **must** show how vistas have been considered. All vistas **should** be terminated by a building or landscape feature to add depth to public spaces. Landmark buildings **can** be used to terminate vistas where appropriate.

I5 Buildings **must** turn corners by providing architectural interest and active frontage to all elevations which face public space. Appropriate architectural interest details can be found for each Area Type/Identity Area within Parts 3.0 and 4.0.

I6 How actively built form fronts onto a street, active travel route or public space is determined by fenestration placement, access points to built form, spill out spaces from mixed uses, boundary treatments and how a building turns a corner. All development **must** create active frontages onto the public realm, allowing passive surveillance onto streets and spaces to ensure they feel safe and activated. Primary façades which face out onto streets and public areas **should** be the priority for orientating windows, doors and any mixed use spill out areas. Where built form turns a corner or is dual aspect, additional activation on rear or side elevations **should** be achieved through corner turning windows and additional fenestration.

5.2 Built Form Principles

Coding Principles BF1-7

BF1 Density

Residential density indicates how compact and intensively a place is developed, but it doesn't determine the suitability of a proposal within an Area Type or Identity Area. The Castle Point Capacity and Density Study (2025), alongside this Design Code, **should** guide proposals by setting appropriate density ranges, balanced with contextual design considerations.

Fig 5.03 - Measuring density. Credit: NMDC

BF2 Height

Building heights influence the quality of a place in terms of their identity and the environment for occupiers and users. Consistent building heights, or variation within a relatively narrow range, can help to make an area type feel coherent. Variations in height can also make an area feel dynamic. The identity of an Area Type may be influenced by building heights, including its overall scale, skyline, key views and vistas and the relative prominence of landmark buildings. Building height may also have an impact on local environmental conditions in neighbouring properties, amenity spaces and public spaces in terms of daylight, sunlight and overshadowing.

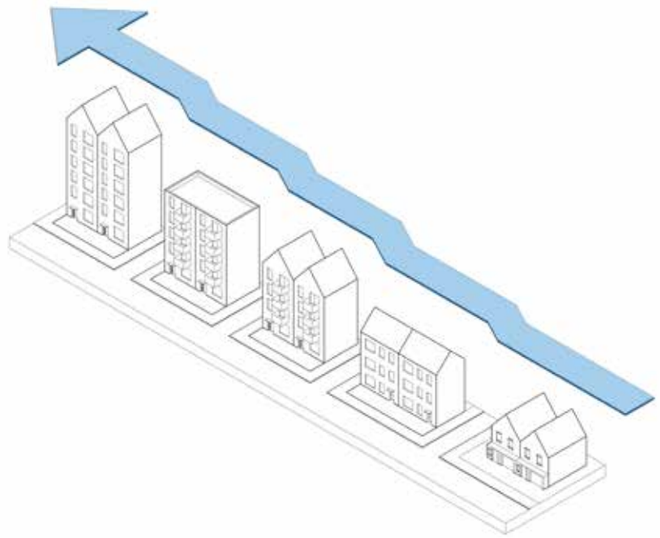


Fig 5.04 - Illustrative view of a range of building heights and typologies

BF3 Compact Form of Development

A compact form of development is more likely to accommodate enough people to support shops, local facilities and create a viable public transport network. It also maximises social interaction in a local area, and make it feel safe and attractive. Compact development further promotes active travel to local facilities and services.

Fig 5.05 - Repairing the urban block. Credit: NMDC

BF4 Continuity of Frontage

When buildings join to neighbouring buildings, the form of development is more compact. Free-standing buildings generally occupy wider plots, which affects both density and compactness. Continuous frontages are therefore supported in creating compact forms of development for the more urban Area Types and Identity Areas.

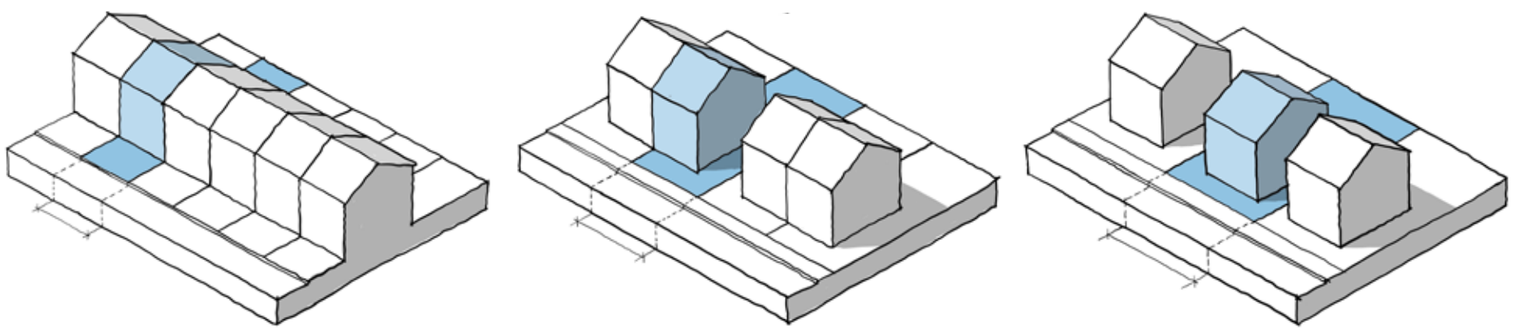


Fig 5.06 - Building joining. Credit: NMDC

BF5 Set out of Building Lines

Attractive streets and other public spaces are generally defined by the frontages of buildings around their edges. A building line represents the alignment of the front face of the building in relation to a street or other public space. The nature of this line and its position in relation to the street contribute to the character and identity of a place. It may be straight or irregular, continuous or broken. A consistent approach to building lines in an area type or street type help to create a coherent identity.

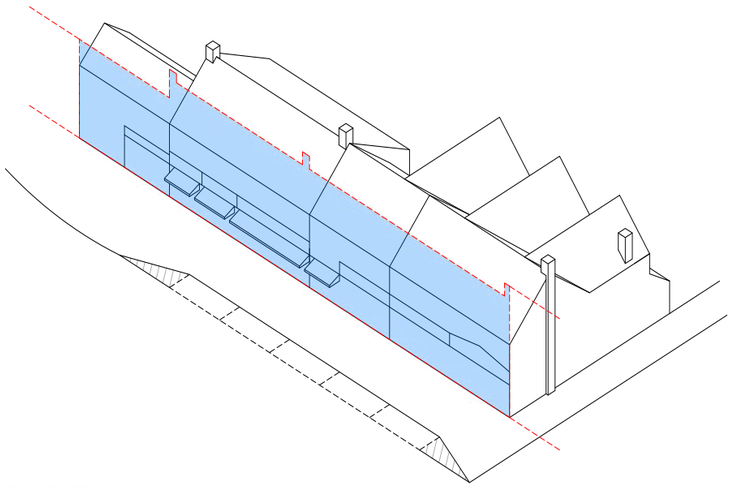


Fig 5.07 - Illustrative view of a consistent building line

BF6 Building Types and Forms

The character of an area is influenced by the variety of building forms. This relates to the size and uniformity of the buildings. Large buildings may occupy an entire block, whereas the same area could be developed with a variety of smaller buildings. In many places across Castle Point, it is the rhythm and variety of these smaller buildings that is intrinsic to the character of the area. This is referred to as urban grain and it derives from the size and configuration of plots.

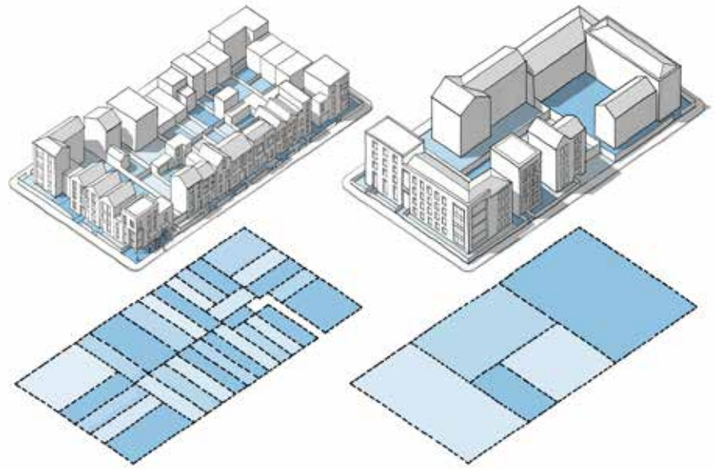


Fig 5.08 - Urban Grain. Credit: NMDC

BF7 Blocks

A connected street network defines development blocks that shape the public realm. Perimeter blocks, with buildings facing outward, create active frontages and a clear separation between public and private spaces. This layout supports enclosure, legibility, natural surveillance, and a safe, well-defined urban structure.

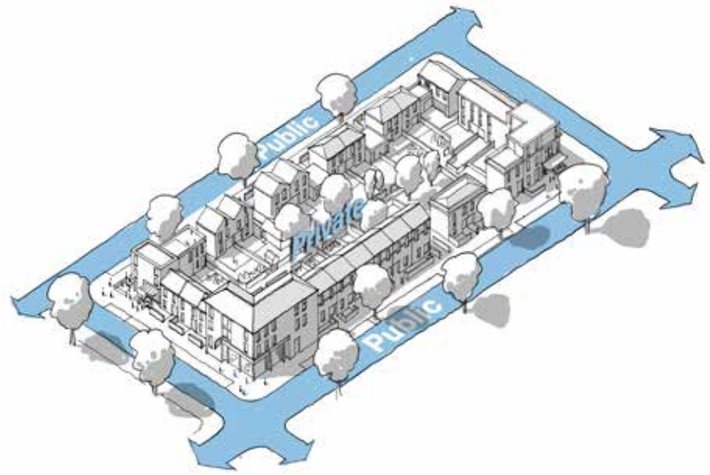


Fig 5.09 - Urban blocks. Credit: NMDC

BF8 Active Frontage

An active frontage is achieved by a building's street-facing side encouraging interaction between the street and the building, and particularly the ground floor. Good active frontage creates lively, safe, and interesting built environments through features like windows, entrances, shop fronts and balconies, promoting pedestrian activity and "eyes on the street". Built form should be designed with active frontages, through entrances, windows and uses interacting with the street.

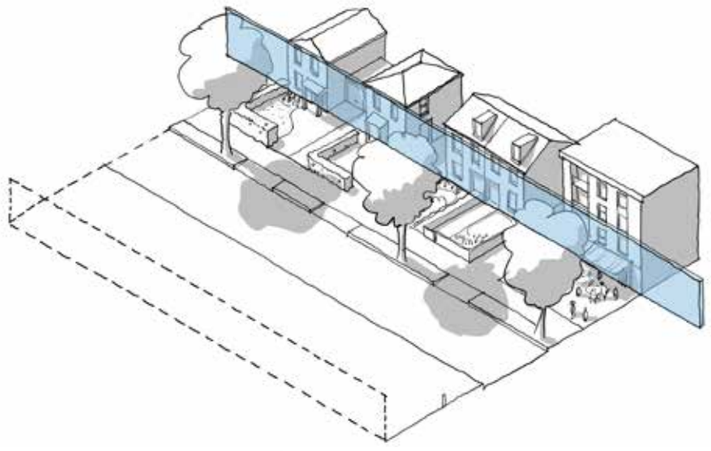


Fig 5.10 - Illustrative view of Active Frontages

5.3 Building Typologies

Coding Principles BT1-9

BT1 Pavilion
Individual built forms designed to be read in the context of landscaped surroundings. These could be individual private houses on a large plot of land, apartment or office buildings, water towers or any form which is designed to be read in isolation. They are generally landmark buildings. New pavilion buildings **must** be well designed, considered on their own merits, and context is very much a part of their design.

Fig 5.11 - Illustrative view of a pavilion typology

BT2 Apartments
Apartment buildings **should** be treated as having a crown, middle and base. The base **must** ground the building to the street and **can** be treated in a different material. The crown of the building **can** be setback to reduce the perceived massing. It **can** also be articulated in a different materiality. Different treatments to the crown, middle and base breaks up the perceived massing and creates a better relationship with the street.

Fig 5.12 - Crowned stepped back apartments

BT3 Detached
Detached houses have a stronger connection to their neighbours than pavilion forms, they are designed to be read as part of a row of buildings with a direct connection to and overlooking the street. The extent of front garden **can** vary. Detached typologies **should** be designed as part of a composition with neighbouring built form. This can include designing a more dominant main part of the house with subservient wings.

Fig 5.13- Illustrative view of a detached house

BT4 Semi-detached
Semi-detached houses are joined to one neighbour and generally designed as one composition. Larger forms often are broken down so as not to dominate their neighbours. They are designed to define and overlook streets although the extent of their setback and front gardens **can** vary.

Fig 5.14 - Illustrative view of semi-detached houses

BT5 Link Detached
These are terraced houses designed to appear as a row of detached buildings with subservient linking sections which are often setback and lower than the main composition. These **can** provide more enclosure and formality to streets than detached or semi-detached typologies and more articulation than terraces as they are designed to be express individual dwellings.

Fig 5.15- Illustrative view of link detached houses

BT6 Terraced
Formal continuous buildings of individual dwellings giving a high degree of enclosure to streets and designed as one composition. The relationship with any street or space is usually direct, with minimal or no defensible space/front garden. Opportunities for individual expression **can** exist with groups of windows, gables, porches, and vertical articulation. These **can** break the terrace down into domestically proportioned forms.

Fig 5.16 - Illustrative view of terraced typology

BT7 Farmstead
A traditional collection of buildings which **can** include barns and farmhouses, arranged in a courtyard form to create shelter and a functional and/or shared space in the centre. Many of these have been converted into individual or a collection of dwellings. Contemporary developments take inspiration from these barn-like structures and courtyard forms, creating a group of structures around a common private amenity space. By reflecting these traditional rural forms it is possible to be strongly contextual. The common central space **should** be activated without undermining residential amenity or privacy to be successful.

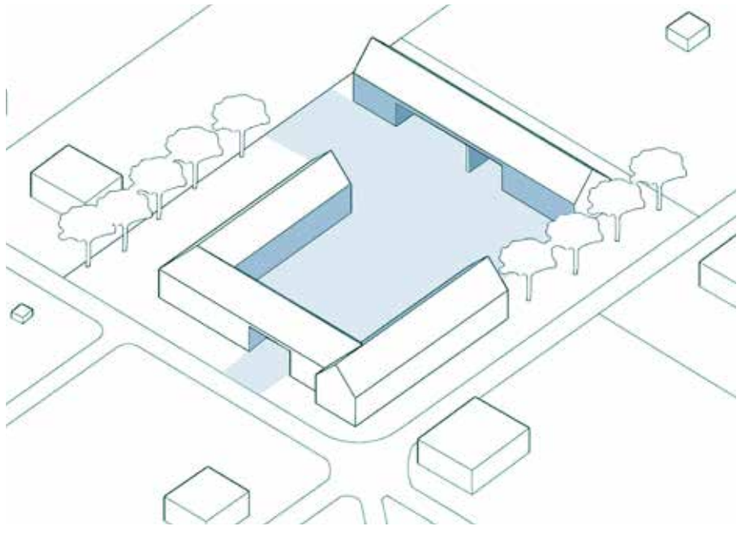


Fig 5.17 - Illustrative view of Farmstead Typology

BT8 Courtyard Grouping
An informal group of buildings sometimes based on a farmstead typology, designed to relate to each other around an informal shared space covering circulation and shared amenity. These are not necessarily private courtyards as strictly speaking they are open access, but they **should** feel private and enclosed. For these to be successful the space **should** be well overlooked without undermining residential amenity or privacy.

Fig 5.18 - Illustrative view of Courtyard Grouping Typology

BT9 Courtyard
A Courtyard or Quadrangle is a private or shared private amenity space continuously defined by buildings that relate to each other, with access only provided from these buildings. Sometimes these consist of L-shaped structures backing onto existing forms which define the other sides of the courtyard, in other cases all sides are defined. For these to be successful, they need to be well overlooked by active frontage without undermining privacy. Sometimes courtyards are decked over undercroft parking or well landscaped car parks are integrated into the amenity space. Often there's defensible space/front gardens to apartments surrounding courtyards, encouraging ownership and maintenance.

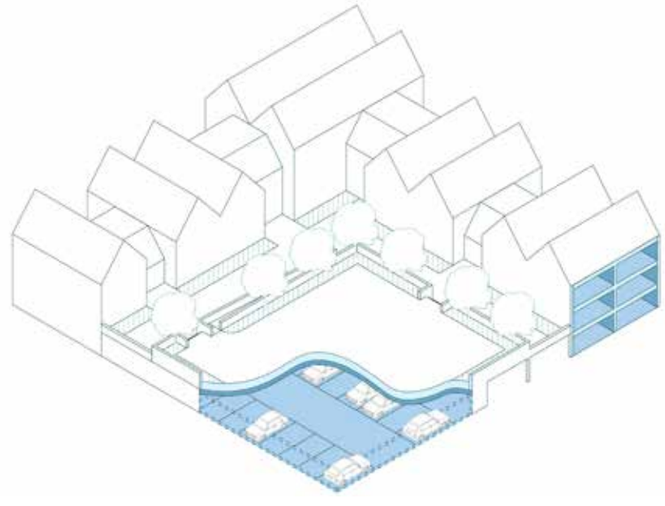


Fig 5.19 - Illustrative view of Courtyard Typology

5.4 Building Composition

Coding Principles BC1-13

BC1 Reduced Scale with Height
New developments **should** reduce their scale with height to create a pedestrian friendly scale. This **can** be in the form of pitched roofs and setbacks.

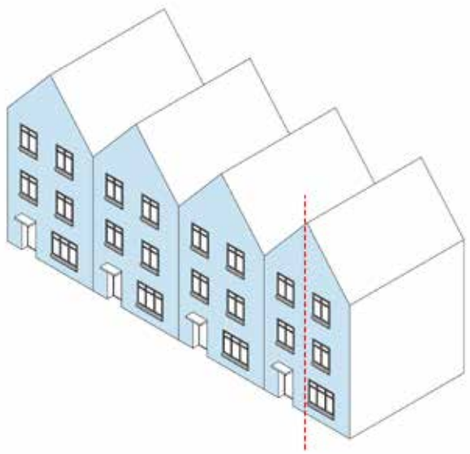


Fig 5.20 - Illustrative view of Reduced scale with height

BC2 Symmetry
New developments **should** feature a symmetrical pattern of openings around the central axis for a strong visual presence. Departures from strict symmetry **can** be accepted if the central axis is strongly emphasized, especially in contemporary forms. While the front elevation is most critical, the same principles **can** apply to the rear and side elevations.

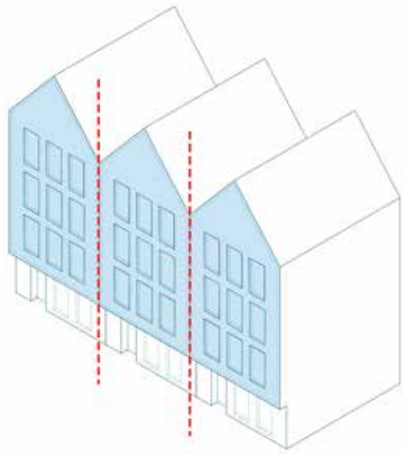


Fig 5.21 - Illustrative view of Symmetry in Built form

BC3 Balance
In order to achieve the best visual effect, the directional emphasis of an elevation **should** be counteracted by the directional emphasis of the openings within it. This means that a horizontally proportioned elevation **can** contain vertically proportioned window openings, while a vertically proportioned elevation **can** contain horizontally proportioned window openings.

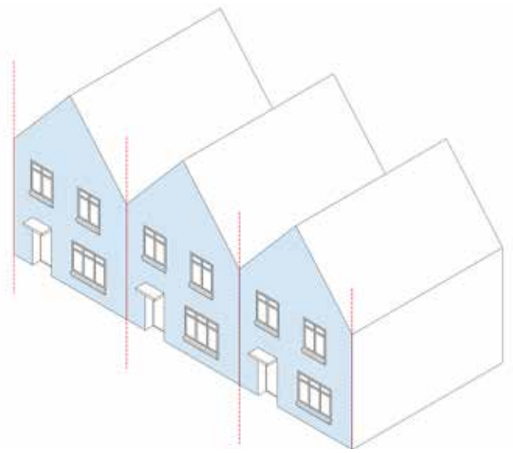


Fig 5.22 - Illustrative view of Balance in Built form

BC4 Legibility
Legibility **should** be achieved by highlighting corners and end of vistas with increased height, difference in materiality and/or increased architectural features/detailing. For large buildings, breaking down forms into individual sections **must** be considered and **should** express function i.e. entrances, balconies, and internal functions. In doing so designs **must** have regard to the other Building Composition principles.

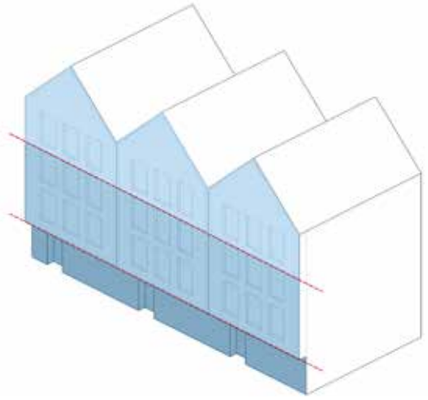


Fig 5.23 - Illustrative view of Legibility in Built form

BC5 Change of Height and Plane
Larger buildings **must** be broken down into domestically scaled sections by changing the height, materiality and plane. In order to express separate sections and to make buildings more legible, a combination of at least two of these **should** be used. In doing so consideration **should** be shown to expressing the most important parts of a building in the context of the subservient parts. This **should** be reflected by ensuring the most important parts are more prominent in terms of plane.

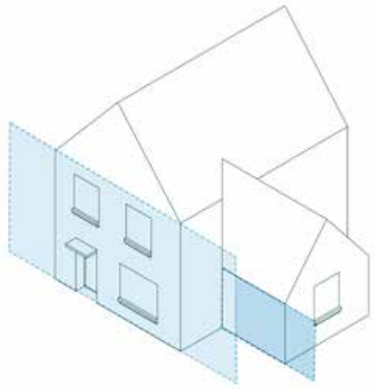


Fig 5.24 - Illustrative view of Change in Hight and Plane

BC6 Layering and Depth
In addition to BC5, layering and depth **should** be used to add character and legibility to façades, expressing the base, middle and crown as well as different functions of the building. The separate sections **should** adhere to the Building Composition principles. This **should** be the focus over decorative architectural details which can appear as pastiche.

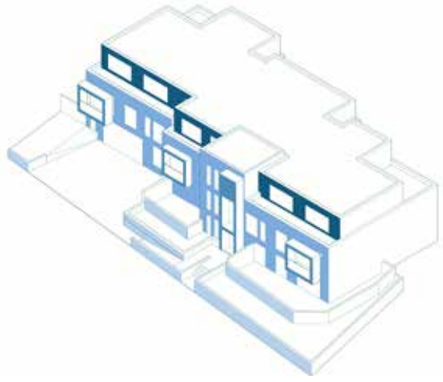


Fig 5.25 - Illustrative view of Layering and Depth

BC7 Proportions
Elevations, roofs, fenestration and façades **should** follow a recognised proportioning system such as the 'Golden Section' or the 'Double Square' to ensure they are visually satisfying. This includes the overall façade, roof, arrangement of balconies, windows and entrances as well as different sections of the building.

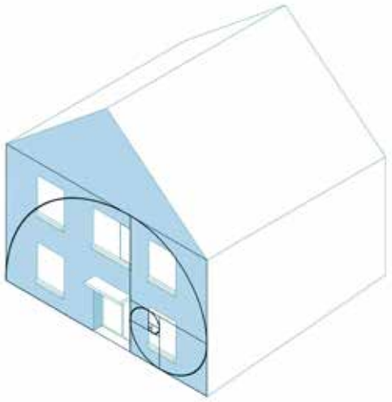


Fig 5.26 - Illustrative view of Proportions in Built form

BC8 Verticality
The massing of buildings **should** be considered in terms of verticality and horizontality. Elevations and façades **should** be broken up into balanced sections for both. Fenestration and expression of individual vertical sections of a building **should** follow a human scale as this is more suitable to domestic buildings and better relates to the street.

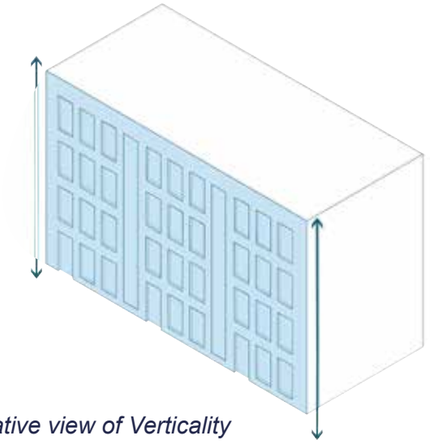


Fig 5.27 - Illustrative view of Verticality

BC9 Horizontality
Within a vertically proportioned section, horizontality **can** be used to achieve balance in proportions. Conversely, a horizontally proportioned elevation **should** use vertically purported elements to create balance. Too much horizontality **must** be avoided.

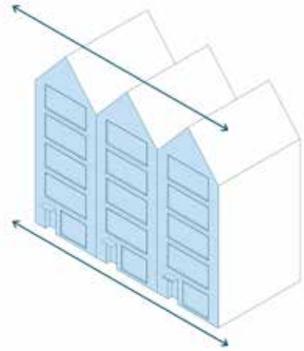


Fig 5.28 - Illustrative view of Horizontality

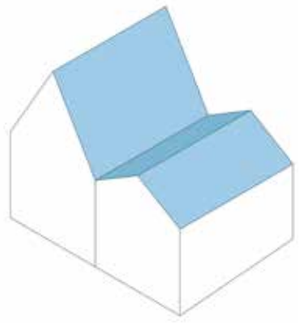


Fig 5.29 - Illustrative view of Roof Pitch

BC10 Solid to Void Ratio
In most buildings, the total area of the window and door openings in any single elevation **should** be less than the total area of solid wall. Elevations **should** incorporate a wall to window ratio where the gaps between doors and windows are similar to the openings themselves.

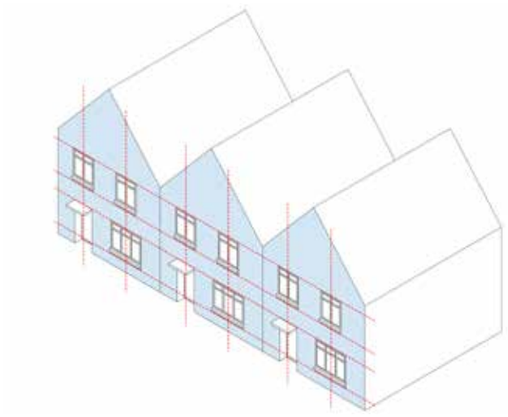


Fig 5.30 - Illustrative view of Solid to Void Ratio

BC11 Rhythm of Elevation
Designs **must** consider the rhythm of elevation and the expression of individual parts using the other BC1-13 Principles. Other methods include grouping windows together or the use of expressed gables to express individual dwellings in the terrace or different domestically scaled parts of the building. Exact methods will depend on the Area Type and Identity Area, and site specific analysis of context.

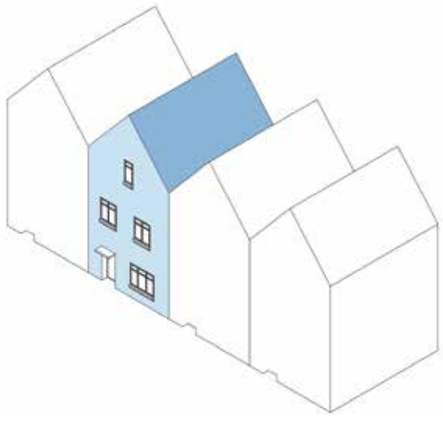


Fig 5.31 - Illustrative view of Rhythm of Elevation

BC12 Roof Pitch
Designs **must** consider the overall roofscape context, and proportionally relate to the neighbouring built form and character. A variety of roof heights and forms **can** enrich a local townscape. A more formal character **can** be created with a consistent roofline and form. The steepness and form of the roof pitch **should** consider the overall storey heights suitable for the local context.

BC13 Dual Aspect
All new development **should** be dual aspect, including for flat typologies where dual aspect **must** be provided to achieve the required levels of amenity, daylight, airflow and activation.

Fig 5.32 - Illustrative view of Dual Aspect

5.5 Building Elements

Coding Principles BE1-7

BE1 Balconies
Balconies **should** be recessed, framed or balustrade balconies. Bolt on balconies **should** be avoided. Provide opaque or obscure balcony screening to avoid visual clutter and to protect privacy, preventing ad-hoc, mismatched resident-installed screens.

BE2 Oriel Windows
Oriel windows **should** be statement elements that are intentional as design features.

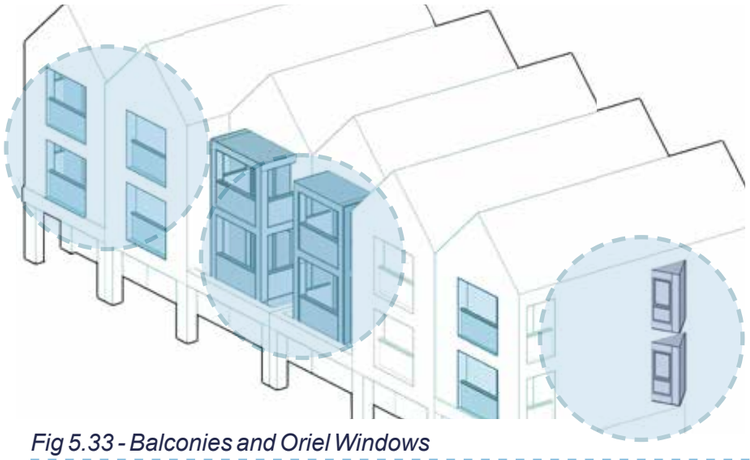


Fig 5.33 - Balconies and Oriel Windows

BE3 Bay Windows
Bay windows **should** be substantial elements, and designed to be in keeping with storey heights, whether across multiple storeys or a single storey. They **can** be hipped or flat-topped.

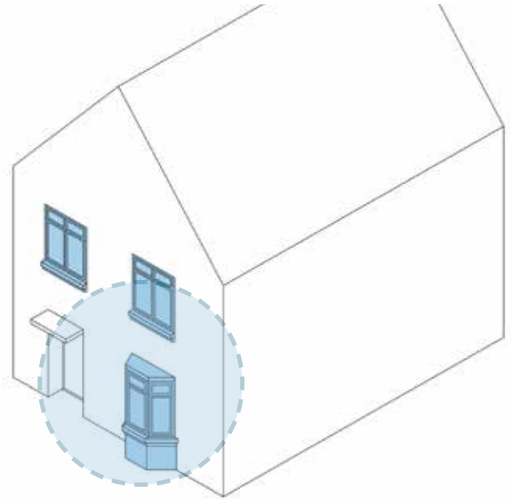


Fig 5.34 - Bay Window

BE4 Chimneys
Chimneys **should** be placed on the roof ridge, centrally on a gable end, or against an outside wall. To enhance sustainability, combine gas flues or soil and vent outlets into chimney structures. When against a flank wall, chimneys **should** be either flushed or appear strong enough to stand unsupported.

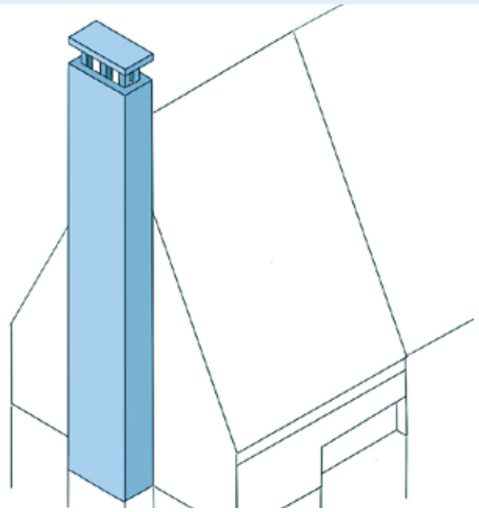


Fig 5.35 - Chimney

BE5 Dormers
Dormers **should** be incidental to the roof plan and dependent on the style of the host dwelling. Their purpose **should** be to light the roof space and not gain extra headroom over any great width. Dormers **should not** be located close to verges or hips and **should** have gabled or flat lead roofs.

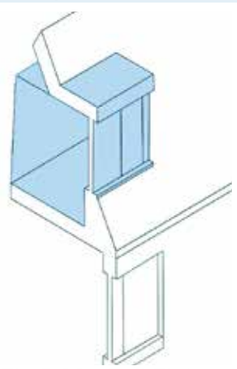


Fig 5.36 - Full Flat roof Dormer

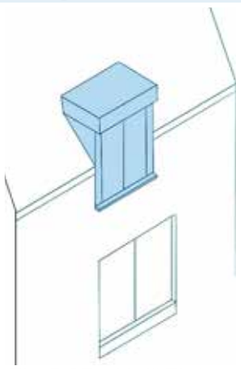


Fig 5.37 - Half Flat roof Dormer

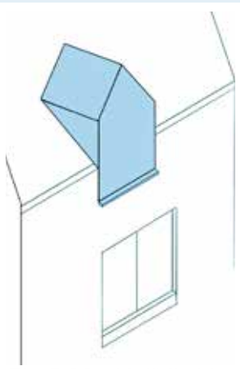


Fig 5.38 - Half Gable roof Dormer

BE6 Porches
Porches **can** be open, canopied or enclosed. The type of porch **should** be informed by and visually compatible with the roof form of the host dwelling. The roof form **should** be gabled, hipped or flat-topped. Enclosed porches **should** have windows to create active frontage. Recessed porches **can** also be utilised, but sufficient space **should** be provided to create a canopy and protection from weather.

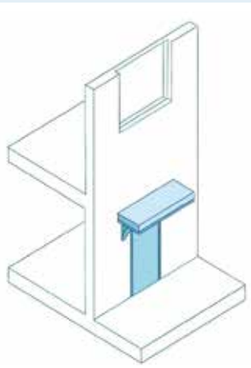


Fig 5.39 - Flat top porch

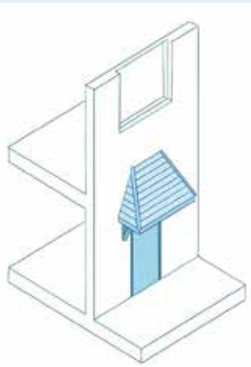


Fig 5.40 - Hipped roof porch

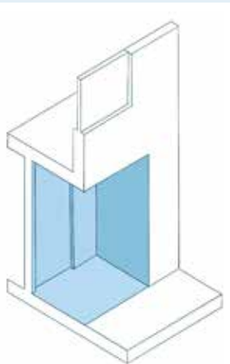


Fig 5.41 - Recessed porch

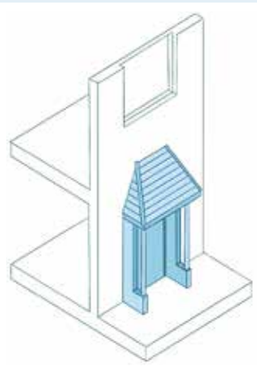


Fig 5.42 - Hipped porch

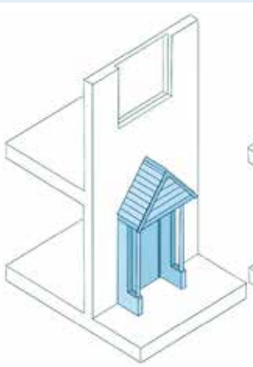


Fig 5.43 - Enclosed porch

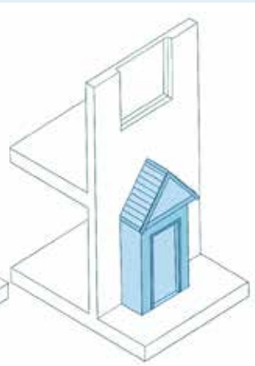


Fig 5.44 - Gabled porch

BE7 Roofs

Much of the characteristics of Canvey Island and the Mainland are developed from a range of house types. This results in a varied street scene with different roof types and forms.

BE7.1 While variety in roof forms **should** occur, too many irregularities in the roof form can create an incohesive street scene and **must** be avoided. New developments **should** encourage a greater rhythm to the street scene by utilising more cohesive roof forms.

BE7.2 Use of roof forms **must** relate to context. New developments which incorporate non-traditional roof forms such as flat roofs and mono-pitches **must** ensure their architectural style responds to these roof types.

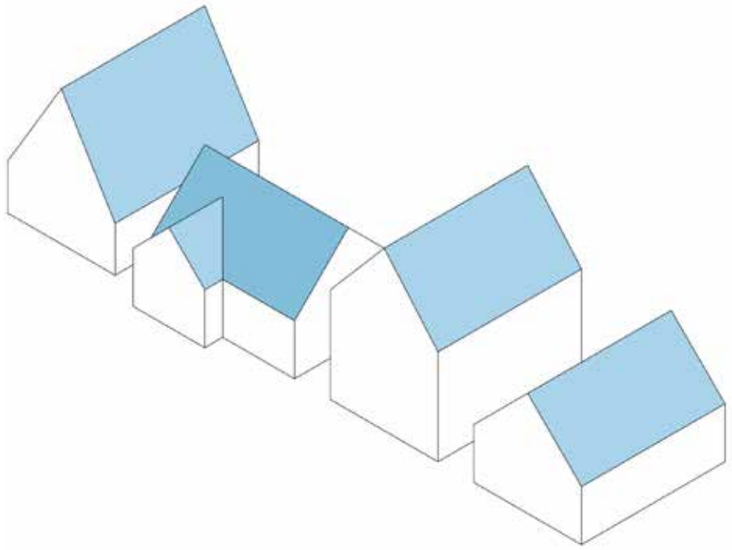


Fig 5.45 - Irregular roof forms

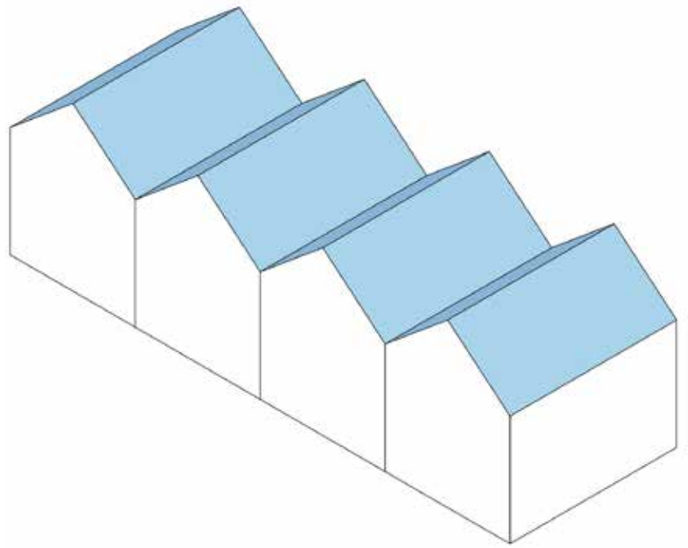


Fig 5.46 - Rhythmic roof forms

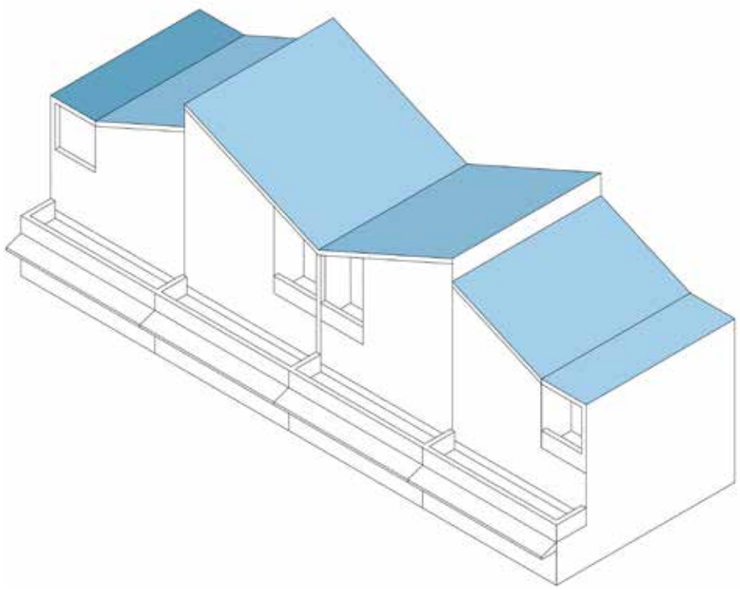


Fig 5.47 - Intersecting hipped roof

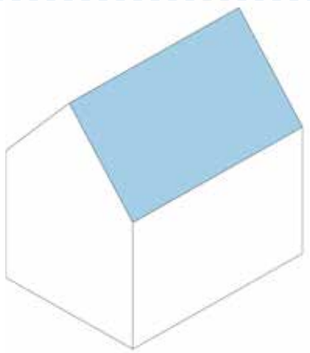


Fig 5.48 - Expressed gable roof

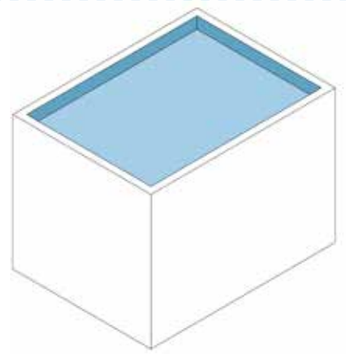


Fig 5.49 - Flat roof

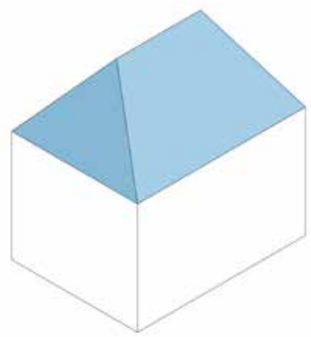


Fig 5.50 - Hipped roof

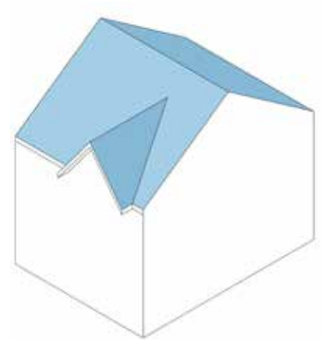


Fig 5.51 - Half gable roof

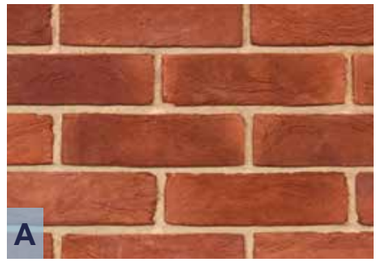
5.6 Materials

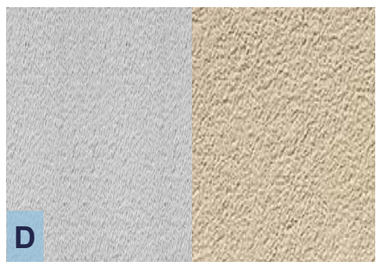
Coding Principles MA1-3

MA1 Facing and roof materials **must** be selected based on the Identity Area and site specific analysis of context.

MA2 If different facing materials are to be used on a single building, the change from one to another **should** appear logical and express individual elements as a whole. On 3+ storey buildings, different materials **can** be used to express the base, middle and crown.

MA3 Elements such as lintels and plinths **can** be enhanced by picking them out in a different material. However, expression of lintels **must** be avoided in rendered, clad or weatherboarded elevations which are traditionally timber or steel framed. Material changes and detailing **should** be used to help “explain” the building.





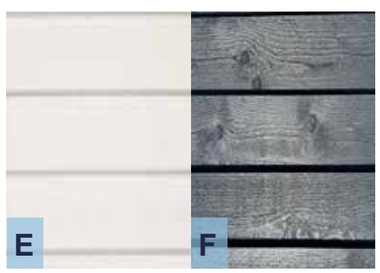


Figure 5.52 - Examples of contextual material types to Castle Point:
A-C- *Typical brick styles and precedent examples*
D - *Typical render styles and precedent example*
E-F - *Typical weatherboarding styles and precedent examples*

5.7 Boundaries

Coding Principles B1-3

Boundary treatments play an important role in creating a cohesive and attractive street scene. Figure 5.53 depicts typical boundary treatments in Castle Point. Canvey Island typically utilises low level boundary treatments whilst the Mainland tends to utilise taller boundary treatments.

B1 Close board fencing **should** be avoided on public facing boundaries. Hedges, soft landscaping, brick walls and railings **should** be used either in isolation or in combination. The boundary treatment selected **should** reflect and enhance the local context. Where close boarded fencing is required, landscaping **should** be used to soften the boundary treatment.

B2 Brick walls **should** match the associated dwelling and follow MA1-3 Principles and Identity Area Coding.

B3 In commercial buildings, security fencing **should not** be used in visible areas. If unavoidable for security reasons they **must** be screened and softened by planting.

Fig 5.53 - Local examples of boundary treatments

5.8 Residential Extensions

Coding Principles E1-10

The identity of buildings is informed by their size, shape and configuration, their relationship to their surroundings as well as their internal layout. However, it is also important to consider the way that a building is designed. Its elevations, the arrangements of windows, the way it relates to the street and the design of its roof are all important design features. Householder extensions as well as new built form **must** consider the identity of the building/surrounding built form as part of their design.

E1 Proposed extensions visible from the public realm **must** make a positive contribution to the streetscape, and **must** integrate with or complement the host dwelling, plus the surrounding street scene, in terms of materials, scale, roof pitch and detailing.

E2 The space around all new development **should** be informed by the prevailing character. Proposed extensions **must** provide at least 1m separation between properties and their boundaries. The only exception to this is where the isolation space is not already adhered to and the proposal would not have an impact upon the residential amenity of adjoining occupiers.

E3 Proposed extensions **must** be informed by the prevailing building line of existing development. Where there is a distinct pattern of development that creates a strong building line, development **must not** disrupt this pattern.

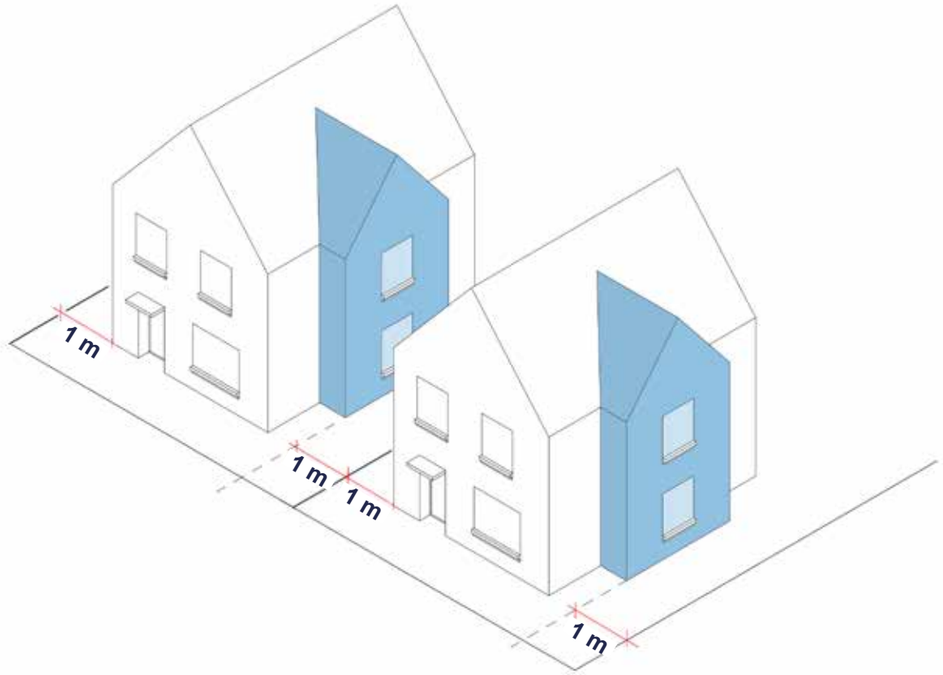


Fig 5.54 - 1m separation space between properties

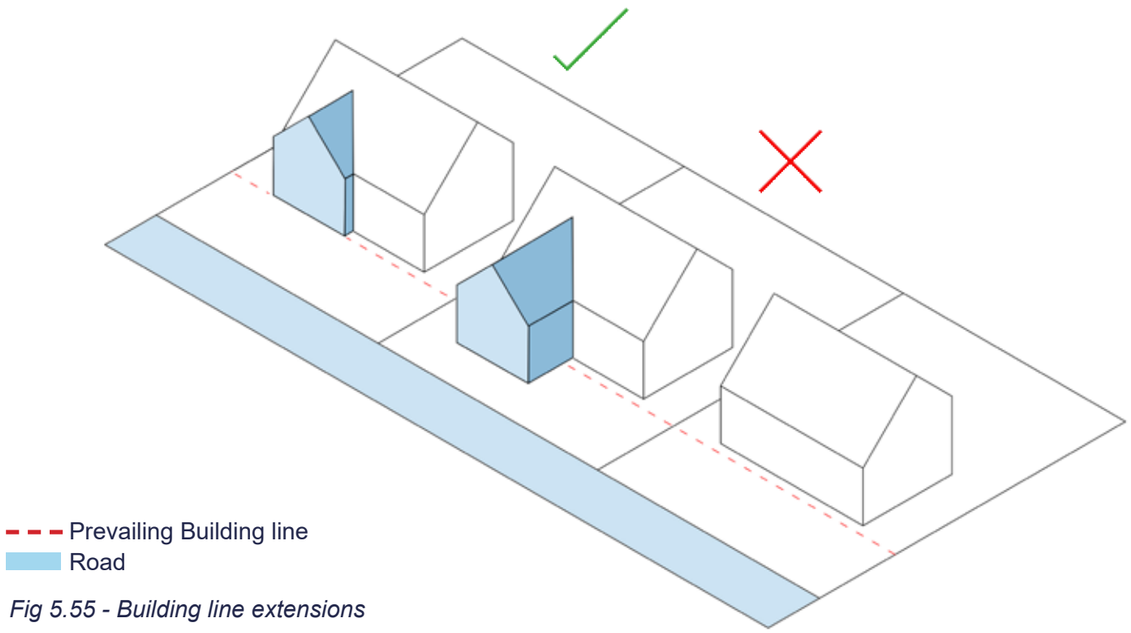


Fig 5.55 - Building line extensions

E4 Proposed extensions **must not** result in excessive overshadowing or dominance to any elevation of an adjoining property. Proposed extensions **should** comply with the 45-degree rule depicted in Figure 5.56 and the 25 degree rule depicted in Figure 5.57. The 45-degree angle **must** be taken from the centre of the neighbouring window. The 25 degree rule is more appropriate for larger developments.

There may be exceptions to these parameters such as site orientation or material choices (e.g. conservatories which allow light through), but these exceptions **must** be assessed on a case-by-case basis, demonstrated through BRE assessments where applicable, and conditions **must** be imposed to prevent amendments to an extension to ensure it permanently adheres to that exception (e.g. the removal of permitted development rights). Where side facing windows serve the typical role of front and rear facing windows, the same tests **must** apply.

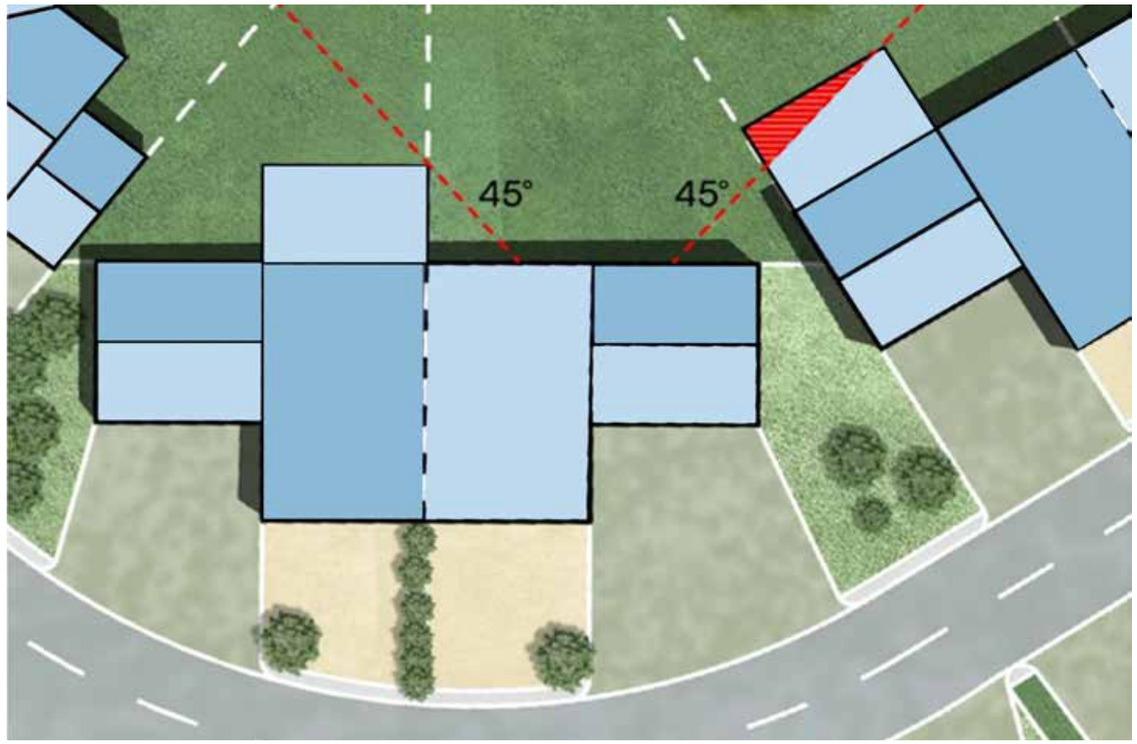


Fig 5.56 - 45-degree rule extensions

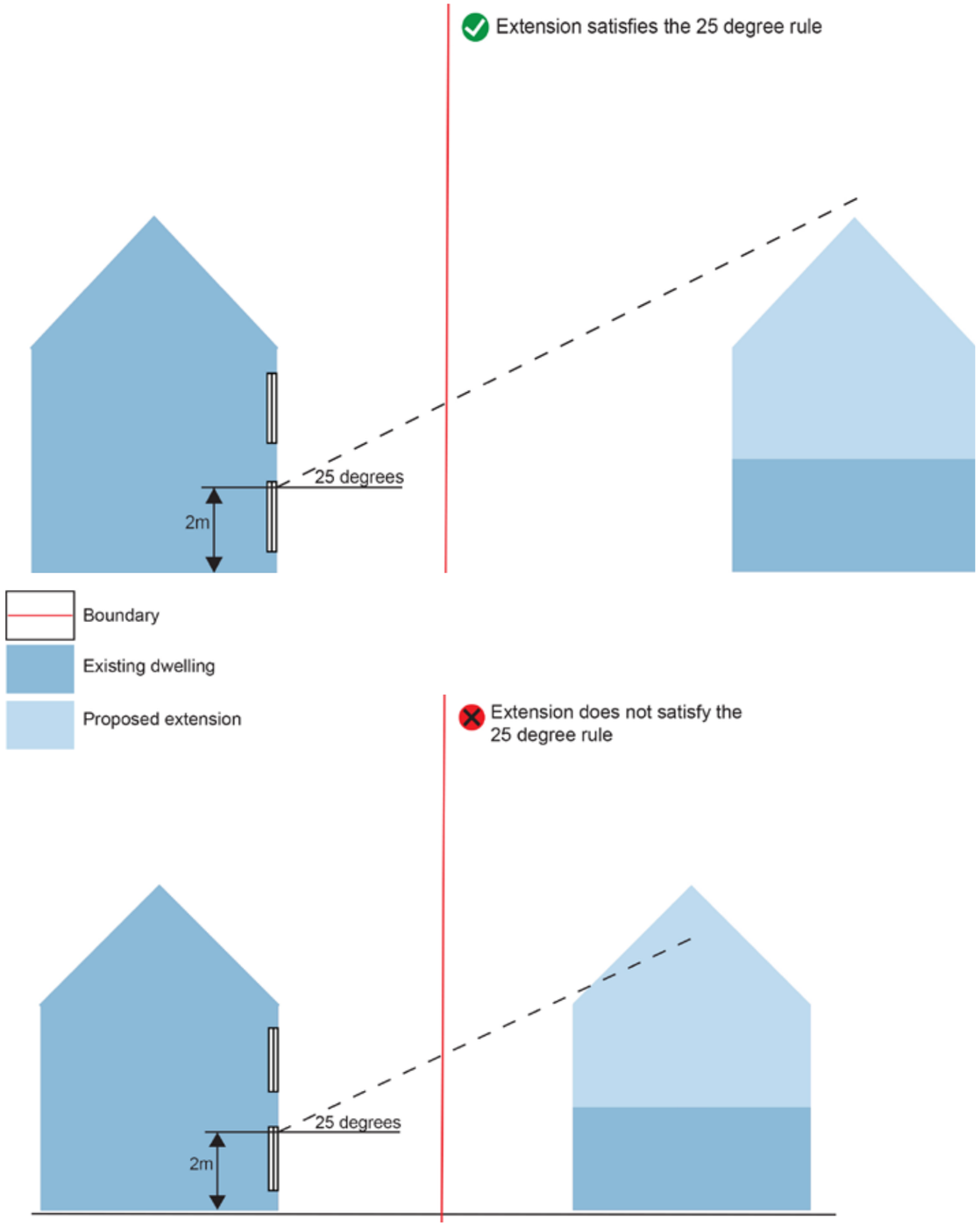


Fig 5.57 - Good and bad examples of 25 degree-rule extensions

E5 Proposed extensions **should** be subsidiary to the host dwelling, except where the extension would substantially alter the appearance of the dwelling. Extensions **must not** result in dominant, alien or incongruous features which detract from the visual appearance of the dwelling or the public realm. Extensions **should not** be permitted where they would result in a dwelling no longer complying with the adopted parking standards.

E6 Two storey extensions **should** include the same roof type as the host dwelling. Two-storey flat roofed extensions on host dwellings that are not flat roofed **must** be refused. Single storey extensions **must** include a roof type that is sympathetic to the host dwelling and the surrounding street scene.

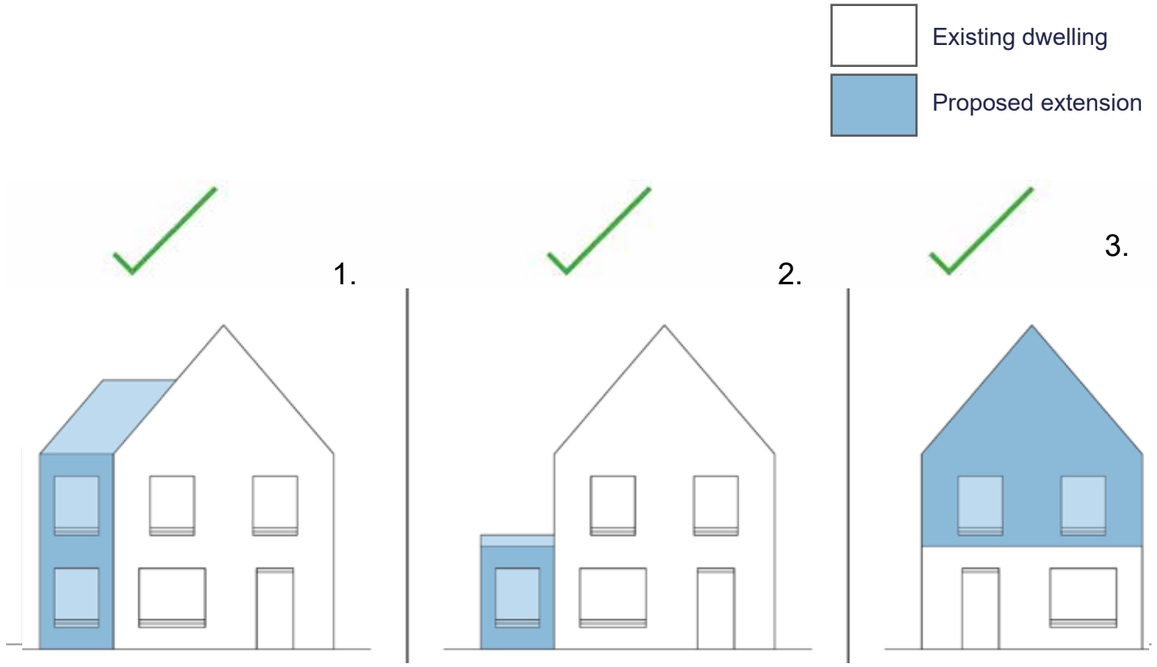
Fig 5.58 - Extension examples

Good examples:

House 1 - Subsidiary two storey extension which contains the same pitched roof and 45-degree angle of existing dwelling.

House 2 - Subsidiary single storey extension. Flat roof acceptable as single storey and does not dominate dwelling.

House 3 - Additional storey added to dwelling. Not subsidiary and changes the character of the property, but is in keeping with the street scene.

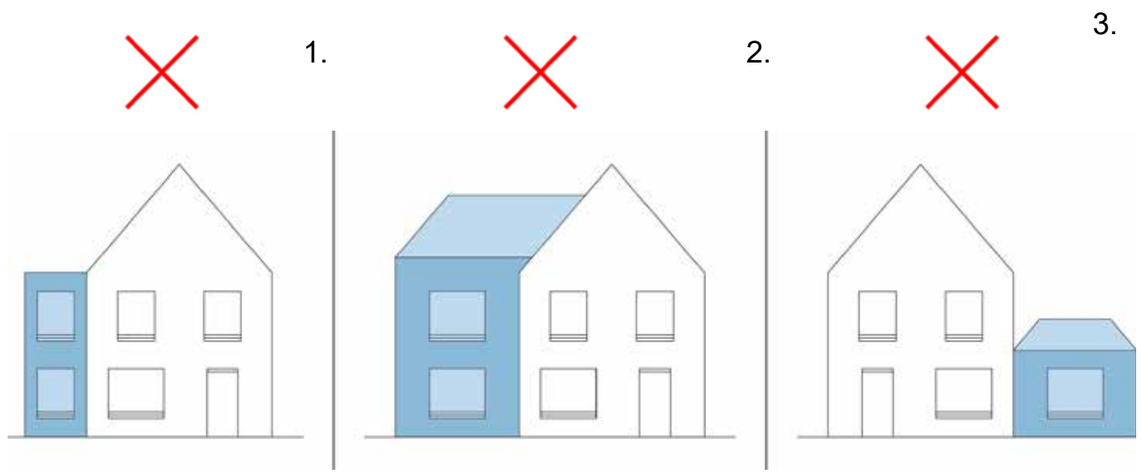


Bad examples:

House 1 - Roof extension roof pitch does not match the host dwelling.

House 2 - Extension dominates the host dwelling.

House 3 - Extension is not in keeping with the character of the property or street scene.



E7 Proposed extensions to corner plots **must** provide active frontages to all public facing elevations. Corner plots **should** avoid high level garden screening along return frontages to allow for that active frontage to be effective. All frontage elevations onto the public realm **must** be well articulated with fenestration to all floor levels to provide good levels of natural surveillance.

E8 Extensions to the roof of a dwelling **must** be proportionate to the host dwelling and informed by the prevailing character of the area. Aligned to BE5 Dormer Coding, dormers **should** be incidental to the roof space, with minimal cheek surrounding the dormer window. They **should** also maintain substantial space between the roof ridge line, verge, and eaves.

Dormers projecting above the ridge line **must** be refused. Additionally, dormers **should** not be built up off the supporting wall but remain within the existing roof space. Dormers that are visible from the street scene **should** feature a pitched roof, unless the surrounding street scene suggests otherwise.

Dormers and rooflights **should not** be located on the same roof plane unless the character and style of the dwelling **can** be demonstrated to accommodate both successfully.

E9 Proposed extensions which would result in the disruption or loss of symmetry to a pair or group of dwellings **must** be refused e.g. an additional storey that is proposed to a semi-detached bungalow.

E10 Fenestration **must** be aligned and balanced in roof planes and dwelling elevations.

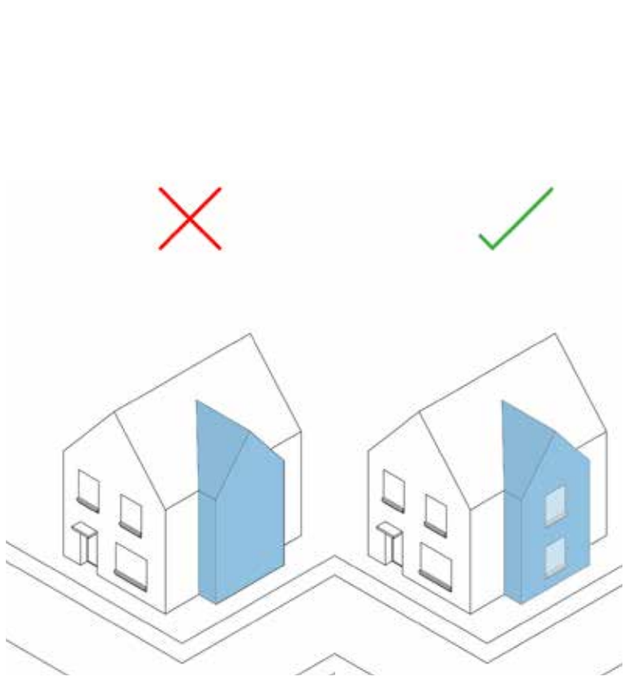


Fig 5.59 - Good & bad examples of corner plot extensions

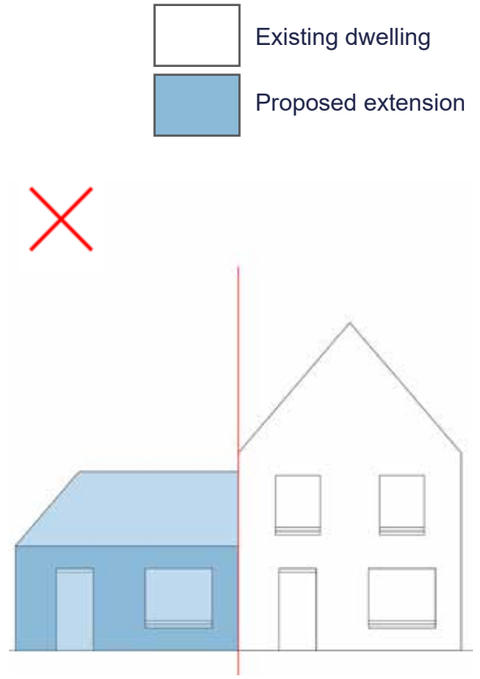


Fig 5.60 - Bad example of an asymmetrical extension

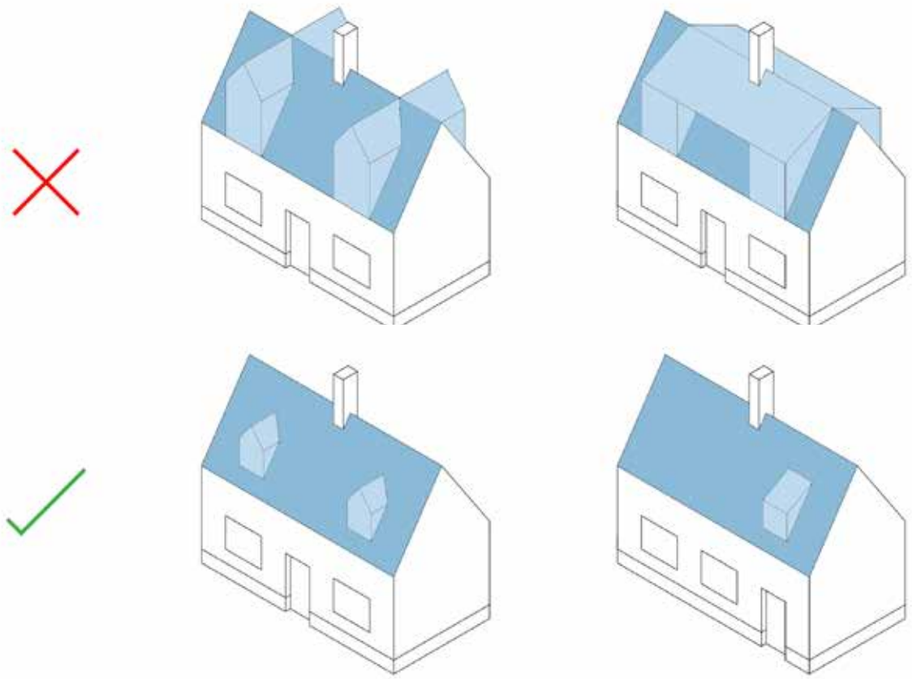


Fig 5.61 - Good & bad examples of dormer extensions

5.9 Non-Residential Buildings

Coding Principles NR1-8

NR1 Context analysis **should** inform the design process of any development for large non-residential buildings and **should** be used to influence the choice of material selection, boundary treatment, architectural style etc.

In considering the materials, character and style of development, Landscape Visual Impact Assessments (LVIA) **should** be used when the development is on the edge of a settlement or existing areas of development. An Environmental Colour Assessment **can** also be used in these instances to ensure the material palette is sensitive to the surrounding landscape character.

Proportion and scale are used extensively in creating architectural forms that are both functional and aesthetically pleasing, however appropriate proportion and scale **can** be challenging when consider the design of commercial or industrial buildings which are often large, 'big box' units of substantial dimensions.

NR2 Built Form footprint and scale **should** relate to context.

NR3 New larger footprint buildings **should** break up elevations horizontally and vertically wherever possible, to create more architectural interest and prevent prolonged street scenes dominated by a continuous blank and uninteresting elevations. Due to the scale of these buildings, it may not be viable to apply high-quality treatments to all elevations. As such, the primary frontage **can** take on a higher quality appearance than any secondary frontages which are not visible from public spaces or long views.

NR4 Signage is a crucial element of any larger footprint building. Signage **should** be appropriate in scale and dimension to the host building to ensure that it does not appear 'lost'. Signage **should not** be out of context and **should** reflect the host building and surrounding built form in terms of materiality. Corner elevations **can** be used on key buildings to allow signage to turn the corner and have a presence on two streets or spaces. Multiple forms of wayfinding including signage and surface markings **should** be considered.

NR5 Mixed use development with commercial at ground floor with residential above **should** consider noise and amenity for residents, and clearly define uses with an activated ground floor and defined access to the flats above.

NR6 Mixed use blocks **must** be dual aspect to overlook the street in front and rear servicing/parking areas.

NR7 Plant rooms/servicing **must** be located away from key spaces and prominent elevations. Rear service yards for ground floor commercial/retail uses **must** be screened with landscaping.

NR8 Space for non-residential uses **should** be designed with sufficient adaptability to allow change over time, for example, future sub-division into smaller units or vice versa.

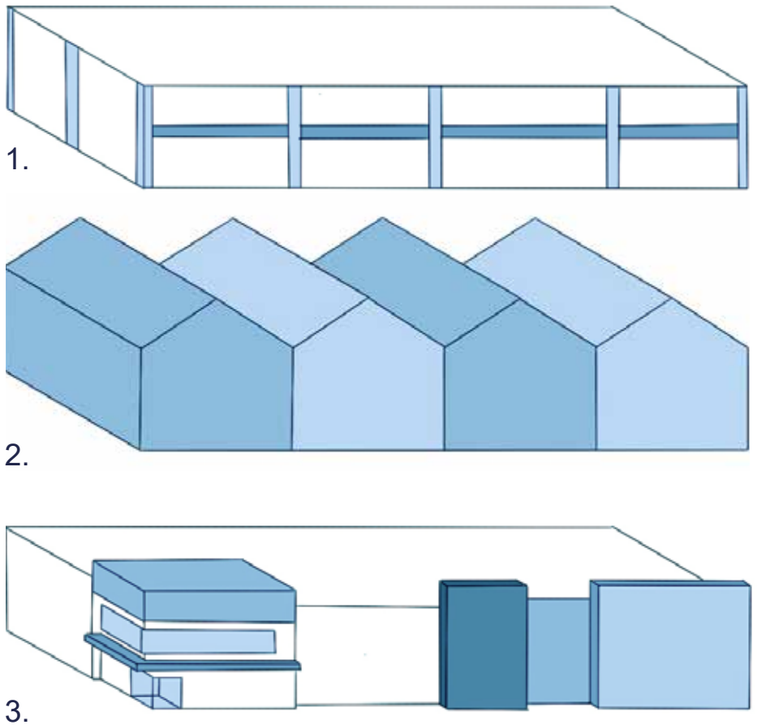


Fig 5.62 - Examples of large non-residential buildings

1. Introducing horizontal and vertical emphasis to break up large elevations.

2. To create balance and symmetry a consistent rhythm of built form **can** be used.

3. Introducing variety to roof forms and add colours to break up large elevations. Add recessed and protruding elements to further break up elevations, and add interest with increased height at corners and activate corners with fenestration. Introduce canopies and ensure entrances are prominently located and legible.

Fig 5.63 (above top) - Credit: Lombardini - Example of business park signage
Fig 5.64 (above left) - Credit: Contemporist - Example of building signage
Fig 5.65 (above right) - Example of design district signage

6.0 Borough Wide Principles

6.1 Movement

Borough Wide Principles M1-60

6.1.1 A Connected Street Network

The street network is the way in which streets are laid out and connect to one another. A connected street network is important as it determines how easy and safe it is to get around and ensures streets remain inclusive for the entire community. For all street types and parking provision, applicants **must** comply with the adopted parking standards. More widely all development **must** support the aspirations set out in the Essex Transport Strategy for A Better Connected Essex and Castle Point's Local Cycling and Walking Plan (see Part 9.0 References).

A connected street network is one that provides a variety of ways for moving around a place. Direct routes make walking and cycling more attractive and increases activity, making the streets feel safer and more attractive. Streets **should** be more than movement corridors but opportunities for socialisation, play, and integrated green and blue infrastructure i.e. landscaping, swales/Sustainable Drainage Systems (SuDS).

M1 New developments **must** show how they have considered connectivity. Each street **should** have one or more connections to another street, which at a minimum **should** be through filtered permeability.

M2 Routes **should** prioritise active travel with pedestrian and cycle oriented streets and/or segregated routes.

Fig 6.01 - Example of poor, unconnected street network, Credit: NMDC

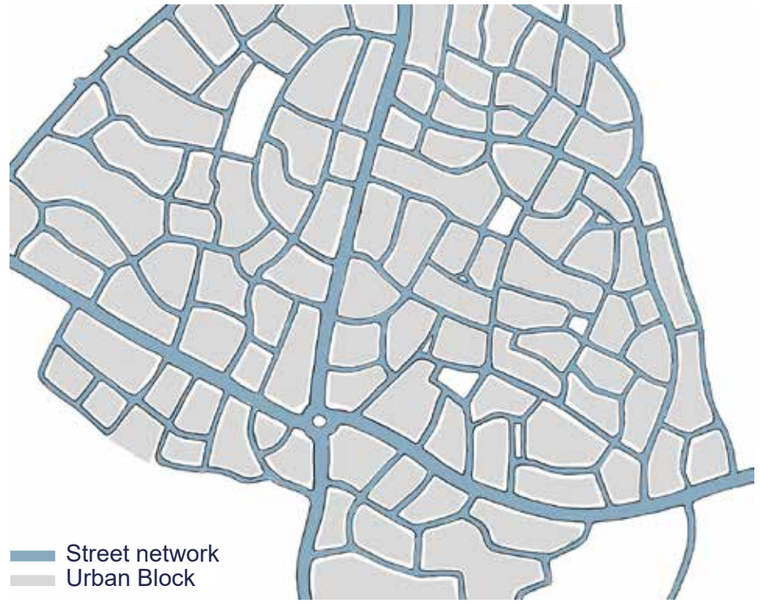


Fig 6.02 - Example of good, connected street network, Credit: NMDC

Fig 6.03 - Shared streets, Credit: Cycle Infrastructure Design, LTN1/20

Fig 6.04 - Shared Streets, Credit: Essex Design Guide

6.1.2 Street Hierarchy

Different streets play different roles in a place depending on the level of movement, the built form and uses around them and the design of the street space itself. This is clearly evidenced through the existing street hierarchy across Castle Point.

M3 New larger developments **should** categorise the streets in their network in accordance with the following Street Hierarchy. They **should** demonstrate how the design of the roads relates to the distinct function in terms of both movement and place.

M4 New developments **should** adhere to the Essex Design Guide Street Type Table Principles. All new streets **must** enable safe movement for all residents, including those who share protected characteristics as outlined in the Equalities Act 2010. New developments **must** further accord with the adopted parking standards.

6.1.3 Street Types

Applicants are expected to identify the local street hierarchy and design a network of streets aligned to the local context and the Essex Highways New Streets Type Model (see Part 8.0 References). Types B, D-H are detailed below as key street types for development coming forward in Castle Point. The use of a hierarchy of streets **must** be fully demonstrated and justified within an application and/or site-specific code.

M5 Link Road - Type B: Built frontage **must** create a sense of enclosure. Boundary treatments **must** elaborate the threshold of the built form to create an area of defensible space. Active travel routes **must** be provided. Streets **should** be landscaped and integrate drainage features (i.e. tree lined verges / swales) subject to adoption and ongoing management. See 6.2.5 Street Trees coding for appropriate tree species.

Fig 6.05 - Street hierarchy diagram. Credit: NMDC

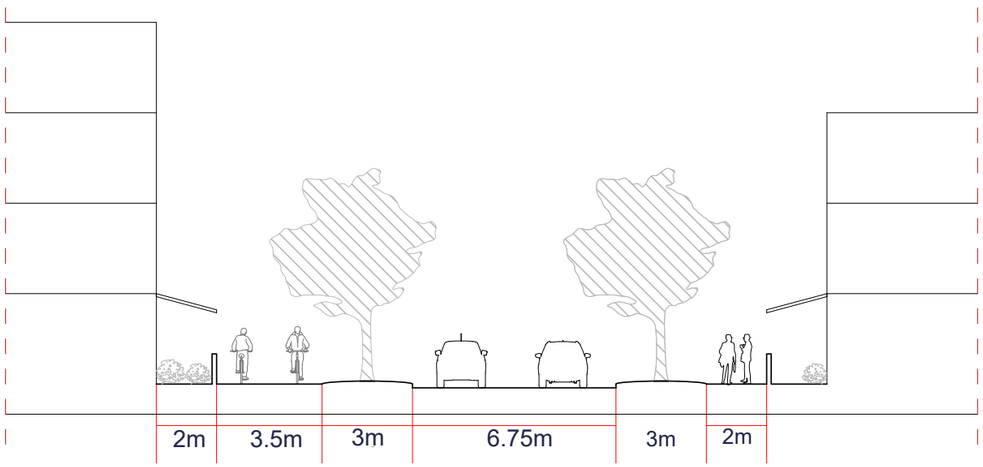


Fig 6.06 - Link Road Type B section (Not to scale)

NMDC + Essex Highways New Streets Type Model Hierarchy:

Local Distributor - Type A - Arterial, ring road or relief road with dedicated lanes for cycles and public transport, where possible.

Link Road - Type B - Primary or Secondary Street. Acts as a focus for retail and other services.

Mixed Use and Feeder Streets - Type C + D - Mainly carry local traffic and provide access into neighbourhoods; often the location of schools and community facilities and can also be residential streets.

Access Streets - Type E - Managed traffic flows to prioritise active travel. They provide access to homes and support social interaction, health and wellbeing.

Minor Access / Mews / Shared Private Drive - Types F, G, H - Used for servicing or for access to small groups or clusters of homes. They can be lanes, mews, courts or cul-de-sacs.

M6 Feeder Street - Type D: Built frontage **must** create a sense of enclosure to the street, set behind a defined front garden. A cycle way/footpath **should** be provided and streets **should** include provision of trees at regular intervals, which **can** be delivered as verges or build-out verges defining car park spaces and/or providing local narrowing in the street.

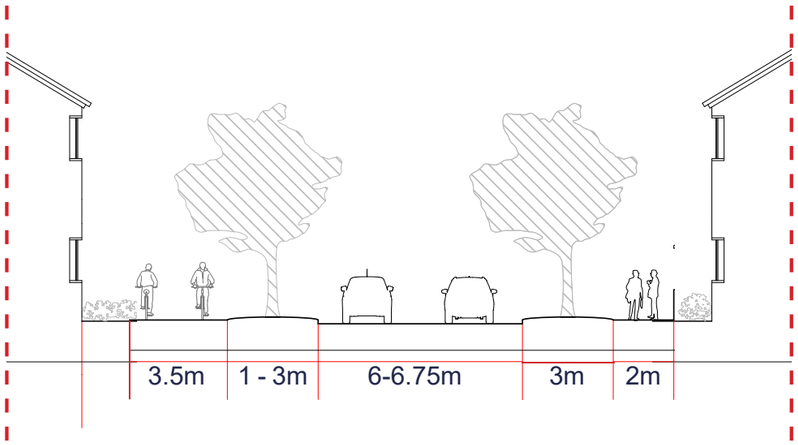


Fig 6.07 - Type D Feeder Street section showing defensible space, pedestrian/cycle prioritised routes, vehicle carriageway with variable width to accommodate bus routes and landscaped verges. (Not to scale)

M7 Access Streets - Type E: Built frontage **must** create a sense of enclosure to the street which is set behind a defined front garden. Streets **should** include provision of trees and/or landscaping at regular intervals.

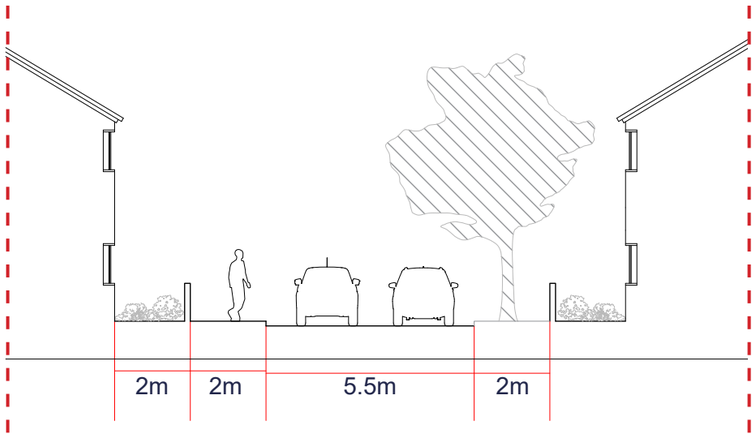


Fig 6.08 - Type E Access Street section showing defensible space, pedestrian movement routes, vehicle carriageway and a verge with trees/planting. (Not to scale)

M8 Minor Access - Type F: This street type gives direct access to dwellings and provides a shared surface for pedestrians and vehicles. Built frontage **must** create a sense of enclosure. Defensible space between the dwellings and street **must** be provided. A surface which encourages slow speeds (20mph max) **should** be provided and **should** be in accordance with the Essex Design Guide Street Materials Guide. Other traffic calming measures **can** be provided. This **can** include landscaping such as rain gardens, trees, green buffers and raised planters (where in-ground planting is not suitable) as well as tabled entrances at junctions and localised narrowing.

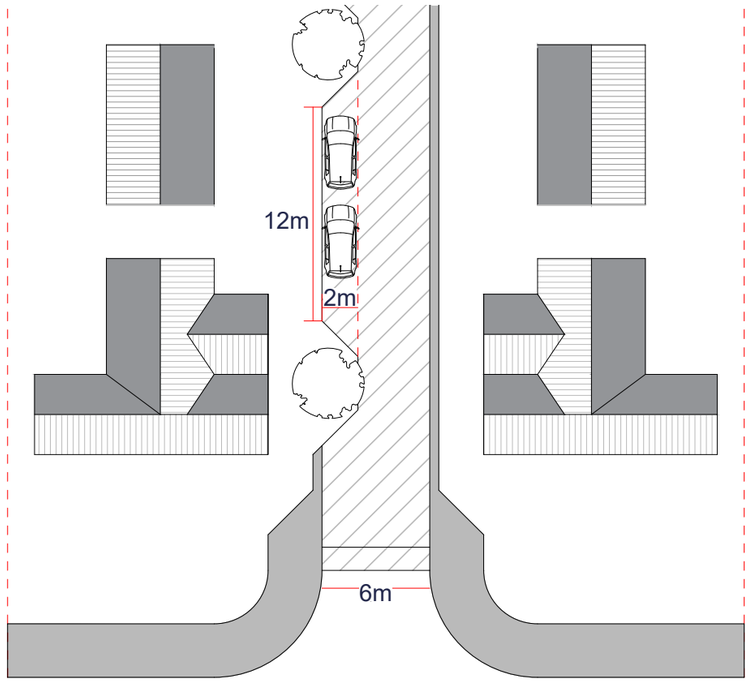


Fig 6.09 - Type F Minor Access Street Plan. (Not to scale)

M9 Mews Court - Type G Streets: Minor shared-surface streets that give access to around 20 dwellings with a maximum length of c.50m. Built frontage **must** create a sense of enclosure with a constricted entrance enclosed by buildings or walls for the first 8m from the adjoining street, allowing for pedestrian visibility splays. Defensible space between the dwelling and street **must** be provided. A surface which encourages slow speeds (max 20mph) **must** be provided and **should** be in accordance with the Essex Design Guide Street Materials Guide. Other traffic calming measures **can** be provided such as entrance ramps and tables. Mews Courts **can** also integrate landscaping such as rain gardens and trees.

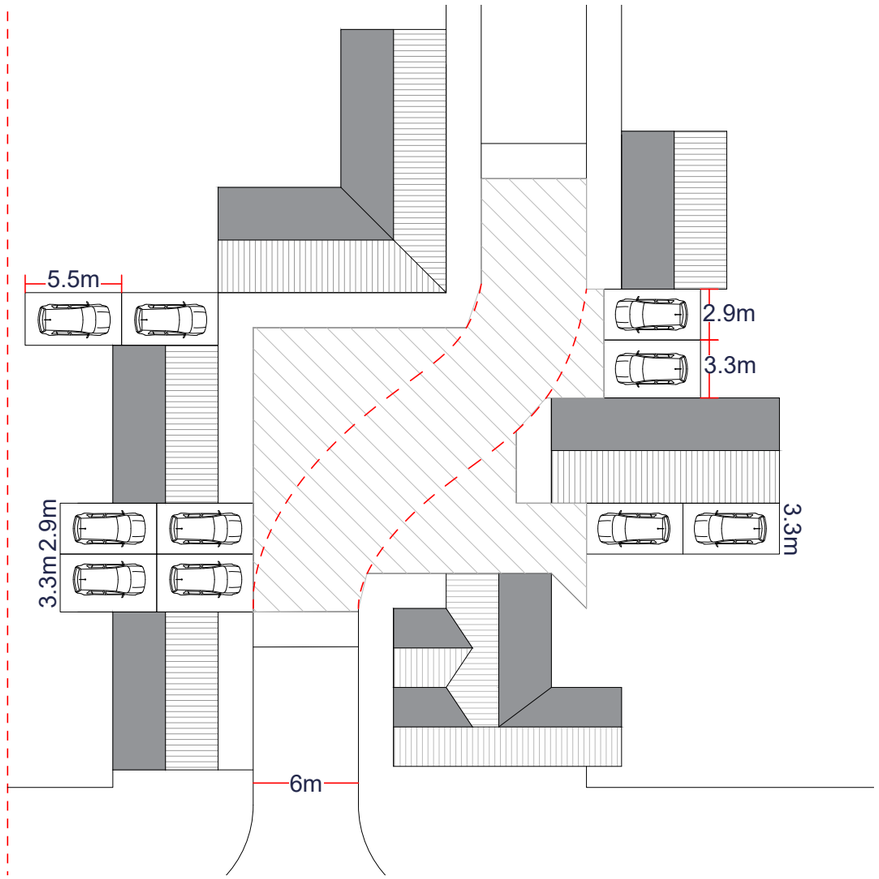


Fig 6.10 - Type G Mews Court Street Plan. (Not to scale)

M10 Shared Private Drive - Type H: This street type provides access to a maximum of 5 dwellings. Built frontages **must** create a sense of enclosure with minimal setbacks providing defensible boundary treatments to dwellings. On-street passing bays required if private drive extends beyond desirable maximum length of 18m. Landscaping such as soft boundary treatments or rain gardens are encouraged to soften the street, in keeping with its more intimate residential character.

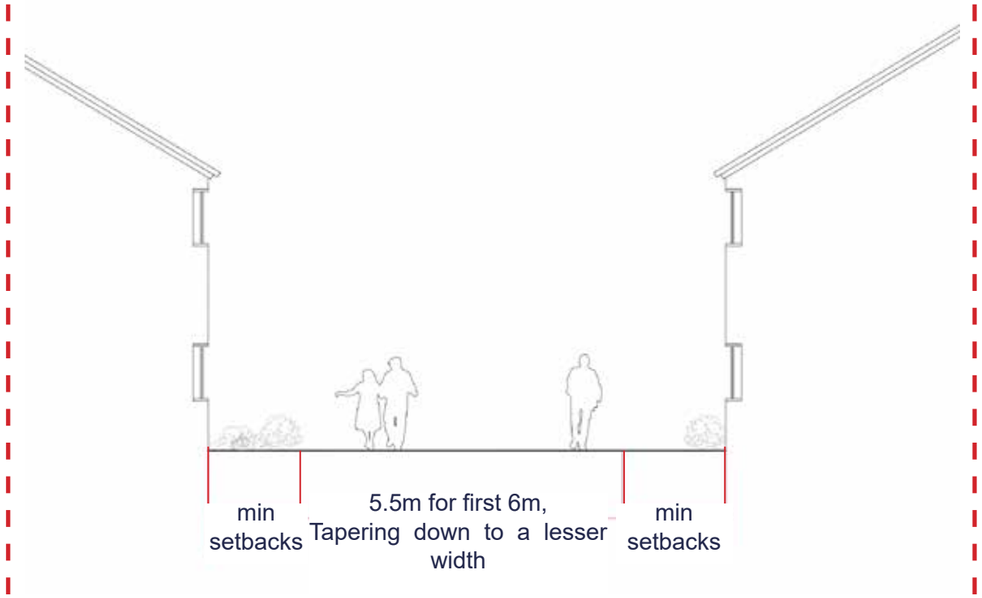


Fig 6.11 - Type H Shared Private Drive section with defensible space to residential frontages. (Not to scale)

6.1.4 Public Transport

Access to public transport is key to providing people with a choice for everyday journeys beyond the immediate neighbourhood, such as to town centres, schools and employment locations. Engagement shows that people are prepared to walk further to a train station than to a bus stop.

M11 In line with Active Design Principle 2, NDG and NMDC walking catchment distances, 400m (5min walk) and 800m (10min walk) catchment zones for public transport access **should** be achieved.

M12 Advice **should** be sought from Castle Point Borough Council and Essex County Council to understand whether major developments require additional public transport services or contributions to enhance existing networks. New developments **should** consult the Infrastructure Delivery Plan to understand any contributions that will be required and support aspirations set out in the Essex Transport Strategy for A Better Connected Essex (Part 9.0 References).

M13 The future location of public transport routes **must** consider the movement patterns of the entire demographic, and design inclusive environments accessible by all. Public transport stops **must** feel safe and be located in areas of high footfall, strong lighting and effective passive surveillance.

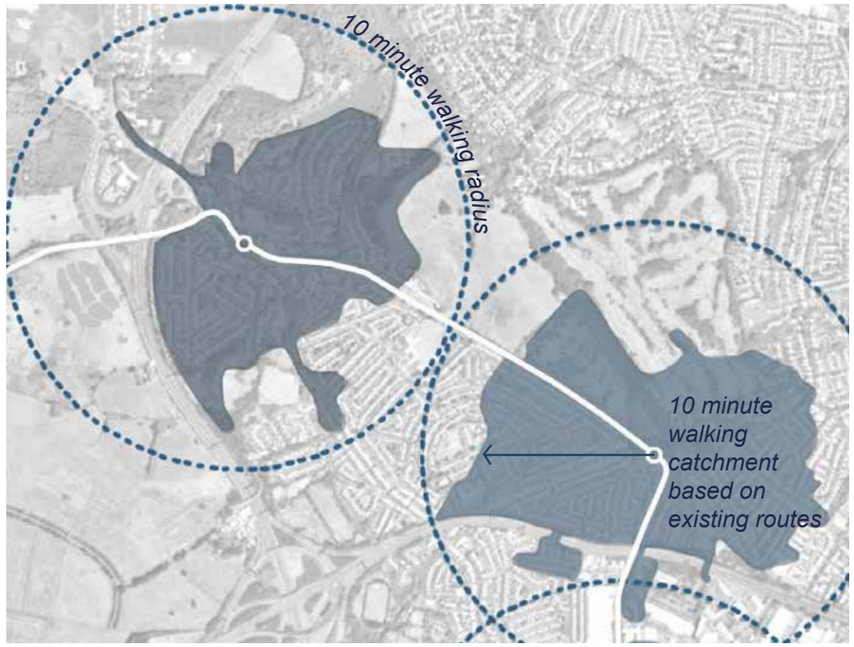


Fig 6.12 - 10 minute walking catchment around a Public Transport stop. Credit: NMDC Part 2 Guidance Notes

6.1.5 Active Travel

Prioritising active travel is about making walking, cycling or wheeling easy, comfortable and attractive for all users. Active travel routes **must** comply with the New Streets Type Model and the Essex Walking Strategy and support aspirations set out in the Essex Transport Strategy for A Better Connected Essex (see Part 9.0 References).

M14 Streets **must** be designed according to the Active Travel hierarchy.

M15 Active travel routes **must** maximise opportunities to introduce links within, through and beyond the site to connect with existing routes and destinations, including local amenities such as parks, schools, shops and public transport corridors.

M16 Active travel routes **should** be embedded within the primary routes of new developments and comply with LTN 1/20 cycle infrastructure design standards.

M17 Active travel routes on primary streets **should** be separated from the street by a verge with landscaping/tree planting.

M18 Active travel routes **must** be safe, attractive, overlooked and legible. Where Active Travel routes would not be overlooked, other secured by design and security measures **must** be demonstrated.

M19 All pavements and shared surfaces **must** be suitable for walking and wheelchair use.

M20 Frequent places to stop, rest or chat **should** be provided along primary routes and key routes to local amenities.

M21 Leisure routes **should** be provided in new developments and connect into the Public Right of Way network where possible.

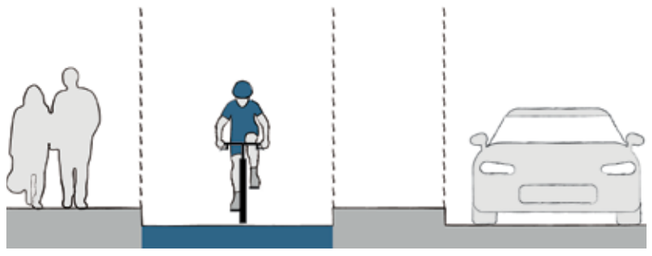


Fig 6.13 - Active travel street section - showing segregation from vehicle routes.

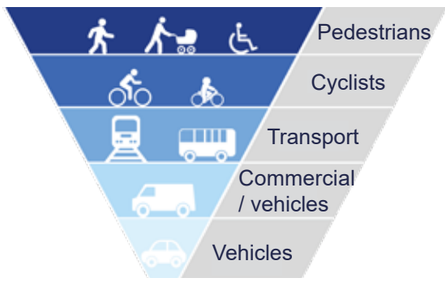


Fig 6.14 - Active travel hierarchy

6.1.6 Inclusive Streets

Streets **must** be designed in compliance with the New Streets Type Model and ECC's Planning for Safer and More Inclusive Places for Women and Girls guidance (see Part 8.0 References). Streets **must** be inclusive and cater to the needs of all users, in particular considering the needs that may relate to disability, age, gender, religion, race, ethnicity and maternity.

M22 Applicants **must** demonstrate that street and public realm designs are inclusive, providing an accessible, safe, legible, and comfortable environment for pedestrians, cyclists, and wheelers.

M23 New streets **must** provide appropriately accessible junctions and crossing points, which are safe, convenient and attractive taking into account the movement patterns of people who share protected characteristics.

M24 Route hierarchies **should** be permeable and aligned with desire lines and destinations to increase footfall. Cul-de-sac without filtered permeability **should** be avoided.

M25 New streets **must** include contextually sensitive street lighting which is well-maintained.

M26 New streets **must** avoid pinch points and footpaths which terminate without an alternative footpath connection.

M27 All streets **must** maximise natural surveillance from active frontage. As such, buildings **must** front onto movement networks and public spaces.

M28 Front to back relationships **must** be avoided with the exception of flats over garages. Blank frontages, including exposed boundaries, adjacent to public realm **should** be avoided.

Fig 6.15 - Shared street precedent.

Fig 6.16 - Safe shared surface multi-functional street with good active frontage providing natural surveillance

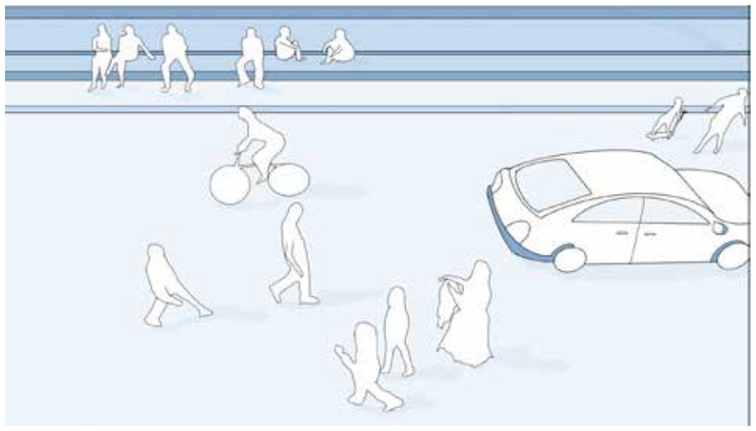


Fig 6.17 - Shared street with an accessible environment with places to rest and socialise

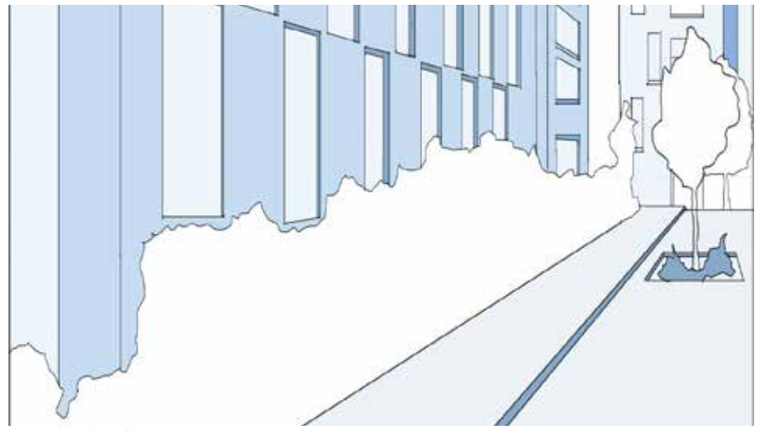


Fig 6.18 - Continuous dropped kerb inclusive environment

6.1.7 Junctions and Crossings

The way that streets join to each other and the way that people are able to cross streets all have an important influence on prioritising active travel and creating inclusive environments. Junctions further play an important role as focal spaces within settlements. Junctions and crossing should be designed in compliance with the Essex Design Guide and the New Streets Types Model (see Part 8.0 References).

M29 To maintain pedestrian flow and ensure slow vehicle turns, junction radii **should** be kept as small as possible.

M30 In narrower, quieter streets it **should** be acceptable for larger vehicles to occupy both lanes during turns and swept path analysis **should** be used to verify designs.

M31 Existing junctions **can** have their radii decreased by implementing kerb build outs, thereby shortening crossing distances, creating additional space for public realm, landscaping or parking.

M32 Formal crossing facilities for pedestrians **should** be used on primary streets aligned to desire lines.

M33 Shared streets with a high-quality paved surface **should** be prioritised where traffic speeds are to be low to give pedestrians priority.

M34 Active travel routes **should** be prioritised across junctions and crossings.

M35 Copenhagen crossings or raised tables level with the adjacent pavements **should** be used whenever a tertiary street connects with a primary or secondary street to provide a level surface for pedestrians and cyclists and to reduce vehicle speeds.

M36 Raised tables **should** be used at mid-link crossing points to calm traffic and provide a safer, more convenient crossing point for pedestrians. They **should** be level with adjacent paths.

Fig 6.19 - Copenhagen Crossing. Credit: Create Streets

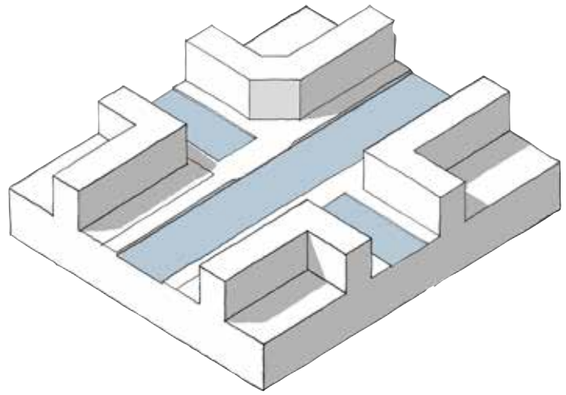


Fig 6.20 - Simple junction. Credit: NMDC

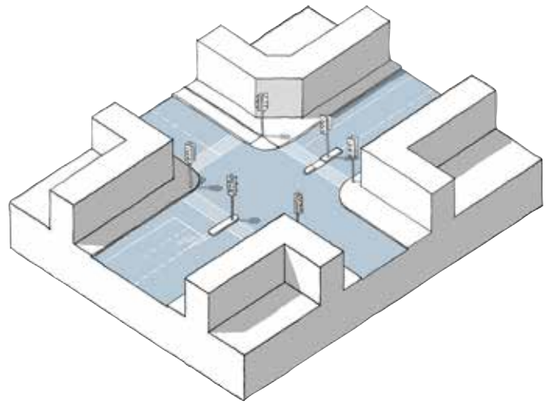


Fig 6.21 - Traffic signal junction. Credit: NMDC

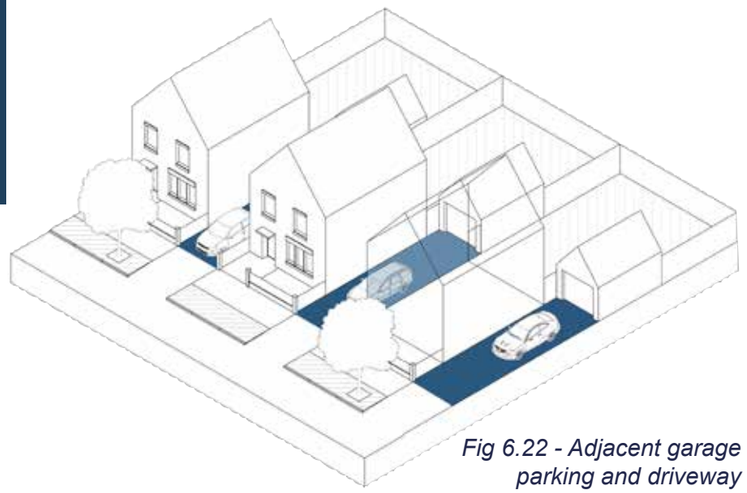


Fig 6.22 - Adjacent garage parking and driveway

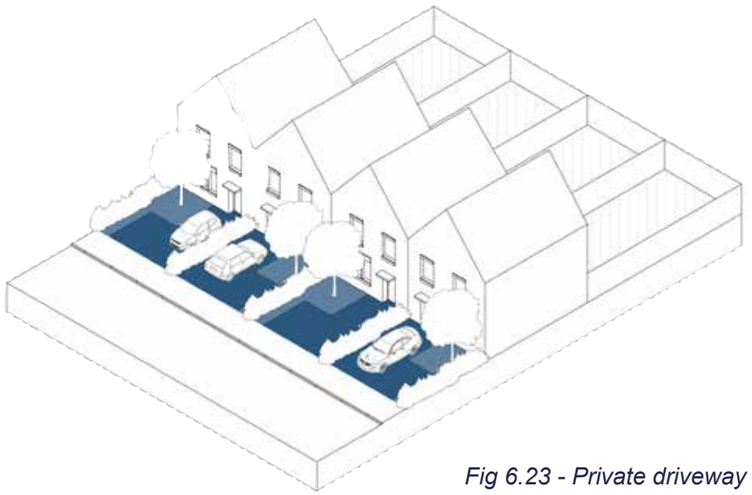


Fig 6.23 - Private driveway

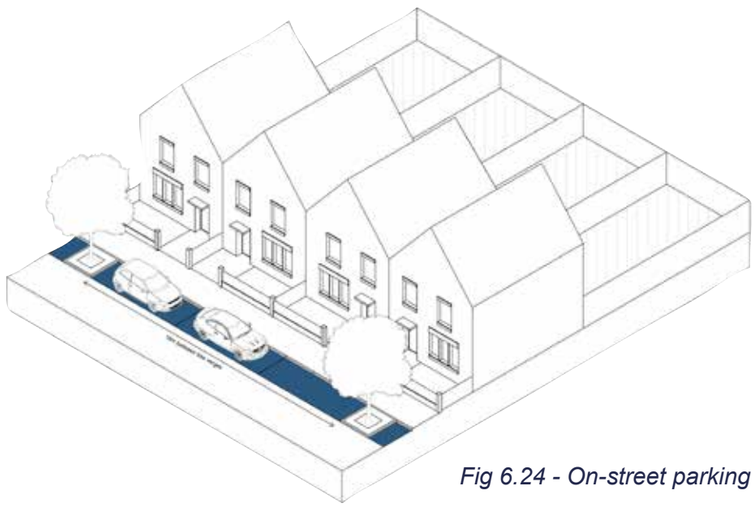


Fig 6.24 - On-street parking

6.1.8 Car Parking

M37 Applicants **should** reduce parking to an acceptable minimum to reduce vehicle dominance. In doing so, they **must** have regard to the Essex Parking Standards 2024. Reduced parking will depend on the sustainability of the location, with more sustainable locations with better walking, cycling, and public transport links needing less parking.

M38 Parking **must** not dominate the street scene or diminish the relationship of landscape to built form, see Fig 6.24.

M39 Parking between dwellings **must** be set behind the front building line, see Fig 6.22, 6.25. Parking **can** be provided in a garage that is setback from the street. This parking **can** be used side-by-side with a small gap of planting, to serve two dwellings.

M40 Residential undercroft parking **must** be set behind the front boundary. The undercroft **must** be subsidiary to the principal dwelling but sufficient to allow for the continuity of built form, see Fig 6.25. This **can** also be provided with an integrated garage at ground floor.

M41 Frontage parking on private drives **can** be provided in less public facing areas but **must** be accompanied with justification. Landscaping **must** be used to screen the driveway and break up the parking, see Fig 6.24.

M42 Flat over garage (FOG) parking **must** provide sufficient internal space for vehicles, see Fig 6.26. Windows **must** overlook the public realm and private amenity spaces.

M43 On street parking **must** be provided as parallel parking bays which **should** be broken up by landscaping at least every fourth space, see Fig 6.24.

M44 Rear parking courts **must** be well-overlooked, this **can** be through the incorporation of FOGs, see Fig 6.26. Rear parking courts **should** be located behind buildings and screened from views from the public realm, see Fig 6.27. Landscaping **should** be provided every fourth space (at a minimum) to break up the parking spaces. Clear turning radius **should** be provided especially at rear parking with a single exit/entrance.

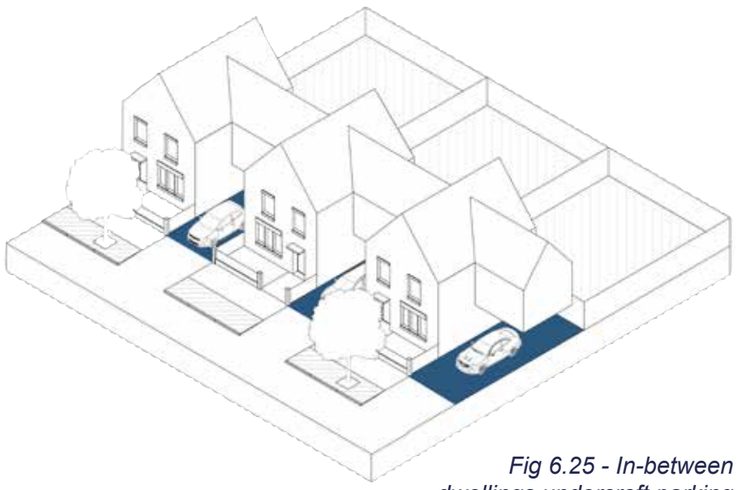


Fig 6.25 - In-between dwellings undercroft parking

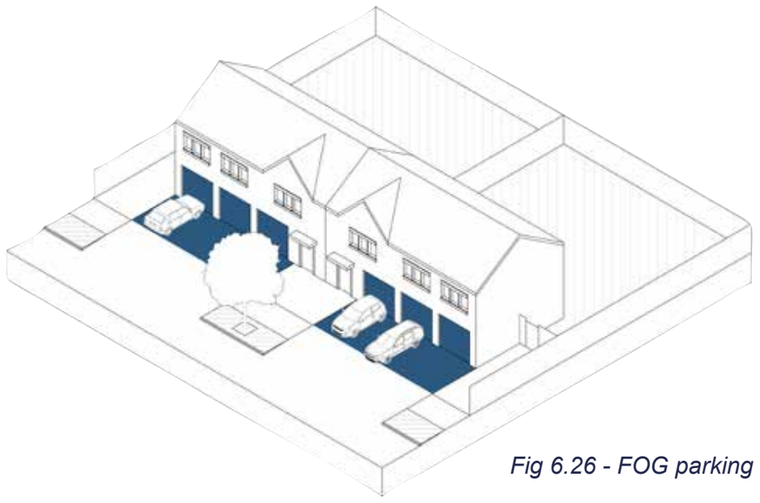


Fig 6.26 - FOG parking

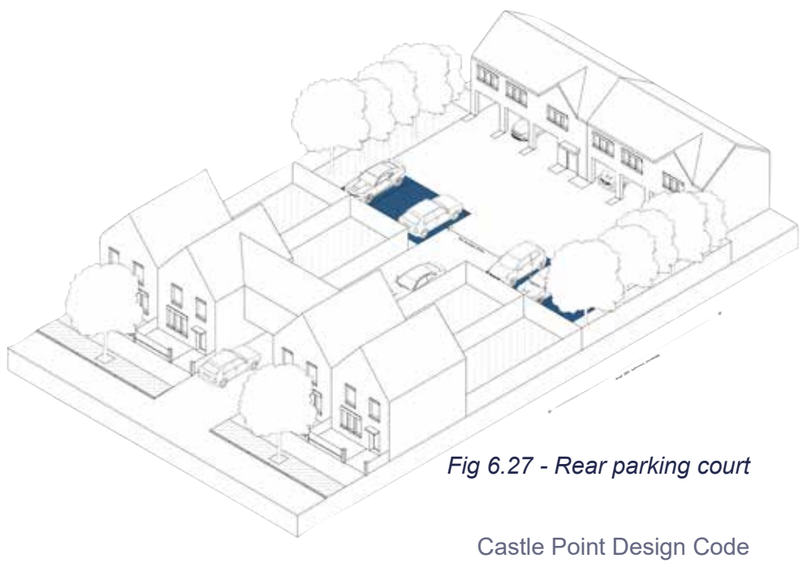


Fig 6.27 - Rear parking court

M45 Parking Barns **can** provide an alternative parking typology to rear parking courts while increasing the density of housing by relocating parking to a nearby location, see Fig 6.28. These **can** be reused for an alternative purpose in the future as the reliance on private vehicles reduces. Parking barns **must** be located within walking distance. They **must** be secure and well-overlooked with controlled access.

M46 Any car parks **must** be secure, safe and overlooked. Parking for apartments **can** be provided as rear parking courts. Parking courts **should** be accessed via an undercroft access and enclosed by built form, see Fig 6.29 and 6.29A. Parking courts **must** be well overlooked and **should** have landscaping every fourth parking space. Parking for apartments **can** also be provided as underground or covered car parks.

M47 In proposing parking allocations for apartments the applicant **must** follow the adopted parking standards and where locations are more accessible parking numbers **can** be reduced.

M48 Parking lifts **should** be used where possible. Parking lifts or their enclosures **must not** detract from the quality of the public realm or appearance of the building, see Fig 6.30.

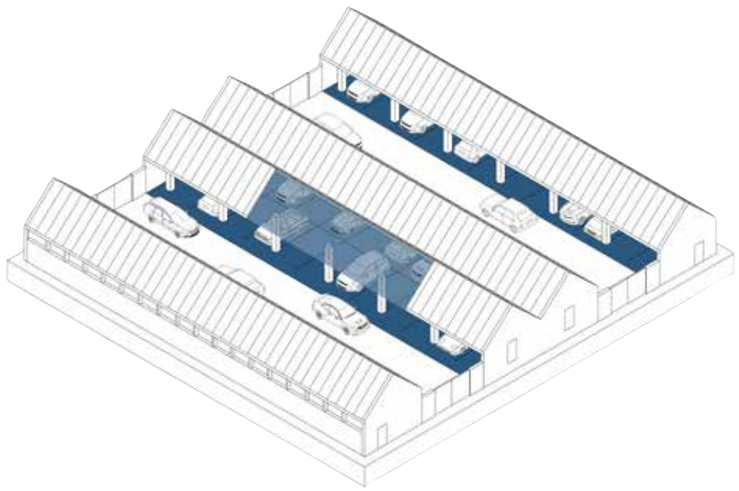


Fig 6.28 - Parking Barn

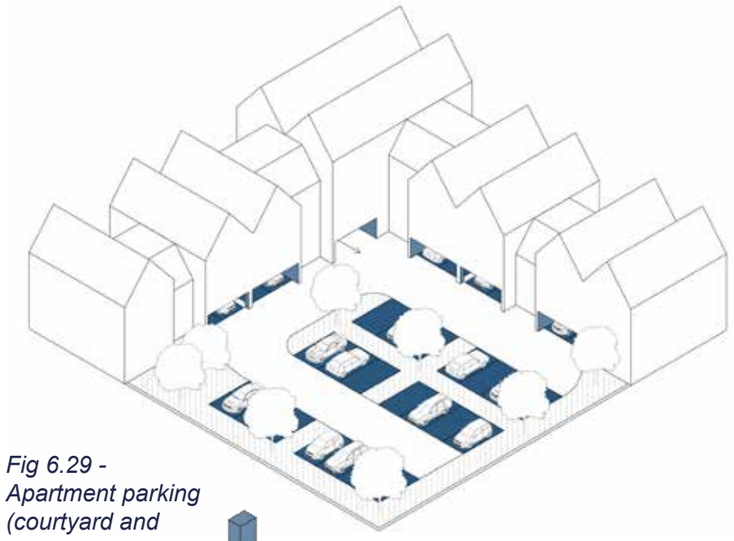


Fig 6.29 - Apartment parking (courtyard and undercroft parking)

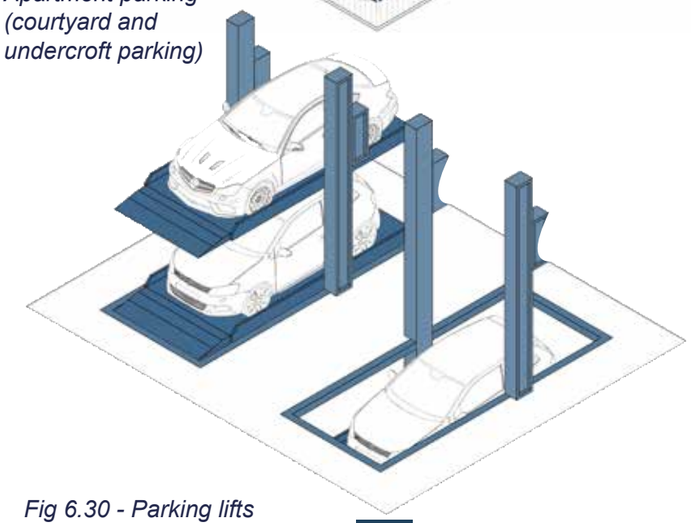


Fig 6.30 - Parking lifts

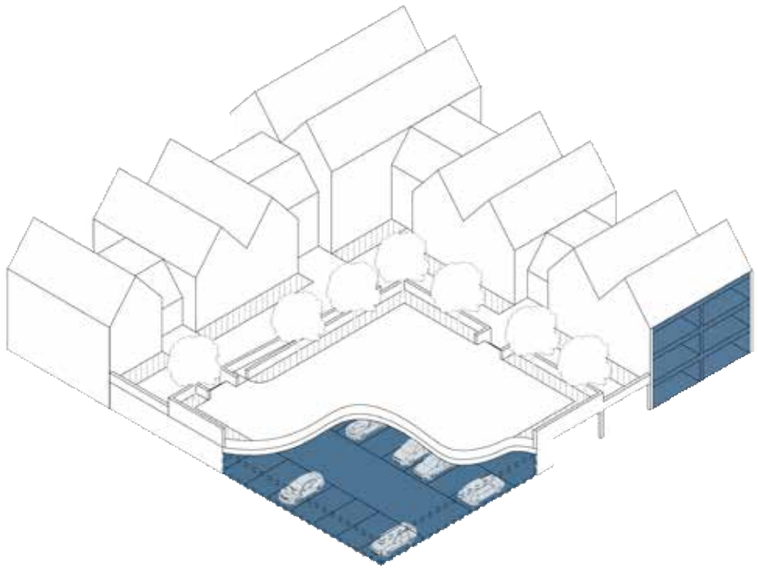


Fig 6.29A - Apartment parking (landscape deck over parking)

6.1.9 Cycle Parking

M49 Industrial and commercial buildings **should** be provided with convenient, secure and covered cycle storage for staff and visitors. Showers, lockers and secure storage **should** also be provided to encourage active travel.

M50 Cycle parking **should** be more convenient than vehicle parking, with the exception of disabled bays. Casual cycle parking and communal cycle hangars **should** be provided along streets in line with the New Streets Type Model guidance.

M51 Public cycle parking **must** be located as close to amenities and public transport routes as possible and **must** ensure a clear 1.5m minimum pavement width is maintained.

M52 Public visitor cycle parking **can** be provided via cycle racks in the public realm that are prominently located and well supervised, provided they do not obstruct pavements or desire lines.

M53 Apartments: Communal cycle stores **can** be provided in apartment blocks. The cycle stores **should** be convenient, covered and secure and **should** have direct access to inside the apartment block and outside to the public realm.

M54 Housing: In lower density suburban housing, bike parking **can** usually be provided within a garage or a separate structure within the garden. For terraced housing, provision for cycles **can** be made within the property, in the front garden or to the rear with access from a parking court. Any cycle storage visible from the public realm **must** be attractive and in keeping with the street scene. Communal cycle accommodation for around 10 cycles using a single parking bay **can** also be provided (see Figure 6.34).

Fig 6.31 - Communal apartment cycle stores. Credit: UrbanSpecC

Fig 6.32 - Public planter cycle racks. Credit: Cyclehoop

Fig 6.33 - Private housing cycle storage. Credit: Treesaurus

Fig 6.34 - Public secure bike hub storage. Credit: FalcoHub Cycle Hub - NBS Source

6.1.10 Services and Utilities

New development needs to take into account a range of practical requirements for streets and public spaces such as servicing requirements and access to utilities:

M55 Electric vehicle (EV) charging **can** be provided in private garages or installed into existing street furniture. EV charging **must not** clutter the street or diminish the appearance of a building.

M56 For apartments, EV charging points **must** be added to communal parking areas (including rear parking courts and undercrofts) for use by residents.

M57 All developments **must** be accessible to emergency vehicles.

M58 All refuse storage that is visible from the public realm **must** be well integrated and in keeping with the character and appearance of the street.

M59 In curtilage provision: this **can** be provided to the side or rear of detached housing. For terraced housing, collection **should** either be from the rear or via a bin store to the front.

M60 Communal provision: an alternative for terraced housing, apartments and industrial/ commercial buildings. Reference **should** be given to the Council's 30m drag distance with 10m operative walking distance.

Fig 6.35 - Communal bin storage. Credit: Essex Design Guide

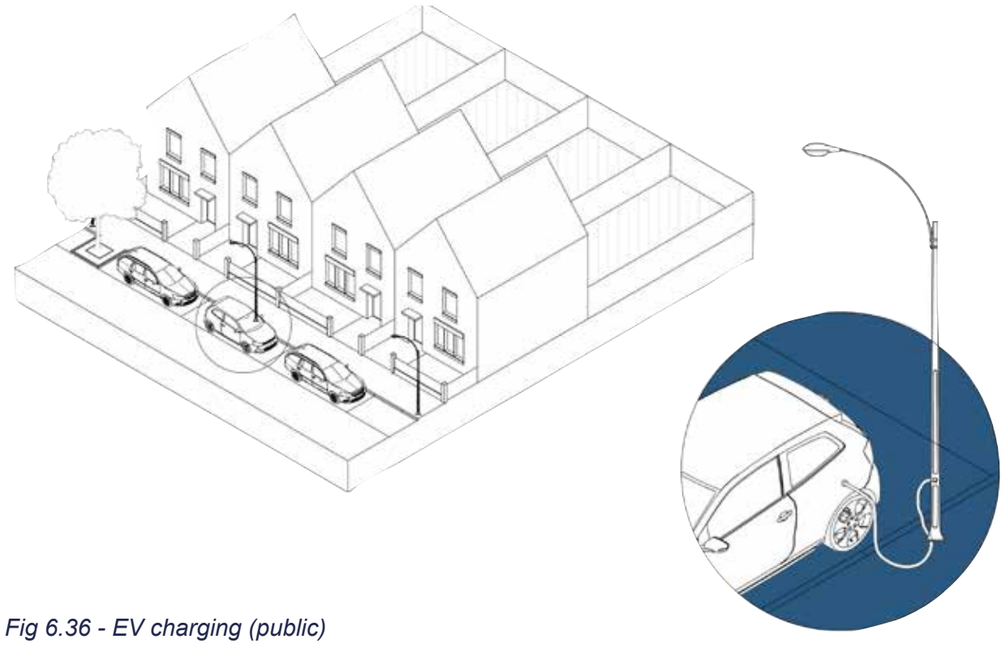


Fig 6.36 - EV charging (public)

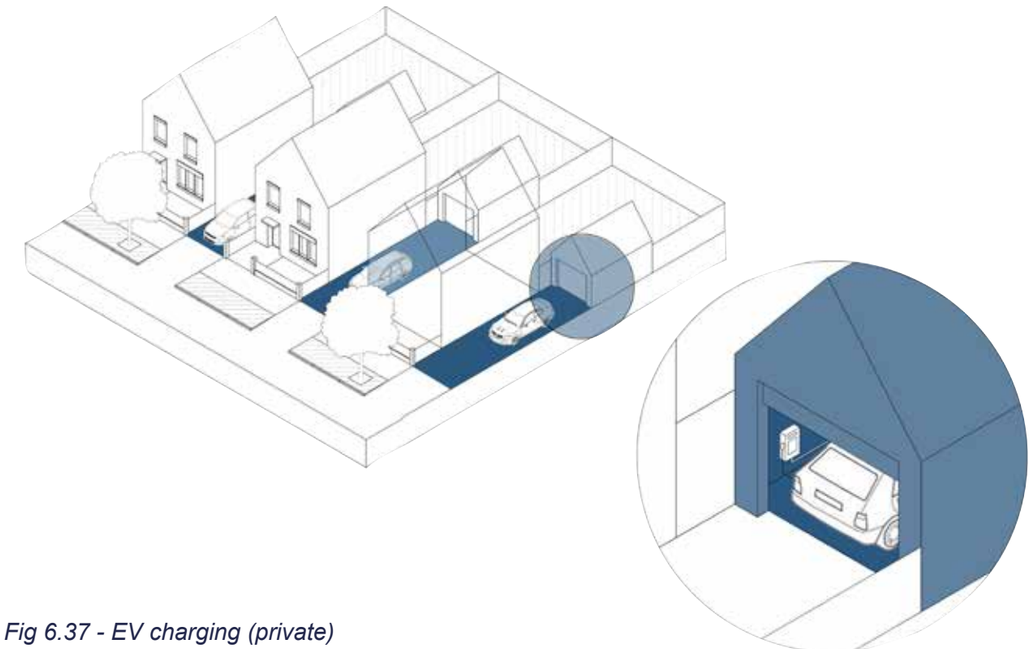


Fig 6.37 - EV charging (private)

6.2 Nature and Public Open Space

Borough Wide Principles N1-44

6.2.1 A Connected Network of Green Spaces

Green infrastructure encompasses a wide range of features within Castle Point, including the estuary, parks, green roofs, and street trees.

N1 New developments **must** respond to, incorporate and enhance existing green infrastructure.

N2 New developments providing areas of public open space **must** consider and detail how green spaces and natural features will be integrated into the site and connect into the existing network (i.e. via green corridors).

N3 Green infrastructure **should** be strategically located to enhance green and blue space connectivity and comprise a variety of types and sizes of multi-functional spaces.

N4 Green infrastructure **should** positively contribute to the character and identity of a place. Public realm **should** celebrate and integrate with any associated existing landmark/ monument/listed building.

N5 Doorstep green spaces and green streets **should** be introduced into urban areas to create regular green features and improve the climate resilience of existing urban environments.

Fig 6.38 - Marleigh Avenue SuDS feature, Cambridge. Credit: Essex Design Guide

Fig 6.39 - The Avenue, Saffron Walden integrated PROW. Credit: Essex Design Guide

Fig 6.40 - Natural approach to attenuation basins. Credit: Essex Design Guide

Fig 6.41 - Eddington, Cambridge. Credit: Essex Design Guide

6.2.2 Working with Blue Infrastructure

Blue Infrastructure includes water features such as sea, rivers, lakes, canals, ponds and wetlands. The design of development adjacent to blue infrastructure is important in enhancing well-being, creating character and enhancing habitats, ecological corridors and natural capital assets.

N6 Development **must** positively integrate blue infrastructure as an asset within the Borough. Fronting onto, celebrating views and maximising public walking and cycling access to blue infrastructure **must** be prioritised. This is particularly important in key blue infrastructure areas, such as the Estuary and Canvey Lake. Any development adjacent to blue infrastructure **should** maintain appropriate setbacks while overlooking these assets and **should** enhance pedestrian access, natural habitats and defensible landscaping where appropriate.

N7 Proposed development adjacent to existing blue infrastructure **should** enhance blue infrastructure features by opening up culverts, reinstating meanders and restoring and naturalising river beds and banks for the benefit of wildlife, improved public access and flood attenuation.

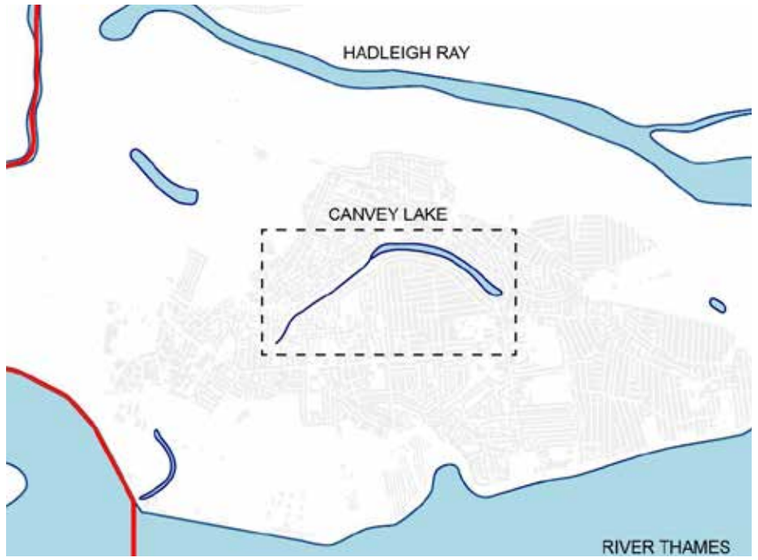


Fig 6.42 - Canvey Island blue infrastructure

Fig 6.43 - Canvey Lake

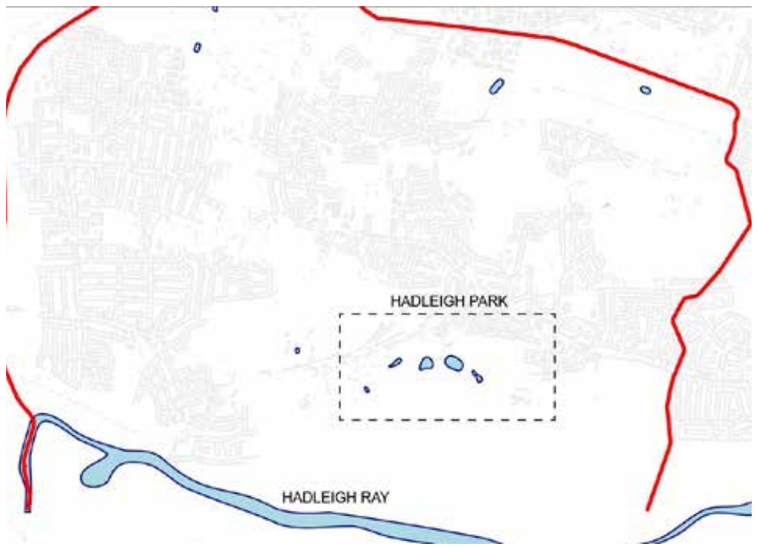


Fig 6.44 - Mainland blue infrastructure

Fig 6.45 - River restoration precedent. Credit: PBC

6.2.3 SuDS and Responding to Flood Risk

Sustainable Drainage Systems (SuDS) mimic natures way of dealing with rainfall by slowing the flow of water into rivers and the sea through design features such as basins, swales, rain gardens, permeable paving and green roofs. Simultaneously, they include a number of wider benefits for biodiversity, water quality, amenity and climate resilience.

Flood risk is an important design consideration given the Borough's proximity to the coast and estuaries. Developments **must** accord with statutory flood risk guidance and procedures, including local flood risk design guidance. New developments **must** consider the South Essex Strategic Flood Risk Assessment when developing Flood Risk Assessments. Additionally new developments in Castle Point's critical drainage areas **must** consider the South Essex Surface Water Management Plan and additional measures to mitigate surface water flooding.

N8 Development **must** be designed in accordance with the SuDS hierarchy and incorporate appropriate SuDS features relating to the site's scale and susceptibility to flooding.

N9 SuDS **should** be designed in line with the Sustainable Drainage Systems Design Guide for Essex. Advice **should** be sought from Essex County Council to develop effective and appropriate drainage strategies.

N10 SuDS **should** be celebrated as positive design drivers, incorporating SuDS features into the landscaping strategy and layout as an opportunity to enhance public spaces.

N11 Multi-functionality **should** be considered when designing SuDS. Features such as biodiversity planting and habitat creation, walkways, viewing platforms and educational signage **should** be introduced to show how multi-functionality has been considered.

N12 SuDS **should** be located within the public realm, adjacent to streets or at junctions to maximise the amenity benefits and contribute to the Borough's natural character.

Fig 6.46 - Example of multi-functional rain garden in a public park, Rectory Gardens, Hornsey. Credit: Robert Bray Associates

Fig 6.47 - Example of ornamental and biodiverse use of SuDS at Robert Welch Office and Warehouse. Credit: Robert Bray Associates

Fig 6.48 - Example of street rain garden, Victoria Crescent, Seven Sisters. Credit: Robert Bray Associates

Fig 6.49 - Example of multi-functional attenuation basin, Cannock Mill Co-Housing, Colchester. Credit: Robert Bray Associates

6.2.4 Street Design

Streets need to balance movement, safety and place functions. Streets are multifunctional urban spaces where a variety of activities occur. This can include vehicle and pedestrian movement, SuDS, social interaction, play and visual amenity.

N13 Streets **should** be multifunctional with active travel prioritised, restricting access or reallocating road space for pedestrian, cyclist and social uses.

N14 Applications **must** show how defensible space, privacy, and the integration of hard and soft landscaping has been considered in the design of streets. The space between building envelopes and the street **must** be designed to foster a positive relationship and transition between built form and the street to promote effective activation and interaction.

N15 Building setbacks from the street **should** respond to the existing street context. In urban areas there **should** be a setback of 0.5m-3m, in suburban areas setbacks **can** be larger.

N16 Existing green verges within the Borough **should not** be encroached upon or have boundaries moved to enclose existing verges.

N17 Boundary walls, railing, fencing and landscaping **should** be incorporated as positive character features that define the defensible space and frame the street.

N18 Street materials and furniture (including cycle and bin stores) **must** be visually attractive, robust, long lasting and easily maintainable.

Fig 6.50 - Existing green verges along Appleton road

Fig 6.51 - Incorporated SuDS and street furniture, Credit: Robert Bray Associates

Fig 6.52 - Multifunctional street with landscaping creating a defensible space for interaction, Credit: David Butler

6.2.5 Street Trees

Street trees and other landscape features provide shading, cooling, air quality and habitat improvements and carbon sequestration, as well as being a vital component of creating attractive places.

N19 All primary and secondary streets **must** include street trees. Other street types **should** locate street trees where appropriate.

N20 The priority location for tree planting **should** be in the public realm, such as within verges and areas of open space, to enable management, maintenance and retention of street trees. Tree planting **can** also be included in private front and rear gardens.

N21 Trees **should** be planted in streets to create green corridors which connect habitats and open spaces together.

N22 Tree planting **should** follow the governments Urban Tree Manual to ensure the right tree is planted in the right place. New built form **should** further be positioned at a suitable distance from existing trees.

N23 Street trees **should** be of a sufficient size and quality for their intended environment. High-traffic areas may need a more mature tree or form of protection whilst growing. On a typical street, with a 2.5m grass verge, a small to medium size upright growth tree species **should** be selected. It is best to avoid fruiting tree species due to additional maintenance requirements.

N24 Tree species **should** be selected appropriate to the natural environment context.

N25 Particular care **should** be taken with positioning and surfacing around existing or newly planted trees in footways to avoid damaging trees and footway surfaces with excessive footfall and uncontrolled root growth.

6.2.6 Achieving Biodiversity Net Gain

Biodiversity Net Gain (BNG) is an approach to development, land and marine management that leaves biodiversity in a measurably better state than before the development took place. Developments are encouraged to innovatively achieve BNG and go beyond the minimum 10% BNG standard wherever possible.

N26 Where possible BNG **should** be incorporated into multifunctional landscaped amenity spaces. Green infrastructure, habitats and ecological features **should** be designed into public space. Natural assets within the Borough such as ancient woodland, designated sites, mature trees, and protected species **should** be protected and enhanced in the design of schemes.

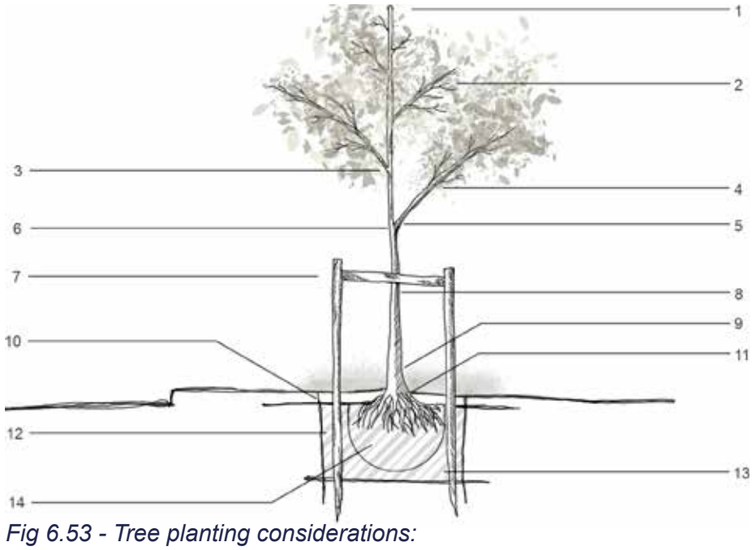


Fig 6.53 - Tree planting considerations:

1. *Straight leader*
2. *Formative pruning as necessary*
3. *Size*
4. *Lateral branch*
5. *Branch union with no barl incl.*
6. *Height / stem ratio*
7. *Support*
8. *Clear stem*
9. *Bud / graft union*
10. *Mulch*
11. *Root flare*
12. *Irrigation*
13. *Spoil*
14. *Type and condition of root systems*

Fig 6.54 - Urban BNG principle of increased tree and hedgerow planting. Credit: GreenBlue

Fig 6.55 - Green roofs and walls precedent. Credit: Cawrey Homes

Fig 6.56 - BNG SuDS precedent. Credit: Inside Ecology

6.2.7 Designing for Play

Play provision provides an important social function of bringing people together and acts as a focus for community. Consideration therefore needs to be given to accessibility, multi-functionality and generational space to create inclusive and versatile play spaces that support social interaction.

N27 New developments **must** contribute to the public space network by providing focal points at the heart of the community or connectivity to neighbouring spaces depending on the scale of development. Larger development (50+ dwellings) **should** incorporate a range of meeting places such as squares, village greens and play spaces. Smaller development (less than 50 dwellings) **should** incorporate pocket parks and incidental spaces with integrated seating.

N28 Public spaces **should** be strategically located in areas of high activity.

N29 Built form **must** positively enclose and define public spaces. The size of a square **should** be informed by the scale of surrounding buildings, typically the short dimension of a square is at least twice the height of the buildings.

N30 Castle Point **must** be a playable, child friendly Borough and new developments **should** prepare a play strategy incorporating or providing connection to a range of play infrastructure appropriate to the scale and location of development.

N31 New developments **should** show how the provision of destination play space, doorstep play, incidental play and play on the way features have been considered appropriate to the scale and location of development.

N32 Play space **should** be multifunctional and incorporate imaginative and versatile playable features for children (ages 0-11) and young people (12+) in line with play space standards for NEAPs/LAPs/LEAPS. They **must** support those with varying needs, such as those with disabilities, and create a safe setting for interaction, this includes consideration of appropriate surface treatments.

N33 Play infrastructure **should** be open and inclusive. They **should** be made to avoid play spaces which are fenced in from the broader space, which only provide for one form of play, and which feature markings which seek to enforce a form of play.

Fig 6.57 - Inclusive Park design, Credit: Make Space for Girls

Fig 6.58 - Houlton, Rugby play on the way feature, Credit: Essex Design Guide

Fig 6.59 - Hadleigh Country Park, Credit: Essex Design Guide

Fig 6.60 - Eddington Cambridge, Credit: Essex Design Guide

6.2.8 Public Realm: Design and Inclusivity

Public open spaces are at the heart of the Castle Point community and are spaces for people of all backgrounds and abilities to come together.

N34 The public realm **must** be safe, welcoming and accessible to everyone, including those with protected characteristics such as disability, religion, race, and gender. Public spaces **must** avoid physical barriers and consider the placement of street furniture to allow all users, particularly those with protected characteristics or mobility issues, to clearly and easily use the public realm and the streetscape. Developments **must** provide 1.5m spacing between bollards and non-stair routes to traverse level changes.

N35 Public space **must** be designed to facilitate movement and prioritise the pedestrian.

N36 Public open space **must** be designed with high visibility to allow users to perceive their environments. Applications **should** show how passive surveillance, sensitive lighting strategies, long views in parks, and relationship to nodal locations and built form have been considered. Landscaping, fencing, or other street furniture **should not** hinder visual permeability into and out of the space. Public spaces **must** be permeable, with multiple routes in and out. Different forms of wayfinding **should** be integrated in public realm design for information and guidance.

N37 Public spaces **should** include a range of features and Landscape Architecture that facilitate their use by all. Seating, shelter and functional street furniture are important in providing opportunities for rest and comfort.

N38 Applications **must** show consideration of how different types of users will use public spaces in a development.

N39 Applications **must** show how long term maintenance strategies have been considered to ensure public spaces are well managed. This includes well designed service access, durability of materials, and managing vegetation growth.

N40 Development **should** be designed in accordance with national and local protected characteristic design guidance such as: Housing our Ageing Population Panel for Innovation (HAPPI), Essex Design Guide - Safe and Inclusive Design for Women and Girls, and Make Space for Girls.

Fig 6.61 - Social swing seating provides opportunities to chat and play, Credit: Make Space for Girls

Fig 6.62 - Designing for social interaction, Credit: John Sturrock

6.2.9 Secured by Design

Designing for security and safety reduces crime and has a significant benefit in terms of forming strong communities and long term sense of place. Neighbourhoods **must** be designed to make everyone feel safe.

N41 Development in Castle Point **must** incorporate Secured by Design principles and Crime Prevention Through Environmental Design (CPTED). Support and advice **should** be obtained from the police through Designing Out Crime Officers at an early stage in the design process.

N42 Layouts **must** be well structured to provide activation, facilitate access and movement within well-defined routes. To provide safe access and a sense of security, routes **must** be overlooked, appropriately sized and without hiding places.

N43 There **must** be a clear distinction between public and private spaces. To encourage ownership and activation, public routes **should** be avoided next to rear gardens.

N44 Passive surveillance **must** be developed to ensure all publicly accessible spaces are overlooked and includes appropriate, non-intrusive lighting.

N45 Applications **should** show how management and maintenance have been considered to ensure high-quality spaces are achieved which discourage crime in the present and the future.

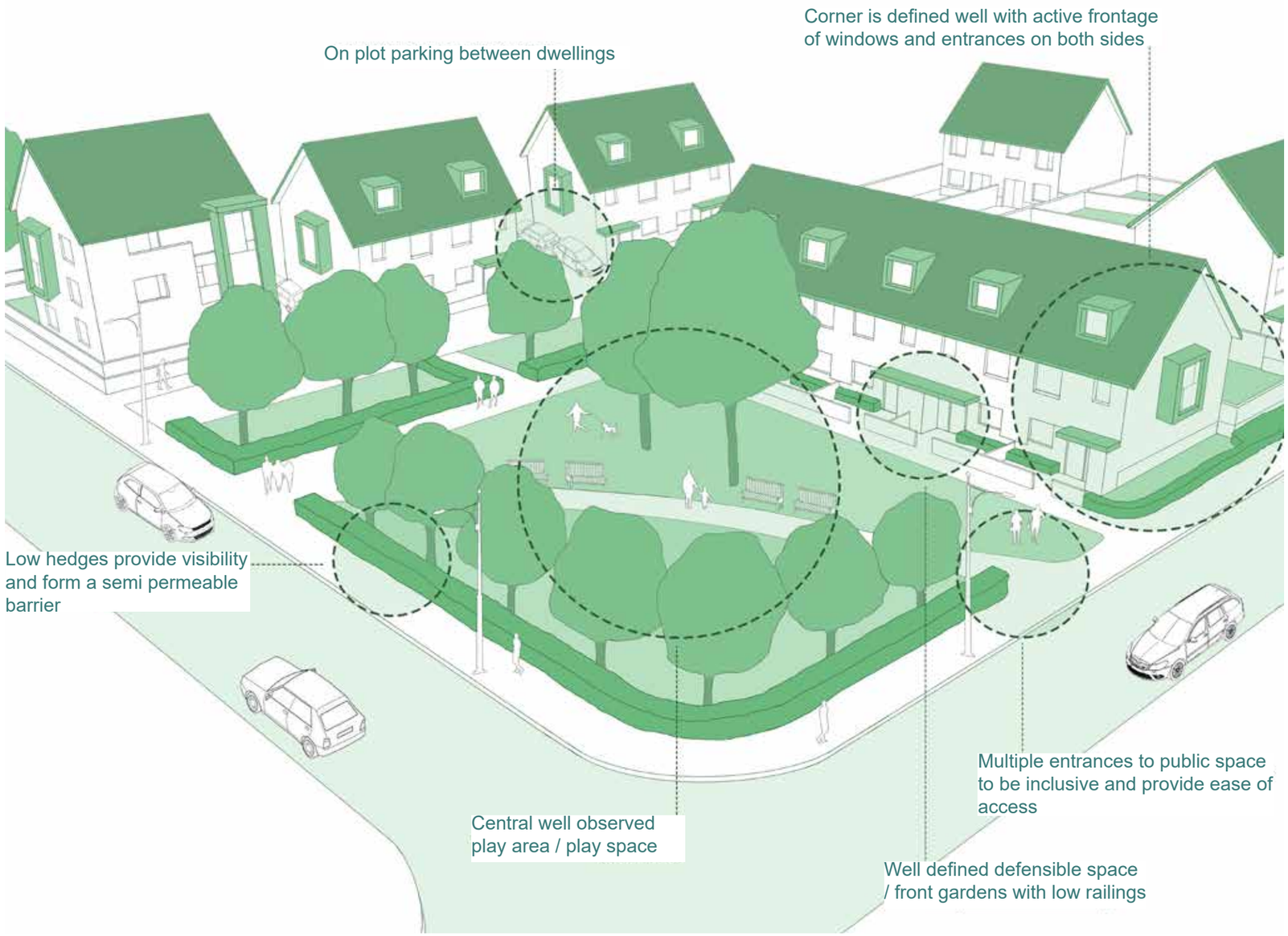


Fig 6.63 - Secured by Design principles within a residential context

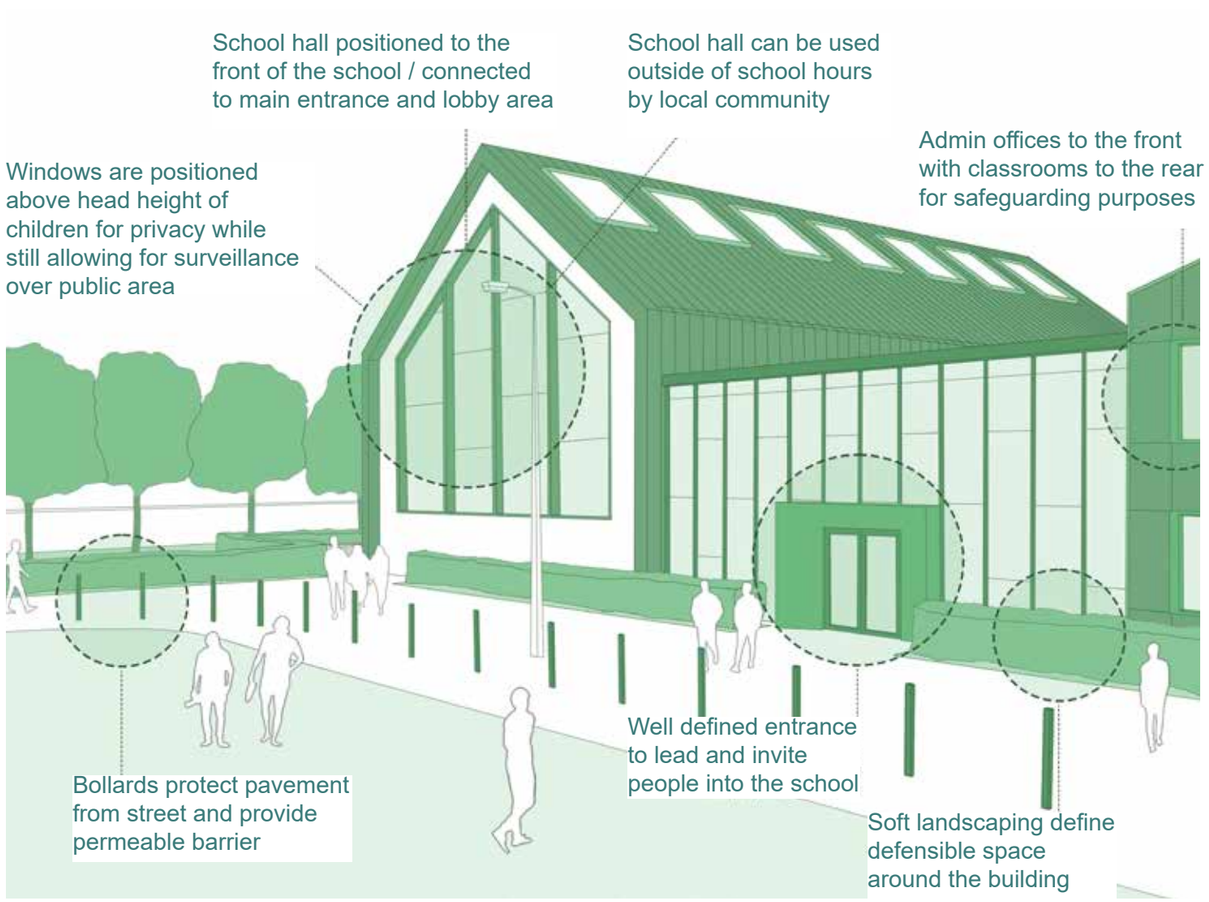


Fig 6.64 - Secured by Design principles within an educational context

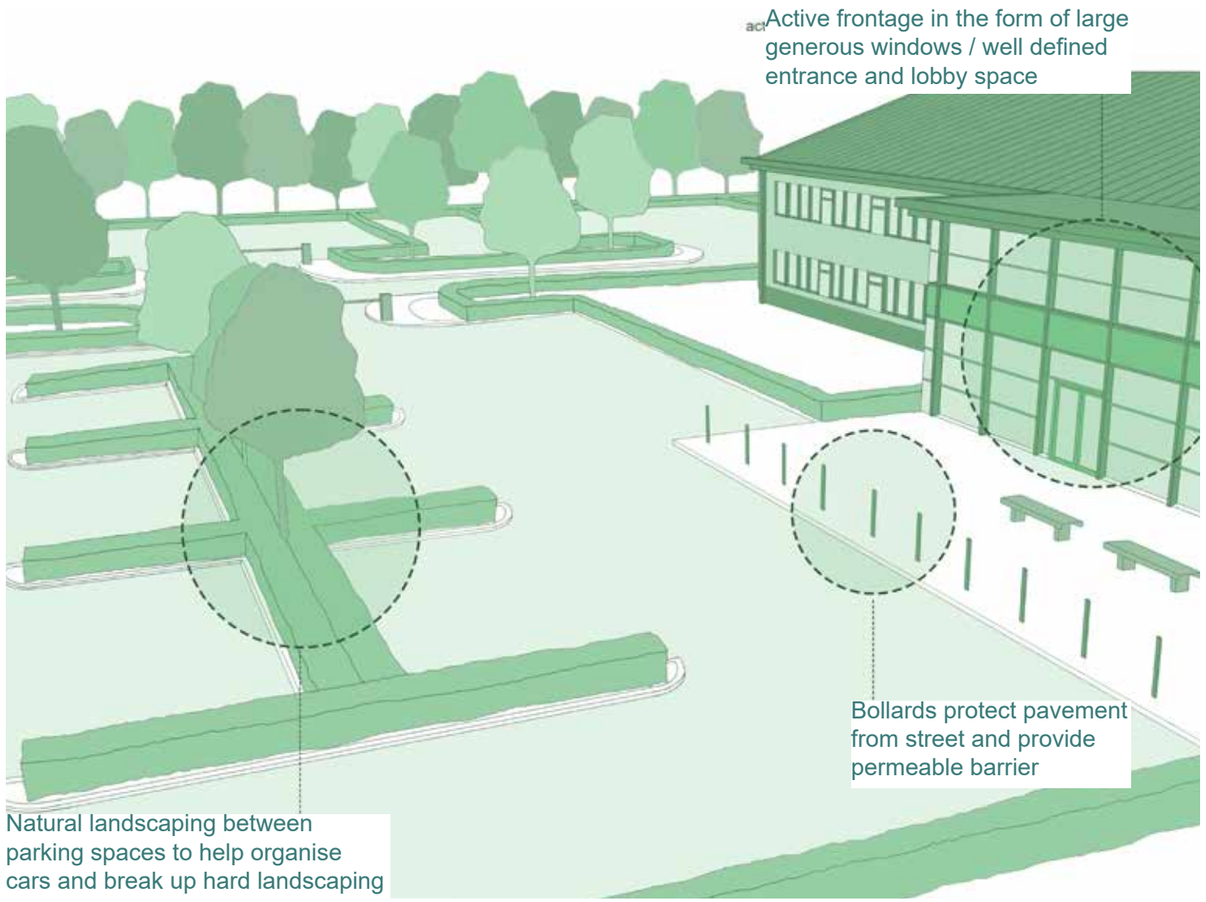


Fig 6.65 - Secured by Design principles within a commercial context

6.3 Uses

Borough Wide Principles U1-32

Sustainable well-designed places include a mix of uses that support everyday life, integrating homes with places to work, learn, shop and play.

6.3.1 Schools

Schools and nurseries are an important part of daily life and are key community facilities in any local area. They provide a focus for community and incorporate important facilities beyond educational uses. All applications for schools **must** refer to the Essex Design Guide - School Design Principles (2025).

U1 The School **Should** be Centrally Located and Close to Local Facilities.

U2 New School Sites **Should** be well connected to local facilities, public transport, pedestrian and cycle routes.

U3 School Sites **Should** be Roughly Rectangular in Shape and Broadly Flat.

U4 School Sites **Should** be Free from Air and Noise Pollution and **Should** Not Disturb Neighbours with Noise or Light Pollution.

U5 The Site Edge **Should** Be Defined with Built Form and Active Frontage.

U6 School Sites **Should** be Safe and Secure and Contribute to the Safety and Security of the Area.

U7 School Public Space **Should** be car free.

U8 Schools **Should** make Best Use of Natural Light and Solar Gain.

U9 School Sites **Should** Have Contextual Hard and Soft Landscaping Incorporating Existing Landscape Features.

U10 Built Form **Should** Relate to its Context.

U11 School Buildings **Should** be Legible Inside and Out with Each Broad Function Individually Expressed in the Architecture.

U12 Schools **Should** be Design to be Sustainable, Net Zero Carbon, Low Embodied Energy and to Make Full Use of Renewable Energy.

Fig 6.66 - Example of how a school building can activate a street whilst ensuring safeguarding measures are adhered to.

6.3.2 Community Facilities

Community spaces play a vital role in the social life of communities, providing flexible space for a wide range of activities and supporting community cohesion.

U13 Community spaces **must** be located to be as accessible as possible to the communities they will serve. There **must** be sufficient provision to serve local need.

U14 New developments **can** convert existing buildings to community uses.

U15 New buildings for religious worship **should** be integrated into new developments in line with identified local need. This may be particularly the case for new developments in Canvey Island where there is a significant Jewish population.

U16 Community buildings **should** integrate with existing built form, complete blocks where possible and address the existing building line.

U17 Community buildings **can** have a key role in being nodes or landmarks. As public buildings, they **can** have a different character, scale or form from the main fabric of a settlement.

U18 New community buildings **should** front onto streets and squares. Setbacks may be appropriate to create a setting for the building or an area of public space.

U19 Community buildings **should** differ in height and density in comparison to their context, although they **should** remain sensitive to their local setting.

U20 Community buildings **should** provide active frontage to any public facing elevations.

U21 Community spaces **can** be a combination of open and enclosed spaces.

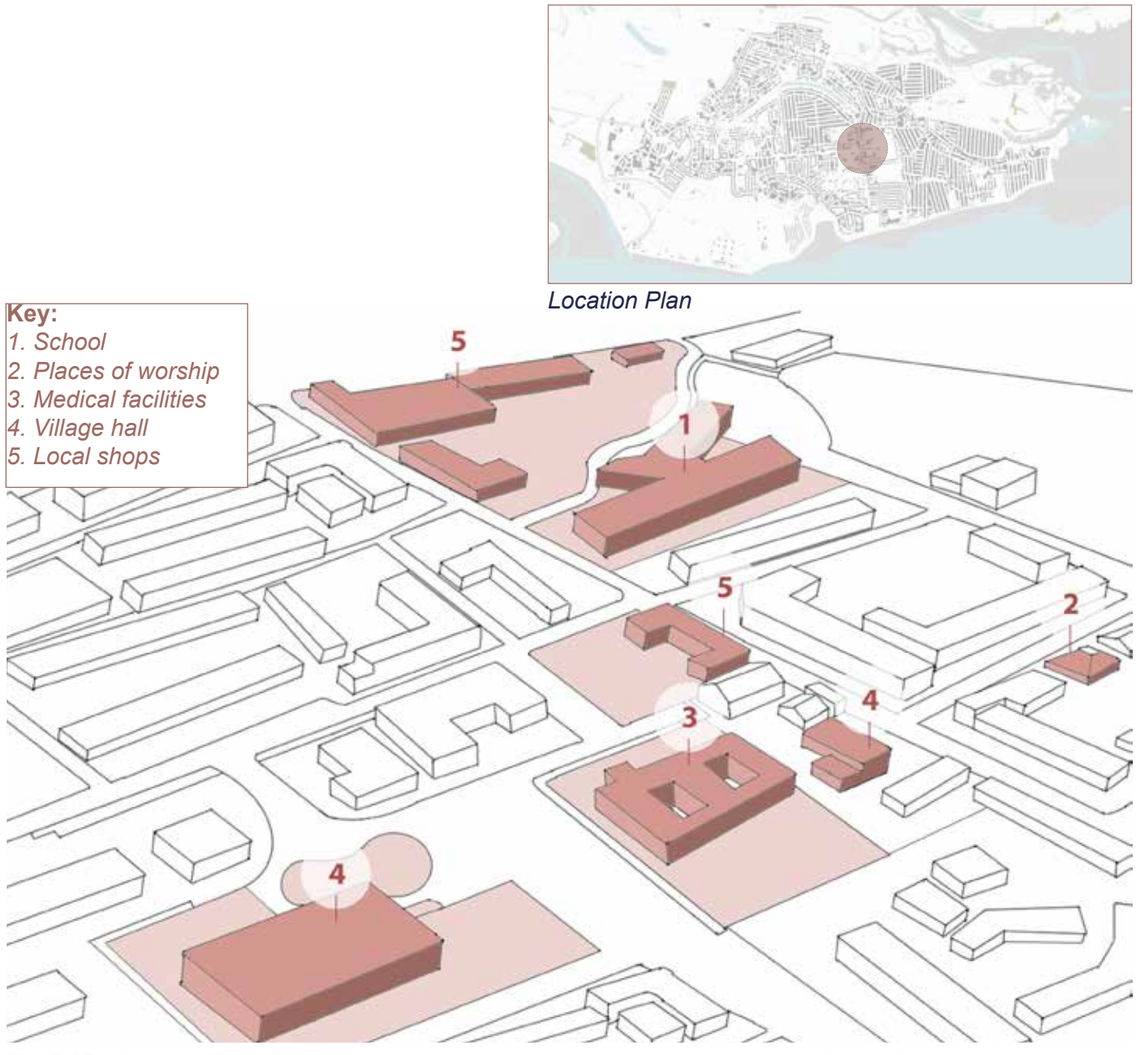


Fig 6.67 - Canvey Island Town centre - precedent for well integrated community facilities

6.3.3 Local Services

There are a number of other services that provide a vital function in supporting community life and reducing the need for travel.

U22 People **should** be able to meet most of their day-to-day needs within a walkable radius of their home.

U23 New developments **should** be located within 800m of local services.

U24 Where new developments of over 50 dwellings are beyond a 800m catchment of local services, proposals **should** incorporate a mix of uses which provide an appropriate level of local services for the scale of development.

U25 Local services **must** be designed to respond to local need. Local services **should** adhere to existing building lines and adhere to Section 5.1 - Built Form Identity principles.

6.3.4 Mix of Uses

A mix of uses involves the co-location of different types of development within a single walkable area. The correct balance of uses will help increase the amount of activity in an area throughout the day, reduce the need to travel, encourage sustainable travel and support shops and services with a critical mass of people.

U26 Within Town Centres, proposed uses **should** support activity throughout the day.

U27 Within Local Centres, proposed uses **should** ensure they do not conflict with the amenity of nearby residential properties.

U28 New developments within Town Centres and Local Centres **should** ensure that the building typologies proposed are flexible and able to adapt to meet future changes in demands and uses.

U29 New developments and proposes for new uses within the Industrial Area Type **should** ensure there is an acceptable mix of appropriate uses that create footfall and activity.

U30 With the introduction of a large footprint building for commercial or industrial use, there will likely be a greater noise impact on the local area and a subsequent need for noise reduction measures to help mitigate impacts. Applications **should** show how noise barriers and screening to create well integrated mitigation measures have been considered early on in the design of the development.

Location Plan

Fig 6.68 - Benfleet high street

6.3.5 Efficient Use of Land

Using land efficiently means getting the maximum possible benefit from a site or area, taking into account relevant constraints.

This **can** help to achieve desirable social and environmental outcomes, facilitate the efficient use of resources and infrastructure and reduce pressure on greenfield sites.

U31 For all Area Types, applicants **must** refer to the Castle Point Density and Capacity Study (2025) for the appropriate range of densities, building heights and building typologies suitable in an Area Type and/or Identity Area as relevant.

U32 In all Area Types, backland development **should** be avoided, unless it is demonstrated that it would be in keeping with the existing character of the immediate area and would not cause issues of overlooking or dominate nearby residential properties.

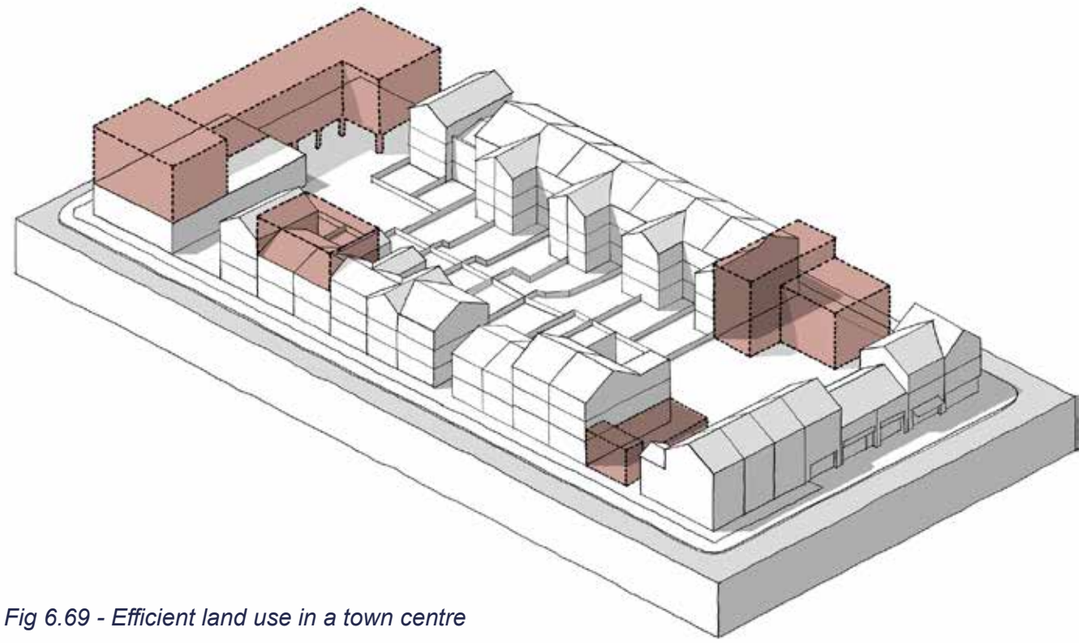


Fig 6.69 - Efficient land use in a town centre

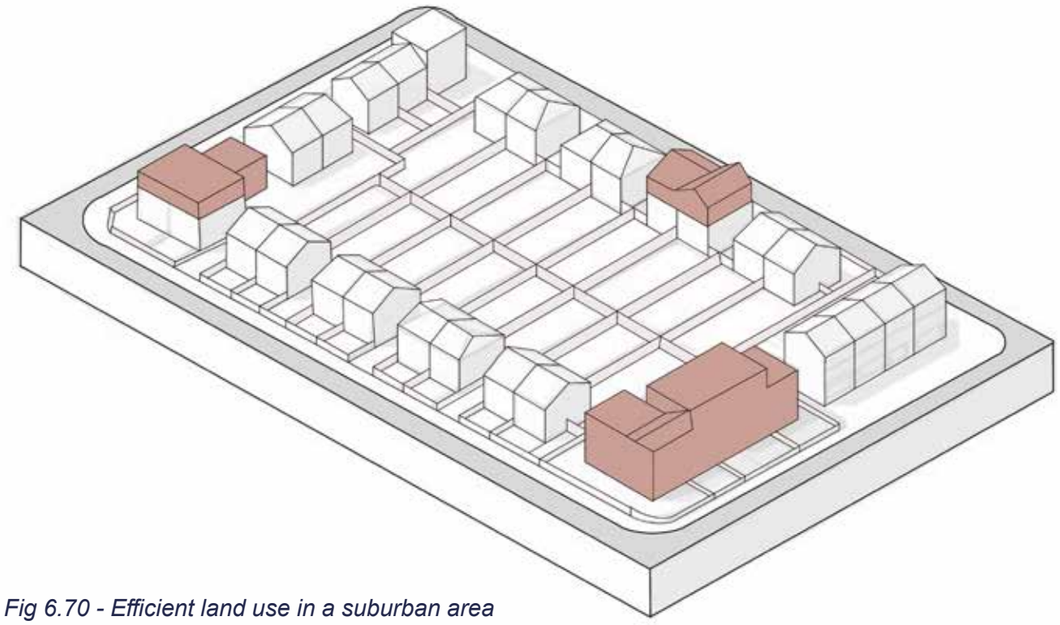


Fig 6.70 - Efficient land use in a suburban area

6.4 Homes and Buildings

Borough Wide Principle HB1

A diverse mix of tenure across the borough to meet a range of needs and ages **should** be provided, and they **must** be adequately sized, fit for purpose and adaptable.

6.4.1 Accessibility

At a national level, building regulations set out three categories of accessibility:

- M4(1): Category 1 - Visit-able dwellings
- M4(2): Category 2 - Accessible and adaptable dwellings
- M4(3): Category 3 - Wheelchair user dwellings

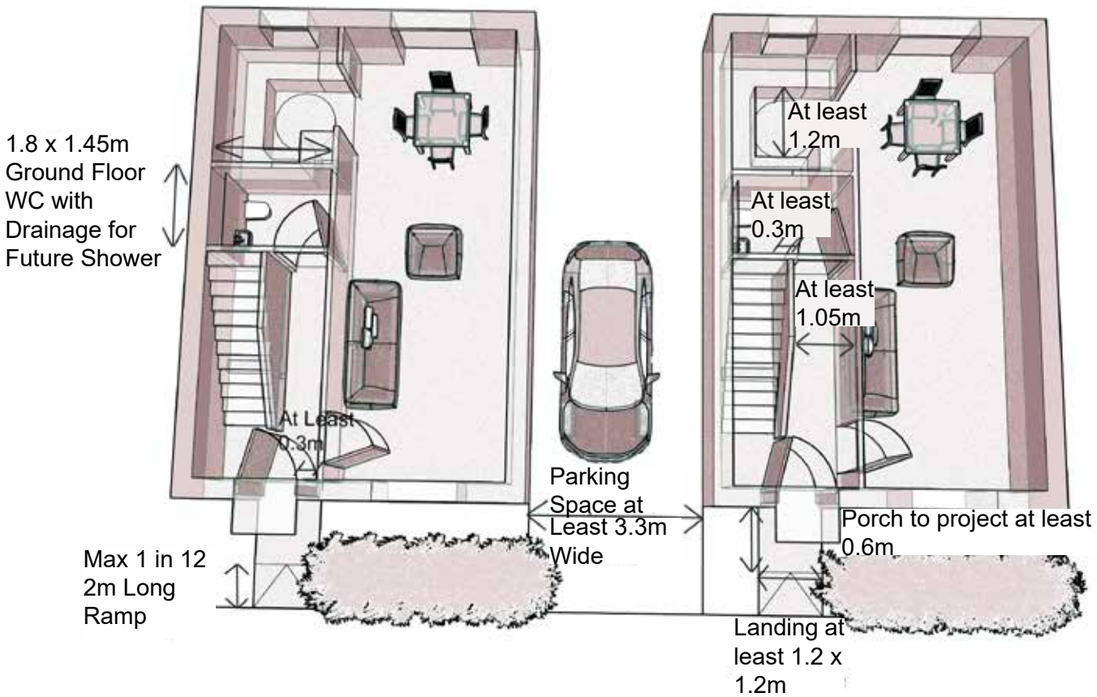


Fig 6.71 - Part M4(2) design diagram - please refer to building regulations Approved Document M (see Reference Library) for requirements for each dwelling category.

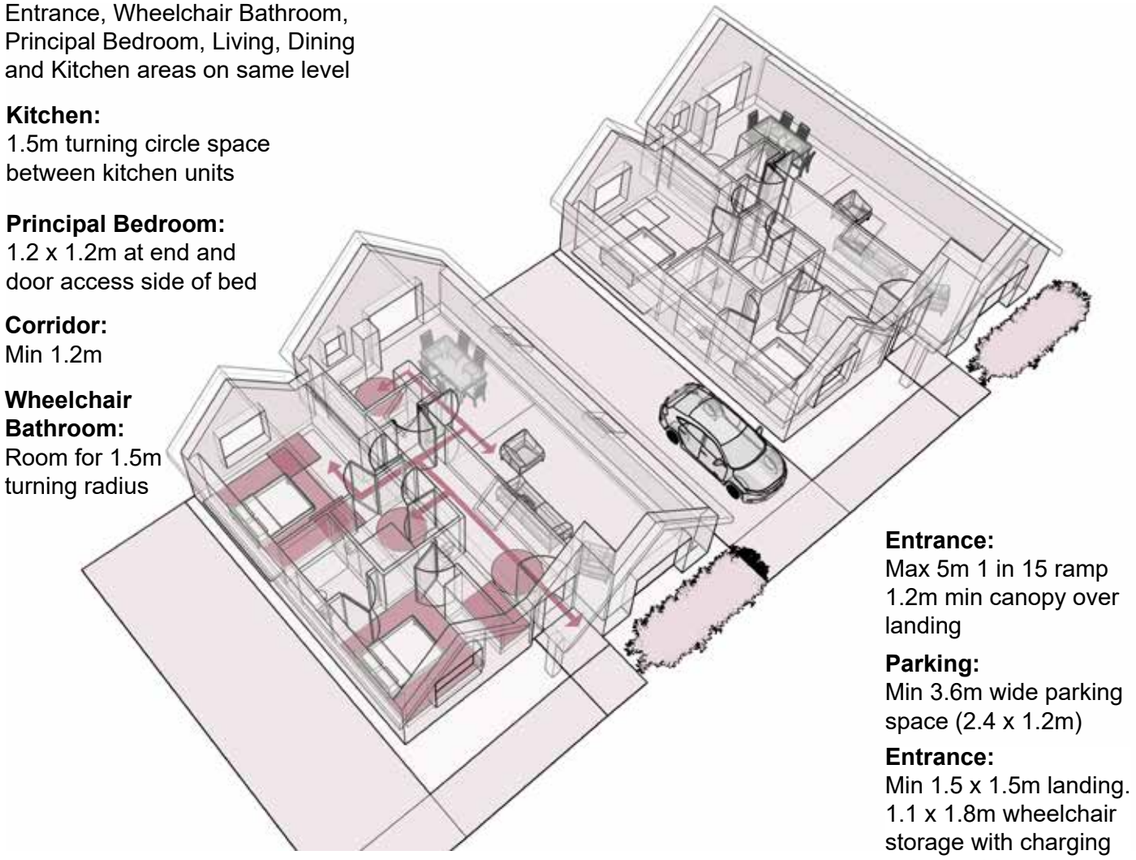


Fig 6.72 - Part M4(3) wheelchair design diagram

6.4.2 Light, Aspect and Privacy

Good quality housing achieves adequate levels of natural lighting whilst preventing overheating, good quality ventilation, privacy from overlooking, adequate amenity provision and minimal noise impact.

Where new development backs onto the rear of existing housing, existing residents are entitled to a greater degree of privacy.

HB1 All residential development **must** align with privacy and living condition standards.
New developments **should** provide a minimum back-to-back distance of 18m for 2-2.5 storey development. This **should** be increased to a minimum 25m back-to-back distance for 3 storey development and above.

Where this 25m separation is not achievable, new developments **must** incorporate additional privacy measures such as oriel windows which provide oblique views.

Where the rear elevation of a new development faces the rear elevation of an existing dwelling at an angle of more than 30 degrees, the minimum spacing **can** be reduced to 15m from the nearest corner.

Where the rear elevations of new developments face rear elevations of existing homes at an angle of 90 degrees and where there are no windows in the flank end and no problems related to overshadowing, new developments **can** reduce the offset to a minimum of 1m with suitable justification.

Upper storey flats can cause problems due to overlooking. Any rear-facing habitable room at upper levels **should** comply with privacy and overlooking standards.

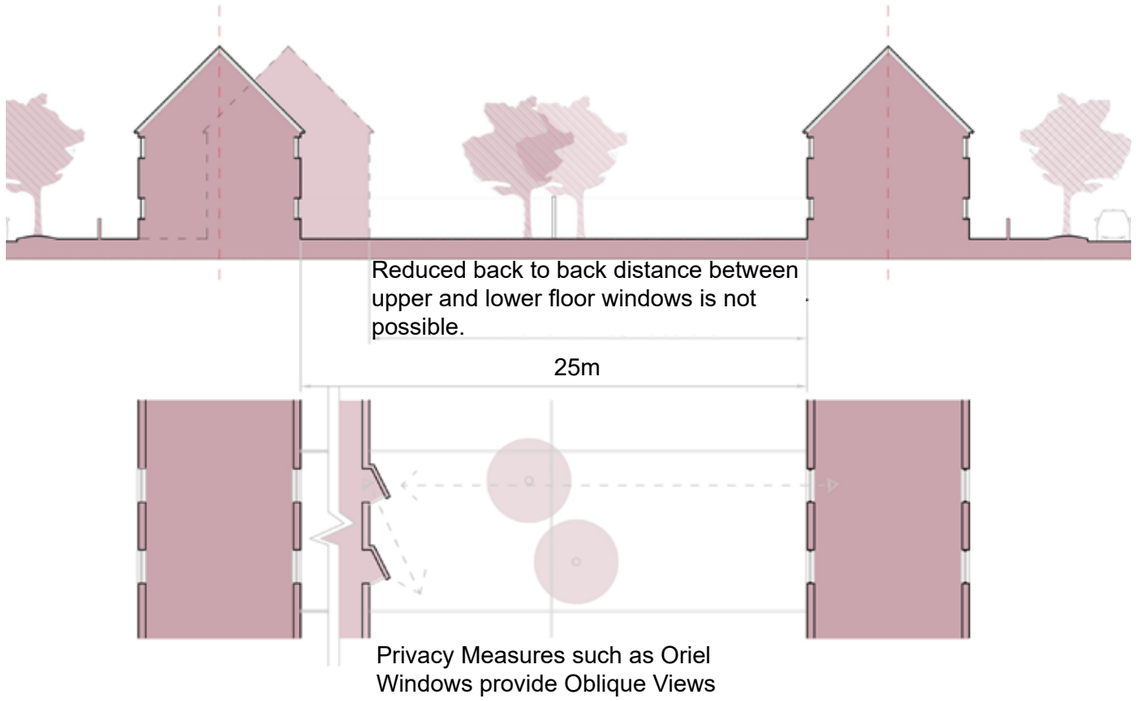


Fig 6.73 - Back-to-back privacy diagram

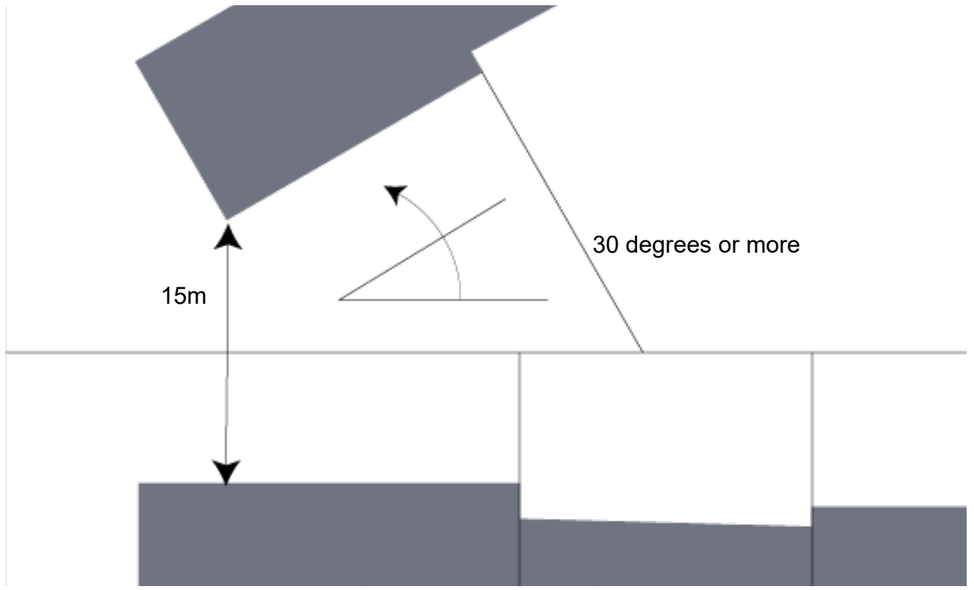


Fig 6.74 - 30 degree back-to-back spacing rule, Credit: Essex Design Guide

6.5 Resources and Lifespan

Borough Wide Principles R1-11 | L1-3

6.5.1 Energy in Use

R1 Applications **should** show how a site's potential has been optimised by considering sustainability at the start of the design process. This includes considering the site layout, sustainability of locations, and integrated green and blue infrastructure.

R2 New developments **must** follow the energy hierarchy, to reduce the need for energy through passive measures including form, orientation and fabric, use energy efficient mechanical and electrical systems and maximise renewable energy through decentralised sources.

R3 New developments **must** optimise energy and water efficiency measures through the selection of materials for thermal and solar performance, retrofitting existing buildings, water efficient appliances and fittings, construction techniques and assessing whole life costs.

R4 Residential typologies with low urban form factors such as terraces and apartments **should** be prioritised with careful design consideration shown to integrating these forms in appropriate locations. For example, development within Neighbourhood Hubs, Primary Corridors and Suburban Identity Areas will bring greater opportunities for low urban form factor typologies.

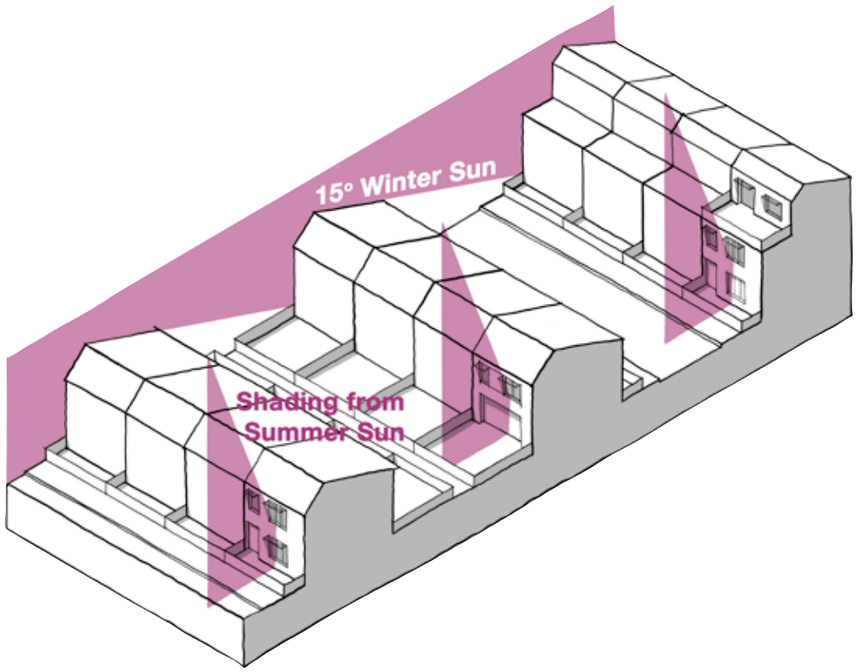


Fig 6.75 - Passive design and plot orientation model. Credit: NMDC

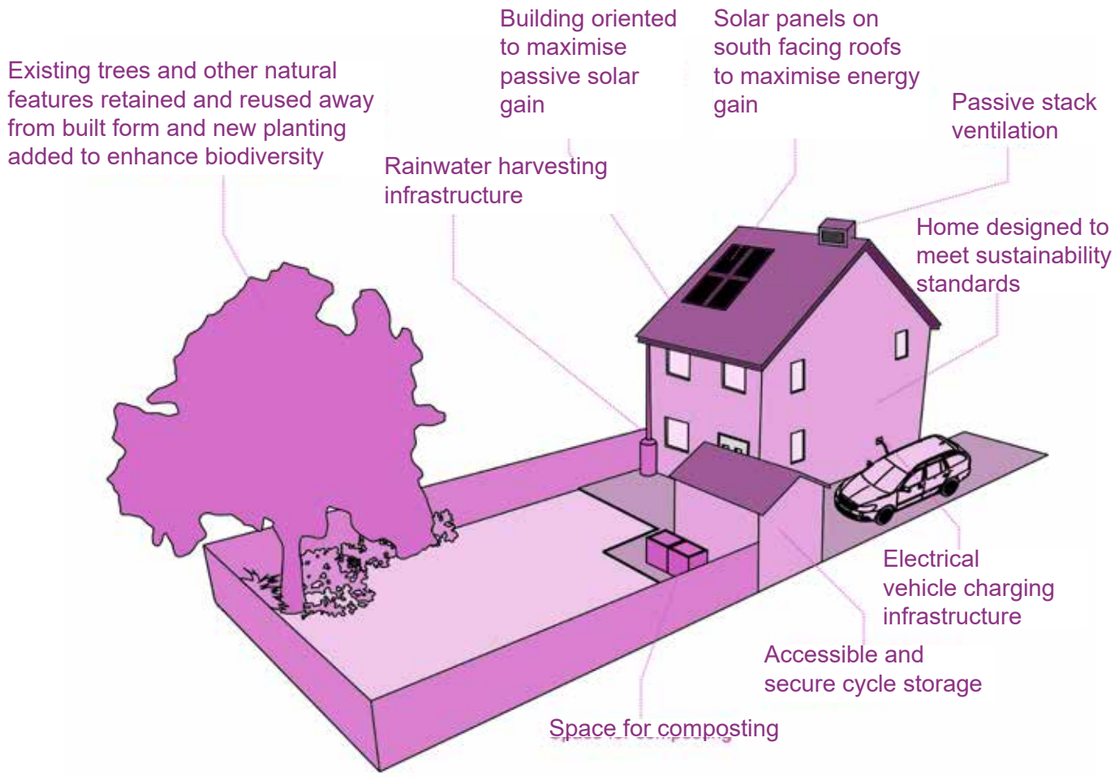


Fig 6.76 - Diagram of building energy in use

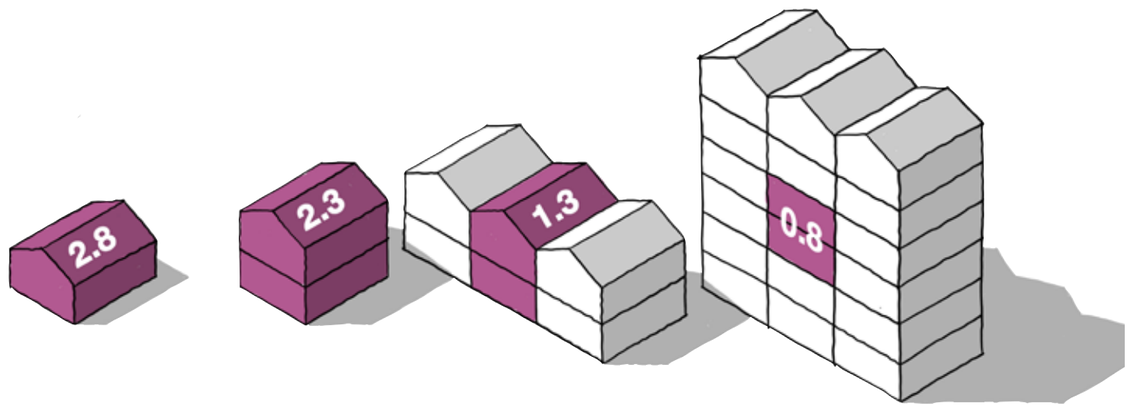


Fig 6.77 - Urban form factors. Credit: NMDC - Urban form factors

6.5.2 Construction

R5 When demolishing a building, the applicant **must** supply evidence that the existing building cannot be reused, and demonstrate efforts to reduce embodied carbon.

R6 New buildings **should** be designed to ensure adaptability over time and this includes designing for disassembly.

R7 Modular and offsite construction techniques **can** be implemented to increase efficiencies and reduce on-site building energy requirements.

R8 Waste re-use, recycling and efficient use of resources **should** be integrated into the design of buildings. Conveniently located recycling bins, compost facilities, food production and water saving measure **should** be provided to promote this.

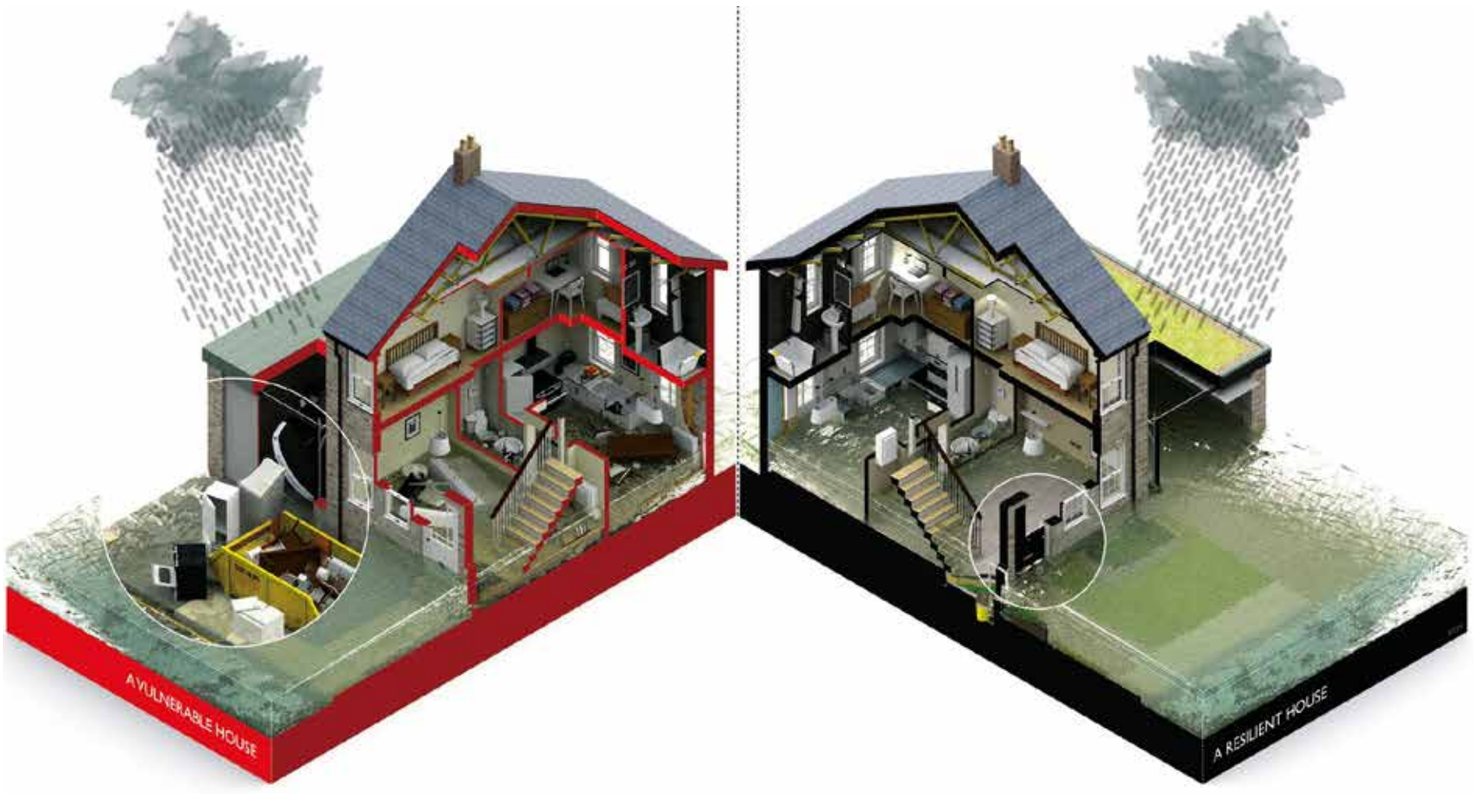


Fig 6.78 - The difference between a flood resilient house and a vulnerable house. Credit: Edward Barsley / The Environmental Studio

6.5.3 Resilience and Longevity

The impacts of climate changes are predicted to lead to more frequent and severe extreme weather events and adaptation of buildings to rising temperatures and increased risk of flooding is important. This is particularly concerning for Canvey Island due to it sitting below sea level.

R9 New buildings **must** be designed to be resilient to climate change. This **can** include managing heat with shutters and tree shading and flood resilient design techniques, such as using materials which are quicker to dry after a flood event or locating services and infrastructure above flood level.

R10 Residential buildings **should** be designed to have a lifespan of at least 100 years.

R11 Commercial buildings **must** be designed to facilitate future adaptation.

6.5.4 Lifespan

Places designed for long-term stewardship are robust and easy to look after, enable their users to establish a sense of ownership, adapt to changing needs and are well maintained.

L1 Management plans **must** demonstrate how places will be maintained long term. Management plans **must** outline the management and maintenance of public spaces, including adoptable streets and open spaces, and shared spaces where these may be jointly managed or privately managed.

L2 Management plans for new developments **can** include community or resident groups and businesses managing private spaces, adoption by a public authority, or the use of management companies.

L3 Community management of neighbourhoods **should** be encouraged as a valuable way of engendering a sense of ownership and community.

7.0 Coding Index

Coding Index

Built Form Coding

Part 5 Built Form

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Active Travel

Inclusive Streets

Junctions and Crossings

Car Parking

8.0 Glossary

Glossary

This glossary is intended to be read in conjunction with the NMDC Glossary. It provides additional terms and definitions relevant to this context, complementing the NMDC framework.

2.5 Storeys

A building height that includes two full storeys plus a partial third level, typically accommodated within the roof space. The half-storey often features dormer or roof windows and is commonly used for additional bedrooms or loft spaces.

Active Frontages

Built frontages **should** activate streets through entrances, windows and uses fronting onto the street.

Active Travel

Non-motorised and sustainable forms of transport, primarily walking and cycling. Prioritising active travel is about making walking and cycling easy, comfortable and attractive for all users, so they are seen as genuine choices for travel on local journeys. Coding for active travel is based on the user hierarchy from Manual for Streets. This sets out that in designing streets, the needs of pedestrians and cyclists **should** be considered first, then public transport, service and emergency vehicles and only then motor vehicles.

Build Outs

A raised section with kerbs built out into the carriageway to narrow it or demarcate parking. Normally contains trees, planting and / or street furniture.

Building Composition

The arrangement and articulation of a building's elements, such as form, massing, scale, materials, and rhythm to create a coherent and visually harmonious structure. It considers how individual components relate to each other and to the surrounding context, contributing to the overall character and legibility of the built environment.

Building Envelope

All of the parts of a building that separates the interior from the exterior.

Building Footprint

The area of ground covered by a building, measured at ground level and defined by the outermost edges of its external walls.

Built Frontage

The line or extent of a building's façade that directly addresses the street or public realm, contributing to the definition and enclosure of the space.

Building Lines

The defined line or boundary on a site beyond which a building cannot extend, typically set to maintain consistent street frontages, protect views, or ensure adequate space for public realm and infrastructure. Building lines help shape the urban form by guiding the placement and alignment of buildings in relation to streets and open spaces.

Building Types and Forms

The character of an area is influenced by the variety of building forms. This relates to the size and uniformity of the buildings.

Carbon Sequestration

The process of capturing and storing atmospheric carbon dioxide.

Change in Height and Plane

A deliberate variation in the vertical or horizontal alignment of a building's façade or roof line to create visual interest, articulate building form, and break down the perceived scale of larger structures.

Community Management

The management of a common resource by the people who use it through the collective action of volunteers and stakeholders

Compact Form of Development

Urban planning strategy that emphasizes building communities with higher density and a mix of uses. This approach aims to create more efficient, sustainable, and walkable places by arranging buildings and spaces closer together, in contrast to low-density suburban sprawl.

Connectivity

The effectiveness of the street network at getting people from one location to another.

Continuity of Frontage

Principle that advocates for a continuous and consistent line of building façades along a street. This design approach helps create a defined "street edge," which improves the pedestrian experience and contributes to a more cohesive and legible urban environment.

Corner Turners

Buildings or architectural elements designed to actively address and define street corners, often through features such as wrap-around façades, entrances, or articulated massing. They enhance legibility, improve wayfinding, and contribute to a cohesive and continuous built frontage by visually connecting two intersecting street elevations.

Defensible Space

The space between the street and a private dwelling to allow occupants to feel more secure in their homes.

Density

The number of dwellings per unit of a larger land area, including residential areas, roads, and open spaces. It is often used for calculating development land requirements and monitoring housing allocations.

Desire Line

An imaginary line linking between origins and destinations by the shortest and most easily navigated route.

Doorstep Play

Informal, small-scale play opportunities located immediately outside the home, typically within sight and easy reach of a front door. These spaces are designed to be safe, accessible, and welcoming for young children and their carers, encouraging spontaneous outdoor activity and fostering community interaction at the neighbourhood level.

Dwellings Per Hectare

Dwellings per hectare (DPH) is a measure of residential density that indicates the number of individual housing units, such as houses or apartments, within one hectare of land (10,000 square meters).

Embodied Energy

The energy consumed by all the processes associated with the construction of a building.

Environmental Colour Assessment

An objective process used to analyse and document the existing colours within a landscape or townscape to inform the appropriate use of colour in new developments. ECA helps ensure that buildings and materials harmonise with their surroundings, enhance local character, and reduce visual impact.

Facing Materials

The external materials applied to the visible surfaces of a building, such as walls, façades, and cladding.

Feature Buildings

Architecturally distinctive or prominently located buildings that serve as visual landmarks within the urban fabric. Often positioned at key locations such as gateways, corners, or focal points, feature buildings use enhanced design quality, scale, height, or detailing to create identity, aid wayfinding, and reinforce the character of an area.

Filtered Permeability

Filters out the car traffic through the use of bollards or landscaping on selected routes to allow only pedestrians and cyclists through.

Front to Back Relationships

The spatial and functional arrangement between the front (public-facing) and rear (private or service-oriented) parts of a building or plot. This includes the relationship between the building's primary frontage, typically addressing the street, and the rear, which may include private gardens, service areas, or secondary access.

Glossary (contd.)

Habitable Room

A room within a dwelling designed for living, sleeping, eating, or cooking purposes. This typically includes spaces such as living rooms, bedrooms, dining rooms, and kitchens (if large enough for dining), but excludes bathrooms, utility rooms, hallways, and storage areas. Habitable rooms are key to assessing daylight, ventilation, and space standards in residential design.

Habitable Room Density

A measure that calculates the number of habitable rooms per hectare of land. Some planning authorities use this to control the number of smaller dwellings in a development.

Horizontality

A design principle that emphasizes the horizontal aspects of a building or streetscape, often through the use of continuous lines, bands, or proportions that run parallel to the ground. It can enhance a sense of stability and visual coherence, and is commonly used to reinforce the character of low-rise or linear urban forms.

Incidental Spaces

Small, often unplanned or leftover areas within a development that arise between buildings, paths, or boundaries. While not originally designed for a specific function, these spaces can be enhanced to support informal social interaction, biodiversity, or play, contributing positively to the character and usability of the public realm when thoughtfully integrated.

Isolation Space

In urban design, an isolation space typically refers to an area intentionally designed to provide privacy, quietness, and separation from the hustle and bustle of public or communal spaces.

Junction Radii

Junction radii refer to the curved edge or corner radius at the point where two roads meet, essentially the curvature of the kerb line at a junction.

Landmark Buildings

Professional practice of designing outdoor areas, landmarks, and structures to achieve environmental, social-behavioural, and aesthetic outcomes. It integrates ecology, urban design, architecture, and horticulture.

Landscape Architecture

Professional practice of designing outdoor areas, landmarks, and structures to achieve environmental, social-behavioural, and aesthetic outcomes. It integrates ecology, urban design, architecture, and horticulture.

LAP - Local Area of Play

Designed for very young children (typically under 6 years), focusing on informal, spontaneous play close to home.

LEAP – Local Equipped Area for Play

Suits slightly older children (typically 4–12 years), encouraging more independent and varied play.

Legibility

The degree to which a place can be easily understood and moved through.

Low Urban Form Factors

Urban environments characterized by low building heights, low population densities, and dispersed spatial arrangements.

Movement Patterns

The daily and functional movements that are undertaken by people who live and work in an area.

NEAP – Neighbourhood Equipped Area for Play

Targets older children (8 years and up) and teenagers, providing a broad variety of play and sports facilities

Node

Focal points and may come in the form of squares, junctions or access to transport. Nodes **should** demonstrate a distinct public realm character.

Overshadowing

The effect of a building or structure casting a shadow over adjacent properties, open spaces, or windows, potentially reducing access to natural daylight and sunlight.

Passive Design

A design approach that maximises the use of natural environmental conditions, such as sunlight, shade, ventilation, and thermal mass, to maintain comfortable indoor temperatures and reduce the need for mechanical heating, cooling, and lighting.

Passive Surveillance

The natural observation of public or semi-public spaces by people going about their daily activities, such as residents looking out from windows or pedestrians passing by. It enhances safety and security by increasing visibility and informal monitoring, and is supported through design features like active frontages, overlooking windows, and well-used entrances facing the street.

Pocket Parks

Small-scale public green spaces, typically less than 0.4 hectares, often created on underused or leftover urban land.

Setbacks

The minimum required distance between a building and a property boundary, street, or another structure, as defined by planning or design regulations.

Shared Surfaces

A surface which may be used for vehicles, pedestrians and cyclists equally.

Shared-use paths

A shared-use path (or multi-use path) is a dedicated outdoor route for pedestrians, cyclists, joggers, and users of mobility devices, physically separated from roads, requiring all users to share space responsibly and be mindful of others.

Solid to Void Ratio

The proportional relationship between solid elements (such as walls or opaque surfaces) and voids (such as windows, doors, or openings) on a building façade.

Streetscape

The collective appearance of all buildings, footpaths, gardens and landscaping along a street. The streetscape is the visual identity of the neighbourhood.

Subsidiary Forms

A secondary or supporting element of a building that is visually and functionally subordinate to the main structure.

Urban Form factor

A quantitative or qualitative measure used to describe the physical configuration and spatial characteristics of urban development. It typically refers to the relationship between built form elements, such as building height, footprint, density, and spacing, and their arrangement within a given area.

Verticality

Design emphasis on height and upward elements that visually and spatially connect buildings to the skyline, often enhancing legibility, hierarchy, and urban character.

Vista

A long, directed view or visual corridor, often framed by buildings, trees, or landscape features, that draws the eye toward a focal point such as a landmark, monument, or natural feature.

Wayfinding

The ability to navigate and orientate yourself through an area.

9.0 References

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https://www.gov.uk/government/publications/national-design-guide

National Model Design Code
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https://www.castlepoint.gov.uk/download/castle-point-plan-regulation-19-consultation-july-2025.pdf?ver=15053&doc=docm93jijm4n8975.pdf

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South Benfleet Conservation Area Design Code (Castle Point Borough Council & Place Services, 2024)

Hadleigh Town Centre Shopfont Design Guide (March 2025) - https://www.castlepoint.gov.uk/documents/d/guest/design-guide

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https://en.wikipedia.org/wiki/South_Benfleet

Built Form / Identity
Technical housing standards – nationally described space standard - GOV.UK
https://www.essexdesignguide.co.uk/design-details/architectural-details/

Movement
A Better Connected Essex, Essex Transport Strategy (Essex County Council, July 2025)

Summary of Castle Point cycling and walking plans (LCWIPs) (Essex County Council, July 2025)

Essex Transport Strategy, Implementation Plan: South Essex (Essex County Council, July 2025) - https://consultations.essex.gov.uk/essex-highways/better-connected-essex/user_uploads/south-essex-implementation-plan.pdf

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10.0 Appendices

Appendix A - Density and Capacity Study Overview

In partnership with this Design Code, The Castle Point Capacity and Density Study (CPCDS) (2025) **should** guide forthcoming proposals, setting out the appropriate density ranges for each Area Type and Identity Area balanced with other contextually specific design considerations.

The CPCDS sets out a number of density bands - see Figure A.2. These density bands were used to assess Tissue Studies and apply density uplifts to site allocations in the CPCDS. This study together with the Castle Point Context (Part 2.0), Area Type (Part 3.0) and Identity Area (Part 4.0) baseline analysis for this Design Code concludes the following residential density bands are appropriate and achievable for each Area Type and Identity Area:

Sr No.	Area Type	Existing Density Band	Density Uplift Band	
AT.1	Town Centre	Band 6	Band 9 - 11	150 - 280 Dph
AT.2	Suburban	Band 3	Band 4	40 - 50 Dph
AT.3	Rural	Band 1	Band 1	0 - 20 Dph
AT.4	Industrial	N/a	N/a	N/a

Sr No.	Identity Area	Existing Density Band	Density Uplift Band	
IA.1	Neighbourhood Hub	Band 6	Band 7 - 11	100 - 280 Dph
IA.2	Primary Corridor	Band 5	Band 7 - 8	100 - 150 Dph
IA.3	Suburban Corridor	Band 3	Band 5 - 8	50 - 150 Dph
IA.4	Western Edge	Band 2	Band 5	50 - 70 Dph
IA.5	Estuary Edge	Band 5	Band 6 - 8	70 - 150 Dph
IA.6	Natural Edge	Band 2	Band 5	50 - 70 Dph
IA.7	Thundersley Plotlands	Band 1	Band 2	20 - 30 Dph
IA.8	Incidental Plotlands	Band 1	Band 2	20 - 30 Dph
IA.9	Waters Edge	Band 3	Band 4	40 - 50 Dph
IA.10	Canvey Seafront	Band 5	Band 6	70 - 100 Dph

Fig A.1 - CPCDS Density bands applied to Area Types and Identity Areas

Density Band	Dwellings per Hectare (Dph)	
Band 1	0 - 20	Dph
Band 2	20 - 30	Dph
Band 3	30 - 40	Dph
Band 4	40 - 50	Dph
Band 5	50 - 70	Dph
Band 6	70 - 100	Dph
Band 7	100 - 125	Dph
Band 8	125 - 150	Dph
Band 9	150 - 200	Dph
Band 10	200 - 250	Dph
Band 11	250 - 280	Dph

Fig A.2 - CPCDS Density Banding

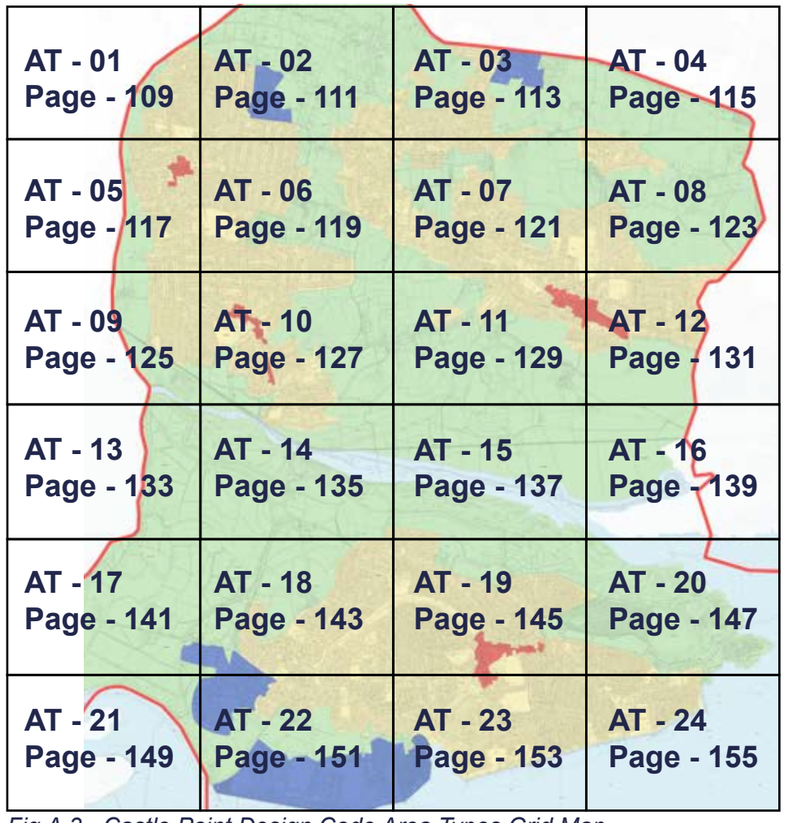
Appendix B - Area Types and Identity Area Grid Maps

The following grid map extracts of the Area Type and Identity Area plans are intended to enable site locations to be more accurately identified and the relevant Area Type and Identity Area(s) to be agreed for each site. Applicants **should** locate the broad location of a site using the below overview maps for Castle Point, then refer to the enlarged maps provided at the referenced page to confirm the relevant coding designations. Identity Areas are shown as indicative boundaries in these grid maps to allow sites to be considered on a case-by-case basis.

If a site falls within multiple Area Types or Identity Areas, or is near but not directly within an Area Type or Identity Area, this **should** be reviewed and the appropriate area designations agreed between the applicant and case officer upfront in the application process. Each site **must** be considered on a case-by-case basis, and early engagement with the LPA is strongly encouraged to ensure alignment with this Design Code.

It is acknowledged that future growth and development over the plan period may impact on and evolve parts of the mapped Area Types and Identity Areas and significant changes that impact on prospective development **should** be considered on a case-by-case basis, with updates to be considered to the Area Type and Identity Area mapping over time to ensure it remains up to date with growth and development within Castle Point.

Castle Point Area Types Grid Map



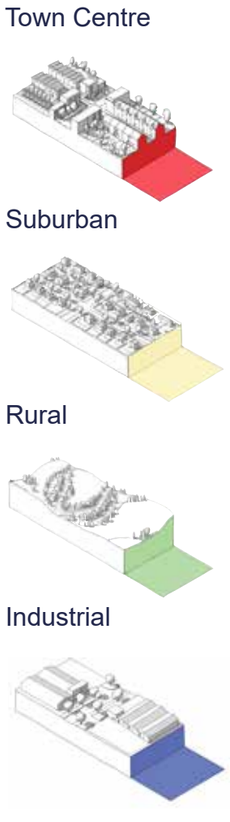


Fig A.3 - Castle Point Design Code Area Types Grid Map

Castle Point Identity Areas Grid Map

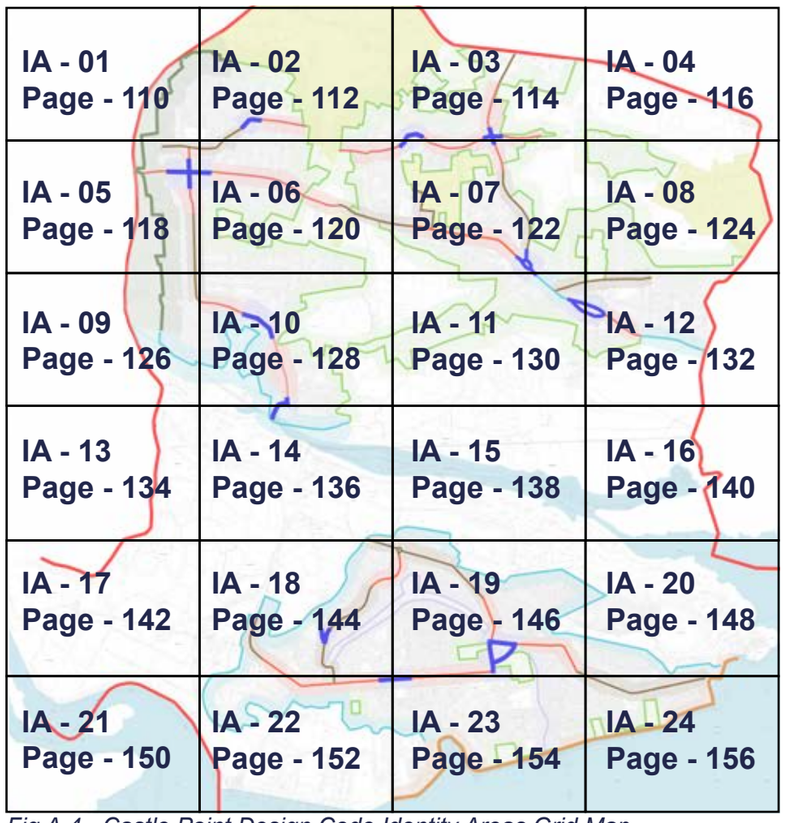


Fig A.4 - Castle Point Design Code Identity Areas Grid Map

Castle Point
BOROUGH COUNCIL

PLACE
SERVICES