

# Castle Point Density & Capacity Study





Prepared by

Document owner	Organisation role
Alison Wheatley	Senior Urban Designer

Control

Revision	Date	Author	Checked by
A	30.06.25	Alison Wheatley	Colette Portway
B	08.07.25	Alison Wheatley	Colette Portway Jason Yates
C	09.07.25	Alison Wheatley	Colette Portway Jason Yates
D	23.07.25	Alison Wheatley	Colette Portway Sam Williams
E	25.07.25	Alison Wheatley	Alison Wheatley
F	28.07.25	Alison Wheatley	Colette Portway

This report was prepared by Place Services on behalf of Castle Point Borough Council.

Place Services  
Essex County Council  
County Hall  
Chelmsford  
Essex  
CM1 1QH

Tel: 0333 013 6840  
Email: [enquiries@placeservices.co.uk](mailto:enquiries@placeservices.co.uk)



# Contents

<b>1. Introduction</b>	<b>4</b>
<b>2. Methodology</b>	<b>7</b>
<b>3. The Sites</b>	<b>10</b>
<b>3.1 Neighbourhood Hub Sites</b>	<b>13</b>
C1 - Canvey Town Centre	14
B1 - South Benfleet Town Centre	23
B2 - Tarpots Town Centre	27
B3 - Former Furniture Kingdom site	32
B6 - 159-169 Church Road, Benfleet	36
Had1 - Hadleigh Town Centre	40
<b>3.2 Primary Corridor Sites</b>	<b>45</b>
C10A - Admiral Jellico	46
C10B - Land Rear of North Avenue	50
C10D - Former Council Offices/ Outpatients Centre, Long Rd	53
B5 - Canvey Supply, London Rd, Benfleet	56
B7C - 312-320 London Rd (Queen Bee's)	60
B8 - Manor Trading Estate	63
Had3 - Hadleigh Clinic	67
Thun3A - Thundersley Clinic	70
Thun3B - Thames Loose Leaf	73
<b>3.3 Suburban Corridor</b>	<b>76</b>
C9 - Land at the Point, Canvey Island	77
C10C - Essex Coach Works	80
C10E - Corner of Little Gypps Road & Willow Close	84
Had4 - Land south of Scrub Lane	87
Thun2 - Kiln Road Campus	91
<b>3.4 Estuary Edge</b>	<b>96</b>
C4 - West Canvey	97
B7A - Richmond Avenue Car Park	102
<b>3.5 Natural Edge</b>	<b>105</b>
B7B - Land Adjacent Villa Park, Tamarisk	106
<b>3.6 Canvey Seafront</b>	<b>109</b>
C10F - Ozonia Gardens	110
C10G - Land between Station Rd & Seaview Rd	114
<b>4. Summary</b>	<b>117</b>
<b>Appendices</b>	<b>121</b>
A. Tissue Studies	122
B. Data References	145



# 1.0 Introduction





# 1. Introduction

## The purpose of this guidance

Castle Point Borough Council’s (CPBC) draft Castle Point Plan sets out the long-term planning and land use policies for the area. A series of local plan consultations have taken place, an issues identification set of engagements to inform the Initial Engagement Outcomes Report in 2023 and an Issues and Options (Regulation 18) consultation in 2024. The next stage will include a further round of public consultation known as Regulation 19 (Publication), with adoption aimed for September 2026.

Place Services have been asked to undertake a density and capacity assessment for CPBC on a selection of sites to support the formulation of the Regulation 19 Submission draft Castle Point Plan. This work has been split into 4 stages: Background Research, Site Opportunities and Constraints Analysis, Urban Design Principles Setting and Indicative Capacity Assessment, and Justification Analysis. The information collated for each site informs this report and supports the evidence base for the emerging Castle Point Plan.

The purpose of the density and capacity studies is to Determine each site’s constraints and opportunities to inform highlevel urban design principles, used to then justify reasonable assumptions about each site’s potential capacity. Development opportunities identified through the studies should be viewed as a starting position based on current information and will likely evolve as a result of further work with stakeholders and consultees as sites proceed through the development process.

The current adopted Castle Point Local Plan consists of a number of saved policies from the 2007 Schedule 8 direction. The saved policies from this directive are to be read in context with the National Planning Policy Framework (NPPF) with the policies relating most closely with the NPPF to be given greater weight. These plans will continue to be used in determining planning applications and guiding investment decisions by both the public and the private sectors for development until the adoption of the Castle Point Plan, scheduled for adoption September 2026.

The consultations for the new Local Plan and the evidence base collected to support the preparation of the Castle Point Plan has informed this study.

### Planning Policy Summary

#### Policy Background – National

The national and local policy which has informed this assessment is outlined below. This assessment aims to analyse the urban design opportunities in response to the latest policy and best practice guidance, aligned with the Council’s new housing delivery targets.

#### The National Planning Policy Framework (NPPF, 2024)

The NPPF sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Chapter 12 sets out the expectations for achieving well-designed places. It states that Local Plans should set out a clear design vision and expectations including design principles in line with the National Design Guide (NDG) and National Model Design Code (NMDC). This can be achieved at a site-specific scale and is set out in this document.

Paragraph 135 of the NPPF is particularly relevant and states that: “Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential for the site accommodate and sustain an appropriate amount and mix of development (including green and other public space) ad support local facilities and transport networks; and
- f) create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

#### National Design Guide, 2019

The NDG, together with the NMDC and Guidance Notes for Design Codes, illustrate how well-designed places that are attractive, contextualised, healthy, green, and resilient can be achieved in practice. The NDG provides guidance themed under 10 characteristics: Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes & Buildings, Resources, and Lifespan. An update to the NDG and NMDC is expected imminently, with the government having committed to updates in Spring 2025.



Figure 1 - 10 Characteristics of Well-Designed Places (NDG Extract)

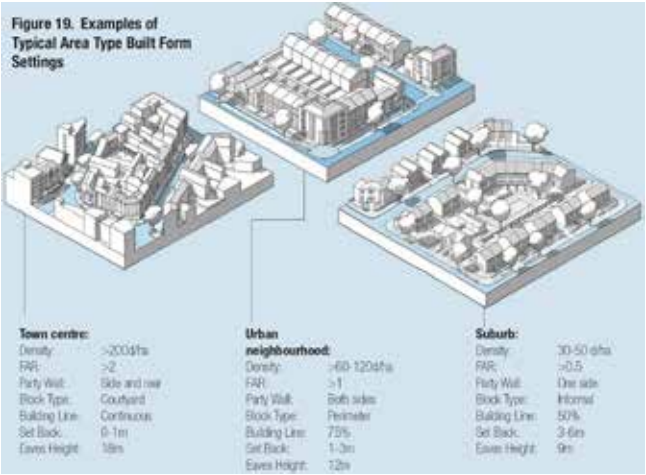


Figure 2 - Examples of typical area type built form settings (Figure 19 NMDC)

### Policy Background – Local

#### Emerging Castle Point Plan

The Castle Point Plan will establish the strategic policies and proposals for how the borough will develop by 2043. The Issues and Options document sets out the key issues facing the borough. This was published in July 2024 for public consultation along with the following associated documents:

- Sustainability Appraisal and Strategic Environmental Assessment Scoping Report and Initial Assessment of Strategic Options 2024
- Sustainability Appraisal Scoping Report Annex A Plans and Programmes 2024
- Sustainability Appraisal Scoping Report Annex B Baseline Information 2024
- Habitats Regulations Assessment Scoping Report 2024
- Equality Impact Assessment Scoping Report 2024
- South Benfleet Conservation Area Character Appraisal Management Plan 2024
- South Benfleet Design Code 2024

In July 2024 the following documents were further published as General Evidence Documents:

- Review of Economic Impact of Tourism, Castle Point Borough 2022
- Economic Sites Review 2024
- Local Wildlife Site Review 2023
- Local Wildlife Site Register 2023
- Hot Food Takeaways Briefing Note ECC
- Open Space Assessment Executive Summary 2023
- Open Space Assessment 2023
- Open Space Assessment 2023 Storymap
- Infrastructure Delivery Plan Baseline Review 2024
- Transport Assessment Scoping Report 2024
- Development Options Technical Paper 2024
- Local List of Heritage Assets 2024

The Castle Point Plan (Regulation 18) Consultation Statement was published April 2025. This Consultation Statement will be updated following representations on the Proposed Submission Local Plan (Reg. 20 consultation). It will be one of the documents to be submitted to the Secretary of State along with the Castle Point Plan for independent examination. Following the Issues and Options Consultation, the Plan has been reviewed and updated, and further evidence prepared. The next stage will include a further round of public consultation known as Regulation 19 (Publication).



Canvey Town Centre Masterplan (SPD) (2010)

The Masterplan for Canvey Town Centre, adopted as an SPD in 2012, was prepared by the Castle Point Regeneration Partnership and sets out a framework for the future of the town centre, with a vision and concept, analysis of place and spaces, movement, sustainability and a delivery and implementation plan.

The masterplan establishes the following criteria which have informed the justification analysis and capacity assessments for sites in this location. Three destination areas are envisaged for Canvey Town Centre: the Retail Core, the Lake, and Paddocks Quadrant.

Scale and massing principles overall include:

- Building heights should generally not exceed three-storeys (Retail Core some exceptions)
- Scale of Furtherwick Road protected by retaining the majority of existing buildings and ensuring consistency between the scale of old and new buildings

Scale and massing principles for the Retail Core include:

- Generally, three-storeys with exceptions where there is an aspiration for residential units wrapping around the retail units and potential for mixed uses above the superstore
- Larger scale development to create active and well-defined central shopping area
- Critical mass of units to be added to an open street leading from Knightswick Centre through to Folksville Road

Scale and massing principles for the Lake include:

- Buildings should be no more than three-storeys in height to integrate with the existing built form

Scale and massing principles for Paddocks Quadrant include:

- Buildings should be no more than two-storeys in height and integrated with surrounding built form
- The Paddocks should be replaced with a building of a similar size to the existing

Hadleigh Town Centre Masterplan (2011)

The Masterplan for Hadleigh Town Centre was prepared by the Castle Point Regeneration Partnership and sets out a framework for future development and change for Hadleigh town centre. It was prepared to inform the public, potential investors and stakeholders interested in the future development of the town centre, with a Part 1 baseline analysis and Part 2 vision and draft masterplan. The masterplan identified projects for completion ahead of the 2012 Olympics, with Hadleigh Farm hosting the London 2012 Olympic mountain bike events. The masterplan also took a longer view, with the aim of creating a lasting legacy from its role as a major sporting venue.

The masterplan references the Urban Places Supplement to support its aspiration for ‘higher density, more compact development within existing urban centres’ (p.21). The masterplan also references Core Strategy Policy CP3 which encourages higher density development in town centres, with the A13 Passenger Transport Corridor improvements identified as a facilitator for growth in the town centre. The masterplan sets out opportunities for 2-4 storeys of residential development above ground floor shops/mixed uses to achieve this aspiration for a higher density, compact centre across the ‘Top Ten’ projects identified as part of the baseline analysis work.

Essex Vehicle Parking Standards (2009)

CPBC adopted the 2009 Essex County Council (ECC) Vehicle Parking Standards in 2010. The 2024 updates to the ECC Parking Guidance are yet to be adopted by CPBC. The purpose of the standards are to ensure parking requirements are integrated successfully and effectively into new developments.

Residential Design Guidance SPD (2012)

As an update to Appendix 12 of the CPBC Adopted Local Plan 1998, the Residential Design Guidance was adopted as an SPD in 2013 to inform decisions on all residential planning applications. This updated the Local Plan’s guidance to reflect up to date national guidance and best practice on design matters.

Urban Places Supplement Adoption Statement SPD (2007)

Building on the Essex Design Guide, the Urban Places Supplement was published to help deliver a consistently higher standard of environmentally and contextually sensitive design. The Supplement focuses on intensive urban development and provides additional guidance on minimum and maximum housing densities relative to specific locations, introduced a new method to better understand and assess local context and aimed to complement Local Development Frameworks, local plan policies and core strategies which has helped inform the basis for this density and capacity study.



Figure 3 Canvey Town Centre Masterplan (SPD) (2010)



Figure 4 Hadleigh Town Centre Masterplan (2011)



## 2.0 Methodology





## 2. Methodology

### Stage 1: Background Research

For each site, a desktop review was undertaken of all relevant policy documents, guidance and adopted supplementary guidance to provide a baseline policy position for each site. This was then used to inform the density and capacity studies subsequently undertaken.

The basis for each review is the National and Local Policy guidance as summarised above. At this stage we also reviewed the planning history and any relevant previous applications as further background to the site studies. Site visits were undertaken, giving us the opportunity to take photographs of the sites and their settings, to further inform the opportunities and constraints analysis in Stage 2.

The final step as part of establishing a baseline for the opportunities and constraints analysis was undertaking a series of local tissue studies across the Identity Areas established by the emerging Castle Point Design Code. In addition to the selection of local sites which collectively informed our understanding of the average density ranges across the borough, we also collated precedents of higher density apartment and mixed use developments from further afield to support the council's aims to intensify densities in the most sustainable and connected locations – focusing primarily on the Neighbourhood Hubs and Primary Corridor Identity Areas.

The following stages of the study utilised the emerging Castle Point Design Code, and in particular the relevant Identity Area (IA) coding, to help understand the local context, inform the opportunities and constraints analysis (Stage 2) and the potential for density intensification considered as part of the justification analysis (Stage 3). The Design Code IA's have been used to group the site's as part of this study, given their underlying role in informing the baseline analysis, tissue study analysis and density uplift assumptions as set out in further detail under each stage below. To note, no sites were put forward as part of this study within the Western Edge, Rural or Waters Edge Identity Areas.

### Stage 2: Opportunities and Constraints Analysis

An assessment of the context, access, movement, layout, built environment and landscape features of each site was undertaken as part of Stage 2. This has been presented in two forms, an Opportunities and Constraints Plan and a Net Developable Area (NDA) Plan. The opportunities and constraints illustrate the high-level development parameters for each site as understood from publicly available information sources and data provided by Castle Point mapping records. Any future development should respond to these constraints and the high level design opportunities identified.

Larger sites have been broken down into a selection of sample sub sites - by taking samples within a larger site we are able to look at opportunities and constraints in more detail, relating individual design features to high density reference tissue studies.

The sub sites have been informed by the emerging Castle Point Plan (Regulation 19) site allocations, as set out further in the justification analysis stage. Additional sub sites have been considered where additional development potential has been identified in the larger town centre sites.

From the parameters established by the opportunities and constraints analysis, an NDA has been prepared. This has been used to inform the capacity justification for each site and calculate a density range for each site, considering the potential for intensification linked to the background tissue studies and design coding for each identity area (Stage 1).

The methodology for B8 – Manor Trading Estate site varies given the retention of the current industrial and commercial uses on site, with development potential focusing on infill and densification opportunities only. Stage 2 therefore focused on creating a high level framework, with Stage 3 and Stage 4 adjusted to consider the broad densities achievable across zones of development rather than assuming an NDA area.

### Stage 3: Justification Analysis and Urban Design Principle Setting

A Justification Analysis table has been developed for each site and provides a summary of the analysis and design parameters to be considered, collating findings from both Stage 1 and 2.

The table further identifies key urban design principles for each site, which has further informed the capacity and density assumptions calculated (Stage 4). These urban design principles are to inform the development criteria for any future development proposal for each site.

The following overarching approach has informed the site specific principles included in the site analysis tables:

- careful consideration of the site constraints;
- retention of existing green infrastructure i.e. trees and hedgerows as site boundary or nodal features;
- retention of existing built form where relevant;
- green links for habitat connections;
- integrated green and blue infrastructure;
- integrated active travel and public transport connections;
- active frontages to streets and public open space;
- fronts on fronts, backs onto backs;
- respond to existing topography i.e. sustainable drainage basins at the lowest point of a site;

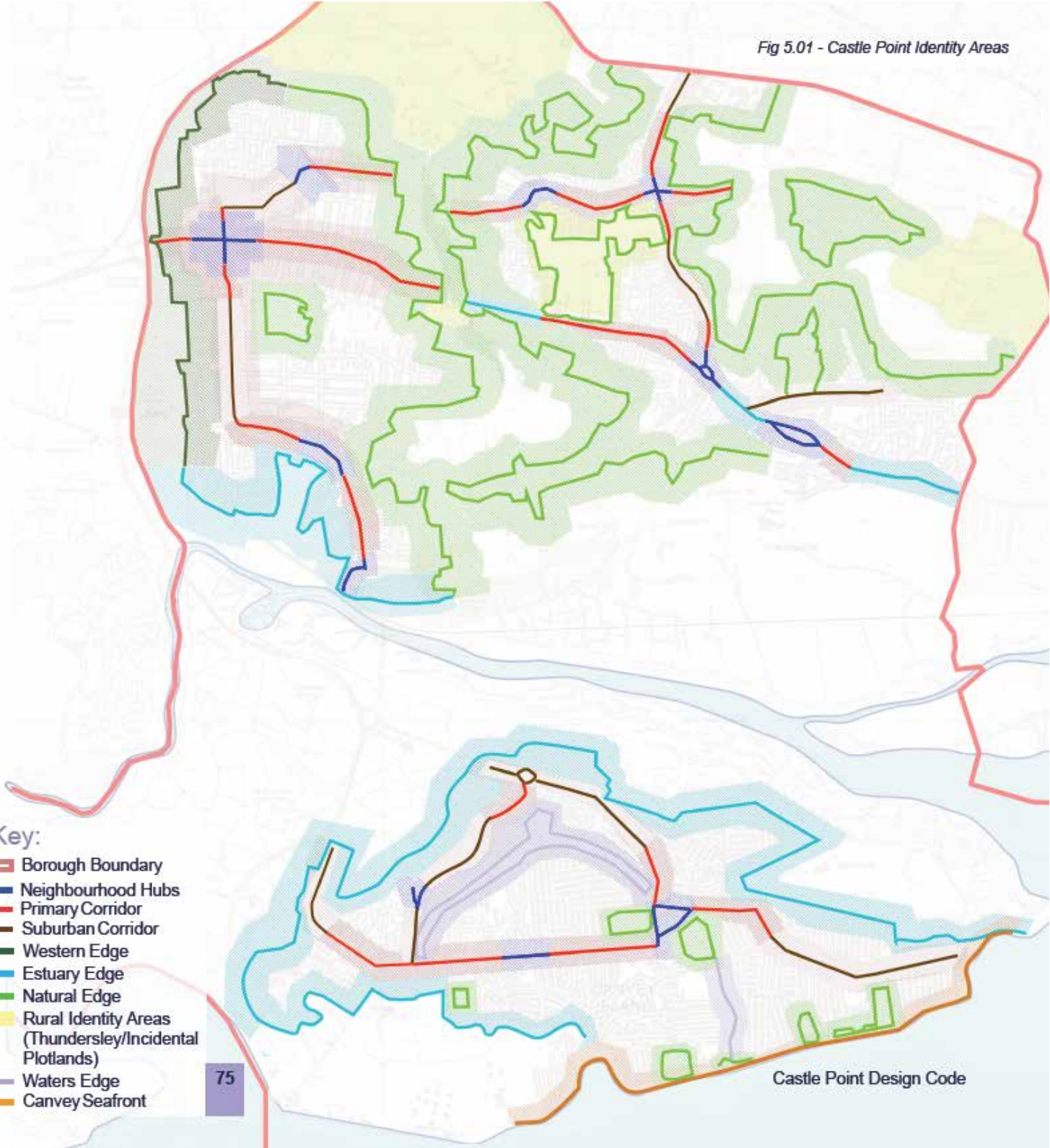


Figure 5 Extract of the Identity Area Mapping from the emerging Castle Point Design Code(2025)



- buffer noise and light sources i.e. roads and railways;
- context led density;
- sensitive approach to built heritage and existing settings; and
- respond to key views and vistas.

These principles have been tailored to each site to provide key development objectives and build upon the parameters established from Stage 1 and 2. These have then been applied to the Stage 4 Indicative Capacity Assessment.

Stage 4: Indicative Capacity Assessment

Following on from Stages 1-3 an Indicative Capacity Assessment has been prepared for each site. This has been presented as a density band, providing a higher and lower density target based on the analysis and tissue studies undertaken. The lower density limit provides for considerations such as potential for ground floor commercial uses, and a greater proportion of larger dwelling typologies. The higher density range provides by contrast for a greater proportion of 1-2-bed dwellings and apartments. Parking provision is to be considered as part of the NDA, with parking requirements to be integrated into higher density schemes appropriately and potentially with a lower requirement to be considered at the detail design stage for the most sustainably and well connected sites. The higher density apartment precedent studies included from outside the borough provide examples of how the higher density ranges can be achieved with innovative solutions to parking integrated into the schemes.

The local tissue studies have been included in Appendix A. These have been used to calculate average densities for each Identity Area (IA), as established by the emerging Castle Point Design Code. By counting the number of dwellings in each tissue study area we have been able to calculate the existing dwellings per hectare (dph) figure for each IA, averaged across a set of sites selected across each IA, we have then considered if an uplift in density is appropriate based on the IA's character, sustainability of the location and level of connectivity as informed by the Essex Parking Guidance GIS mapping. The density assumptions for each site in relation to the relevant IA and tissue study findings are set out in the Indicative Capacity Assessment and wider Justification Table. The appropriate level of density uplift and density range established from this is then applied to the NDA calculated for each site. The capacity assessments represent a high-level assessment of development capacities and aim to provide a context specific approach to delivering an uplift in density to support the council's aspirations to intensify development within existing settlement boundaries.

Where the density range intends to dramatically intensify the density compared to the local area, as understood from the local tissue studies (Appendix A), wider precedents have

been prepared to demonstrate how a significant uplift in density can be accommodated. Significant uplifts in density have been focused on sites in the highest connectivity areas, based on the recent Essex Parking Guidance (2024) GIS mapping. These have further been focused on the IA's most suited to an increase in density, prioritising a marked uplift in density within Neighbourhood Hubs and along Primary Corridors.

The Place Services methodology for calculating the overall number of dwellings and/or density for each site, except where opportunities and constraints suggest a more appropriate capacity and/or density, was as follows:

- For each IA an average current density has been established through local Tissue Studies (Appendix A)
- A density band uplift for each IA has been assumed in response to the character and potential for growth as set out in the Castle Point Design Code as well as the IA's connectivity, as informed by GIS connectivity mapping undertaken as part of the updates to the Essex Parking Guidance (2024)
- The density uplift has been further tailored based on the following:
  - Sites within Neighbourhood Hub and Primary Corridor IA's – additional scope for density uplift considered, utilising wider precedent tissue studies to establish an appropriate uplift in density
  - Sites in Natural Edge or Rural IA's – less scope for density uplifts applied to these more rural, lower density contexts, informed by the local tissue study findings
  - Mixed use sites – a lower density range provided to reflect the proportion of the site likely to be available for residential development based on the potential for ground floor commercial uses

In addition to the above, density assumptions were further evolved for each site as follows:

- Production of an Opportunities and Constraints Plan based on the site visit, background research, GIS information, and highlighted opportunities related to the design principles outlined in Stage 3.
- The Opportunities and Constraints Plan has informed the NDA
- Calculate a dwelling capacity range from the density band uplift justified

In Appendix A we have included the full set of density bands and uplifts calculated and how this has been informed by the Design Coding and Identity Area context, as well as the local and/or wider tissue studies and precedents prepared.

CASTLE POINT DENSITY & CAPACITY STUDY: METHODOLOGY

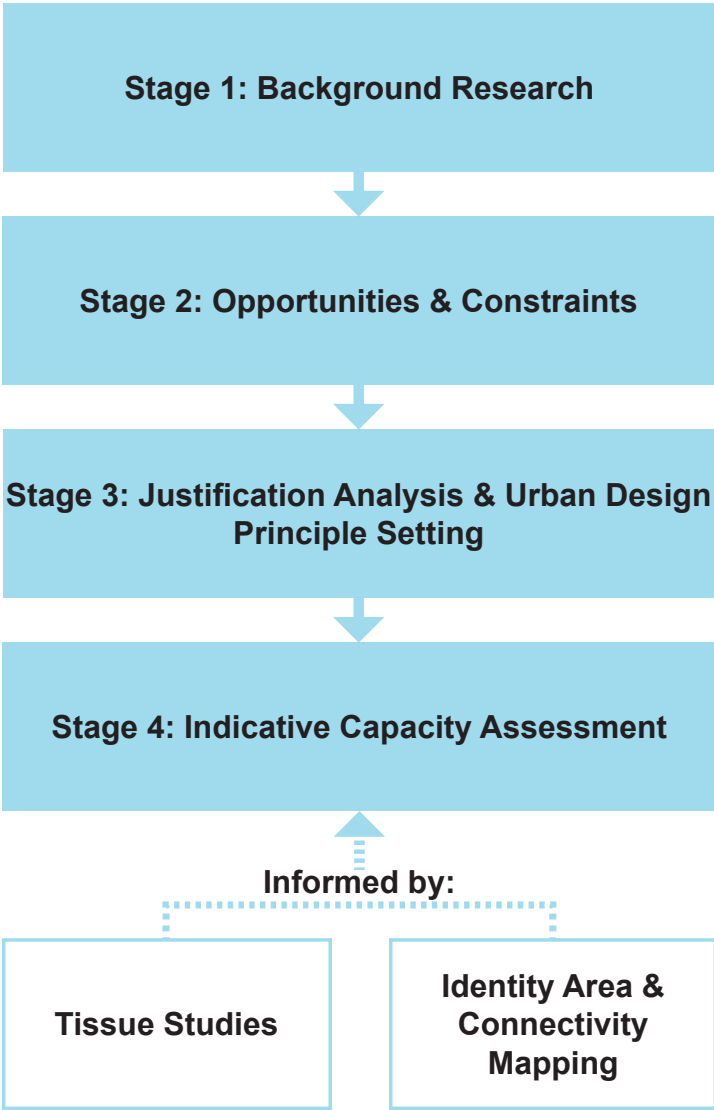


Figure 6 Capacity and Density Study Methodology

Summary Points

The capacity assessments are based on a summary of the overall site constraints, the surrounding built context, Identity Area characteristics and connectivity level, landscape sensitivity, and other site-specific constraints. The assessment is subject to site specific survey and investigation work and represents a high-level assessment of development capacities informed by density bands and percentage uplifts calculated for each Identity Area. The site capacities may be further refined as additional work is undertaken.

The location and mix of development parcels and site infrastructure should be influenced and refined with more detailed analysis and we would recommend that parking integration, green and blue infrastructure and the mix of uses are considered in line with the aspirations of National and Local policy.



## 3.0 The Sites





### 3. The Sites

## Identity Area Mapping

The sites assessed in this document have been grouped into 6 areas, based upon their location within the Castle Point Design Code Identity Areas.

The sections are as follows:

**3.1 Neighbourhood Hub Sites**

- C1 - Canvey Town Centre
- B1 - South Benfleet Town Centre
- B2 - Tarpots Town Centre
- B3 - Former Furniture Kingdom site
- B6 - 159-169 Church Road, Benfleet
- Had1 - Hadleigh Town Centre

**3.2 Primary Corridor Sites**

- C10A - Admiral Jellico
- C10B - Land Rear of North Avenue
- C10D - Former Council Offices/ Outpatients Centre, Long Rd
- B5 - Canvey Supply, London Rd, Benfleet
- B7C - 312-320 London Rd (Queen Bee's)
- B8 - Manor Trading Estate
- Had 3 - Hadleigh Clinic
- Thun3A - Thundersley Clinic
- Thun3B - Thames Loose Leaf

**3.3 Suburban Corridor**

- C9 - Land at the Point, Canvey Island
- C10C - Essex Coach Works
- C10E - Corner of Little Gypps Road & Willow Close
- Had4 - Land south of Scrub Lane
- Thun2 - Kiln Road Campus

**3.4 Estuary Edge**

- C4 - West Canvey
- B7A - Richmond Avenue Car Park

**3.5 Natural Edge**

- B7B - Land Adjacent Villa Park, Tamarisk

**3.6 Canvey Seafront**

- C10F - Ozonia Gardens
- C10G - Land between Station Rd & Seaview Rd

Reference should be made to the contents page to locate specific site sections within this document.

**KEY**

- 1 C1 / Canvey Town Centre
- 2 C4 / West Canvey
- 3 C9 / Land at the Point, Canvey Island
- 4 C10A / Admiral Jellico
- 5 C10B / Land Rear of North Avenue
- 6 C10C / Essex Coach Works
- 7 C10D / Former Council Offices, Long Road
- 8 C10E / Corner of Little Gypps Road and Willow Close
- 9 C10F / Ozonia Gardens
- 10 C10G / Land between Station Road and Seaview Road

- 11 B1 / South Benfleet Town Centre
- 12 B2 / Tarpots Town Centre
- 13 B3 / Former Furniture Kingdom site
- 14 B5 / Canvey Supply, London Road, Benfleet
- 15 B6 / 159-169 Church Road, Benfleet
- 16 B7A / Richmond Avenue Car Park
- 17 B7B / Land Adjacent Villa Park, Tamarisk
- 18 B7C / 312-320 London Road (Queen Bee's)
- 19 B8 / Manor Trading Estate
- 20 Had1 / Hadleigh Town Centre

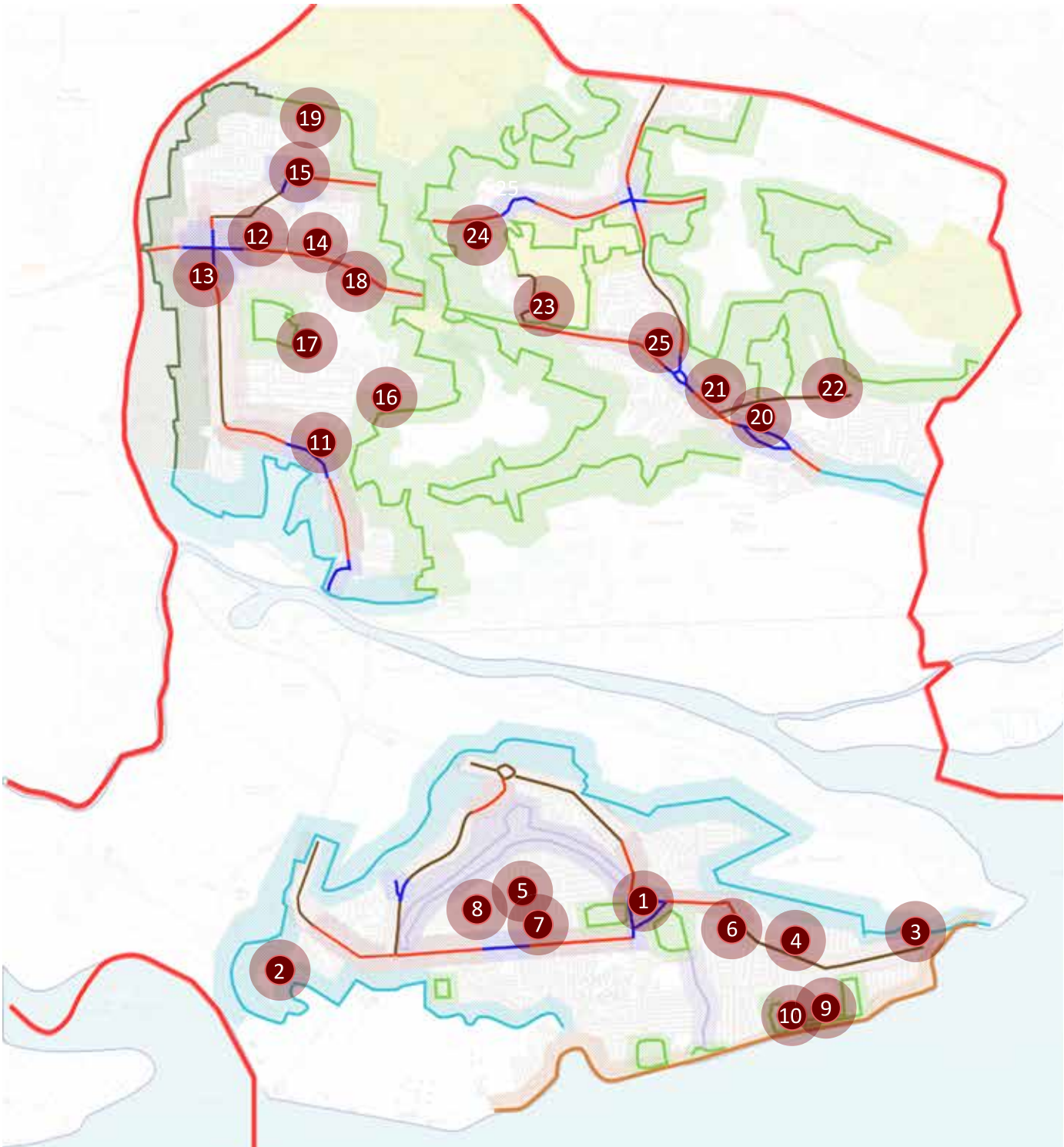


Figure 7 Castle Point Design Code Identity Area Map with Study Sites

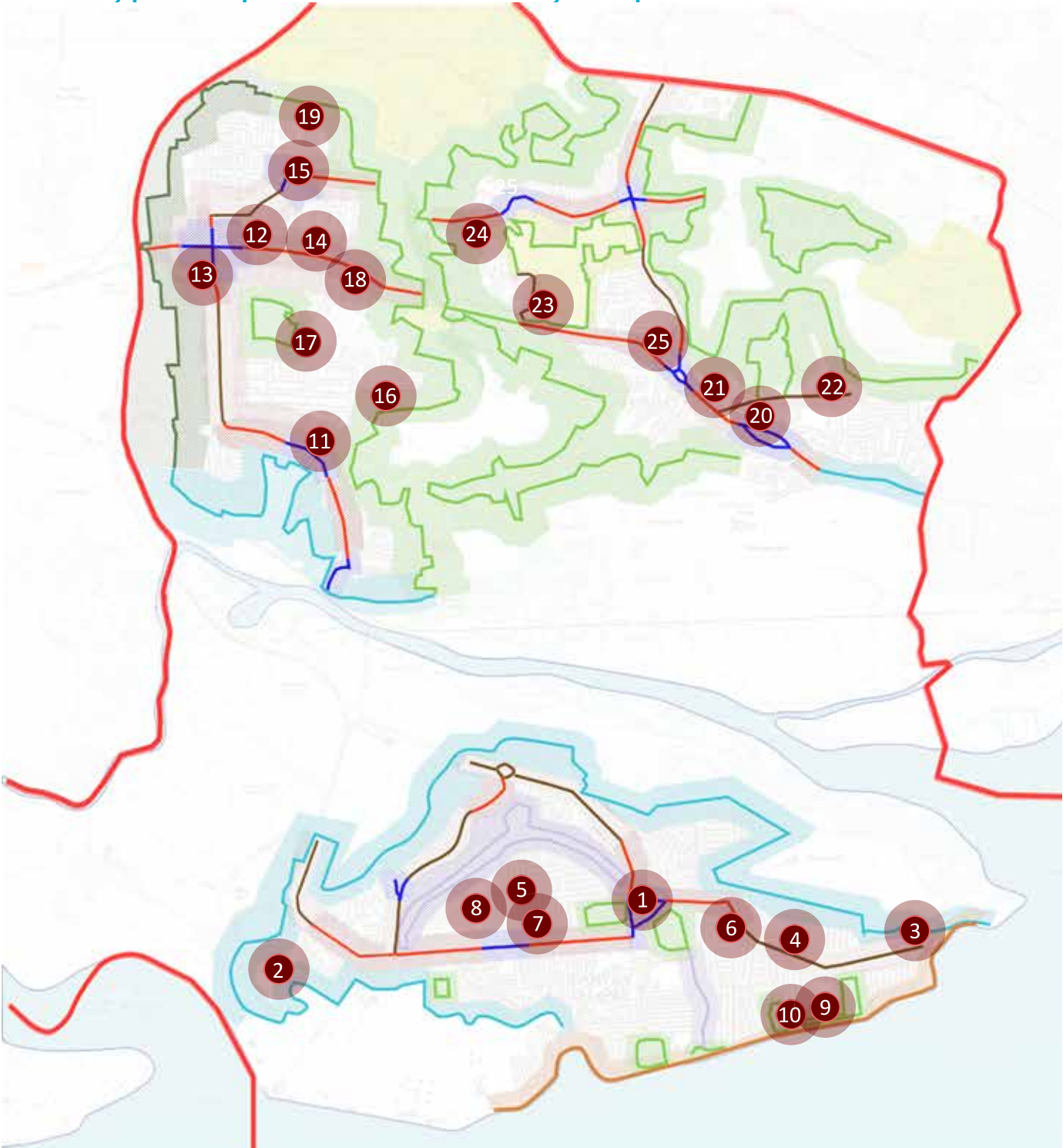
- 21 Had3 / Hadleigh Clinic
- 22 Had4 / Land south of Scrub Lane
- 23 Thun2 / Kiln Road Campus
- 24 Thun3A / Thundersley Clinic
- 25 Thun3B / Thames Loose Leaf

- Neighbourhood Hubs
- Primary Corridor
- Suburban Corridor
- Western Edge
- Estuary Edge
- Borough Boundary
- Natural Edge
- Incidental Plotlands
- Waters Edge
- Canvey Seafront



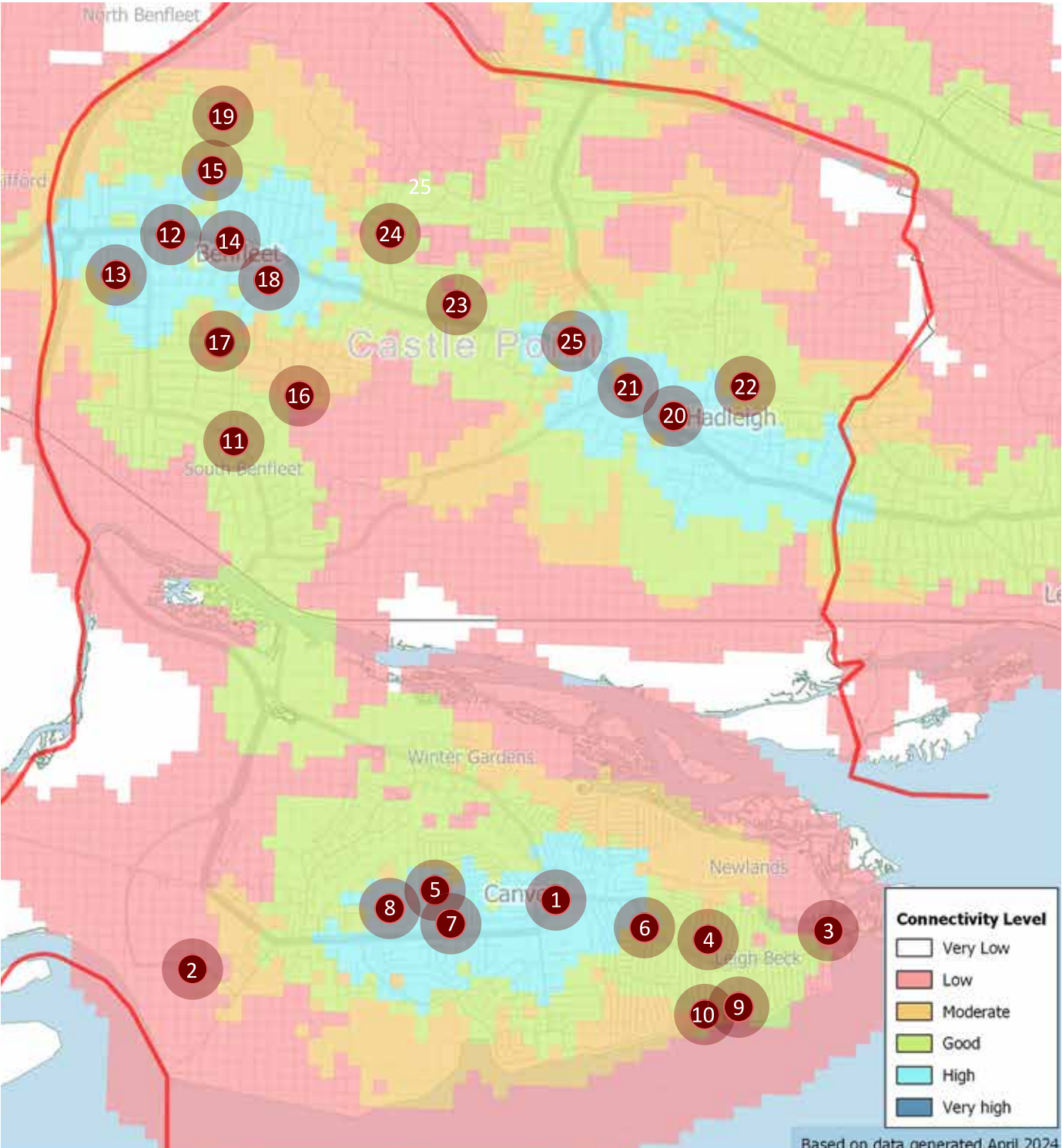
# Study Sites Overview

## Area Type Map and Connectivity Map



KEY	
1	C1 / Canvey Town Centre
2	C4 / West Canvey
3	C9 / Land at the Point, Canvey Island
4	C10A / Admiral Jellicoe
5	C10B / Land Rear of North Avenue
6	C10C / Essex Coach Works
7	C10D / Former Council Offices, Long Road
8	C10E / Corner of Little Gypps Road and Willow Close
9	C10F / Ozonia Gardens
10	C10G / Land between Station Road and Seaview Road
11	B1 / South Benfleet Town Centre
12	B2 / Tarpots Town Centre
13	B3 / Former Furniture Kingdom site
14	B5 / Canvey Supply, London Road, Benfleet
15	B6 / 159-169 Church Road, Benfleet
16	B7A / Richmond Avenue Car Park
17	B7B / Land Adjacent Villa Park, Tamarisk
18	B7C / 312-320 London Road (Queen Bee's)
19	B8 / Manor Trading Estate
20	Had1 / Hadleigh Town Centre

Figure 8 Castle Point Design Code Area Type Map with Study Sites



21	Had3 / Hadleigh Clinic	Neighbourhood Hubs	Borough Boundary
22	Had4 / Land south of Scrub Lane	Primary Corridor	Natural Edge
23	Thun2 / Kiln Road Campus	Suburban Corridor	Incidental Plotlands
24	Thun3A / Thundersley Clinic	Western Edge	Waters Edge
25	Thun3B / Thames Loose Leaf	Estuary Edge	Canvey Seafront

Based on data generated April 2024



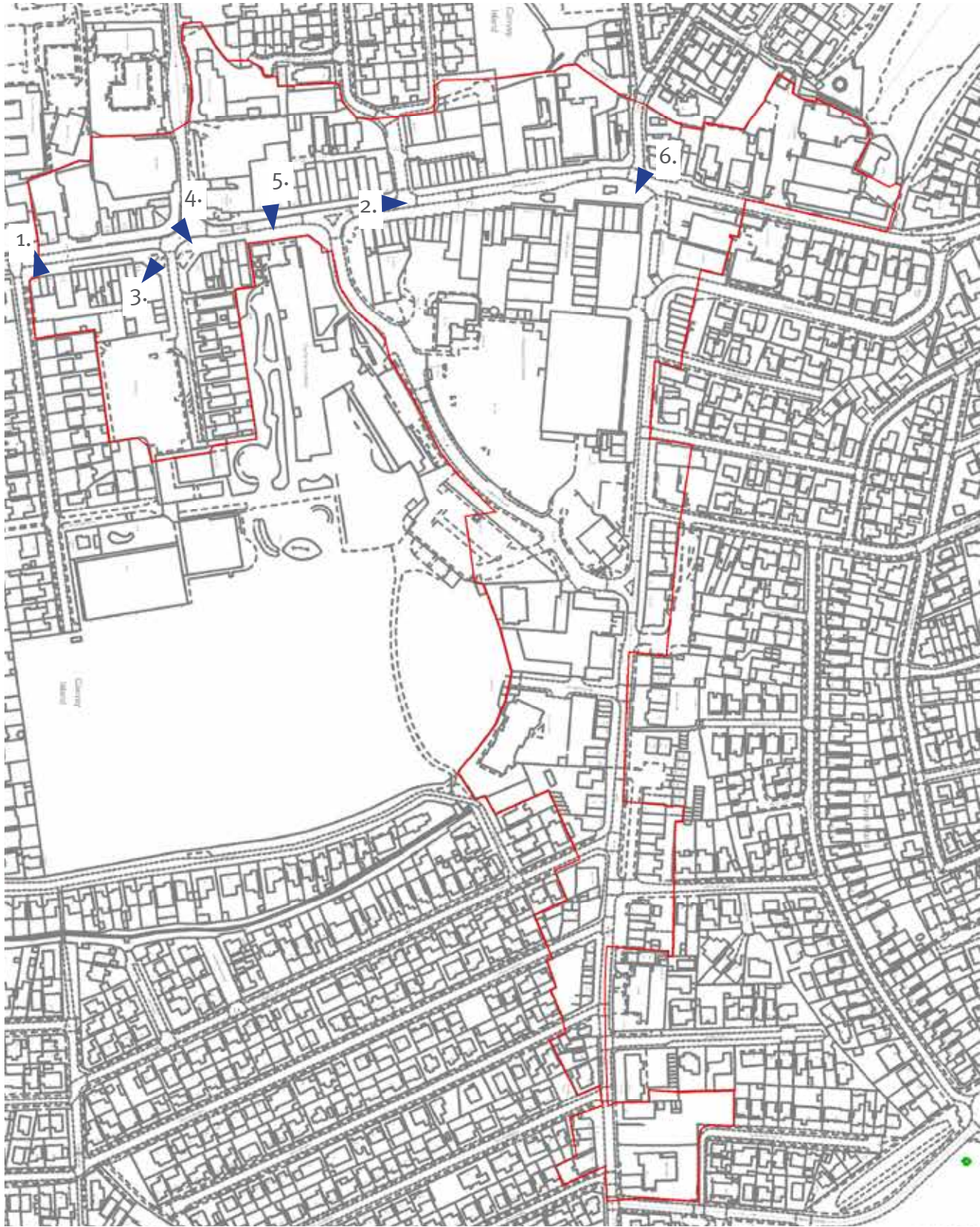
## 3.1 Neighbourhood Hub Sites





# Site Viewpoints Plan

## C1 - Canvey Town Centre



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## C1 - Canvey Town Centre

Site Location + NDA Plan not to scale

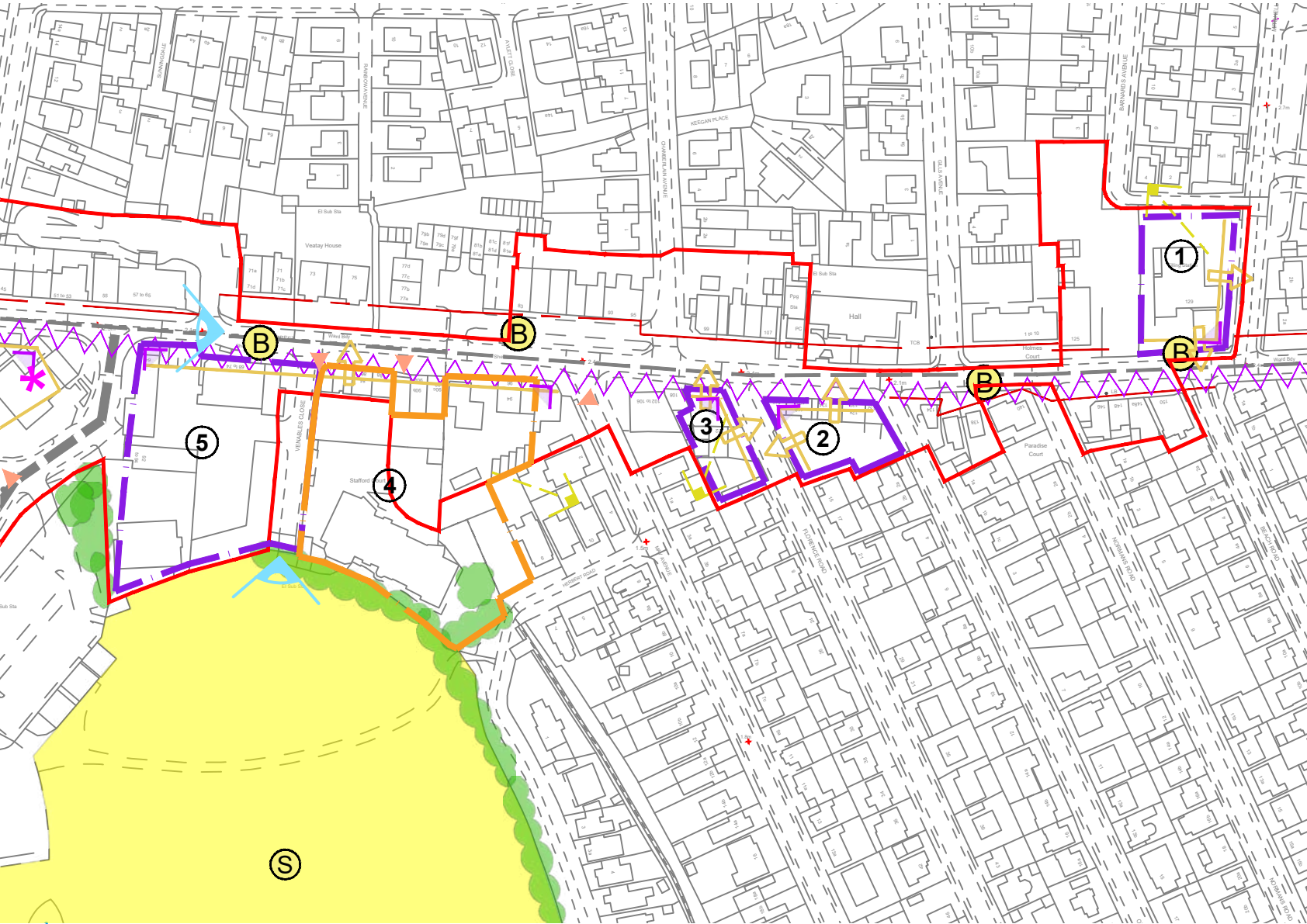
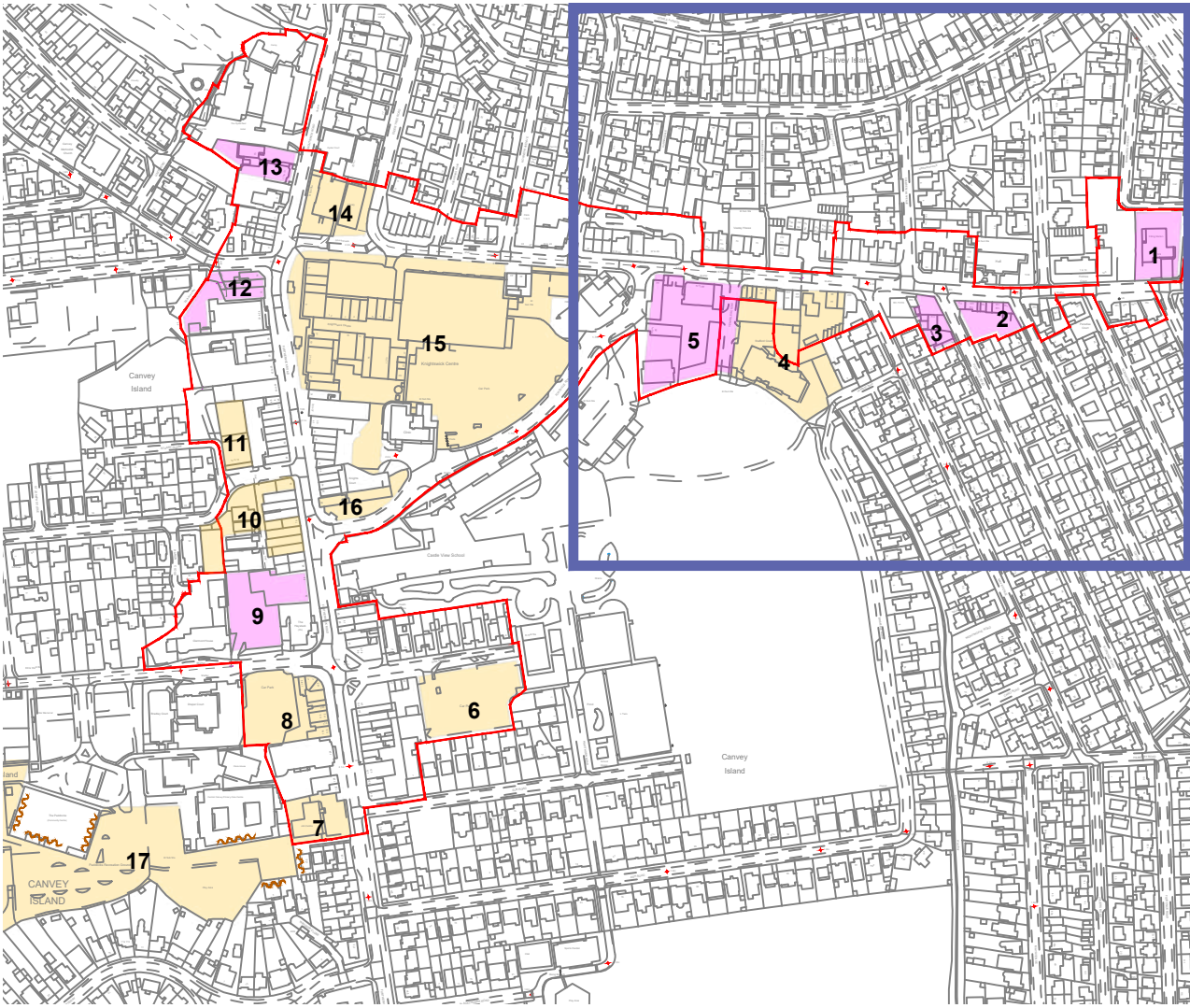


Figure 10 Canvey Town Centre Opportunity and Constraints Analysis



0m 20m 40m 100m

Figure 11 Site Location + NDA Plan

KEY

<b>Context</b>	<b>Allocations</b>	<b>Utilities</b>	<b>Movement &amp; Access</b>	<b>Opps &amp; Constraints</b>
= Site Boundary	= Tree Preservation Order	= Community Land	= Hedgerows	= Bus Stop
= Neighbouring Site	= Retail Park	= Existing Employment Land	= Significant Vegetation	= Overhead Cables
= Key Road	= Conservation Area	= Greenbelt	= Local Centre	= Sub Station
= Flood Zone 2	= Allocationed Allotments	= L'Term Employment Land	= Public Right of Way	= Potential Noise Source
= Flood Zone 3	= Emerging Developmnt	= LOWS 2012	= Potential Access Point	= Prevailing Building Line
= Surface Water Flooding	= Playing Fields	= Open Space	= Opportunity for Key Street	= Opportunity for Build Frontage
= Archaeological Interest	= Scheduled Monument	<b>Landscape</b>	= Sustrans Cycle Network	= Corner Building
= Recreational Open Space	= Designated Shopping	= Opportunity Landscape Buffer	= Listed Building	= Developable Area (Reg 19 Allocations)
= Ancient Woodland	= SPA	= Opportunity for Green Link	<b>Utilities &amp; Infrastructure</b>	= Developable Area (Other)
= County Wildlife Sites	= SSSI	= Opportunity for SuDS	= Water Pump Station (15m excl zone)	= Potential Pedestrian Link
	= Town Centre		= School	= 45° Privacy Line
				= Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
				= Key View
				= Prevailing Privacy Issue





# Opportunities and Constraints Analysis

## C1 - Canvey Town Centre

Site Location + NDA Plan not to scale

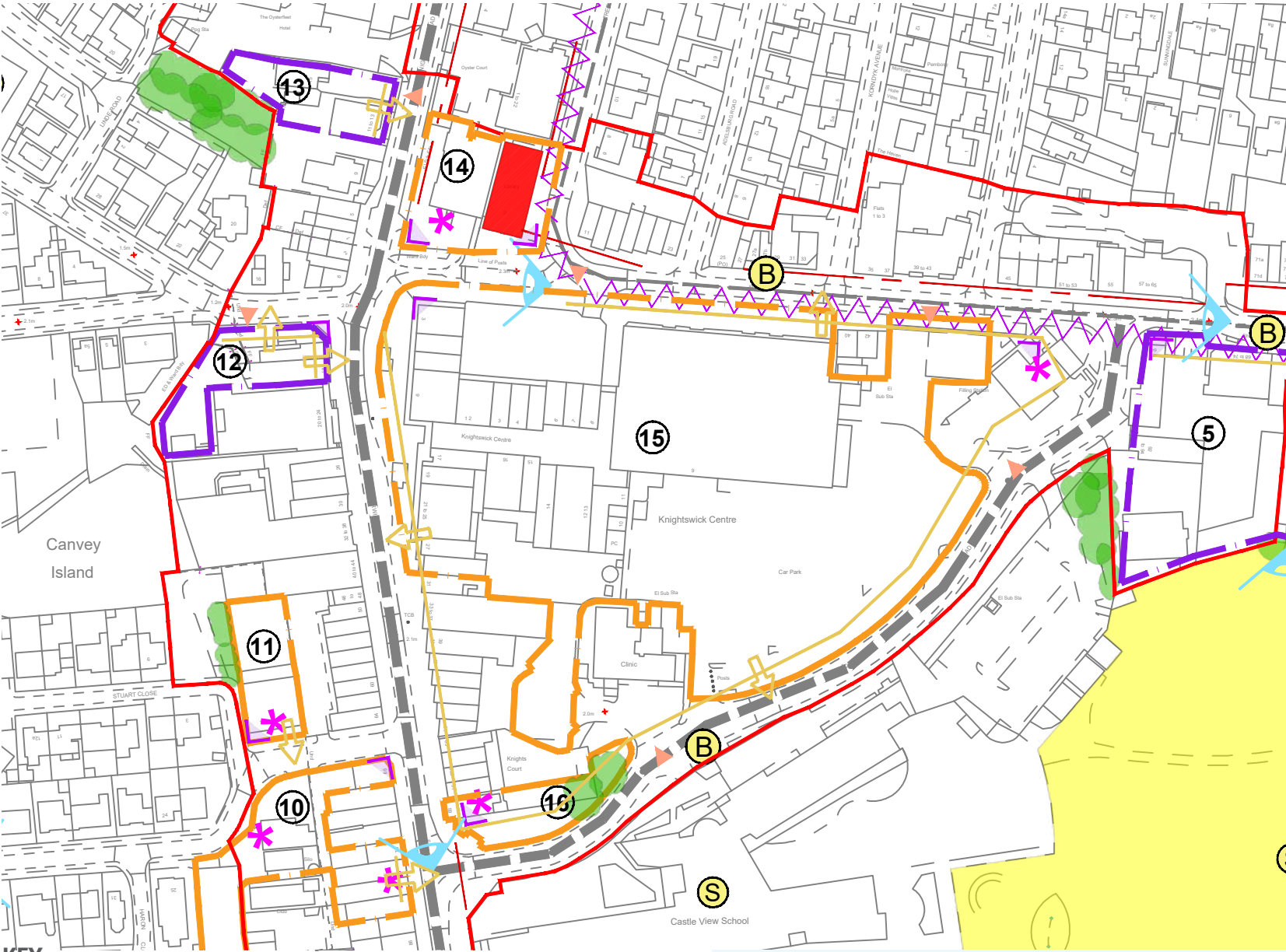
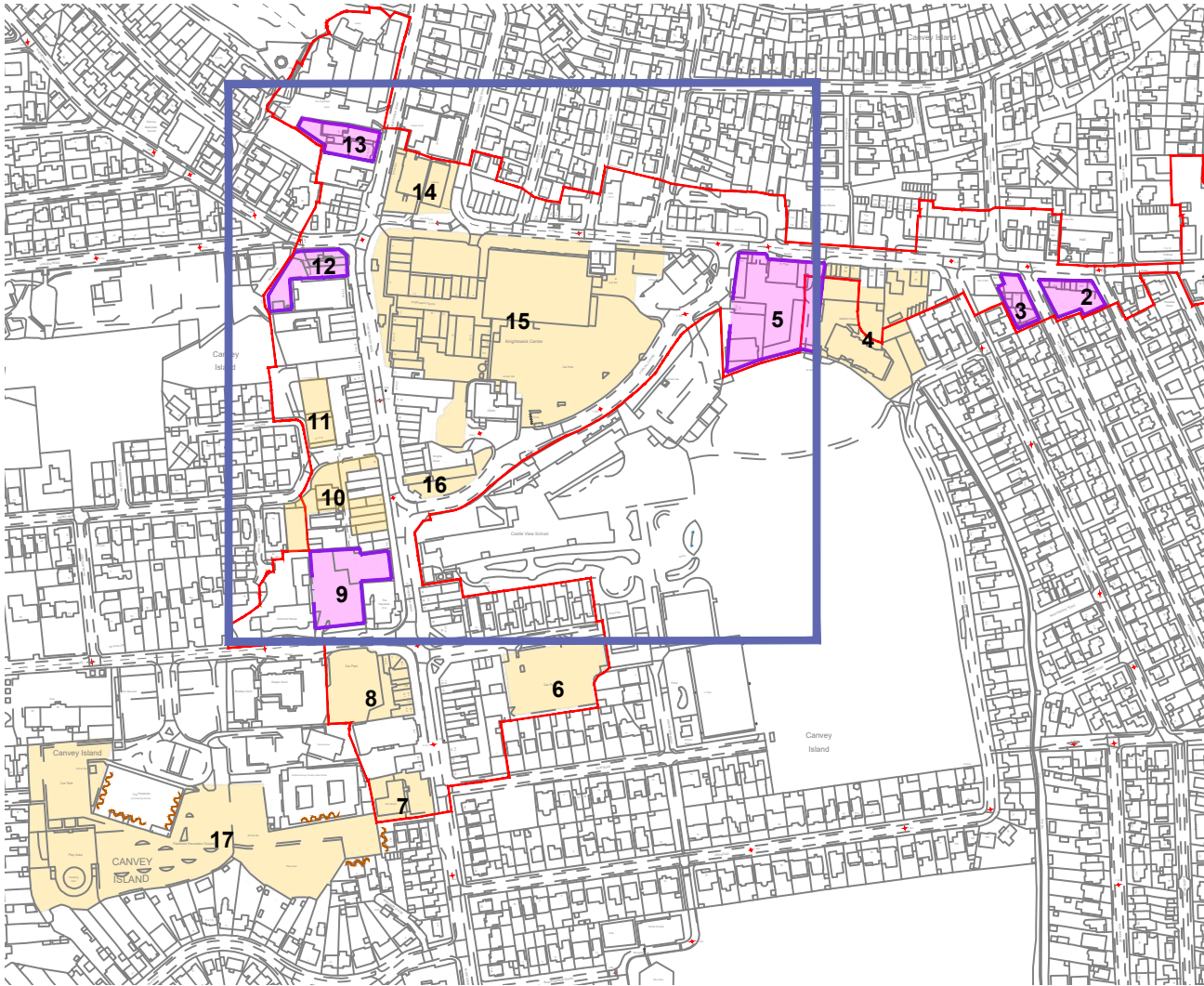


Figure 12 Canvey Town Centre Opportunity and Constraints Analysis



0m 20m 40m 100m

Figure 13 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Sub Station
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way				Overhead Cables
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Prevailing Building Line
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Opportunity for Build Frontage
	Surface Water Flooding		Playing Fields		LOWs 2012		Sustrans Cycle Network				Corner Building
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building				Sun Path
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer						
	Ancient Woodland		SSSI		Opportunity for Green Link						
	County Wildlife Sites		Town Centre		Opportunity for SuDS						

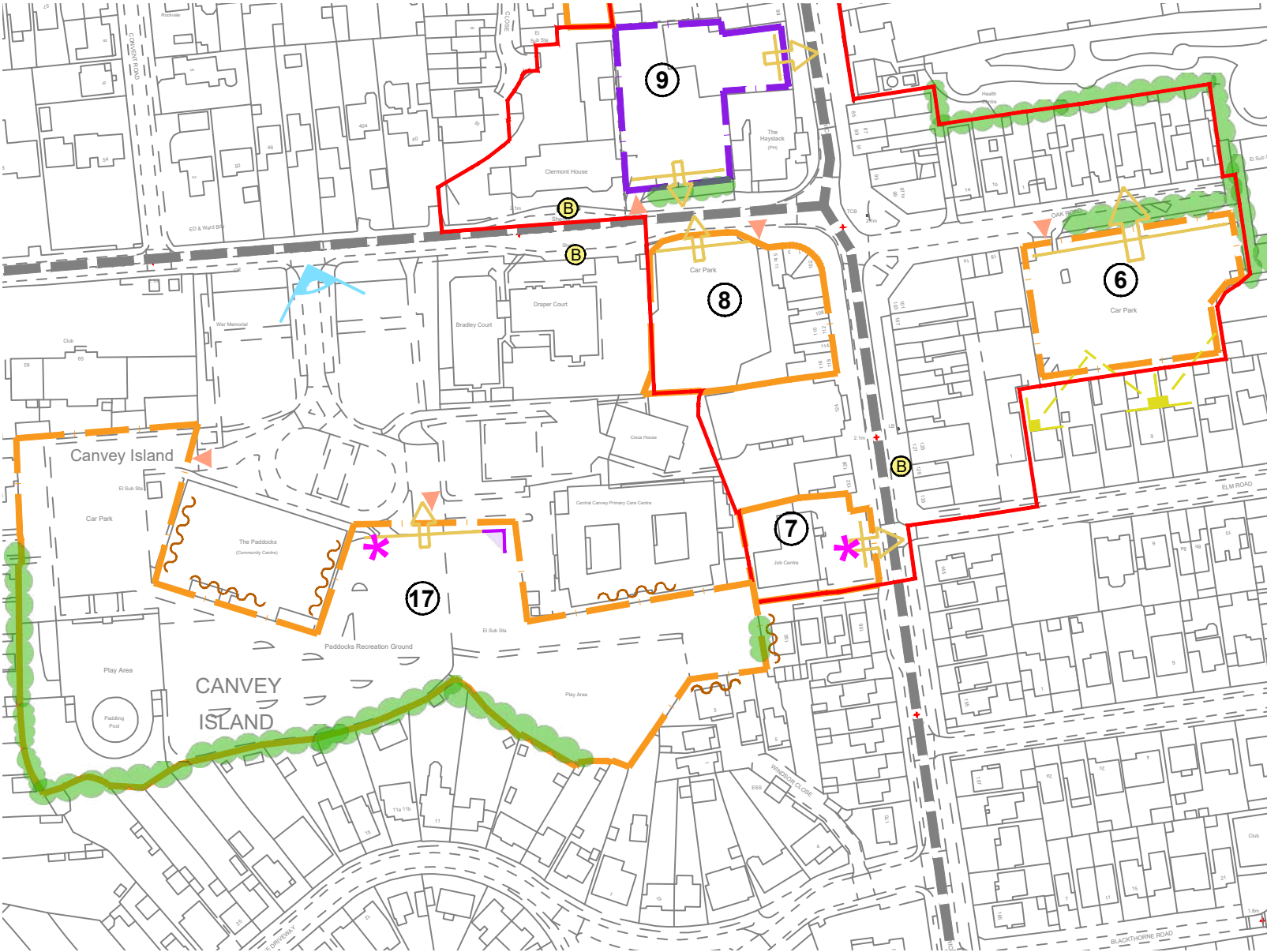




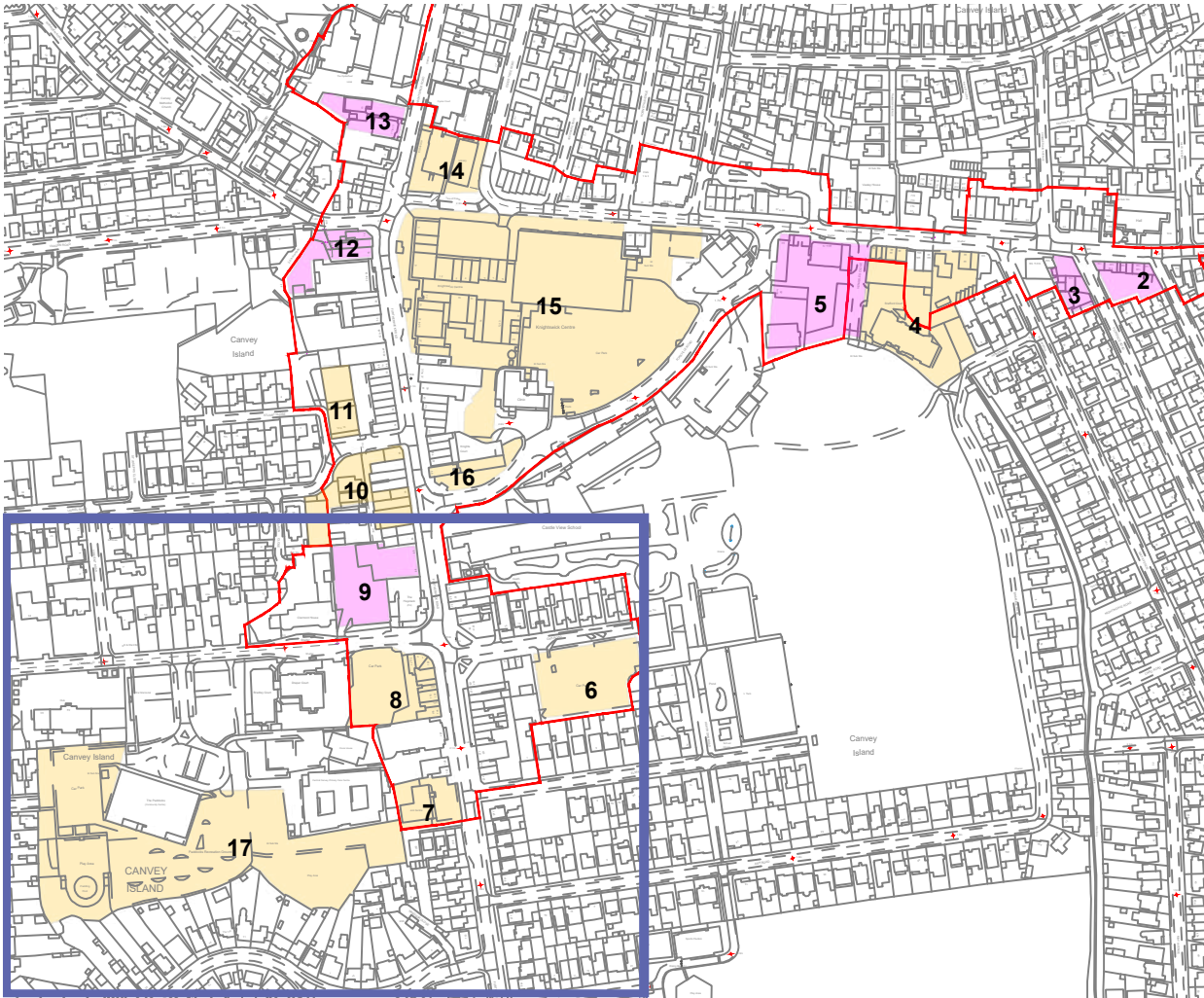
# Opportunities and Constraints Analysis

## C1 - Canvey Town Centre

Site Location + NDA Plan not to scale



KEY Figure 14 Canvey Town Centre Opportunity and Constraints Analysis



0m 20m 40m 100m

Figure 15 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
[Red Outline]	Site Boundary	[Green Hatched]	Tree Preservation Order	[Brown]	Utilities	[Green Line]	Hedgerows	[Blue Circle with WPS]	Water Pump Station (15m excl zone)	[Yellow Star]	Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
[Black Outline]	Neighbouring Site	[Blue Hatched]	Retail Park	[Red]	Community Land	[Green Dot]	Significant Vegetation	[Yellow Circle with S]	School	[Purple Star]	Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
[Dashed Line]	Key Road	[Orange Hatched]	Conservation Area	[Blue]	Existing Employment Land	[Yellow Outline]	Local Centre			[Blue Star]	Key View
[Blue Hatched]	Railway	[Brown Hatched]	Allocationed Allotments	[Green]	Greenbelt	[Orange Line]	Public Right of Way			[Green Star]	Prevailing Privacy Issue
[Blue Hatched]	Flood Zone 2	[Yellow Hatched]	Bus Depot	[Pink]	Historic Nat'ral Landscape	[Orange Triangle]	Potential Access Point			[Green Star]	Prevailing Privacy Issue
[Blue Hatched]	Flood Zone 3	[Black Hatched]	Emerging Developmnt	[Pink]	L'Term Employment Land	[Orange Line]	Opportunity for Key Street			[Green Star]	Prevailing Privacy Issue
[Blue Hatched]	Surface Water Flooding	[Yellow Hatched]	Playing Fields	[Pink]	LOWS 2012	[Orange Line]	Sustrans Cycle Network			[Green Star]	Prevailing Privacy Issue
[Blue Hatched]	Archaeological Interest	[Purple Hatched]	Scheduled Monument	[Pink]	Open Space	[Orange Line]	Listed Building			[Green Star]	Prevailing Privacy Issue
[Blue Hatched]	Recreational Open Space	[Purple Hatched]	SPA	[Pink]	Opportunity Landscape Buffer	[Orange Line]	Opportunity for Green Link			[Green Star]	Prevailing Privacy Issue
[Blue Hatched]	Ancient Woodland	[Purple Hatched]	SSSI	[Pink]	Opportunity for SuDS	[Orange Line]	Opportunity for SuDS			[Green Star]	Prevailing Privacy Issue
[Blue Hatched]	County Wildlife Sites	[Purple Hatched]	Town Centre	[Pink]		[Orange Line]				[Green Star]	Prevailing Privacy Issue



# Justification Tables

## C1 - Canvey Town Centre

Site Criteria	
Site:	Canvey Town Centre
Site Ref:	C1
Preferred Site Options Area (Ha):	
Proposed Site Boundary Area:	12.145ha
Site Background	
Planning Policy:	<p>There are a number of sub-sites allocated in the draft Castle Point Plan (Regulation 19) within Canvey Town Centre for residential development:</p> <ul style="list-style-type: none"><li>Stafford Court Care Home – Resi 4</li><li>Oak Road Car Park – Resi 6</li><li>Canvey Job Centre - Resi 7</li><li>Furtherwick Road – Resi 8</li><li>Grouts Bakery – Resi 10</li><li>Matrix House – Resi 11</li><li>Former Barclays Site – Resi 14</li><li>Knightswick Centre – Resi 15</li><li>Kushi – Resi 16</li><li>The Paddocks – Resi 17</li></ul> <p>There are further a number of non-allocated sites within the site boundary which have been identified as an opportunity for development:</p> <ul style="list-style-type: none"><li>129 High Street - Resi 1</li><li>High Street between Florence Road &amp; Oxford Road - Resi 2</li><li>Corner of Florence Road and High Street (car dealership) - Resi 3</li><li>Part of West of Venables Close/Stafford Court - Resi 5</li><li>11-15 Knightswick Road - Resi 13</li><li>14-18 Furtherwick Road - Resi 12</li></ul> <p>A development brief will be required for the site prior to determination of any planning application.</p>
Planning History:	<p><b>25/0157/FUL</b> - Change of use from shop to pre-school nursery, 100 High Street</p> <p><b>24/0571/FUL</b> - Demolition of existing building and erection of 3 storey building comprising office to ground floor and 7No. self-contained flats, 64 High Street (Approved Nov 2024)</p> <p><b>25/0068/FUL</b> - Construction of single storey rear extension, new front canopy and external alterations, 128 Furtherwick (Approved Feb 2025)</p> <p>Various advertisement applications</p> <p>Various applications for alterations to shop frontages</p> <p>Various change of use applications</p>
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>The central part of the site consists of Knightswick Shopping Centre, registering at 2.5 storeys high. This is a focal point for the Town Centre, and includes a large retail facility (Sainsburys), smaller shops, a petrol station, and associated parking</li><li>Immediately opposite Knightswick Shopping Centre, along High Street, is Canvey Island Library, the Post Office, and other commercial and retail units</li><li>Pedestrianised space between Knightswick Shopping Centre and Canvey Island Library</li><li>South of Knightswick Shopping Centre, and adjacent to the site’s southeastern boundary, is Castle View Secondary School.</li><li>The town centre currently suffers from a poor sense of arrival and a failure of the built form to announce this as the centre of Canvey Island (SPD, p24)</li></ul> <ul style="list-style-type: none"><li>The built form of Furtherwick Road mainly consists of two storey blocks with retail</li></ul>

	<p>units on the ground floor and residential dwellings above.</p> <ul style="list-style-type: none"><li>The northern end abuts the Knightswick Centre which registers as 2.5 storeys.</li><li>The corner of Furtherwick Road and Warden Road are underdeveloped single- storey retail buildings.</li><li>The High Street, immediately North of the Knightswick Centre is defined by this 2.5 storey building, 2-storey shops with residential above and single storey shops.</li><li>Castle View School, just outside the site, lines Foksville Road with 3 storeys, modulating to 2- storeys further south.</li><li>The southern part of the site mainly consists of two storey residential dwellings, and Oak Road Car Park.</li><li>Further south is Central Canvey Primary Care Centre, a large 2 to 3 storey building.</li><li>In the southwest, located on Long Road, is Claremont House which is a recently built 3 storey apartment building with a modulation down to 2 storeys at the western end.</li><li>Opposite this, just outside the site is Drapers Court which is also 3 storeys.</li><li>The surrounding area of the site is predominantly residential settlement</li><li>Beach Heights, a 3 storey apartment block is located adjacent to petrol station in east of site, along High Street</li></ul>
Historic Environment Context:	N/A
Natural Environment Context:	<ul style="list-style-type: none"><li>Flood Zone 3</li><li>Canvey Lake is immediately northwest of the site</li></ul>
Landscape Character:	<ul style="list-style-type: none"><li>Dense and urban character of the site</li><li>Much sealed surface and minimal street planting</li><li>Smallgains Playing Field northeast of the site</li></ul>
Site Constraints & Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>Flood Zone 3a</li><li>Noise from the main roads (High Street and Furtherwick Road)</li><li>Close urban grain presents rear privacy issues</li><li>Adjacency with the School site provides a sensitive boundary</li><li>Poor levels of existing green infrastructure</li><li>Maintenance of the street frontage along key roads whilst providing dual aspect to the centre of the site</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>Sustainable location offers good connectivity with less reliance on the private car</li><li>SPD and analysis drawings identify ‘gateways’ (corner features and opportunities to end vistas) at either end of the High Street and the northern section of Furtherwick Road to ensure these are the central part of the site.</li><li>These gateways offer opportunities to raise the height of the built form.</li><li>Height of built form and definition of Foksville Road can also be added opposite the school.</li><li>The Knightswick Centre does not define the edge of the site-built form and active frontage, and this could be adapted or redeveloped to ensure this is the case.</li><li>Elsewhere, additional storeys could be added to provide mixed use accommodation to the existing commercial units</li><li>Large amount of single storey shops which could increase in height along High Street and Furtherwick Road</li><li>Large existing car parks within the site could be redeveloped</li><li>Improve public realm of pedestrianised space between Knightswick Shopping Centre and Canvey Island Library so that it becomes a central focal point for the Town Centre which enhances community cohesion</li><li>Opportunity to provide definition, active frontage onto and to respond to the scale of a park.</li></ul>



Castle Point Design Code	
Identity Area Type	Neighbourhood Hub, Primary Corridor
Identity Area Characteristics	Neighbourhood Hub: <ul style="list-style-type: none"><li>Mixture of town centres, local shops, community facilities, apartments and housing along primary and secondary streets</li><li>Usually located between connected road junctions leading to higher traffic and footfall</li><li>Continuous frontage and close relationship to the road, featuring minimal front gardens</li></ul>
Identity Area Key Coding Principles	BT2, BT5, BT6, BT9, BC1-12, BE1, BE2, BE5, BE6, BE7, IC18-20
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Street corners should contain buildings with increased architectural detail, scale relative to context, and active frontage</li><li>New development should increase density with tightly drawn built form definition of the street and should carefully modulate up in scale from surrounding context</li><li>Enhance ground floor’s interaction with public realm, particularly by creating mixed-use buildings with residential upper storeys and commercial ground floors</li><li>Green infrastructure opportunities site wide</li><li>Key views towards Furtherwick road and High Street</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	N/A
Proposed Site Boundary Area (ha)	12.145ha
Proposed Site Boundary Justification	N/A
CP Target Density	125dph
Identity Area Density Band	Density Band 6 (70-100dph)
Mix of Development	Mixed use (residential and commercial)
Discussion	An existing comparable density has been informed by the site’s identity area as a Neighbourhood Hub which has been calculated to have an average density range of 76.2dph (Density Band 6). The site falls within an Essex Parking Standards area of High Connectivity, and Neighbourhood Coding Principles BT2 and BT6 apply. Urban design principles identified include defining the corner of Knightswick Road and High Street to become a focal point for the Neighbourhood Hub and encouraging mixed use development of a height of 2-3 storey. The developable area is based on the list of sites identified within Canvey Town Centre as opportunities for development and are supported by the opportunities and constraints analysis.
Site C1 Resi 1	
Net Developable Area	NDA: 0.143ha
Recommended Density Band	Density Band 6 (70-100dph)
Recommended Capacity	10-14 dwellings
Density and Capacity Justification	<b>Residential 1 - 129 High Street:</b> This is currently located within the Primary Corridor Identity Area which is Density Band 5 (50 to 70dph). As part of the strengthening of Canvey Town Centre, this site has the potential to act as the eastern gateway, marking the easternmost point of the centre and therefore it could provide 3 storey development to reflect Beach Heights apartment block located west of site. Beach Heights has a density of 83.3dph, placing it in Density Band 6. There are instances of higher density nearby, as demonstrated in Tissue Study A3.6 (Application CPT/490/13/FUL) with a density of 83.3dph (Density Band 6).

	<p>In creating a gateway to the Town Centre, it is considered the site should therefore aim to upgrade to Neighbourhood Hub status, reaching Density Band 6 (70-100dph) by:</p> <ul style="list-style-type: none"><li>creating a focal point and well-defined corner of Mitchells Avenue and High Street. There is potentially a sensitive relationship between dwellings along Barnards Avenue on northern boundary, but strong active frontage to High Street and overall neighbourhood hub is a key opportunity.</li><li>Ensuring the carparking is undercroft and read courtyard, maximizing the site for development.</li></ul> <p>The target density band is 6 (70-100 dph) and capacity is 10-15 dwellings.</p>
Site C1 Resi 2	
Net Developable Area	NDA: 0.088ha
Recommended Density Band	Density Band 7 (100-125dph)
Recommended Capacity	9 to 11 dwellings
Density and Capacity Justification	<b>Residential 2 - High Street between Florence Road &amp; Oxford Road:</b> This is currently located within the Primary Corridor Identity Area which is Density Band 5 (50 to 70dph). There is already 2.5 storey development opposite the site (at 105-107 High Street) and three storey to the east (Paradise Court- 140 High Street). The site will be west of the new gateway to the Neighbourhood Hub, as part of the strengthening of Canvey Town Centre, placing it firmly in Density Band 6 (70-100dph).  Given its location on two street corners and the requirement to make the corners legible and more distinct. The dwellings to the south, although 2-storeys do not have any active frontage looking at the site. A modulation from 3- 3.5-storeys therefore seems achievable.  There are instances of higher density nearby, at 3-storeys, as demonstrated in Tissue Study A3.7 (Application 20/0328/FUL), with a density of 128dph (Density Band 8).It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel aiming for Density Band 7 with a density range of 100-125dph being selected as an appropriate density, which represents 9-11 dwellings.
Site C1 Resi 3	
Net Developable Area	NDA: 0.064ha
Recommended Density Band	Density Band 7 (100-125dph)
Recommended Capacity	6-8 dwellings
Density and Capacity Justification	<b>Residential 3: Corner of Florence Road and High Street (car dealership):</b> This is currently located opposite C1.Resi.2 within the Primary Corridor Identity Area which is Density Band 5 (50 to 70dph). The site can act in concert with the site on the opposite corner to frame views north into the High Street, and again, 3.5-storeys seems reasonable on the corner. There is also the opportunity to provide strong active frontage to High Street and overall neighbourhood hub continuing at 3-storeys. The dwellings to the south, although 2-storeys, do not have any active frontage looking at the site  There are instances of higher density nearby, at 3-storeys, as demonstrated in Tissue Study A3.7 (Application 20/0328/FUL), with a density of 128dph (Density Band 8).It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel aiming for Density Band 7 with a density range of 100-125dph being selected as an appropriate density, which represents 6-8 dwellings.



Site C1 Resi 4	
Net Developable Area	NDA: 0.553ha
Recommended Density Band	Density Band 7 (100-125dph)
Recommended Capacity	55-69 dwellings.
Density and Capacity Justification	<p><b>Residential 4 - Stafford Court Care Home (Allocated):</b></p> <p>The site, currently on the cusp of the Primary Street and the Neighbourhood Hub, presents the opportunity to be part of the latter by providing strong active frontage to High Street and overall neighbourhood hub and generous overlooking opportunities to the southern playing fields.</p> <p>Upgrading the density from the overall exiting Neighbourhood Hub Density Band (Density Band 6) can be considered due to instances of higher density nearby, as demonstrated in Tissue Study A3.7 (Application 20/0328/FUL), with a density of 128dph (Density Band 8). Also insightful is existing case study A14 (Application 15/00305/RESM), a 4-storey apartment block with a recessed top floor overlooking Chalkwell Park in Southend. This demonstrates a comparable precedent of both overlooking green space and defining a road achieving a density of 196dph (Density Band 9). Interestingly it achieves this density without being on a corner. C1.Resi.4 defines 4 corners, including 2 overlooking the park. Whilst 4 storeys are not appropriate on Canvey due to civil engineer constraints, it is considered that a similar approach could be developed at 3 to 3.5 with equivalent frontage and corners to the park.</p> <p>Such density would allow public landscaping features to be provided in the park such as children’s play areas, trim trails and additional trees, for which the site could serve as enabling development.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 100-125dph (Density Band 7) being selected, representing 55-69 dwellings.</p>
Site C1 Resi 5	
Net Developable Area	NDA: 0.435ha
Recommended Density Band	Density Band 7 (100-125dph)
Recommended Capacity	44-54 dwellings.
Density and Capacity Justification	<p><b>Residential 5 - Venables Close:</b></p> <p>The site, currently on the cusp of the Primary Street and the Neighbourhood Hub, presents the opportunity to be part of the latter by providing strong active frontage to High Street and overall Neighbourhood Hub, and generous overlooking opportunities to the southern playing fields.</p> <p>Upgrading the density from the overall exiting Neighbourhood Hub Density Band (Density Band 6) can be considered due to instances of higher density nearby, as demonstrated in Tissue Study A3.7 (Application 20/0328/FUL), with a density of 128dph (Density Band 8). Also insightful is existing case study A14 (Application 15/00305/RESM), a 4-storey apartment block with a recessed top floor overlooking Chalkwell Park in Southend. This demonstrates a comparable precedent achieving a density of 196dph (Density Band 9). C1 Resi 4 defines 4 corners, including 2 overlooking the park. Whilst 4 storeys are not appropriate on Canvey due to civil engineer constraints, it is considered that a similar approach could be developed at 3 to 3.5 with equivalent frontage and corners to the park.</p> <p>Such density would allow public landscaping features to be provided in the park such as children’s play areas, trim trails and additional trees, for which the site could serve as enabling development.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 100-125dph (Density Band 7), with 44-54 dwellings.</p>

Site C1 Resi 6	
Net Developable Area	NDA: 0.348ha
Recommended Density Band	Density Band 7 (70-100dph)
Recommended Capacity	24-35 dwellings
Density and Capacity Justification	<p><b>Residential 6 - Oak Road Car Park (Allocated):</b></p> <p>Residential 6 sits between the Neighbourhood hub (Density Band 6: 70-100dph) and it is close to the natural edge. This is an existing carpark with a strong line of boundary hedging providing a screen between the site and the existing bungalows. There is the opportunity to create strong active frontage along Oak Road behind this hedge to improve safety and security and it is considered the 2- storeys is appropriate here.</p> <p>Access is from the north-west, naturally forming an opportunity for a corner feature, raising the height slightly to 2.5-storeys adding to legibility, and this can be continued some way into the site bearing in mind the privacy issue on approaching the bungalows to the rear. Tight urban development can be provided here. There are instances of higher density nearby within a Neighbourhood Hub as demonstrated by Tissue Study TA1- with a density of 71.9dph (Density Band 6). Although this height is not quite justifiable here, it does seem reasonable to pursue Density Band 6 at 70-100dph which represents 4-35 dwellings.</p>
Site C1 Resi 7	
Net Developable Area	NDA: 0.132ha
Recommended Density Band	Density Band 7 (100-125dph)
Recommended Capacity	13-17 dwellings
Density and Capacity Justification	<p><b>Residential 7 - Canvey Job Centre (Allocated):</b></p> <p>This is an existing building setback from Furtherwick Road with frontage car parking. The site is located within the Neighbourhood Hub Identity Area (Density Band 6: 70-100dph), with opportunity for a strong frontage and apartment form fronting Furtherwick Road. Prospective development of the site would also benefit terminating the vista of Elm Road.</p> <p>There are instances of higher density nearby, as demonstrated in Tissue Study A3.9 (Application 19/0764/FUL), with a density of 92.31dph. Furthermore, a comparable precedent also includes Tissue Study A3.12 (Application 18/0035/FUL), with a density of 108.52dph (Density Band 7). It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 100-125dph (Density Band 7) being selected as an appropriate density. This represents 13-17 dwellings.</p>
Site C1 Resi 8	
Net Developable Area	NDA: 0.291ha
Recommended Density Band	Density Band 6 (70-100dph)
Recommended Capacity	20-29 dwellings
Density and Capacity Justification	<p><b>Residential 8 - Furtherwick Road (Allocated):</b></p> <p>Residential 8 sits to the rear of 102 to 118 Furtherwick Road with frontage onto Long Road (A130). The site is located within the Neighbourhood Hub (Density Band 6: 70-100dph) in a gateway location to Canvey Town Centre. The site is located on the corner of Long Road/Furtherwick Road and there are 2.5/3 storey apartments adjacent to and opposite the site. There is a potential opportunity for mixed use at ground floor.</p> <p>There are instances of higher density nearby, as demonstrated in Tissue Study A3.9 (Application 19/0764/FUL), with a density of 92.31dph (Density Band 6). It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 70-100dph in line with Density Band 6 as being as an appropriate density, which represents 20-29 dwellings.</p>



Site C1 Resi 9	
Net Developable Area	NDA: 0.24ha
Recommended Density Band	Density Band 6 (70-100dph)
Recommended Capacity	17-24 dwellings
Density and Capacity Justification	<p><b>Residential 9 - 88-94 Furtherwick Road, Iceland:</b></p> <p>Residential 9 sits within the Neighbourhood Hub (Density Band 6: 70-100dph) in a gateway location on the edge of the central area as identified in the SPD and could provide mixed- use development with commercial space on ground floor. This is existing Iceland Carpark is next door to 3 storey apartments at Claremont House, Haystack Corner, allowing three storeys through most of the site. The Haystack pub remains defining the corner at two storeys and therefore the third storey will need to be recessed away slightly form the high street. There is the opportunity to create strong active frontage and public realm along Furtherwick Road, and the overall neighbourhood hub.</p> <p>There are instances of higher density nearby, as demonstrated in Tissue Study A3.9 (Application 19/0764/FUL), with a density of 92.31dph (Density Band 6). It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 70-100dph in line with Density Band 6 as being as an appropriate density, which represents 18-22 dwellings.</p>
Site C1 Resi 10	
Net Developable Area	NDA: 0.229ha
Recommended Density Band	Density Band 6 (70-100dph)
Recommended Capacity	16-23 dwellings
Density and Capacity Justification	<p><b>Residential 10 - Grouts Canvey (Allocated):</b></p> <p>Residential 10 sits within the Neighbourhood Hub (Density Band 6 70-100dph) with part of the site including frontage to Furtherwick Road. There is an opportunity to create strong frontage to Furtherwick Road as you are moving towards the centre of Canvey Town Centre. There is also an opportunity to define Lionel Road with active residential frontage. There is 2.5/3 storey from adjacent to the site boundary. Creative solutions with mixing uses and maintaining high street character whilst introducing residential above, whilst also dealing with the sites irregular shape will be required.</p> <p>There are instances of higher density nearby, as demonstrated in Tissue Study A3.9 (Application 19/0764/FUL), with a density of 92.31dph (Density Band 6). It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 70-100dph in line with Density Band 6 as being as an appropriate density, which represents 16-23 dwellings.</p>
Site C1 Resi 11	
Net Developable Area	NDA: 0.095ha
Recommended Density Band	Density Band 7 (100-125dph)
Recommended Capacity	10-12 dwellings
Density and Capacity Justification	<p><b>Residential 11 - Matrix House (Allocated):</b></p> <p>Residential 11 sits within the Neighbourhood Hub (Density Band 6: 70-100dph) and could contribute to an active frontage approach to the town centre. The site is regularly shaped with an existing building that may have the option to be converted or redeveloped into residential apartments.</p> <p>There are instances of higher density nearby, as demonstrated in Tissue Study A3.9 (Application 19/0764/FUL), with a density of 92.31dph (Density Band 6). There are instances of high density nearby demonstrated in Tissue Study A3.7 (Application 20/0328/FUL), a 3-storey development, with a density of 128dph (Density Band 8). It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 100-125dph (Density Band 7), which represents 10-12 dwellings.</p>

Site C1 Resi 12	
Net Developable Area	NDA: 0.117ha
Recommended Density Band	Density Band 7 (100-125dph)
Recommended Capacity	12-15 dwellings
Density and Capacity Justification	<p><b>Residential 12 - 14-18 Furtherwick Road:</b></p> <p>Residential 12 sits within the Neighbourhood Hub (Density Band 6: 70 -100dph) and could provide mixed- use development with commercial space on ground floor. The site indicated as a Gateway in the Masterplan SPD, providing a focus to the norther end of Furtherwick Road as it meets the High Street. There is the opportunity to create strong feature and corner turning active frontage on the corner of Warden Road and Furtherwick Road, adding to legibility and signalling the start of the shopping area.</p> <p>Existing case study A9 (Application 13/00897/TBC) demonstrates a comparable precedent in accommodating the density on site of 71dph (Density Band 6) utilising 3 storey-built form. There are instances of higher density nearby, as demonstrated in Tissue Study A3.7 (Application 20/0328/FUL), also 3-storey with a density of 128dph (Density Band 8).</p> <p>Given the location at the edge of centre of the Neighbourhood Hub, it is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of Density Band 7 (100-125dph) which equates to 12-15 dwellings.</p>
Site C1 Resi 13	
Net Developable Area	NDA: 0.108Ha
Recommended Density Band	Density Band 6 (70-100dph)
Recommended Capacity	8-11
Density and Capacity Justification	<p><b>Residential 13 - 11-15 Knightswick Road:</b></p> <p>This is located within the Neighbourhood Hub Identity Area (Density Band 6: 70 -100dph), in a gateway as recognized by the SPD next door to and opposite 3-storey development. The site the opportunity to provide strong active frontage to Knightswick Road, and assuming the sites to the south come forward should easily be able to achieve the 3-storey height</p> <p>There are instances of high density nearby, as demonstrated in Tissue Study A3.7 (Application 20/0328/FUL), a 3-storey development, with a density of 128dph (Density Band 8). It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a Density Band 6 (70-100 dwellings) being an appropriate density, which represents 8-11 dwellings.</p>
Site C1 Resi 14	
Net Developable Area	NDA: 0.19ha
Recommended Density Band	Density Band 6 (70-100dph)
Recommended Capacity	13-19 dwellings
Density and Capacity Justification	<p><b>Residential 14 - Former Barclays Site (Allocated):</b></p> <p>Residential 14 is a central and prominent site within Canvey Town Centre and is located within the Neighbourhood Hub Identity Area (Density Band 6: 70-100dph). There is an opportunity to diversify the use of the site whilst retaining the Library or mixed use element at ground floor. The site should contribute as a focal point to Canvey Town Centre.</p> <p>Tight urban development surrounds the site and there is opportunity to raise the height slight to 2.5-storeys adding to legibility, this should be developed whilst bearing in mind the privacy of the dwellings to the rear. There are instances of higher density nearby within a Neighbourhood Hub as demonstrated by Tissue Study TA1- with a density of 71.9dph. Although this height is not quite justifiable here, it does seem reasonable to pursue the Density Band 6 at 70-100dph which represents 13-19 dwellings.</p>



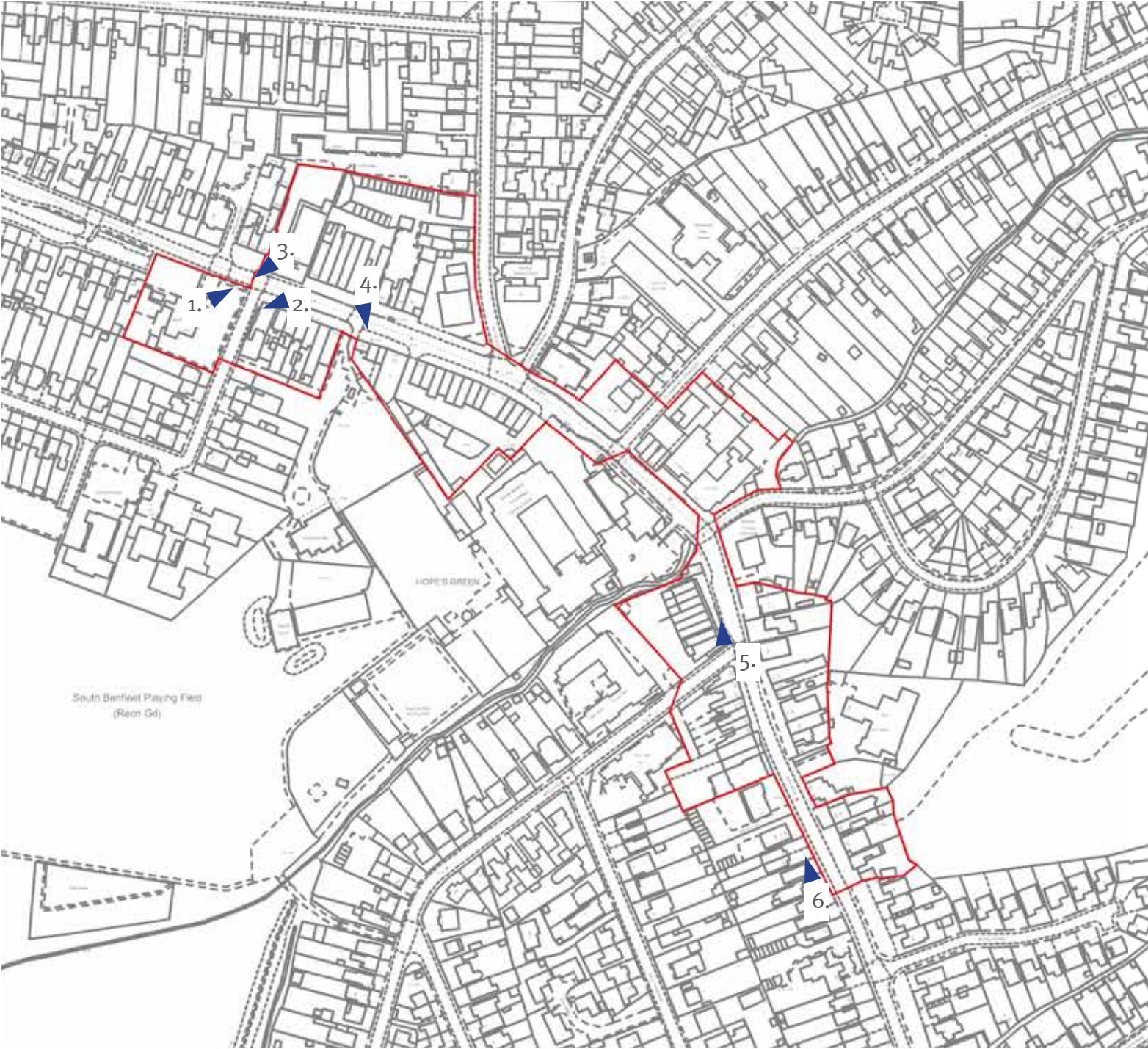
Site C1 Resi 15	
Net Developable Area	NDA: 2.103ha
Recommended Density Band	Band 6 (70-100dph)
Recommended Capacity	147-210 dwellings
Density and Capacity Justification	<p><b>Residential 15 - Knightswick Shopping Centre and Car Park (Allocated):</b></p> <p>This is an existing shopping centre and carpark located within the Neighbourhood Hub Identity Area (Density Band 6: 70 -100dph), is a central and prominent site within Canvey Town Centre and is located within the Neighbourhood Hub Identity Area (Density Band 6: 70-100dph). There is an opportunity to diversify the use of the site whilst retaining key mixed uses that contribute to the town centre. Castle View School to the south of the site includes 3 storey form and it is considered an opportunity to respond to legibility and landmark creation with higher density 3 storey forms. Active frontage and definition of the key movement routes that contribute to town centre character should be retained.</p> <p>There are instances of higher density nearby within a Neighbourhood Hub as demonstrated by Tissue Study TA1- with a density of 71.9dph and Tissue Study A3.9 (Application 19/0764/FUL), with a density of 92.31dph (Density Band 6). It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with a density range of 70-100dph as an appropriate density, which represents Density Band 6 and 147-210 dwellings.</p>
Site C1 Resi 16	
Net Developable Area	NDA: 0.093ha
Recommended Density Band	Density Band 6 (70-100dph)
Recommended Capacity	7-10 dwellings
Density and Capacity Justification	<p><b>Residential 16 – Kushi (Allocated):</b></p> <p>Residential 16 is a central and prominent site within Canvey Town Centre and is located within the Neighbourhood Hub Identity Area (Density Band 6: 70-100dph). It is a small and constraint site which offers a public realm/park benefit to the town centre. There may be opportunity to develop park of the site which retaining this public realm contribution to create and improved gateway, definition of Foksville Road. There is an opportunity to increase height on the site as a corner location, although this should be developed in accordance with the surrounding which range from 2 to 3 storey.</p> <p>There are instances of higher density nearby within a Neighbourhood Hub as demonstrated by Tissue Study TA1- with a density of 71.9dph and Tissue Study A3.9 (Application 19/0764/FUL), with a density of 92.31dph (Density Band 6). It is therefore justifiable that higher density apartment typologies could be accommodated on this parcel with a density range of 70-100dph as an appropriate density, which represents Density Band 6 and 7-10 dwellings.</p>

Site C1 Resi 17	
Net Developable Area	NDA: 1.551ha
Recommended Density Band	Density Band 5 (50-70dph)
Recommended Capacity	78-109 dwellings
Density and Capacity Justification	<p><b>Residential 17 - The Paddocks (Allocated):</b></p> <p>Residential 17 is located outside of the town centre boundary, however, it is in close proximity to the town centre and is located within the Primary Corridor Identity Area (Density Band 5: 50-70dph). It is a large and irregularly shaped site with the current The Paddocks Community Centre and Canvey Primary Care Centre commercial buildings abutting the site. The site is adjacent to 1-2 storey residential development with trees screening residential gardens.</p> <p>The site is in close proximity to the Neighbourhood Hub Identity area and a nearby development include Tissue Study A3.9 (Application 19/0764/FUL) with a density of 92.31 (Density Band 6). It is not anticipated that density as high as this is appropriate considering the proximity to residential dwellings and location within a Primary Corridor. It is therefore justifiable that a mixture of apartment forms and higher density housing could be accommodated on this parcel with a density range of 50-70dph as an appropriate density, which represents Density Band 5 and 78-109 dwellings.</p>
Recommend core documents for submission (please check validation checklist)	<p>This represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p> <ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## B1 - South Benfleet Town Centre



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6

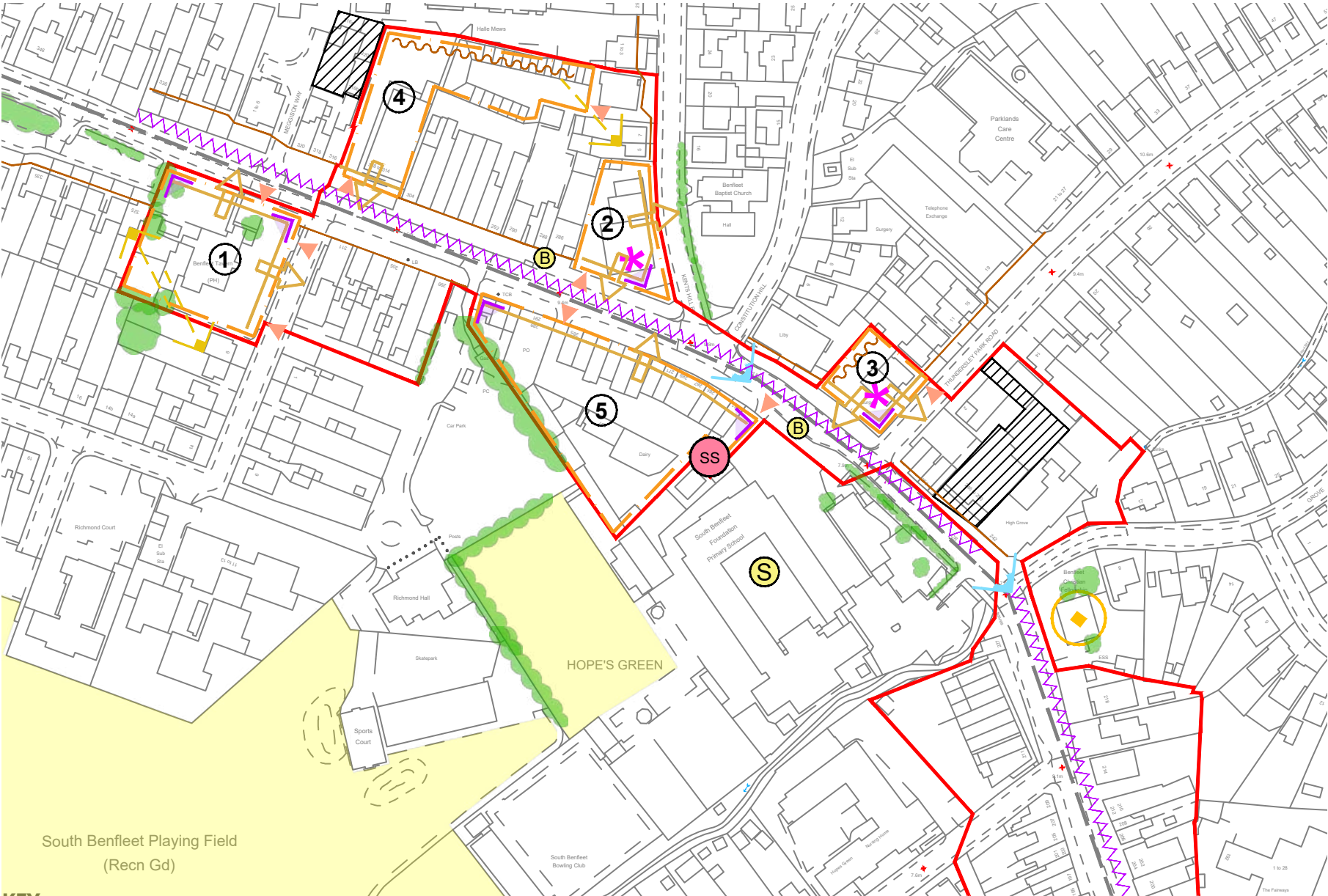




# Opportunities and Constraints Analysis

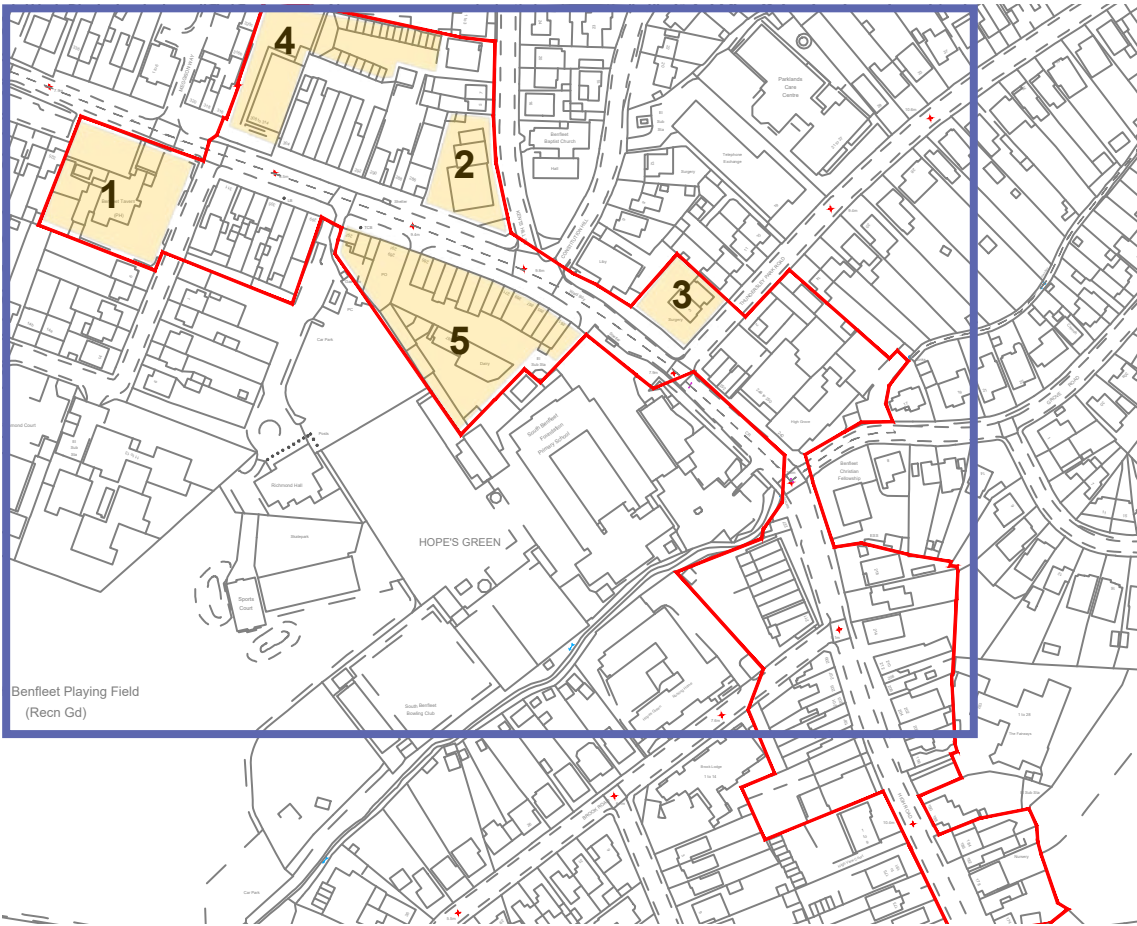
## B1 - South Benfleet Town Centre

Site Location + NDA Plan not to scale



KEY

Figure 16 South Benfleet Town Centre Opportunity and Constraints Analysis



0m 20m 40m 100m

Figure 17 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre		Sub Station		Potential Pedestrian Link
	Flood Zone 2		Allocationed Allotments		Greenbelt		Public Right of Way		Sustrans Cycle Network		45° Privacy Line
	Flood Zone 3		Bus Depot		L'Term Employment Land		Potential Access Point		Opportunity for Key Street		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Surface Water Flooding		Emerging Developmnt		LOWs 2012		Opportunity for Green Link		Listed Building		Key View
	Archaeological Interest		Playing Fields		Open Space		Opportunity for SuDS		WPS		Prevailing Privacy Issue
	Recreational Open Space		Scheduled Monument		Open Space		Opportunity for SuDS		WPS		Prevailing Privacy Issue
	Ancient Woodland		Designated Shopping		Open Space		Opportunity for SuDS		WPS		Prevailing Privacy Issue
	County Wildlife Sites		SPA		Open Space		Opportunity for SuDS		WPS		Prevailing Privacy Issue
	County Wildlife Sites		SSSI		Open Space		Opportunity for SuDS		WPS		Prevailing Privacy Issue
	County Wildlife Sites		Town Centre		Open Space		Opportunity for SuDS		WPS		Prevailing Privacy Issue



# Justification Tables

## B1 - South Benfleet Town Centre

Site Criteria	
Site	South Benfleet Town Centre
Site Reference	B1
Preferred Options Site Area	N/A
Proposed Site Boundary	3.734ha
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as B1 – South Benfleet Town Centre. A development brief will be required for the site prior to determination of any planning application. There are a number of sub-sites identified within the Town Centre boundary for residential development opportunities: <ul style="list-style-type: none"><li>Benfleet Tavern Public House, High Road – Resi 1</li><li>Shell Garage, Kents Hill Road – Resi 2</li><li>Land between constitution hill and Thundersley Park Road – Resi 3</li><li>Sainsbury’s and Stellisons High Road – Resi 4</li></ul>
Planning History	<b>25/0230/FUL</b> - Demolish Conservatory and construct single storey rear/side extension, 7 Kents Hill Road (approved May 2025) <b>23/0744/FUL</b> - Proposed alterations and change of use to ground floor to create Restaurant and 8No. flats at 1st and 2nd floor with associated off-street parking, 246-250 High Road Benfleet (approved February 2024) <ul style="list-style-type: none"><li>Various change of use applications</li><li>Various residential extensions applications</li><li>Various permitted development applications</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>High Road which runs through site is key street forming neighbourhood hub</li><li>Richmond Pre School and South Benfleet Primary School adjacent to southwestern boundary, sits along High Road and forms part of town centre</li><li>Several strips of commercial and retail units along High Road, as well community facilities including South Benfleet Library</li><li>Residential dwellings surround site to the north, northwest, northeast, and south</li><li>Areas of mixed-use development along High Road with commercial space at ground level, and apartments on second and third levels</li><li>Built form within site is predominantly 2-3 storeys</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>Oasis Christian Fellowship Church (Former Pumping Station) is a Grade II listed building – bounds site on corner of High Road and Grove Road</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>South Benfleet Playing Fields southwest of site</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Boyce Hill Gold and County Club west of site – open character and parcels of mature trees</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Noise source from High Road</li><li>Rear privacy issues to the north of the site</li><li>Over dominance issues to the southwest due to the presence of single storey which warrants a sensitive boundary</li><li>Poor levels of existing green infrastructure</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Sustainable location offers good connectivity with less reliance on the private car</li><li>Additional storeys could be added to provide mixed use accommodation to the existing commercial units</li></ul>
Castle Point Design Code	
Identity Area Type	Neighbourhood Hub
Identity Area Characteristics	<ul style="list-style-type: none"><li>Mixture of town centers, local shops, community facilities, apartments and housing along primary and secondary streets</li><li>Usually located between connected road junctions leading to higher traffic and footfall</li><li>Continuous frontage and close relationship to the road, featuring minimal front gardens.</li></ul>
Identity Area Coding Principles	BT2, BT5, BT6, BT9, BC1-12, BE1, BE2, BE5, BE6, BE7, IC18-20

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Street corners should contain buildings with increased architectural detail, scale relative to context, and active frontage</li><li>New development should increase density with tightly drawn built form definition of the street and should carefully modulate up in scale from surrounding context</li><li>Enhance ground floor’s interaction with public realm, particularly by creating mixed-use buildings with residential upper storeys and commercial ground floors</li><li>4-5 storey development</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	N/A
Proposed Site Boundary Area (HA)	3.734ha
Proposed Site Boundary Justification	N/A
Mix of Development	Mixed use residential predominantly commercial
CP Target Density	150
CP Actual Density	N/A
B1 Resi 1	
Recommended Density & Capacity	125-150dph (Density Band 8) (27-32dwellings)
Net Developable Area (residential 1)	0.218ha
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Neighbourhood Hub which has been calculated to have an average density range of 70-100dph, which is within Density Band 6.</p> <p>The site falls within an Essex Parking Standards area of Good Connectivity, and Neighbourhood Coding Principles BT2 and BT6 apply. The key urban design principles identified include encouraging improving the public realm at ground floor and providing mixed use development of a height of 2-3 storey.</p> <p>Existing case study A3.5 (Application 18/1016/FUL) demonstrates a comparable precedent in accommodating the density on site of 110dph (Density Band 7) utilising part 2 storey and part 3 storey-built form. There are instances of higher density nearby, as demonstrated in Tissue Study A3.10 (Application 22/0461/FUL) with a density of 175dph (Density Band 9).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with an uplift density range of 125-150dph (Density Band 8) being selected as an appropriate density, which represents 27- 32 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
B1 Resi 2	
Recommended Density & Capacity	100-125dph (Density Band 7) (10-13 dwellings)
Net Developable Area (residential 2)	0.104ha
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Neighbourhood Hub which has been calculated to have an average density range of 70-100dph, which is within Density Band 6.</p> <p>The site falls within an Essex Parking Standards area of Good Connectivity, and Neighbourhood Coding Principles BT2 and BT6 apply. The key urban design principles identified include encouraging improving the public realm at ground floor and providing mixed use development of a height of 2-3 storey.</p> <p>Existing case study A3 (Application 18/0531/FUL) demonstrates a comparable precedent in accommodating the density on site of 97.49dph (Density Band 6) utilising 3 storey-built form. There are instances of higher density nearby, as demonstrated in Tissue Study A3.11 (Application 18/0366/FUL) with a density of 112.24dph, which places it within Density Band 7.</p>



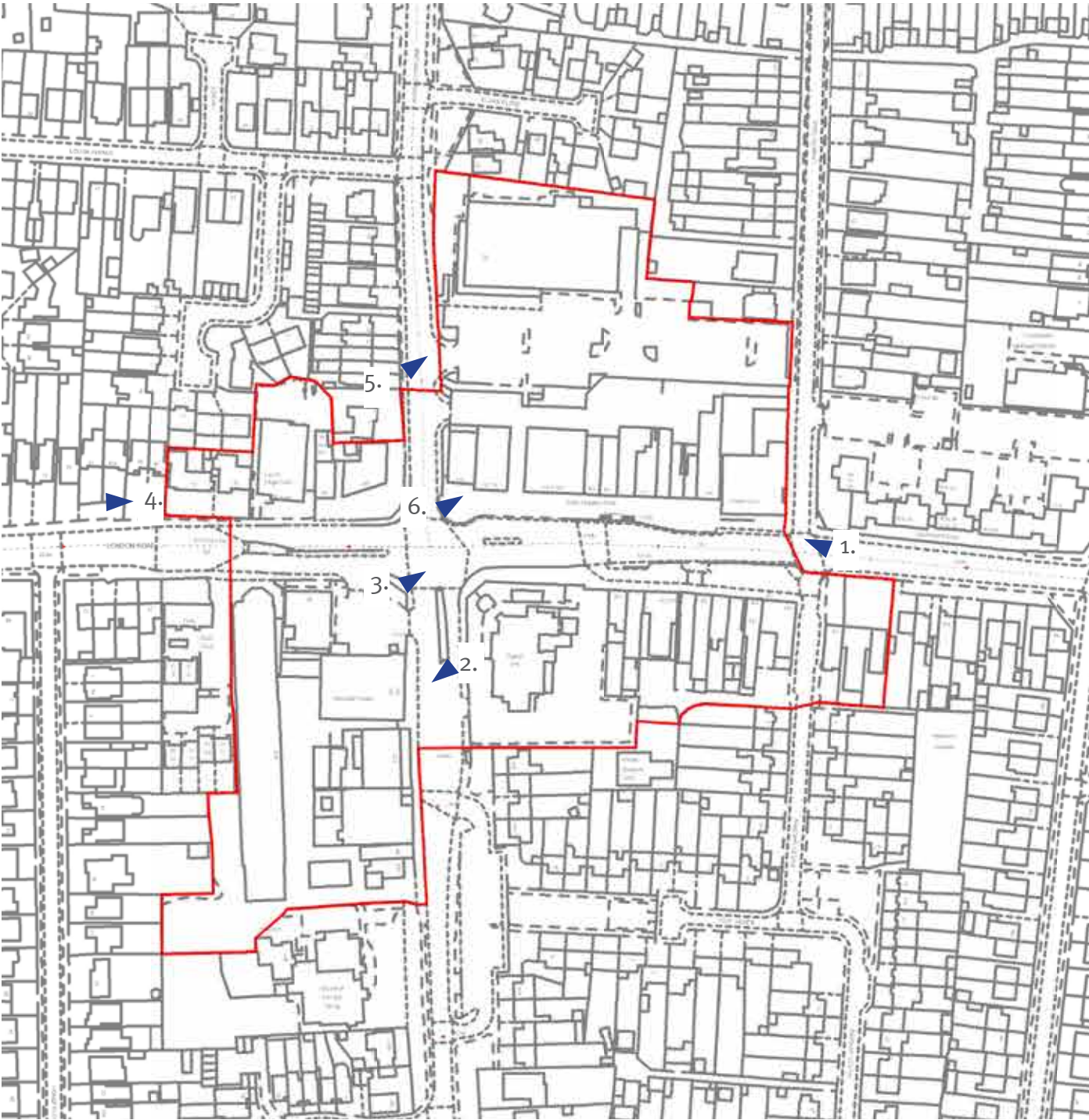
	<p>It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with an uplift density range of 100-125dph (Band 7) being selected as an appropriate density, which represents 10-13 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
B1 Resi 3	
Recommended Density (residential 3)	125-150dph (Density Band 8) (9-11 dwellings)
Net Developable Area (residential 3)	0.070ha
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site's identity area classification as Neighbourhood Hub which has been calculated to have an average density range of 70-100dph within Band 6.</p> <p>The site falls within an Essex Parking Standards area of Good Connectivity, and Neighbourhood Coding Principles BT2 and BT6 apply. The key urban design principles identified include encouraging improving the public realm at ground floor and providing mixed use development of a height of 2-3 storey.</p> <p>Existing case study A7 (application 20/01709/FUL) demonstrates a comparable precedent in accommodating the density on site of 146dph (Density Band 8) utilising 4 storey-built form. There are also instances of higher density nearby, as demonstrated in Tissue Study A3.11 (Application 18/0366/FUL) with a density of 112.24dph (Density Band 7).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with an uplift density range of 125-150dph (Band 8) being selected as an appropriate density, which represents 9-11 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
B1 Resi 4	
Recommended Density (residential 4)	125-150dph (Density Band 8) (26-32 dwellings)
Net Developable Area (residential 4)	0.211ha
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site's identity area classification as Neighbourhood Hub which has been calculated to have an average density range of 70-100dph within Band 6.</p> <p>The site falls within an Essex Parking Standards area of Good Connectivity, and Neighbourhood Coding Principles BT2 and BT6 apply. The key urban design principles identified include encouraging improving the public realm at ground floor and providing mixed use development of a height of 2-3 storey.</p> <p>Existing case study A3.5 (Application 18/1016/FUL) demonstrates a comparable precedent in accommodating the density on site of 110dph (Density Band 7) utilising part 2 storey and part 3 storey-built form. There are instances of higher density nearby, as demonstrated in Tissue Study A3.10 (Application 22/0461/FUL) with a density of 175dph, which places it in Density Band 9.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with an uplift density range of 125-150dph being selected as an appropriate density, which represents 26-32 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>

B1 Resi 5	
Recommended Density (residential 5)	200-250dph (Density Band 10) (70-88 dwellings)
Net Developable Area (residential 5)	0.351ha
Density and Net Developable Area Justification	<p>Site 5 has been included as it runs along a primary corridor and sits adjacent to the Neighbourhood Hub, making it a logical location for more intensified development. Two prominent corners have been identified which provide opportunities to improve legibility and mark key points in the layout, allowing for a modest increase in height. The site is relatively unconstrained and well connected, making it suitable for higher density development that respond to the surrounding context.</p> <p>An existing comparable density has been informed by the site's identity area classification as Neighbourhood Hub which has been calculated to have an average density range of 70-100dph within Band 6.</p> <p>The site falls within an Essex Parking Standards area of Good Connectivity, and Neighbourhood Coding Principles BT2 and BT6 apply. The key urban design principles identified include encouraging improving the public realm at ground floor and providing mixed use development of a height of 2-3 storey.</p> <p>Existing case study A12 demonstrates a comparable precedent in accommodating the density on site of 192dph (Density Band 9) utilising 4 storey-built form. There are instances of higher density nearby, as demonstrated in Tissue Study A3.3 with a density of 280dph.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on this parcel with an uplift density range of 200-250dph being selected as an appropriate density, which represents 70-88 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Seek advice from an Ecologist regarding Biodiversity Net Gain contributions</li><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>• Heritage Statement</li></ul>



# Site Viewpoints Plan

## B2 - Tarpots Town Centre



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## B2 - Tarpots Town Centre

Site Location + NDA Plan not to scale

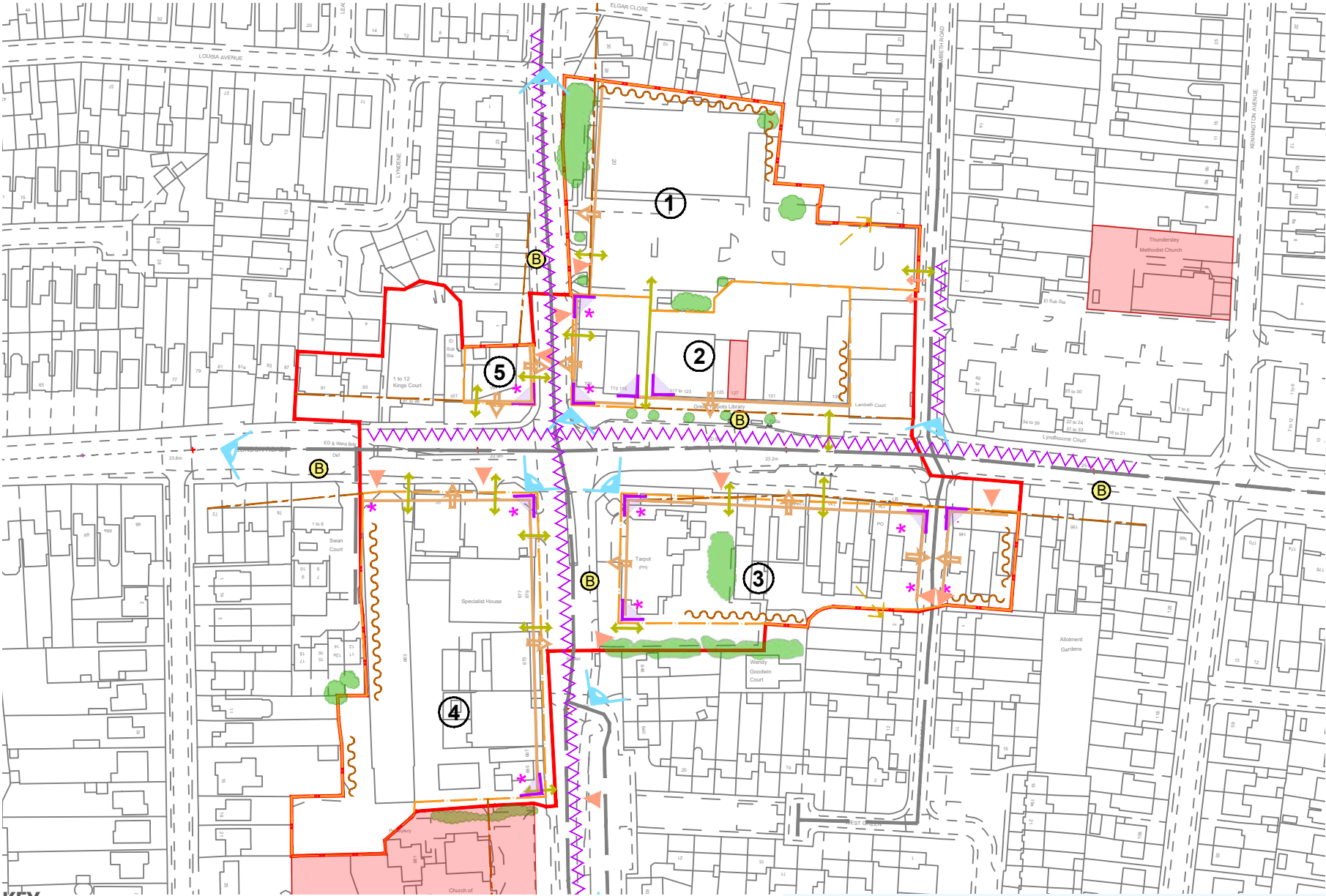


Figure 18 Tarpots Town Centre Opportunity and Constraints Analysis

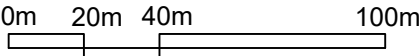
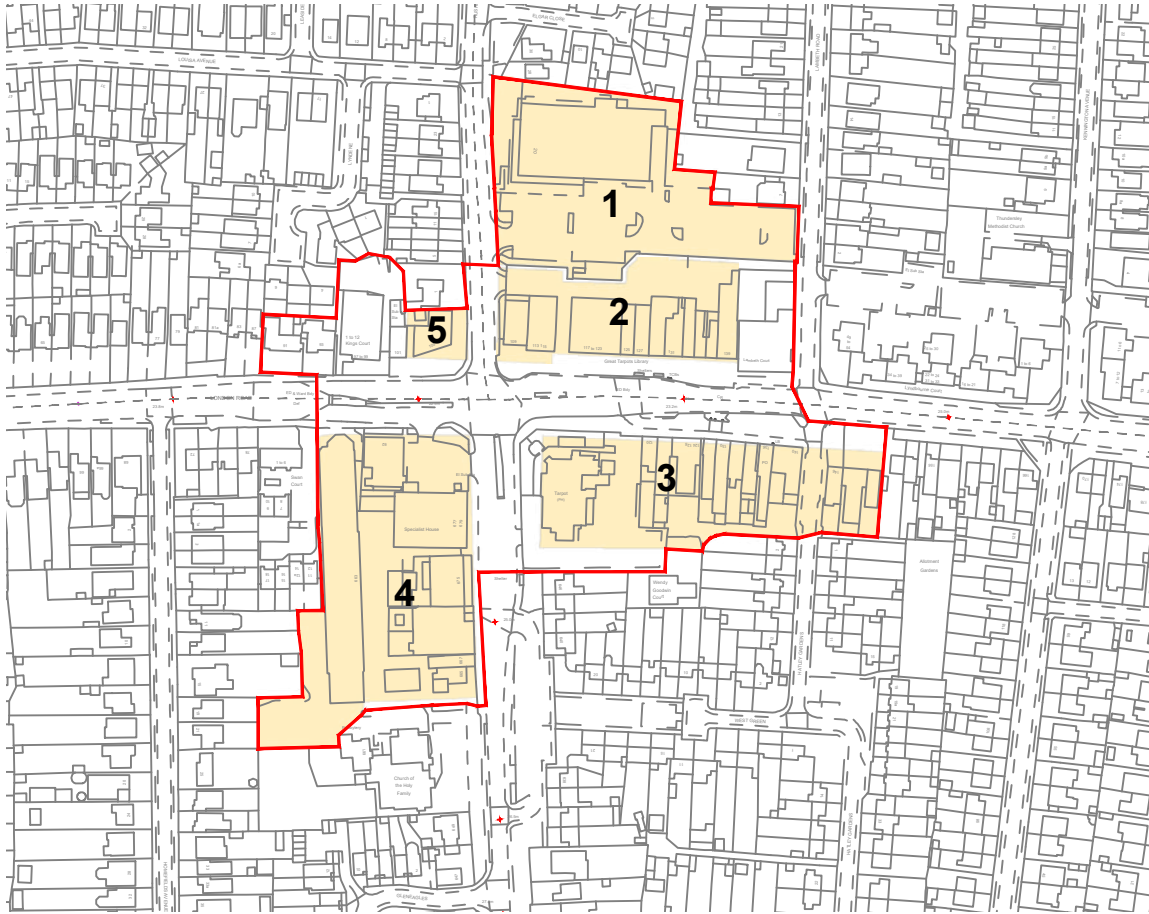


Figure 19 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way				45° Privacy Line
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Key View
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network				Prevailing Privacy Issue
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building				
	Recreational Open Space		Designated Shopping		SSSI						
	Ancient Woodland		SPA		SSSI						
	County Wildlife Sites		Town Centre		Town Centre						
					Opportunity Landscape Buffer						
					Opportunity for Green Link						
					Opportunity for SuDS						



# Justification Tables

## B2 - Tarpots Town Centre

Site Criteria	
Site	3.91ha
Site Reference	B2
Preferred Options Site Area	N/A
Proposed Site Boundary	3.910ha
Site Background	
Planning Policy	<p>Site identified in the draft Castle Point Plan (Regulation 19) as B2 – Tarpots Town Centre. A development brief will be required for the site prior to determination of any planning application.</p> <p>There are a number of sub-sites within the Town Centre boundary identified for residential development opportunities:</p> <ul style="list-style-type: none"><li>• Aldi, off Rushbottom Lane – Resi 1</li><li>• Land on southeast corner of London road and high road – Resi 2</li><li>• Land on southwest corner of London road and high road – Resi 3</li><li>• 140 London Rd, South Benfleet, Benfleet – Resi 4</li></ul>
Relevant Planning History	<ul style="list-style-type: none"><li>• <b>21/0663/FUL</b> - Two storey rear extension to create extension to existing dental surgery and new first floor residential flat including infill of existing front entrance canopy with new porch and conversion and alterations of existing garage to form new access (2021)</li><li>• Various extensions to Residential and Commercial properties</li><li>• Various change of Use to Residential and Commercial Properties</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>• The site is situated in the Tarpots local centre at the crossroads of the A13 (London Road) with High Road and Rushbottom Lane.</li><li>• The immediate area is a bustling mixed-use strip, with retail and service uses (e.g. an Aldi supermarket, Nisa, a Tesco Express and independent shops including cycle stores) on both sides of the A13.</li><li>• A community library is also located on this stretch (Great Tarpots Library at 127 London Road, within postcode SS7 5UH).</li><li>• Existing buildings in this centre are generally low-rise (predominantly 2-2.5 storey.</li><li>• The architectural character is utilitarian mid/late-20th century commercial, with varied shopfronts and signage.</li><li>• There is no strong cohesive style, and some properties appear dated, reflecting incremental development over time.</li><li>• The A13 arterial road defines the centre, carrying high traffic volumes east-west through the site’s frontage.</li><li>• The intersecting High Road/Rushbottom Lane brings local traffic north-south. This creates a car-oriented environment with signalised junctions and multiple lanes dominating the public realm.</li><li>• Site access will likely rely on side streets or service lanes, as direct new access off the A13 may be constrained by the busy junction. There are surface parking areas serving the supermarket and shops (e.g. parking at the Aldi and along High Road), which breaks up the current street frontage.</li><li>• Pedestrian connectivity exists (with sidewalks and crossings), but the large junction and traffic flows currently hinder walkability and the sense of a cohesive centre.</li><li>• Beyond the immediate commercial frontage, the surrounding context is mostly established residential suburbs.</li><li>• To the north and west are interwar and post-war housing estates in Thundersley (predominantly semi-detached houses with gardens), while to the south along High Road (toward South Benfleet old town) are residential areas and community facilities.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>• The site itself is not within a conservation area.</li><li>• The nearest historic building is <b>Saddlers' Hall Farmhouse</b> – Grade II (<a href="#">List entry 1122233</a>) listed which is about 1.5 km from the site.</li></ul>

Natural Environment Context	<ul style="list-style-type: none"><li>• There are no major watercourses on or adjacent to the site.</li><li>• While the site itself is previously developed urban land with minimal existing habitat, the region does not contain designated natural areas.</li><li>• The site and its immediate surroundings have sparse tree cover, typical of a busy commercial junction. Any existing mature trees on or around the site (for instance, trees at property boundaries or along the highway verge) should be identified and protected if possible.</li><li>• There may be Tree Preservation Orders (TPOs) on significant specimens in the wider area, though none are obvious on the site itself (this should be confirmed via the Council’s TPO register during planning). New development gives an opportunity to introduce more green landscaping and street trees to enhance the natural environment of the centre.</li><li>• The site appears to lie in Flood Zone 1 (low risk).</li><li>• Being at a traffic junction, the site’s ambient noise and air quality are notable environmental factors. The A13 is a significant source of road traffic noise and emissions.</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>• The site lies on gently sloping terrain. The South Benfleet/Thundersley area rises to the north; Tarpots sits on the lower slopes of Bread and Cheese Hill. The topography means the site is relatively level, with no dramatic slopes on the parcel, but there is a gradual incline heading north.</li><li>• Long-distance views from the site are limited by surrounding buildings and trees.</li><li>• The site does not form part of any designated scenic vista or notable landscape feature.</li><li>• At present the site contributes to a typical suburban townscape dominated by the road infrastructure.</li><li>• Visually, the junction area is marked by wide carriageways, traffic signals, street lighting, and commercial signage.</li><li>• The built form around the site is fragmented: a mix of standalone retail stores and older shop rows with varied setbacks. Gaps for car parks and forecourts mean the street frontage is not continuous.</li><li>• As such, the spatial character lacks enclosure, the scale of the road junction opens up the space, making buildings read as individual elements rather than a cohesive streetscape.</li><li>• Despite its current somewhat ad-hoc appearance, the site occupies a prominent node in the townscape. Tarpots is one of the key local centres in Castle Point (alongside South Benfleet High Road, Hadleigh, etc.), and as such the site has a role as a gateway/landmark location for those traveling through.</li><li>• There is minimal green landscaping in the immediate setting, any greenery is limited to small patches (such as narrow verges, private planting by shop fronts, or a few trees). The broader landscape character of the surrounding suburb is greener (with tree-lined residential streets and private gardens), but the site itself currently offers little open or recreational space.</li><li>• The site does not lie within a valued landscape or character area, and its visual qualities are generally of low sensitivity.</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>• A primary constraint is the high traffic volume and congestion at the A13/High Road/Rushbottom Ln junction. The A13 is a strategic route, so any new development must be planned with input from highway authorities. Direct access onto London Road may be restricted or require significant junction improvements due to safety and capacity concerns.</li><li>• Provision for vehicular access will likely need to come from secondary roads or existing service lanes.</li><li>• The site is immediately adjacent to other commercial properties and near residential dwellings (particularly to the sides or rear of the site). This imposes constraints for new buildings to respect privacy, daylight/sunlight, and outlook for nearby homes.</li></ul>



	<ul style="list-style-type: none"><li>• Height and massing will need tapering where close to existing houses to avoid overbearing effects.</li><li>• If the site includes existing businesses (shops or library), plans must consider phasing to avoid blighting the centre. There may be a need to provide temporary facilities or carefully schedule works to minimise downtime for important services.</li><li>• Loss of existing retail or reusing existing retail.</li><li>• Facades facing the road may require acoustic glazing and ventilation that doesn't rely on opening windows (to mitigate noise and traffic emissions).</li><li>• Outdoor amenity spaces for residents (gardens, balconies) should ideally be oriented away from the busiest road or screened, which can constrain site layout options.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>• The site's position at a prominent junction offers the chance to create a landmark development.</li><li>• A well-designed development here can act as a gateway for South Benfleet, improving first impressions. There is an opportunity for slightly increased height or a distinctive architectural feature at the corner, to serve as a focal point (within reason of surrounding context).</li><li>• The high visibility to passing traffic and bus riders can be capitalized on a landmark corner element that gives the locality an identity.</li><li>• The vision for residential and mixed-use development on site presents a major opportunity to strengthen the local centre.</li><li>• The location is well connected by public transport, with multiple bus routes (21, 21B, 22, 28) serving Tarpots and linking to surrounding towns. The site is also on a main road connecting to the wider region (Southend, Basildon, and quick access towards the A130/A127 for London). This means a development can leverage sustainable travel options, an opportunity to promote bus use, walking and cycling.</li><li>• Providing enhanced bus waiting facilities, secure cycle parking, or even new footpath links through the site can improve overall connectivity.</li><li>• The close proximity of shops and services means new residents can meet daily needs without driving, supporting climate-friendly development.</li><li>• If the site includes the library or adjacent public facility, there is an opportunity to re-provide and modernize that facility within the new scheme.</li><li>• Landscaping is another opportunity: new street trees, greenery, and possibly sustainable drainage features (raingardens) can beautify the streetscape and provide environmental benefits.</li></ul>
Castle Point Design Code	
Identity Area Type	Neighbourhood Hub
Identity Area Characteristics	These are a mixture of town centres (as defined in the local plan), local shops, community facilities, apartments and housing along primary and secondary streets. They are usually located at or between connected road junctions leading to higher traffic and footfall. As such locally these are regarded as centres in relationship to their surroundings. Proposals for retrofitting or new developments of mixed use will be contextual on these sites. Opportunities should be taken to ensure there are continuous frontages with a close relationship to the road featuring minimal front gardens. Street corners should contain buildings with increased architectural detail, scale relative to context and active frontage on both aspects should be included. Given the location at a confluence of Primary Routes, the Design Code identifies Neighbourhood Hubs to have the potential to be developed up to 4 storeys.
Identity Area Coding Principles	BT2, BT5, BT6, BT9, BC 1, BC 2, BC 3, BC 4, BC 5, BC 6, BC7, BC 8, BC 9, BC 10, BC 11, BC 12, BE1, BE2, BE5, BE6, BE7

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>• Existing building heights are between 1 and 3 storeys.</li><li>• However, the Design Code identifies opportunities to develop up to 4 storeys, particularly at corners. (subject to townscape and sunlight analysis).</li><li>• Provide continuous frontages along London Road and High Road to define the street and create enclosure.</li><li>• Maintain a permeable layout internally, with pedestrian and cycle links connecting through the site to surrounding roads and services.</li><li>• Emphasise corner buildings with increased architectural detailing, scale, and active ground floor uses, enhancing legibility and identity at junctions.</li><li>• Encourage a mixed-use scheme with ground-floor retail, community or commercial space, particularly fronting London Road and the junction.</li><li>• In quieter edges or rear portions of the site, BT5 (Link Detached), BT6 (Terraced) or BT9 (Courtyard) housing typologies may be appropriate to transition to surrounding suburbs.</li><li>• Provide green buffers along the A13 frontage using robust landscaping, including street trees, rain gardens, or planting beds to soften visual impact and improve air quality.</li><li>• Any car parking should be located to the rear or sides of buildings and broken up with landscape planting.</li><li>• Minimise vehicular access from the A13; prioritise access via secondary roads or service lanes.</li><li>• Design for safe pedestrian movement with direct footpaths, crossings, and cycle parking provision.</li><li>• Employ noise mitigation measures for buildings fronting the A13, such as acoustic glazing, winter gardens, or recessed balconies.</li><li>• Orientation of residential units should maximise daylight, privacy, and outlook while minimising exposure to noise and pollution.</li><li>• Incorporate SuDS features (e.g. permeable paving, green roofs, bioswales) to manage runoff and enhance biodiversity.</li><li>• If the existing library or community use is affected, it should be re-provided as part of a mixed-use ground floor offer.</li><li>• Flexible-use units could accommodate community hubs, co-working, or health-related uses to reinforce the social role of the local centre.</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	3.91ha
Proposed Site Boundary Area (HA)	3.91ha
Proposed Site Boundary Justification	N/a
Mix of Development	Mixed Use residential with retail/commercial on the ground floor
Net Developable Area (residential 5) (HA)	0.05ha
Total Net Developable Area Residential (HA)	2.6ha
CP Target Density	150
CP Actual Density	N/A
Discussion	<p>Tarpots is in a Neighbourhood Hub Identity Area which typically has a current density of Band 6 (70-100dph). These sites are on a busy junction of two Primary Streets which are wide and require increased height to produce a sense of enclosure. We therefore consider that the full 4 storey height recommended in the Design Code is entirely applicable here, particularly at corners and the challenge is simply to modulate up to this height as quickly as possible.</p> <p>It should be noted that the below is represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>



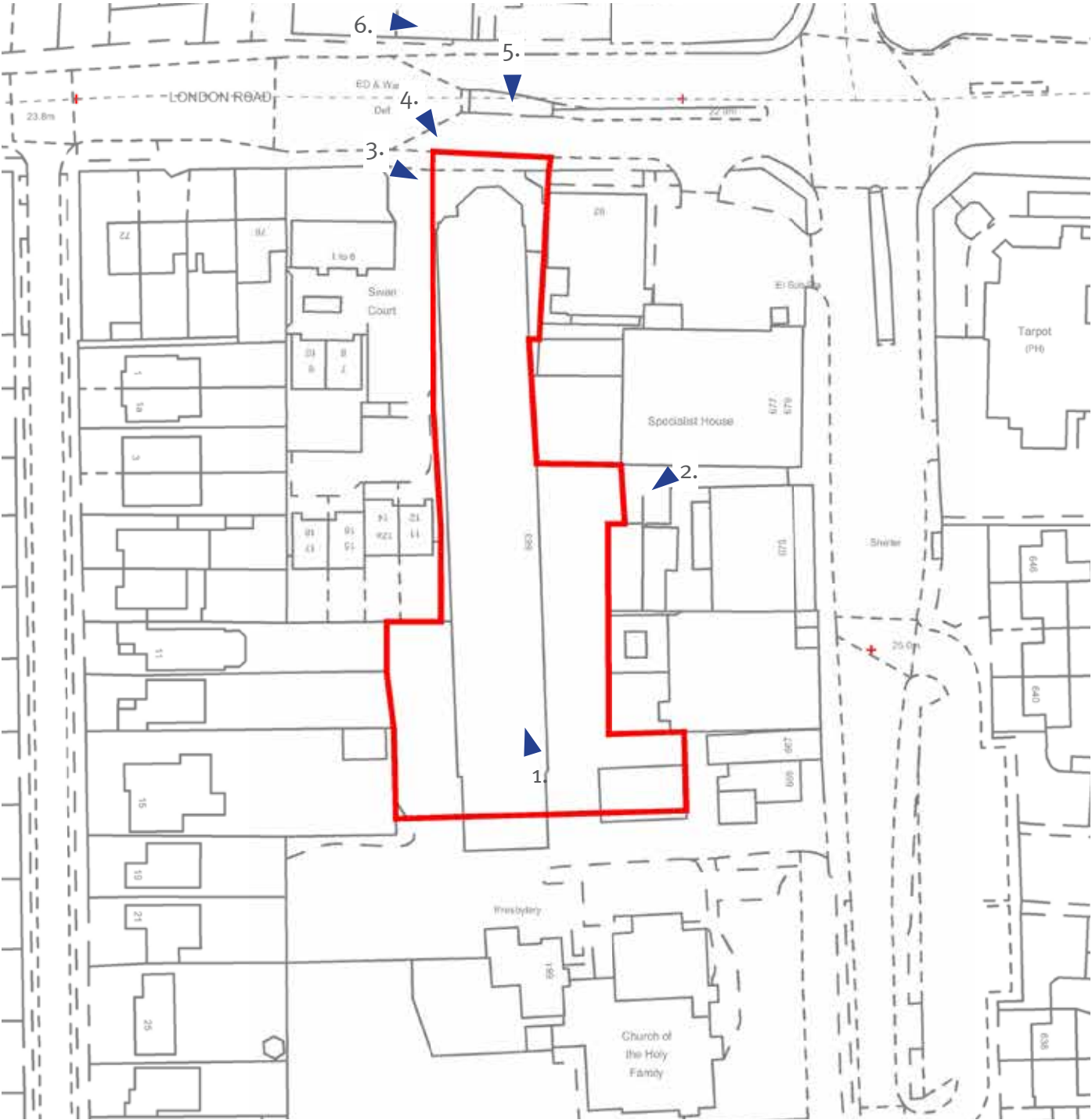
B2. Resi.1	
Net Developable Area	0.72ha
Recommended Density Band	Density Band 7 (100-150dph)
Recommended Capacity	72-108 dwellings.
Density and Capacity Justification	<p>Currently there is a Single Storey Aldi Supermarket on the site at around 8m high. Two storey buildings do not overlook the site from the north.</p> <p>It is considered that the site can be developed at three storeys at the north, rising to 4- storeys to the south, as recommended by the Identity Area in the Design Code, assuming the other sites in the study come forward.</p> <p>The neighbouring development of Saxon Court located to the West of the site is 3 – 3.5 storey residential development and depicts higher density, approximated at 97.8dph, which equates to Band 6.</p> <p>Further east in Southend, Tissue Study A14 (Application 15/00305/RESM) manages 4 storeys with commercial at ground floor and a residential density of 196dph (Band 9).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated, and an uplift density range of Band 7 (100-150dph) has been selected as an appropriate density, representing 72- 108 dwellings.</p>
B2. Resi.2	
Net Developable Area	0.4ha
Recommended Density Band	Density Band 8 (150-200dph)
Recommended Capacity	60-80 dwellings.
Density and Capacity Justification	<p>This forms part of the main frontage of Tarpots Centre with currently two-storey heights with retail on the ground floor. However, 4- storeys are justifiable here, in line with the Identity Area Coding, particularly as Lambeth Court immediately to the east is 3.5 storeys high. This presents an opportunity for development. Tissue Study A14 (Application 15/00305/RESM) manages 4 storeys with commercial at ground floor and a residential density of 196dph, which is Band 9.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated and an uplift density range of 150-200dph has been selected as an appropriate density, which represents 60-80 dwellings.</p>
B2.Resi.3	
Net Developable Area	0.6ha
Recommended Density Band	Density Band 8 (150-200dph)
Recommended Capacity	90- 120 dwellings.
Density and Capacity Justification	<p>This forms the main frontage of Tarpots Centre and is predominantly 2-storey, with a portion of 3-storey. This gives potential to increase storey heights to 4-storeys in line with Identity Area Coding. Proposed development will have retail on the ground floor with apartments above. Tissue Study A14 (Application 15/00305/RESM) manages 4 storeys with commercial at ground floor and a residential density of 196dph (Band 9).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated and an uplift density range of 150-200dph has been selected as an appropriate density, which represents 90-120 dwellings.</p>

B2. Resi.4	
Net Developable Area	0.83Ha
Recommended Density Band	Density Band 7 (100-150dph)
Recommended Capacity	83- 125 dwellings.
Density and Capacity Justification	<p>This is currently 1-2 storey retail and commercial development sticking closely to the road edge, with the 1 -2 -storey Holy Family RC church on the opposite corner to the south which is set back from the building line. It is therefore considered that this development can quickly rise from 2.5 storeys to 4 storeys at the northern corner, in line with the Identity Area Coding. This would articulate the corner of Tarpots Centre and increase a sense of arrival in Urban Design terms</p> <p>The nearby development of Saxon Court is 3 – 3.5 storey residential development and depicts higher density, approximated at 97.8dph (Band 6). Further east in Southend, Tissue Study A14 (15/00305/RESM) manages 4 storeys with commercial at ground floor and a residential density of 196dph (Band 9).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated, and an uplift density range of Band 7 (100-150dph) has been selected as an appropriate density, which represents 83-125 dwellings.</p>
B2. Resi.5	
Net Developable Area	0.05Ha
Recommended Density Band	Density Band 7 (100-150dph)
Recommended Capacity	5-8 dwellings.
Density and Capacity Justification	<p>Site 5 has been chosen because it can support higher-density development in a well-connected and unconstrained area. The site is surrounded by mid- to high-rise buildings, making it suitable for taller development and efficient land use. It's located at a confluence of two primary corridors, near the busy A13, and benefits from a wide junction and a strong sense of enclosure. The adjacent neighbourhood site is emerging, and there is an opportunity to mark the corner while stepping down in height towards the northern edge.</p> <p>This is currently a single storey retail unit which does not front the corner well, next door to 2- storey and 3-storey development to the west. It is flanked by a bungalow to the north. Therefore 2-storeys can rise relatively quickly to a 4-storey corner feature.</p> <p>The nearby development of Saxon Court is 3 – 3.5 storey residential development and depicts higher density, approximated at 97.8dph (Band 6). Further east in Southend, Tissue Study A14 (Application 15/00305/RESM) manages 4 storeys with commercial at ground floor and a residential density of 196dph (Band 9).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated, and an uplift density range of Band 7 (100-150 dph) has been selected as an appropriate density, which represents 5-8 dwellings.</p>
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Seek advice from an Ecologist regarding Biodiversity Net Gain contributions</li><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>• Heritage Statement</li></ul>



# Site Viewpoints Plan

## B3 - Former Furniture Kingdom Benfleet



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6



# Opportunities and Constraints Analysis

## B3 - Former Furniture Kingdom Benfleet



Site Location + NDA Plan not to scale

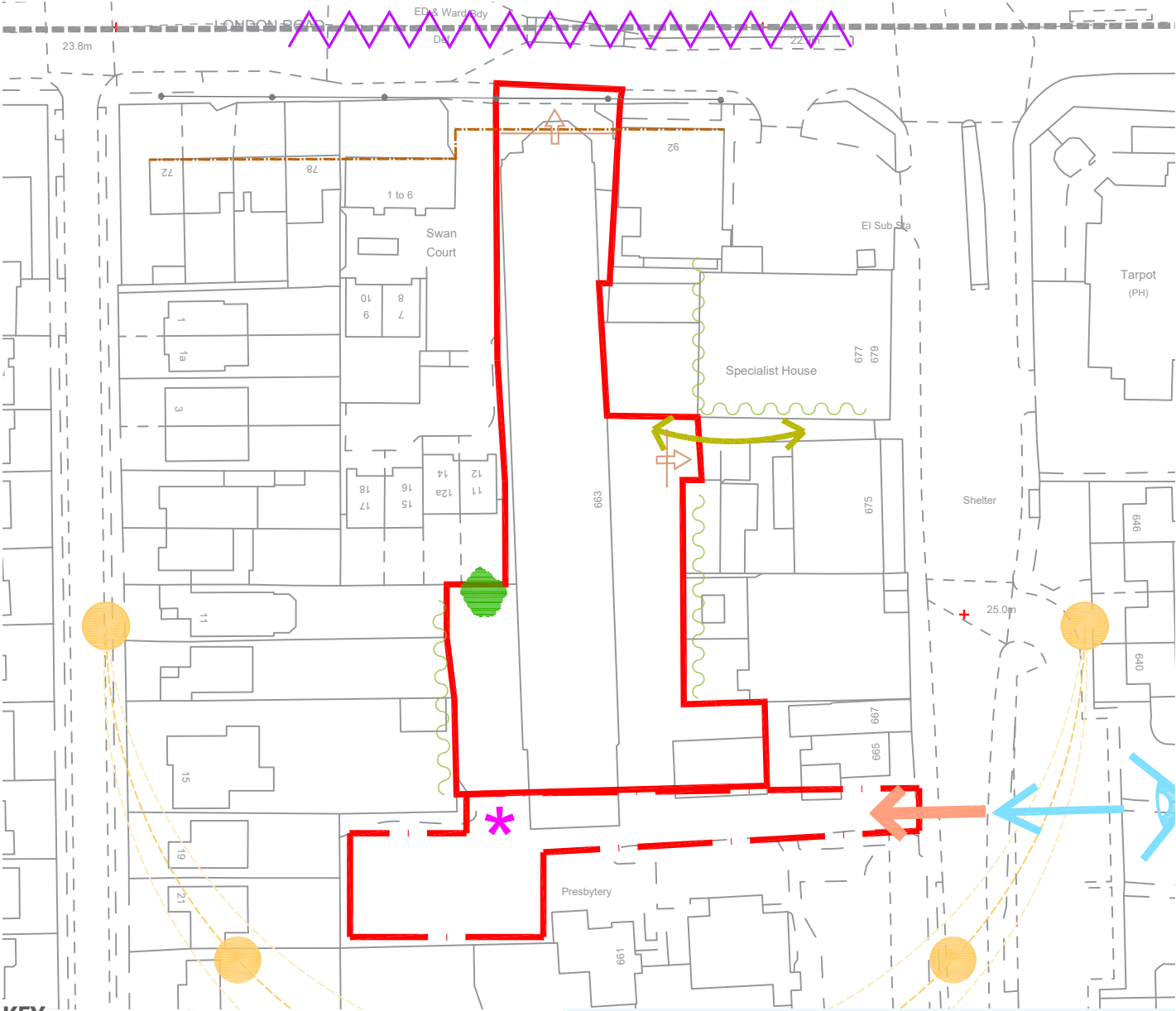


Figure 20 Former Furniture Kingdom Opportunity and Constraints Analysis

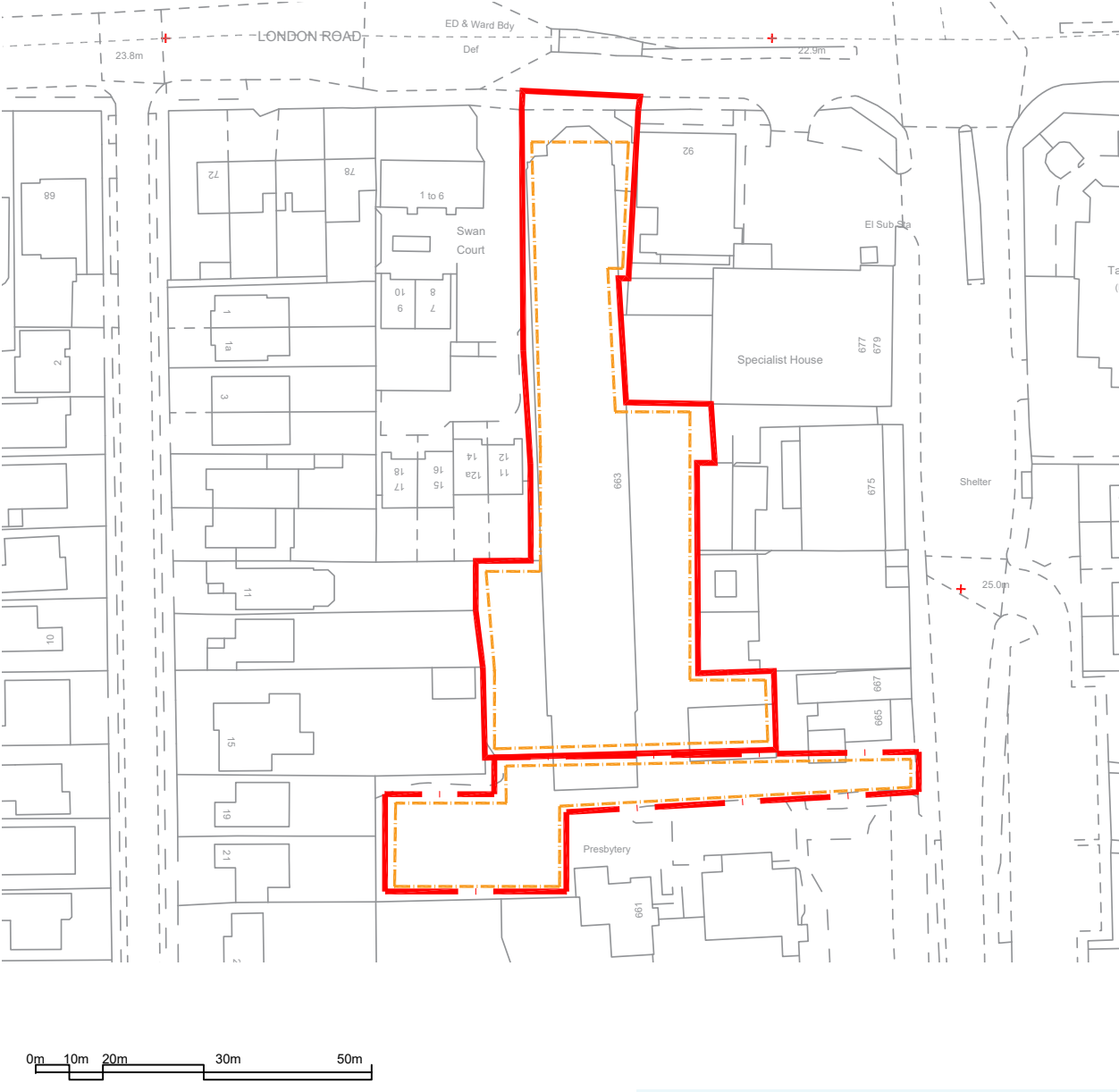


Figure 21 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Bus Stop		Potential Noise Source
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		Overhead Cables		Prevailing Building Line
	Key Road		Conservation Area		Existing Employment Land		Local Centre		Sub Station		Opportunity for Build Frontage
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way		Water Pump Station (15m excl zone)		Corner Building
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point		School		Developable Area (Reg 19 Allocations)
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street		School		Developable Area (Other)
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network		School		Potential Pedestrian Link
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building		School		45° Privacy Line
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer		Opportunity for Green Link		School		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Ancient Woodland		SPA		Opportunity for SuDS		Opportunity for SuDS		School		Key View
	County Wildlife Sites		SSSI						School		Prevailing Privacy Issue
			Town Centre						School		



# Justification Tables

## B3 - Former Furniture Kingdom Benfleet

Site Criteria	
Site	Former Furniture Kingdom Site
Site Reference	B3
Preferred Options Site Area (Ha)	0.321
Proposed Site Boundary (Ha)	0.423
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as B3 – Former Furniture Kingdom Site.
Planning History	<ul style="list-style-type: none"><li>20/0647/FUL – Demolition of existing buildings and construction of No.3 mixed use buildings including No.35 dwellings, commercial space, office space and associated access arrangements, refused 2020</li><li>21/0763/CPAOR – Change of use from offices (Class B1(a)) on the ground floor and first floor into 4 No. residential apartments, refused 2021</li><li>20/0647/FUL – Demolition of existing buildings and construction of No.3 mixed use buildings including No.35 dwellings, commercial space, office space and associated access arrangements, refused 2021</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Located along a primary route (London Road).</li><li>Mixed use urban location.</li><li>Long and narrow site bordered closely by commercial, residential, parking, and community built form.</li><li>The site is covered by built form or hardstanding.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>No nearby listed buildings</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>There is a tree on site, on the western boundary, with some neighbourhood trees/shrubs within the adjacent properties.</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>No relevant landscape character</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>The site is very long and thin, constraining the size and shape of a prospective building footprint and the location of potential parking.</li><li>With the exception of London Road, the site’s boundaries represent back of houses on nearby commercial uses. There is a risk of noise and odour issues from the adjacent commercial uses.</li><li>Access is located outside the site boundary and therefore arrangement will be required to expand the site boundary to include the access from High Road.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Opportunity to strengthen frontage onto London Road</li><li>Opportunity to make efficient use of the space on the site</li><li>Opportunity to densify the built form along London Road</li><li>Opportunity to uplift the quality of built form in this block</li><li>Introduce landscaping and Biodiversity Net Gain to a 100% hardstanding site.</li></ul>

Castle Point Design Code	
Identity Area Type	<ul style="list-style-type: none"><li>Neighbourhood Hubs</li></ul>
Identity Area Characteristics	<ul style="list-style-type: none"><li>These are a mixture of town centres (as defined in the local plan), local shops, community facilities, apartments and housing along primary and secondary streets. They are usually located at or between connected road junctions leading to higher traffic and footfall. As such locally these are regarded as centres in relationship to their surroundings. Proposals for retrofitting or new developments of mixed use will be contextual on these sites. Opportunities should be taken to ensure there are continuous frontages with a close relationship to the road featuring minimal front gardens. Street corners should contain buildings with increased architectural detail, scale relative to context and active frontage on both aspects should be included.</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>BT3, BT6, BC6, BC11, BE7</li></ul>
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Maintain continuous frontage to London Road with potential for mixed use ground floor.</li><li>Views out towards London Road.</li><li>Dual aspect elements with sensitive consideration of neighbouring dwellings and uses adjacent to site edge.</li><li>Apartment or high-density terraced housing to encourage height in built form.</li><li>Activate site entrance with built form/landscaping to respond to legibility principles.</li><li>Due to site constraints, rooftop amenity space should be considered.</li><li>Integrated or semi-integrated parking forms.</li><li>3-5 storeys.</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	<ul style="list-style-type: none"><li>0.321</li></ul>
Proposed Site Boundary Area (HA)	<ul style="list-style-type: none"><li>0.464</li></ul>
Proposed Site Boundary Justification	<ul style="list-style-type: none"><li>Proposed extension of the site boundary southwards to allow for access to site. Subject to ownership consideration. The extended site area offers opportunities for parking provision.</li></ul>
Mix of Development	<ul style="list-style-type: none"><li>Residential 1-3 bedroom apartments.</li></ul>
Net Developable Area (residential)	<ul style="list-style-type: none"><li>0.328</li></ul>
CP Target Density	<ul style="list-style-type: none"><li>150 dph</li></ul>
CP Actual Density	<ul style="list-style-type: none"><li>150 dph</li></ul>
Recommended Density & Capacity Range	41-49 dwellings (Density Band 8 – 125-150dph)



Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site's identity area classification as Neighbourhood Hub which has been calculated to have an average density of 81.7dph, placing it in Density Band 6 (70-100dph).</p> <p>The site is located in an Essex Parking Standard area of High Connectivity, within Benfleet Town Centre. Neighbourhood Hub Coding Principles BT3 and BT6 apply. The opportunities and constraints analysis has identified that the majority of the site is available as developable area. Based on the site's well-connected location there is an opportunity to balance the provision of dwellings with a sensitive response to the neighbouring properties. It is noted that a bespoke form is required that responds to the sites narrow shape, whilst maintaining the relationship with London Road. It is anticipated that multiple buildings may be required to unlock development on the site. Existing Tissue Studies A3.3, (Application CPT/676/12/FUL) A3.9 (Application 19/0764/FUL), A10 (Application 13/00989/TBC) and A12 (Application PA/09/00326) demonstrate a comparable precedent in accommodating the density on site, utilising 3-5 storey built form. These studies feature Density Bands 11, 6, 6, and 9, respectively.</p> <p>Resultantly Density Band 8 (125-150) has been selected for this site, as this reflects a synthesis of the site's Identity Area context, and its specific context as an area of high connectivity which is able to accommodate higher densities.</p> <p>However, this represents a high level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## B6 - 159-169 Church Road Benfleet



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## B6 - 159-169 Church Road Benfleet

Site Location + NDA Plan not to scale

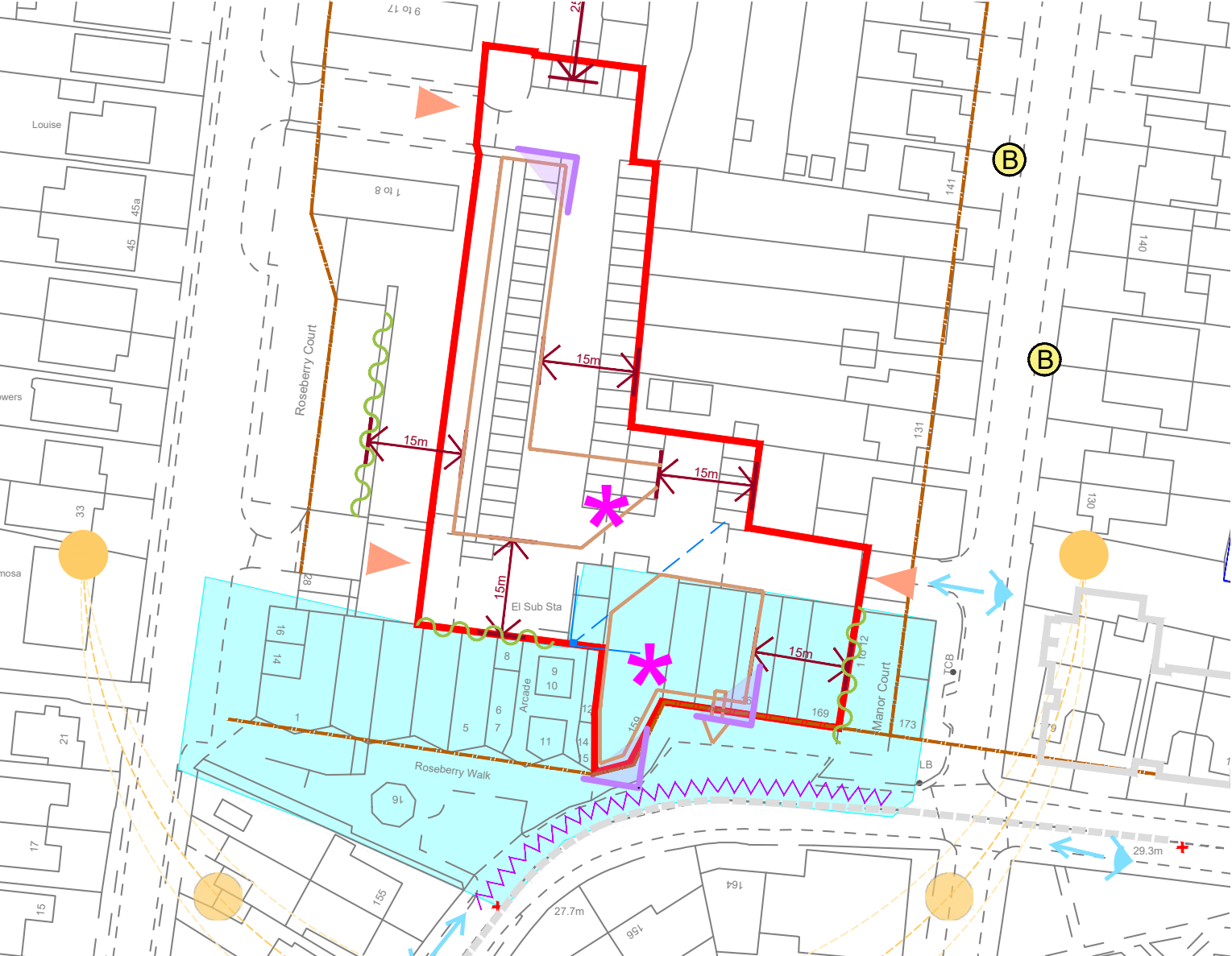


Figure 22 159-169 Church Road Benfleet Opportunity and Constraints Analysis



Figure 23 Site Location + NDA Plan

Context		Allocations		Utilities		Hedgerows		Bus Stop		Potential Noise Source	
	Site Boundary		Tree Preservation Order		Community Land		Hedgerows		Bus Stop		Potential Noise Source
	Neighbouring Site		Retail Park		Existing Employment Land		Significant Vegetation		Overhead Cables		Prevailing Building Line
	Key Road		Conservation Area		Greenbelt		Local Centre		Sub Station		Opportunity for Build Frontage
	Railway		Allocationed Allotments		Historic Nat'ral Landscape	Movement & Access		Opps & Constraints			Corner Building
	Flood Zone 2		Bus Depot		L'Term Employment Land		Public Right of Way		Developable Area (Reg 19 Allocations)		Sun Path
	Flood Zone 3		Emerging Developmnt		LOWs 2012		Potential Access Point		Developable Area (Other)		Potential Pedestrian Link
	Surface Water Flooding		Playing Fields		Open Space		Opportunity for Key Street		Potential Pedestrian Link		45° Privacy Line
	Archaeological Interest		Scheduled Monument		Opportunity Landscape Buffer		Sustrans Cycle Network		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		Key View
	Recreational Open Space		SPA		Opportunity for Green Link		Listed Building		Prevailing Privacy Issue		
	Ancient Woodland		SSSI		Opportunity for SuDS		Water Pump Station (15m excl zone)				
	County Wildlife Sites		Town Centre				School				



# Justification Tables

## B6 - 159-169 Church Road Benfleet

Site Criteria	
Site	159-169 Church Road Benfleet
Site Reference	B6
Preferred Options Site Area (Ha)	0.402
Proposed Site Boundary (Ha)	0.402
Design Code Identity Area	IA.1
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as B6 – 159-169 Church Road, Benfleet.
Planning History	<ul style="list-style-type: none"><li>23/0560/FUL- demolish existing buildings and erect four storey building containing 44 Flats on site to east</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Site located north of Church Road and between Roseberry Avenue and Manor Road.</li><li>Site and extant permission to east are both 4 storeys</li><li>Remaining context is 1 storey</li><li>Site is part of a mixed use development block which includes retail space, residential apartments and parking.</li><li>Comprises the less developed area of the block from 159 to 169 Church Road.</li><li>Site includes road and servicing space for the existing development.</li><li>There is a row of garages along the western boundary.</li><li>Existing houses on Manor Road and Eversley Road back onto the site.</li><li>There is a row of off-street parking spaces in front of the site which service the shops.</li><li>The site is urban in character with development up to 4 storeys.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>Thundersley Hall Grade II listed building located approximately 30m southeast of the site.</li></ul>
Natural Environment Context	Site does not have any natural features.
Landscape Character	Site all built form or hardstanding (concrete).
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Overlooking and privacy considerations from existing apartment dwellings. Particularly sensitive on the eastern boundary where large habitable windows face into the site. Likely to require 15m separation or privacy mitigation such as window orientation or angled oriel windows.</li><li>Existing servicing, highway and emergency service assess. Requires detailed review, may have opportunity to remove or reduce some of this vehicle space.</li><li>Long irregular shaped and narrow site.</li><li>Development adjacent to site boundaries.</li><li>Existing retail units comprise ground floor uses.</li><li>Public frontage to site.</li><li>Back of house uses including noise and odour of hot food takeaways within site.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Opportunity to complete built form frontage of the parade of shops.</li><li>Opportunity to introduce soft landscaping into the site.</li><li>Development up to 4 storeys to tie into existing.</li><li>Focal point and active frontage to Church Road.</li><li>Use undercroft or build over building element over circulation/bin store routes in a similar approach to existing apartments.</li><li>Potential for development of bespoke apartment typology or row of linear small plot terraced town duplex dwellings.</li><li>There are two bus stops on Manor Road immediately adjacent to the site and two bus stops on Eversley Road approximately 110m to the northwest of the site.</li></ul>

Castle Point Design Code	
Identity Area Type	Neighbourhood Hub
Identity Area Characteristics	The site includes an existing parade of shops and residential apartments which reflect the characteristics of mixed-use higher density development at a well-connected hub surrounded by more suburban residential development. Church Road provides primary corridor connectivity. There is an opportunity to infill parts of the site to intensify its use and introduce residential dwellings.
Identity Area Coding Principles	<ul style="list-style-type: none"><li>BT2 – Apartment buildings</li><li>BT6 – Terraced</li><li>BC1 – Reduced Scale with Heigh</li><li>BC6 – Layering and Depth</li><li>BC8 - Verticality</li><li>BC11 – Rhythm of Elevation</li></ul>
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Bespoke infill development required to integrate development into constrained site with irregular shaped site with significant overlooking from neighbouring residential buildings.</li><li>Essex Parking Standards – Good Connectivity.</li><li>2-4 storeys.</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.402
Proposed Site Boundary Area (HA)	0.402
Proposed Site Boundary Justification	No proposed boundary changes
Mix of Development	1-2 bed apartments with retaining commercial at ground floor. 2–3-bedroom terraced housing or duplex apartments. Retention of retail/commercial ground floor units.
Net Developable Area (residential) (HA)	0.318
CP Target Density	70 dph
CP Actual Density	55 dph
Recommended Density & Capacity Range	70-100 dph (Density Band 6) (28-40 dwellings)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as a Neighbourhood Hub which has been calculated to have an average density of 81. 7dph (Density Band 6). However, the Extant Permission has managed 44 dwellings on a 0.34HA site which is 140dph, this equates to Density Band 8 (125-150dph).</p> <p>The site represents an infill plot in an Essex Parking Standards area of Good Connectivity. Neighbourhood Hub Coding Principles BT2 and BT6 apply. The opportunities and constraints analysis has identified that parts of the site are available as developable area. There are a number of constraints which restrict this including vehicle circulation and privacy distances. It is anticipated that a mixture of apartment buildings over the existing retail and either 2–3-bedroom terraced housing or duplex apartments can be accommodated within the site. Existing case study A6 (Application 193704) demonstrates a comparable precedent in accommodating the density on site, with it reaching 71dph (Density Band 6).</p>



	<p>It is therefore justifiable that higher density infill can be accommodated on B6 and a density range of 70-100dph (Density Band 6) has been selected an appropriate density. The lower end of this range is based on use of urban terraced town houses with retention of circulation and the upper end is based on the removal of some of the vehicle circulation and use of apartments. This represents 28-40 dwellings.</p> <p>However, this represents a high- level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (Ha)	0.054
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>• Heritage Statement</li></ul>



# Site Viewpoints Plan

## HAD1 - Hadleigh Town Centre



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## HAD1 - Hadleigh Town Centre

Site Location + NDA Plan not to scale

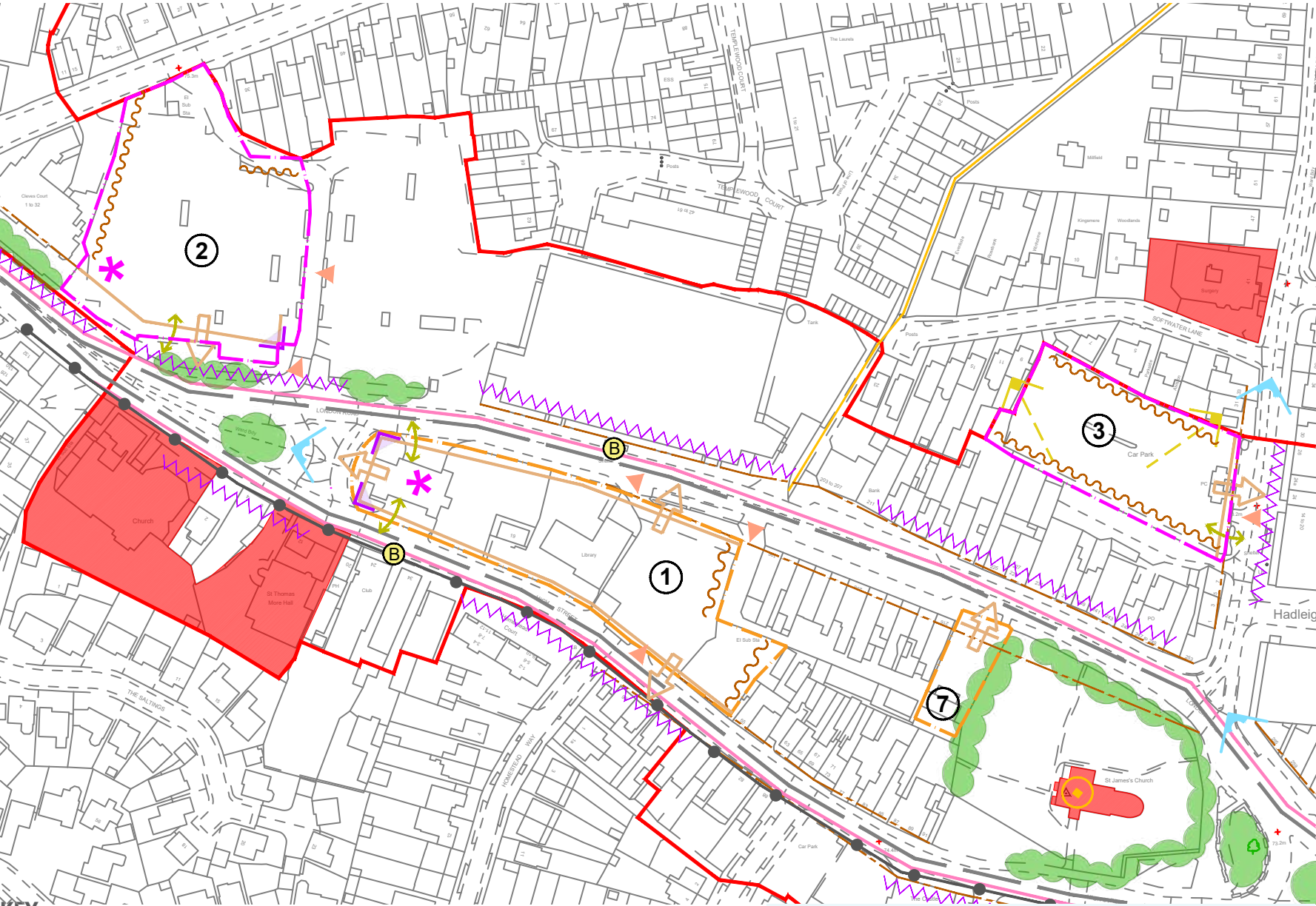


Figure 24 Hadleigh Town Centre Opportunity and Constraints Analysis

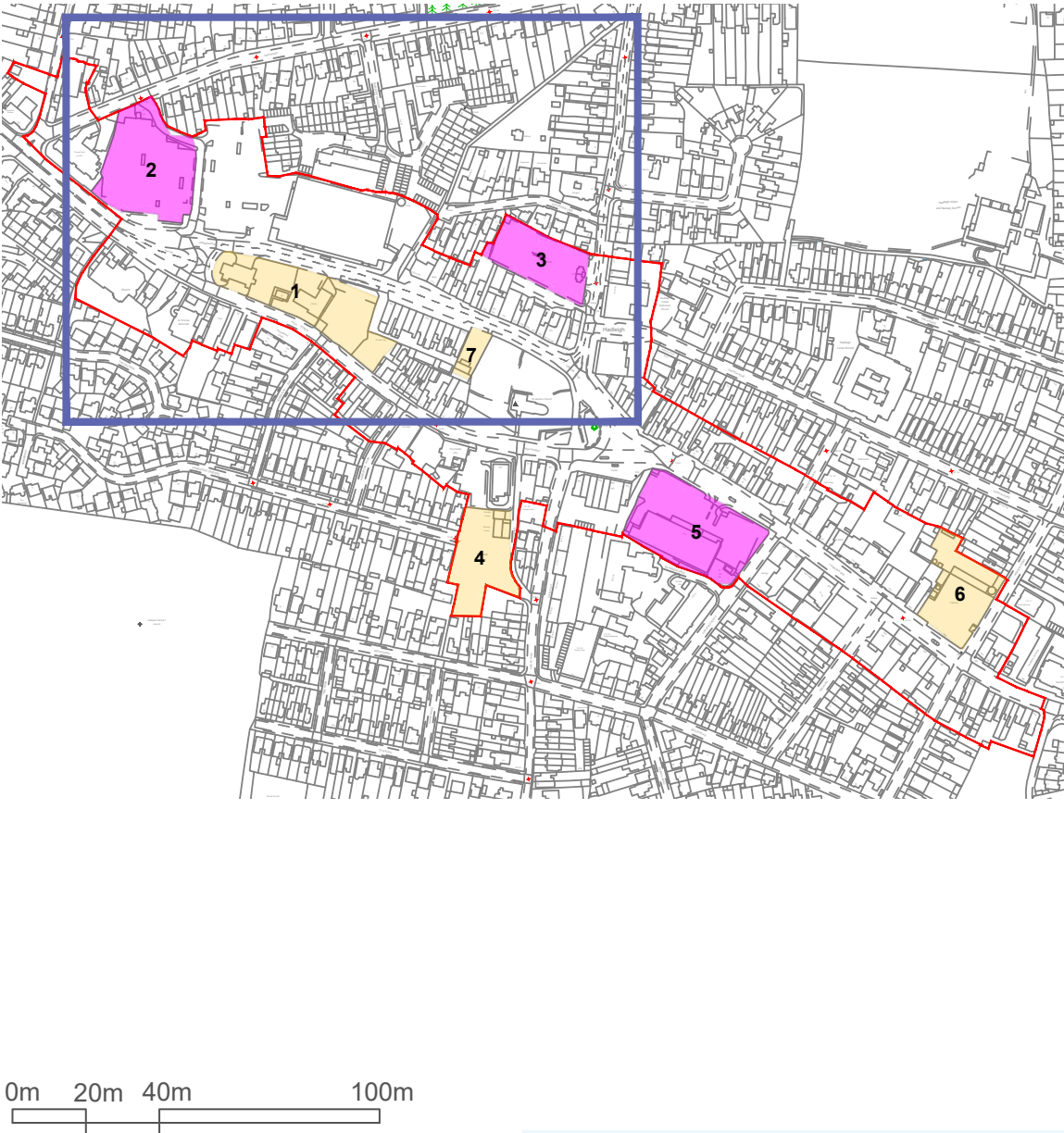


Figure 25 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Key View
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Prevailing Privacy Issue
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network				
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building				
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer						
	Ancient Woodland		SPA		Opportunity for Green Link						
	County Wildlife Sites		SSSI		Opportunity for SuDS						
			Town Centre								

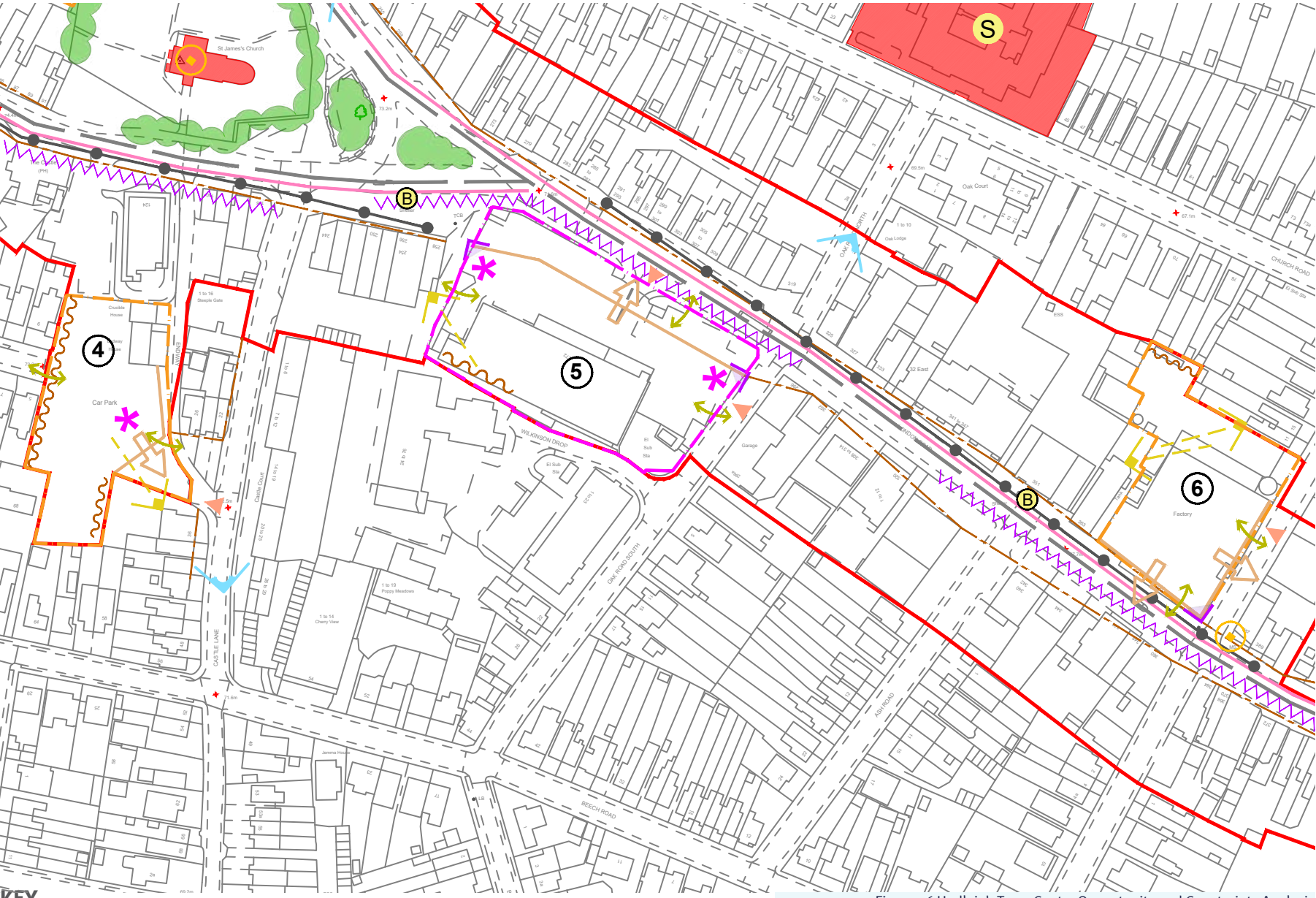


# Opportunities and Constraints Analysis

## HAD1 - Hadleigh Town Centre



Site Location + NDA Plan not to scale



KEY

Figure 26 Hadleigh Town Centre Opportunity and Constraints Analysis

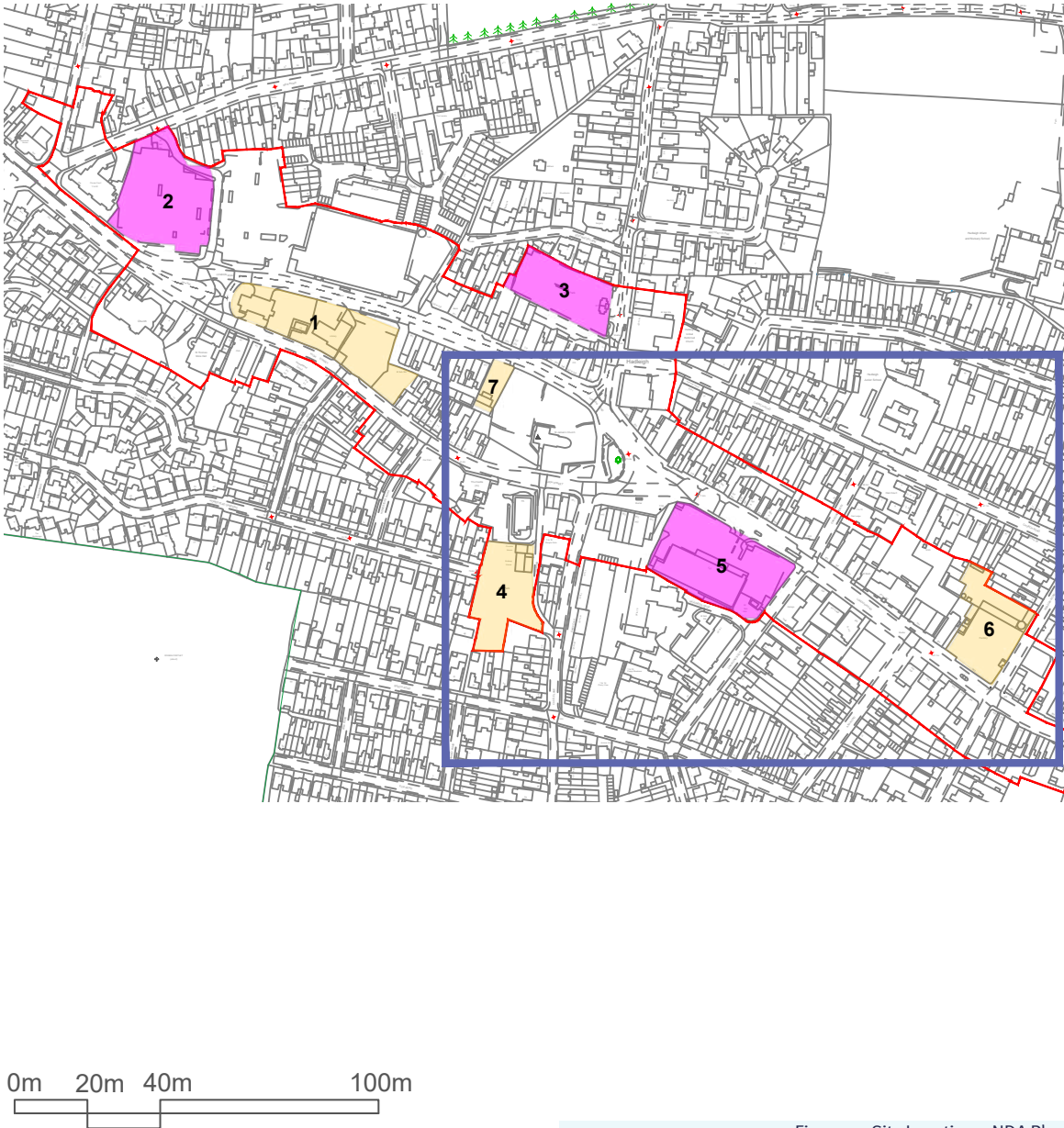


Figure 27 Site Location + NDA Plan

<b>Context</b>	<b>Allocations</b>	<b>Utilities</b>	<b>Movement &amp; Access</b>	<b>Opps &amp; Constraints</b>
= Site Boundary	= Tree Preservation Order	= Community Land	= Hedgerows	= Bus Stop
= Neighbouring Site	= Retail Park	= Existing Employment Land	= Significant Vegetation	= Overhead Cables
= Key Road	= Conservation Area	= Greenbelt	= Local Centre	= Sub Station
= Flood Zone 2	= Allocationed Allotments	= Historic Nat'ral Landscape	= Public Right of Way	= Potential Noise Source
= Flood Zone 3	= Emerging Developmnt	= L'Term Employment Land	= Potential Access Point	= Prevailing Building Line
= Surface Water Flooding	= Playing Fields	= LOWS 2012	= Opportunity for Key Street	= Opportunity for Build Frontage
= Archaeological Interest	= Scheduled Monument	= Open Space	= Sustrans Cycle Network	= Corner Building
= Recreational Open Space	= Designated Shopping	<b>Landscape</b>	= Listed Building	= Sun Path
= Ancient Woodland	= SPA	= Opportunity Landscape Buffer	<b>Utilities &amp; Infrastructure</b>	= Potential Pedestrian Link
= County Wildlife Sites	= SSSI	= Opportunity for Green Link	= Water Pump Station (15m excl zone)	= 45° Privacy Line
	= Town Centre	= Opportunity for SuDS	= School	= Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
				= Key View
				= Prevailing Privacy Issue



# Justification Tables

## HAD1 - Hadleigh Town Centre

Site Criteria	
Site	13.335ha
Site Reference	HAD 1
Preferred Options Site Area	N/A
Proposed Site Boundary	12.919ha
Site Background	
Planning Policy	<p>There are a number of sub-sites allocated in the draft Castle Point Plan (Regulation 19) within Hadleigh Town Centre for residential development:</p> <ul style="list-style-type: none"><li>The Island Site, High Street London Road - Resi 1</li><li>Castle Lane Car Park - Resi 4</li><li>Johnsons Factory, London Road - Resi 6</li><li>Osbourne Motor Co. – Resi 7</li></ul> <p>There are further a number of non-allocated sites within the site boundary which have been identified as an opportunity for development:</p> <ul style="list-style-type: none"><li>Morrisons 175 London Road - Resi 2</li><li>Rectory Road Car Park - Resi 3</li><li>Lidl, London Road - Resi 5</li></ul> <p>A development brief will be required for the site prior to determination of any planning application</p>
Planning History	<ul style="list-style-type: none"><li>CPT/751/07/OUT - Demolish Houses And Construct 13 Flats</li><li>CPT/675/04/FUL - 5 X One Bed Flats &amp; 11 X Two Bed Flats</li><li>Various change of use applications</li><li>Various advertisement applications</li><li>Various applications for alterations to shop frontages</li><li>Various Certificate of Lawfulness applications</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>To the Northeast of the site, and north of London Road, is a large retail shopping facility (Morrisons) and associated parking which is surrounded by residential apartments and dwellings. This forms the key entrance to the Town Centre.</li><li>To the Northeast of the site and south of London Road lies predominantly residential dwellings apart from the Salvation Army Centre. This forms the key entrance to the Town Centre.</li><li>There is an island of development between London Road to which Hadleigh Fire Station sits at the eastern end, and St James’s Church to the western end.</li><li>Within the centre of the site, London Road is predominantly characterised by its commercial/ retail use class providing strong frontage along London Road.</li><li>To the southeast of the site, 3 storey apartments have recently been developed amongst commercial office blocks, restaurants and car dealerships, often with dwellings located above these units.</li><li>Two large council owned car parks are located within the site which serve the town centre shopping facilities.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>Grade I Listed Building to the centre of the town known as Church of St James the Less</li><li>Scheduled Monument within 180m south of the site for a Roman Fort at Hadleigh</li><li>Grade II Listed Building to Junction of London Road and Meadow Road is to the east of the site, south of London Road.</li><li>Grade II Listed Building Hadleigh War Memorial to the west of the site</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>The site is not in a flood zone.</li><li>Mature trees to the Church Yard and to frontage of the fire station demarking the centre of the site.</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Dense and urban character of the site, with much sealed surface and little in the way of street planting. The centre of the site creates open space as part of St Jame’s Church which is home to a substantial tree line.</li></ul>

Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Noise from the main road (London Road)</li><li>Existing central developable space between London Road</li><li>Close urban grain presents rear privacy issues</li><li>Overhead lines north and south of London Road</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Sustainable location offers good connectivity with less reliance on the private car</li><li>Views to monuments and listed buildings</li><li>Two large car parks known as Castle View Car Park and Rectory Road Car Park could be re developed within the site boundary.</li><li>Additional storeys could be added to provide mixed use accommodation to the existing commercial units</li><li>Re-development to Hadleigh fire station and under-utilised land between London Road.</li><li>Re-development to part of the car park of Morrisons</li><li>Opportunities for mixed development</li></ul>
Castle Point Design Code	
Identity Area Type	Neighbourhood Hubs
Identity Area Characteristics	These are a mixture of town centres (as defined in the local plan), local shops, community facilities, apartments and housing along primary and secondary streets. They are usually located at or between connected road junctions leading to higher traffic and footfall. As such locally these are regarded as centres in relationship to their surroundings. Proposals for retrofitting or new developments of mixed use will be contextual on these sites. Opportunities should be taken to ensure there are continuous frontages with a close relationship to the road featuring minimal front gardens. Street corners should contain buildings with increased architectural detail, scale relative to context and active frontage on both aspects should be included
Identity Area Coding Principles	BT3, BT6, BC6, BC11, BE7
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Strong frontage along potential build line</li><li>Views out towards London Road and heritage assets</li><li>Dual aspect where plots front onto both sides of London Road</li><li>A marker building to signify entrance to the high street</li><li>Apartment typologies that encourage height in built form</li><li>Vary building heights where the existing urban grain presents rear privacy issues</li><li>3-5 storeys</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	N/A
Proposed Site Boundary Area (HA)	13.335ha
Proposed Site Boundary Justification	Follows the fire station in the centre of Hadleigh High Street
CP Target Density	150dph
Identity Area Density Band	Density Band 6 (70-100dph)
Mix of Development	1-3 bed apartments
Discussion	<p>An existing comparable density has been informed by the site’s identity area classification as Neighbourhood Hub which has been calculated to have an average density range of 76.2dph (Density Band 5). The site falls within an Essex Parking Standards area of High Connectivity, and Neighbourhood Coding Principles BT2 and BT6 apply.</p> <p>The key urban design principles include the maintaining and enhancing of frontages to the building line and the creation of marker buildings to signify the entrance to the high street. The developable area is based on the list of sites identified within the Castlepoint Town Centres as opportunities for development and are supported by the opportunities and constraints analysis.</p>



Site HAD1.Resi.1	
Net Developable Area (HA)	0.628ha
Recommended Density Band	200-250dph (Density Band 10)
Recommended Capacity	126– 157 dwellings
Density and Capacity Justification	<p><b>Residential 1 – The Island Site (Allocated):</b></p> <p>The key urban design principles identified include defining the eastern corner London Road in the centre of the high street. The opportunities and constraints analysis has identified that the only part of the site is available as developable area.</p> <p>Existing case study A4 (Application 142304) demonstrates a comparable precedent in accommodating the density on site of 137dph (Density Band 8) utilising 4 storey-built form. There are instances of higher density development of up to 5 storeys at 327-331 London Road, Hadleigh of 280dph (Density Band 11) as demonstrated in Tissue Study A3.3 (Application 24/0075/FUL).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on HAD1.Resi.1 and a density range of 200-250dph (Band 10) has been selected as an appropriate density, which represents 126 -157 dwellings.</p>
Site HAD1.Resi.2	
Net Developable Area (HA)	0.56ha
Recommended Density Band	200-250dph (Density Band 10)
Recommended Capacity	112 -140 dwellings
Density and Capacity Justification	<p><b>Residential 2 – Morrisons:</b></p> <p>The key urban design principles identified include frontage along London Road, continuing 3 storeys in height. The opportunities and constraints have identified the majority of this parcel is available as developable area with commercial activities to ground floor.</p> <p>Existing case study A3.13 (Application 15/0710/FUL) demonstrates a comparable precedent in accommodating the density on site of 124dph (Density Band 7) utilising 3 storey-built form. There are instances of higher density development of up to 5 storeys at 327-331 London Road, Hadleigh of 280dph (Density Band 11) as demonstrated in Tissue Study A3.3 (Application 24/0075/FUL).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on HAD1.Resi.2 and a density range of 200-250dph (Density Band 10) has been selected as an appropriate density, which represents 112 -140 dwellings.</p>
Site HAD1.Resi.3	
Net Developable Area (HA)	0.32ha
Recommended Density Band	100-125dph (Density Band 7)
Recommended Capacity	32- 40 dwellings
Density and Capacity Justification	<p><b>Residential 3 – Rectory Road Car Park:</b></p> <p>The key urban design principles identified include deep plot with frontage towards rectory road London Road, continuing 3 storeys to the south and modulating down to 2 storeys in north in height. The opportunities and constraints have identified the majority of this parcel is available as developable area.</p> <p>Existing case study A3.13 (Application 15/0710/FUL) demonstrates a comparable precedent in accommodating the density on site of 124dph (Density Band 7) utilising 3 storey-built form. There are instances of lower density development that incorporate the 2 storey aspect with a density of 55dph (Density Band 4) as demonstrated in Tissue Study A11 (Application 2018/1124) and is comparable to the site.</p> <p>It is therefore justifiable that medium to high density apartment typologies can be accommodated on HAD1.Resi.3 and a density range of 100-125dph (Band 7) has been selected as an appropriate density, which represents 32 - 40 dwellings.</p>

Site HAD1.Resi.4	
Net Developable Area (HA)	0.317ha
Recommended Density Band	125-150dph (Density Band 8)
Recommended Capacity	40 - 48 dwellings
Density and Capacity Justification	<p><b>Residential 4 Castle Lane Car Park (Allocated):</b></p> <p>The key urban design principles identified include a potential for 3 - 4 storeys in height with recessed fifth storey. The opportunities and constraints have identified rear privacy issues bisecting the site and opportunities to overlook Castle Lane.</p> <p>Existing case study A3.13 (Application 15/0710/FUL) demonstrates a comparable precedent in accommodating the density on site of 124dph (Density Band 7) utilising 3 storey-built form. Exemplary studies offer instances of higher density development of 137dph (Density Band 8) with up to 4 storeys as demonstrated by Tissue Study A4 (Application 142304) and is comparable to the site.</p> <p>It is therefore justifiable that medium to high density apartment typologies can be accommodated on HAD1.Resi.4 and a density range of 125-150dph (Band 8) has been selected as an appropriate density, which represents 40 - 48 dwellings.</p>
Site HAD1.Resi.5	
Net Developable Area (HA)	0.61ha
Recommended Density Band	200-250dph (Density Band 10)
Recommended Capacity	122 - 152 dwellings
Density and Capacity Justification	<p><b>Residential 5 - Lidl:</b></p> <p>The key urban design principles identified include reinstating the continuous built form of Hadleigh town centre up to 4 storeys, with potential for recessed fifth storey to the south of the site. The opportunities and constraints have identified viewpoints to heritage assets and rear privacy issues.</p> <p>Exemplary studies offer instances of higher density development of 137dph (Density Band 8) with up to 4 storeys as demonstrated by Tissue Study A4 (Density Band 8) and is comparable to the site. There are instances of high-density existing development of up to 5 storeys at 327-331 London Road, Hadleigh of 280dph (Density Band 11) as demonstrated in Tissue Study A3.3 (Application 24/0075/FUL).</p> <p>It is therefore justifiable that medium to high density apartment typologies can be accommodated on HAD1.Resi.5 and a density range of 200-250dph (Band 10) has been selected as an appropriate density, which represents 122 - 152 dwellings.</p>
Site HAD1.Resi.6	
Net Developable Area (HA)	0.375ha
Recommended Density Band	200-250dph (Density Band 10)
Recommended Capacity	75 – 94 dwellings
Density and Capacity Justification	<p><b>Residential 6 – Johnsons Factory (Allocated):</b></p> <p>The key urban design principles identified include increasing building height to 3-5 storeys whilst maintaining frontage along London Road. The opportunities and constraints have identified viewpoints to heritage asset and rear privacy issues.</p> <p>Existing case study A3.13 (Application 15/0710/FUL) demonstrates a comparable precedent in accommodating the density on site of 124dph (Density Band 7) utilising 3 storey-built form. There are instances of high-density existing development of up to 5 storeys at 327-331 London Road, Hadleigh of 280dph (Density Band 11) as demonstrated in Tissue Study A3.3 (Application 24/0075/FUL).</p> <p>It is therefore justifiable that medium to high density apartment typologies can be accommodated on HAD1.Resi.6 and a density range of 200-250dph (Density Band 10) has been selected as an appropriate density, which represents 75 – 94 dwellings.</p>



## 3.2 Primary Corridor Sites





# Site Viewpoints Plan

## C10A - Admiral Jellico



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## C10A - Admiral Jellico

Site Location + NDA Plan not to scale

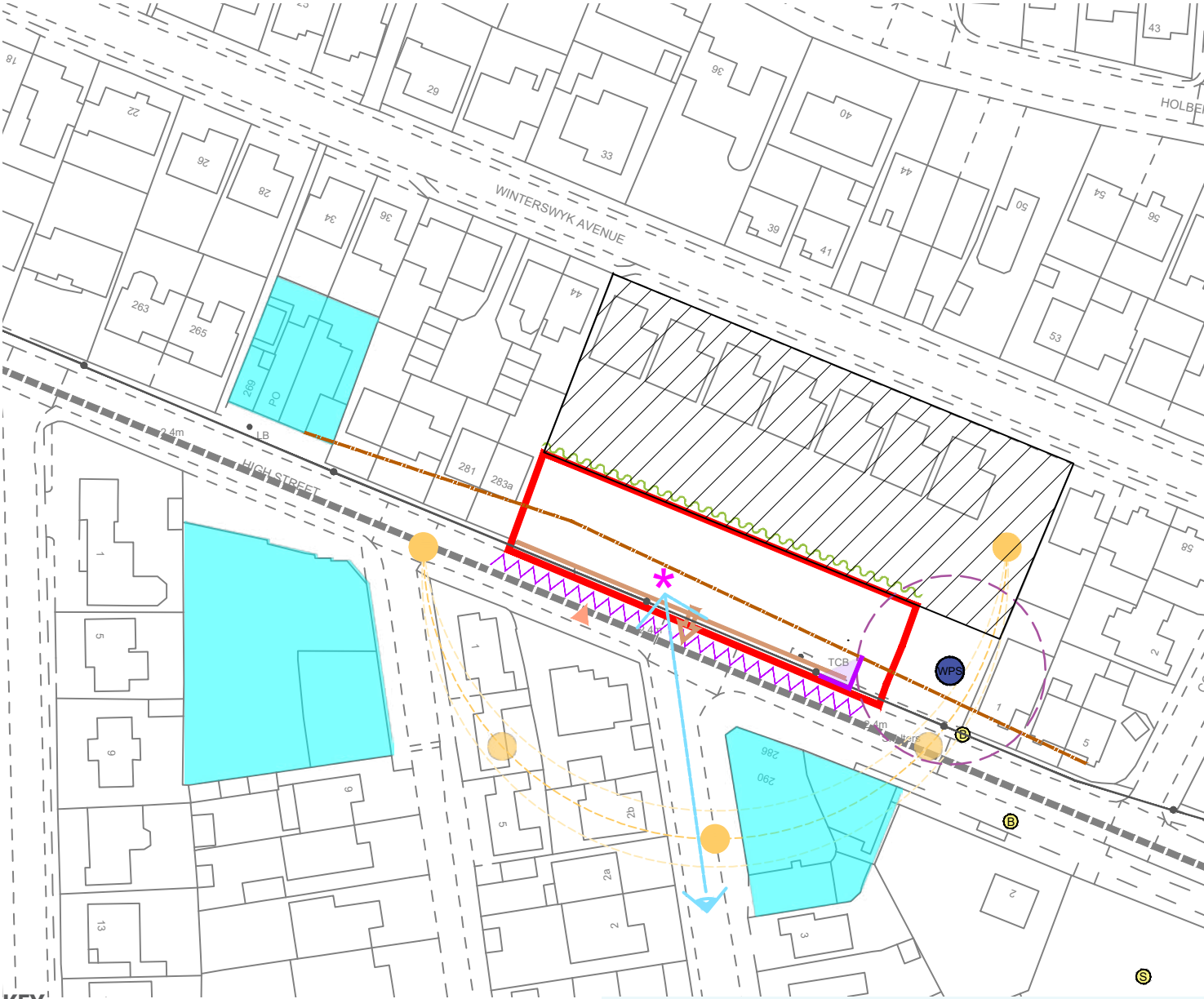


Figure 28 Admiral Jellico Opportunity and Constraints Analysis

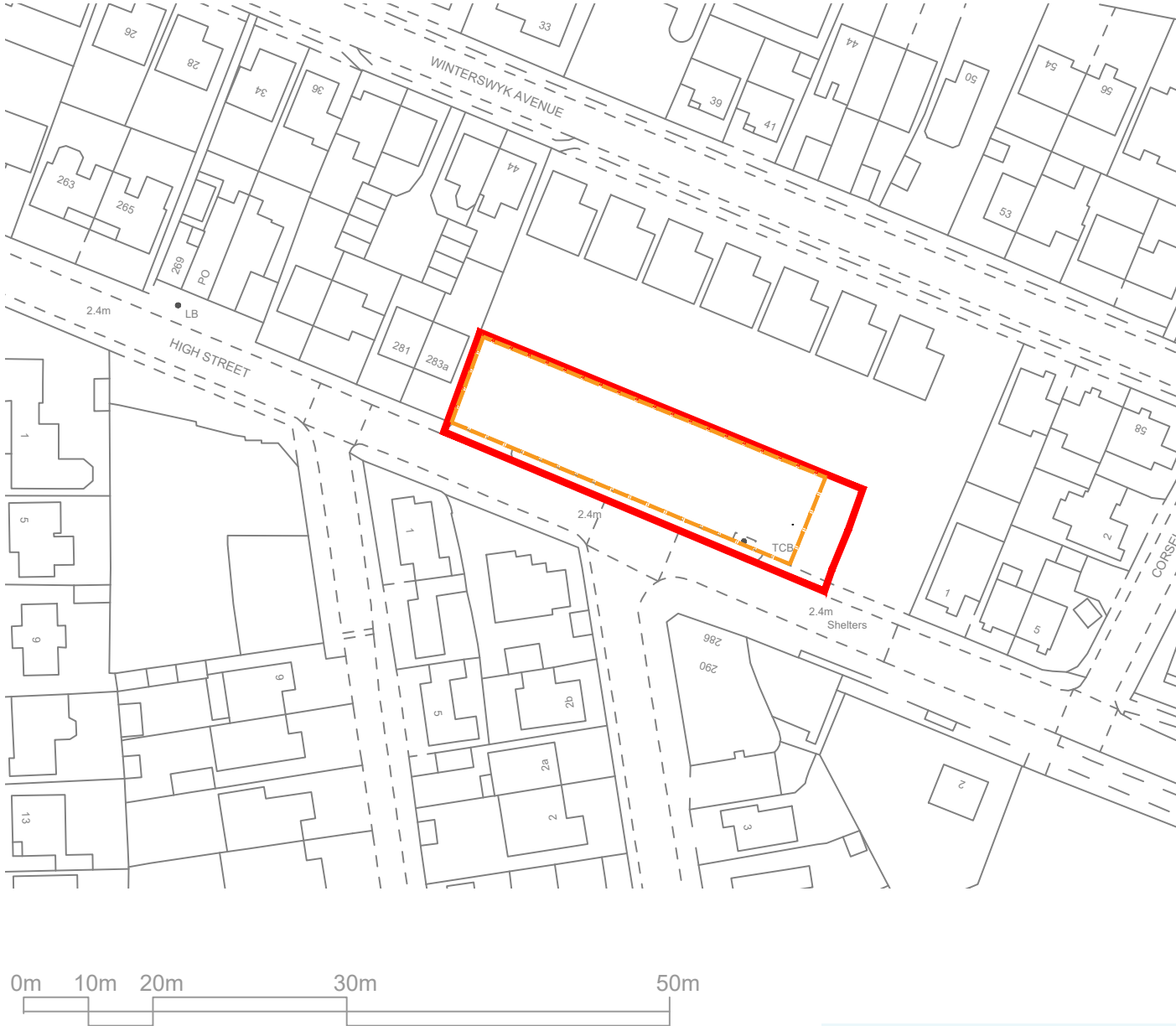


Figure 29 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
[Red Outline]	Site Boundary	[Green Hatched]	Tree Preservation Order	[Green Box]	Utilities	[Green Line]	Hedgerows	[Blue Circle with WPS]	Water Pump Station (15m excl zone)	[Orange Line]	Developable Area (Reg 19 Allocations)
[Black Outline]	Neighbouring Site	[Blue Dotted]	Retail Park	[Red Box]	Community Land	[Green Dot]	Significant Vegetation	[Pink Circle with SS]	Sub Station	[Purple Line]	Developable Area (Other)
[Dashed Line]	Key Road	[Orange Dotted]	Conservation Area	[Blue Box]	Existing Employment Land	[Yellow Outline]	Local Centre	[Pink Line]	Overhead Cables	[Green Arrow]	Potential Pedestrian Link
[Blue Hatched]	Railway	[Brown Box]	Allocationed Allotments	[Green Box]	Greenbelt	[Orange Line]	Public Right of Way	[Pink Circle]	Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height	[Blue Arrow]	45° Privacy Line
[Blue Dotted]	Flood Zone 2	[Yellow Box]	Bus Depot	[Pink Box]	Historic Nat'ral Landscape	[Pink Triangle]	Potential Access Point	[Blue Circle]	Key View	[Green Wavy Line]	Prevailing Privacy Issue
[Purple Dotted]	Flood Zone 3	[Black Hatched]	Emerging Developmnt	[Pink Box]	L'Term Employment Land	[Orange Line]	Opportunity for Key Street	[Blue Circle]	Key View		
[Blue Hatched]	Surface Water Flooding	[Yellow Box]	Playing Fields	[Pink Box]	LOWs 2012	[Pink Line]	Sustrans Cycle Network	[Blue Circle]	Key View		
[Dashed Line]	Archaeological Interest	[Purple Box]	Scheduled Monument	[Pink Box]	Open Space	[Pink Circle]	Listed Building	[Blue Circle]	Key View		
[Yellow Hatched]	Recreational Open Space	[Cyan Box]	Designated Shopping	[Pink Box]	Opportunity Landscape Buffer	[Blue Circle]	Water Pump Station (15m excl zone)	[Blue Circle]	Key View		
[Green Hatched]	Ancient Woodland	[Purple Box]	SPA	[Pink Box]	Opportunity for Green Link	[Blue Circle]	School	[Blue Circle]	Key View		
[Green Box]	County Wildlife Sites	[Light Green Box]	SSSI	[Pink Box]	Opportunity for SuDS	[Blue Circle]		[Blue Circle]	Key View		
		[Grey Box]	Town Centre	[Pink Box]				[Blue Circle]	Key View		



# Justification Tables

## C10A - Admiral Jellico

Site Criteria	
Site:	Admiral Jellico, High Street, Canvey Island
Site Ref:	CD10A
Preferred Site Options Area (Ha):	0.106ha
Proposed Site Boundary Area (Ha):	0.106ha
Site Background	
Planning Policy:	Site identified in the draft Castle Point Plan (Regulation 19) as CD10A – Admiral Jellico
Planning History:	<b>24/0264/FUL</b> – Application for security fencing and gate to Anglian Water pumping station and revised cross-over, Admiral Jellicoe, 283 High Street, Canvey Island (Approved June 2024) <b>21/0059/FUL</b> - Development of part of vacant site with 8 detached dwellings with off-street car-parking and 8 new cross-overs, Land Between 44 And 54 Winterswyk Avenue, Canvey Island (Approved subject to S106 in April 2021)
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>• Adjacent to recent 2 story residential development on Winterswyk Avenue</li><li>• 1 story and 2 story development east and west of site</li><li>• Commercial space and 1-2 story residential development immediately south of site</li><li>• Existing Anglican Water Pumping Station south east of site</li><li>• Site is adjacent to a key node along the High Street</li><li>• Brownfield site – previously a public house</li></ul>
Historic Environment Context:	<ul style="list-style-type: none"><li>• No listed buildings within 1km of the site</li></ul>
Natural Environment Context:	<ul style="list-style-type: none"><li>• Flood Zone 3 (whole site)</li><li>• Flat topography</li><li>• Benfleet and Southend Marshes (Ramsar, SSI, SPA) is just under 1km north and east of site</li></ul>
Landscape Character:	<ul style="list-style-type: none"><li>• Small landscape buffers between some public and private realm along High Street</li><li>• Soft landscaping along eastern boundary of water pumping station</li></ul>
Constraints and Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>• Flood Zone 3 (whole site)</li><li>• Potential noise constraint along southern boundary as it is adjacent to high street with commercial space and vehicles frequently driving past</li><li>• Site adjacent to sewage pumping station - requires access for maintenance and will have sewerage infrastructure leading to it, and Anglian Water consider dwellings located within 15 metres of pumping station would place them at risk of nuisance in the form of noise, odour or the general disruption from maintenance work caused by the normal operation of the pumping station – 15m cordon sanitaire/no build zone recommended around pumping station</li><li>• Sensitive boundary with new development to the north – private gardens bound northern boundary of site – security and overlooking concern</li><li>• Sensitive relationship with existing dwellings on norther, eastern and western boundary – privacy concerns</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>• Site terminates vista from Seaview Road</li><li>• Access along southern boundary</li><li>• Positive active travel options within immediate surrounding area, including Corsel Road bus stops (22, 27, 27a, 827) which provides buses to Benfleet train station (closest train station)</li><li>• Provide active frontage onto Hight Street</li><li>• Opportunity to increase prominence through density and building height, relative to surrounding context, to mark the key node along High Street</li><li>• Opportunity for mixed use development</li></ul>

Castle Point Design Code	
Identity Area Type	Primary Corridor
Identity Area Characteristics	<ul style="list-style-type: none"><li>• Strongly defined building line with heights of up to 4 storeys</li><li>• Buildings have a contemporary character and include features such as generously sized windows, balconies, and recessed upper storeys providing rooftop amenity</li><li>• The roofscape varies along an urban corridor, with the use of both pitched and flat roofs</li><li>• Hard or soft buffer between private and public realm, such as low walls and planting</li><li>• Materiality is a mix of brickwork and render with slate or clay tile pitched roofs or parapet roofs</li></ul>
Identity Area Key Coding Principles	<ul style="list-style-type: none"><li>• BT2 – Apartments</li><li>• BT4 – Semi-detached</li><li>• BT6 – Terraced</li><li>• BC4 – Legibility</li><li>• BC5 – Change of height and plane</li><li>• BC11 – Rhythm of elevation/expression of individuality</li><li>• BC12 – roof pitch</li></ul>



# Justification Tables

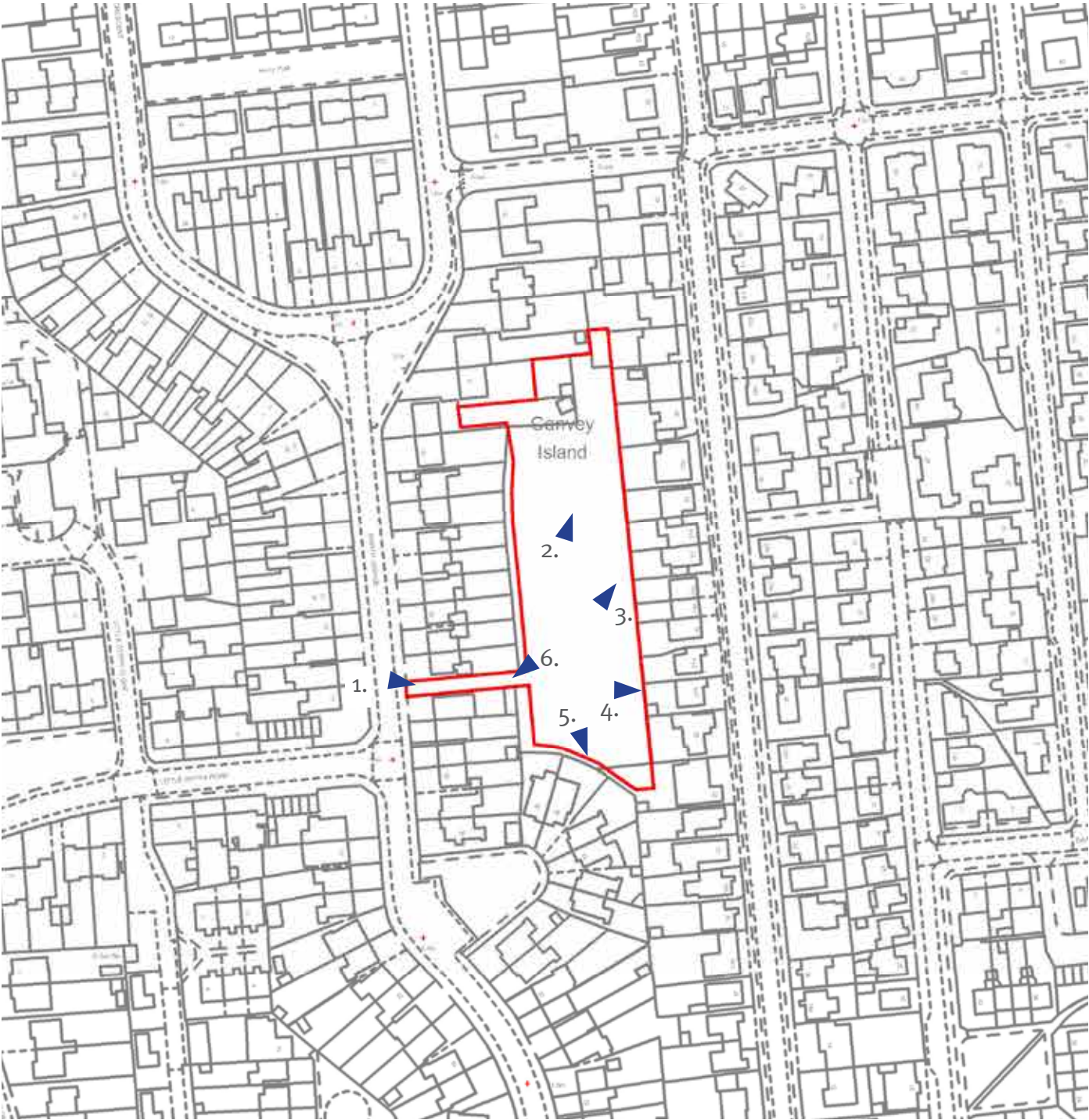
## C1oA - Admiral Jellico

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>• A mix of denser typologies such as apartments, terraces, or tightly linked semi-detached dwellings at 2-3 stories</li><li>• Mixed used development</li><li>• Strong and well-defined building lines with active frontage</li><li>• Essex Parking Guidance – good connectivity</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.106ha
Proposed Site Boundary Area (ha)	0.106ha
Proposed Site Boundary Justification	Offset from the eastern boundary in accordance with the pump station in accordance with national guidance.
Mix of Development	2-3 bed
Net Developable Area (residential) (ha)	0.082ha
CP Target Density	65dph
CP Actual Density	63.6dph
Recommended Density Range	50 - 70dph (Density Band 5) (5-7 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have an average density range of 64.6dph, this equates to Density Band 5 (50-70dph).</p> <p>Considering the opportunities and constraints and based on the apartment typology, C10A can be comparable to Tissue Study A3.8 (Application 18/0061/FULCLC) which provides a density of 48dph (Density Band 4). There are nearby instances of increased height of 3 stories at a nearby apartment development which achieved 146dph, this equates to Density Band 8 (125-150dph).</p> <p>However, this cannot be directly related due to the site’s constraints with the rear existing development being non-compliant with the Essex Design Guide in terms of rear privacy. Therefore, non-Essex related exemplary schemes such as Tissue Study A11 (Application 2018/1124) should be considered. This provided a density of 55dph (Density Band 4) with significantly reduced parking and back-to-back distances and could be relatable in terms of design and rear privacy conditions.</p> <p>Therefore, a recommended range in density would equate to (Density Band 5) 50-70dph and is considered achievable on site. This equates to 5-7 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## C10B -Land to rear of North Avenue



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## C10B - Land to rear of North Avenue

Site Location + NDA Plan not to scale

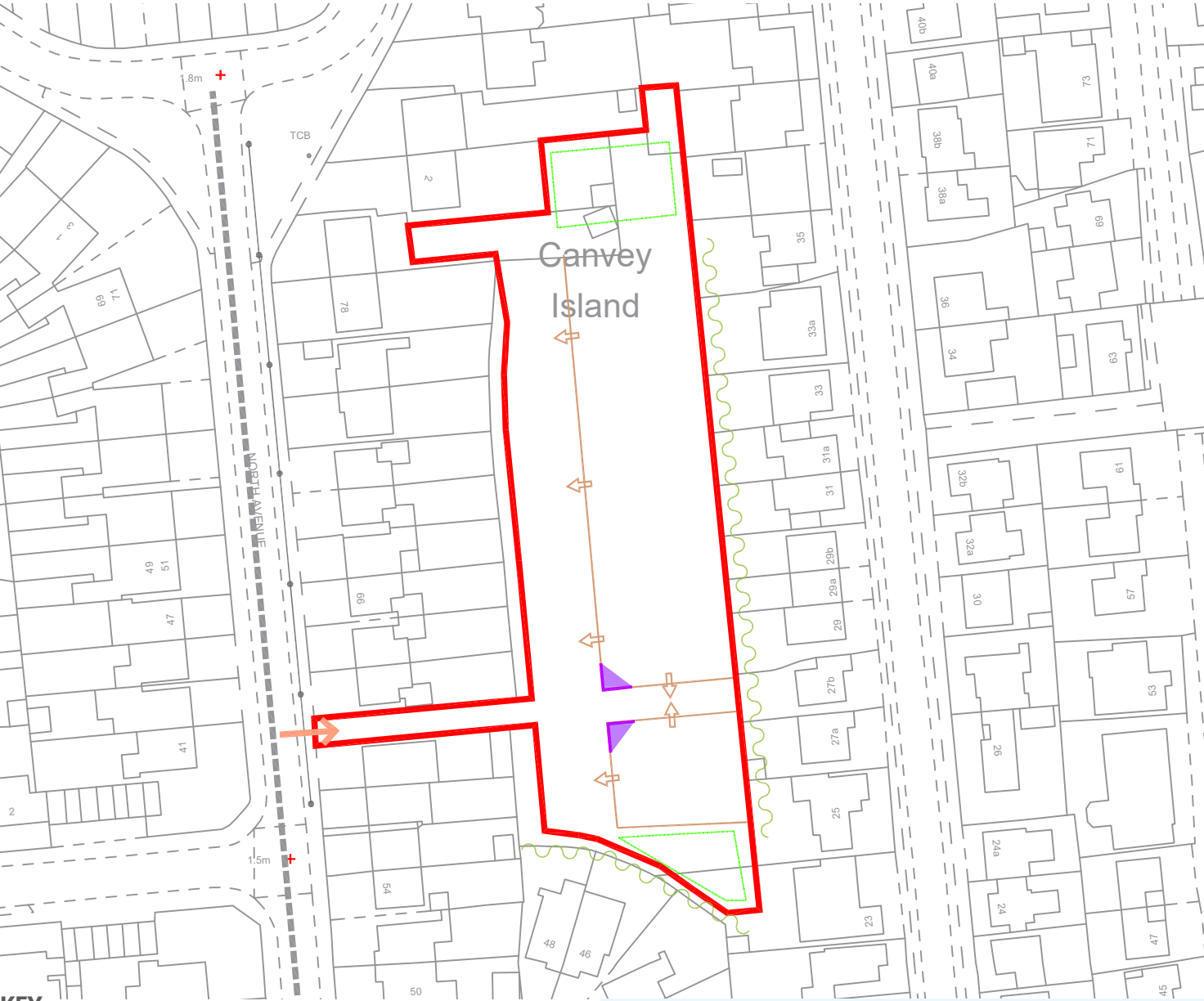


Figure 30 Land to the rear of North Avenue Opportunity and Constraints Analysis

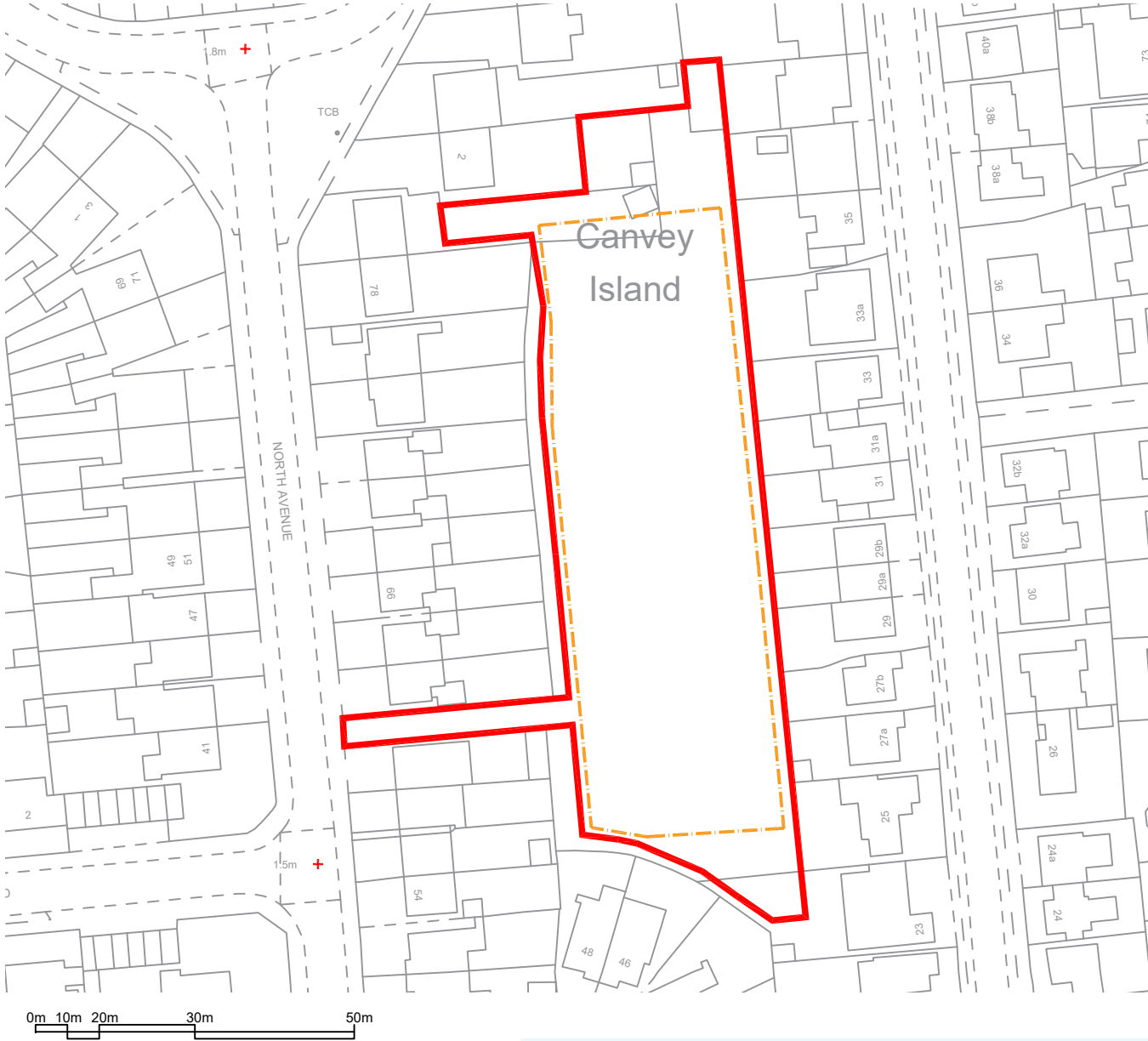


Figure 31 Site Location + NDA Plan

Context		Allocations		Utilities		Movements & Access		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Bus Stop
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		Overhead Cables
	Key Road		Conservation Area		Existing Employment Land		Local Centre		Sub Station
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way		Potential Noise Source
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point		Prevailing Building Line
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street		Opportunity for Build Frontage
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network		Corner Building
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building		Sun Path
	Recreational Open Space		Designated Shopping		Landscape		Water Pump Station (15m excl zone)		
	Ancient Woodland		SPA		Opportunity Landscape Buffer		School		
	County Wildlife Sites		SSSI		Opportunity for Green Link				
			Town Centre		Opportunity for SuDS				



# Justification Tables

## C10B -Land to rear of North Avenue

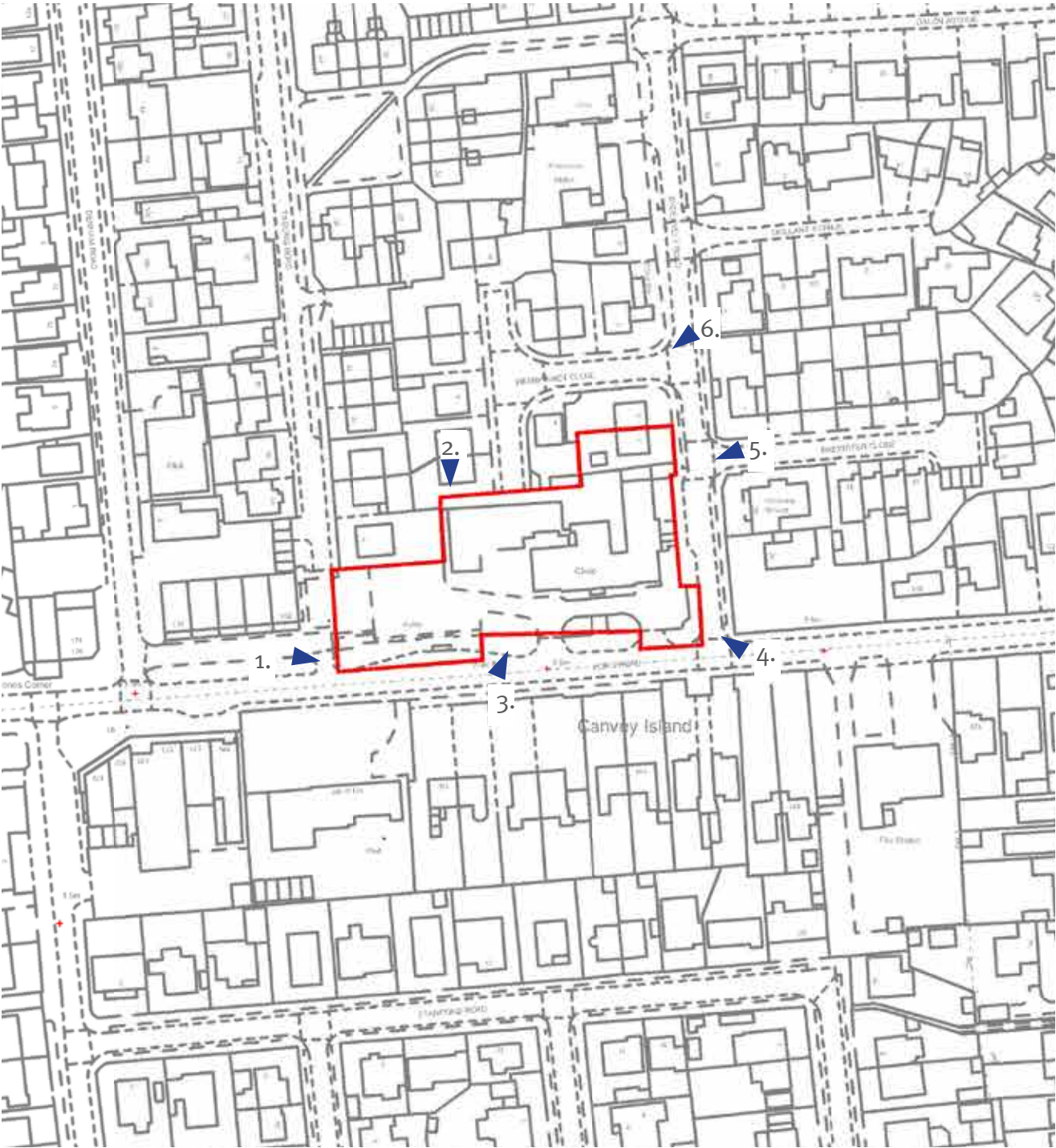
Site Criteria	
Site	Land Rear of North Avenue
Site Reference	C10B
Preferred Options Site Area (Ha)	0.404
Proposed Site Boundary (Ha)	0.404
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as C10B – Land Rear of North Avenue.
Planning History	<ul style="list-style-type: none"><li>18/1076/FUL – Construction of 3No. terraced dwellings, approved 2018</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Site comprises an area of undeveloped land fully enclosed by rear gardens between existing dwellings on North Avenue and Denham Road.</li><li>The broader area is suburban in character with semi-detached or detached 1-2 storey dwellings.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>There are no nearby listed buildings which are relevant to the site</li><li>‘The Gunny’ monument is nearby but development should not have an impact on this</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>There are no significant natural environment features on site. Trees and shrubs are located adjacent to site boundaries within the neighbouring properties.</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Site surface comprises maintained grass.</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>The site is enclosed on all sides and is narrow in width resulting it difficulties in creating a traditional back-to-back form of development.</li><li>There is only one small entranceway to the site, this appears to be circa 4m wide representing a significant highway access constraint. It is unlikely that safe vehicle access can be accommodated, and access may need to be restricted to pedestrian and emergency vehicles.</li><li>There are privacy impacts of close neighbouring dwellings and there is a key concern in according with privacy and separation distances.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>The site is undeveloped with opportunities for Biodiversity Net Gain enhancement.</li><li>Could be utilised to provide some community infrastructure with overlooking from new development.</li><li>Terminate vista into site with built form/landscaping.</li></ul>
Castle Point Design Code	
Identity Area Type	Primary Corridor
Identity Area Characteristics	<p>New development opportunities should seek, subject to context, to increase density with tightly drawn built form definition of the streets (behind defensible space planting if dwellings are on the ground floor) and should carefully modulate up in scale from the surrounding context. There is an opportunity for corner buildings to be slightly higher and with an increase architectural detail and contrasting materiality.</p> <p>A further key focus should 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 the street’s place within the broader local route hierarchy. It should also articulate the transition from more rural or suburban identity areas, into the more urban areas.</p>
Identity Area Coding Principles	BT2, BT4, BC4, BC11, BC5, BE3
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Any development should be sensitive to Essex’s back-to-back privacy standards to ensure that privacy for existing and new residents is respected. This is likely to require innovative methods such as oriel windows to reduce overlooking.</li><li>Develop safe access through enhance site access.</li><li>Activate site entrance to ensure safety overlooking and definition. This could be from terminating the vista from North Avenue with built form or landscaping to response to legibility principles.</li><li>Development innovative form to address site constraints of width and enclosure.</li><li>Provide landscaping and Biodiversity Net Gain enhancement.</li><li>Up to 2 storeys to respect context.</li></ul>

Site Capacity	
Preferred Options Site Area (ha)	0.404
Proposed Site Boundary Area (HA)	0.404
Proposed Site Boundary Justification	No changes proposed
Mix of Development	1–2-bedroom apartments or 2–3-bedroom terraced housing.
Net Developable Area (residential) (HA)	0.283ha
CP Target Density	65dph
CP Actual Density	65dph
Recommended Density & Capacity	50 - 70dph (Density Band 5) (14 – 20 dwellings)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have an average density range of 50-70dph (Density Band 5).</p> <p>The site represents an infill plot in an Essex Parking Standards area of High Connectivity. The opportunities and constraints analysis has identified that parts of the site are available as developable area. There are several constraints which restrict this including the shape and enclosure of the site, and the quality of the existing access. It is anticipated that development may be able to be accommodated on the site.</p> <p>Existing case study A3.4 (Application CPT/593/06/FUL) presents a density of 89dph (Density Band 6) on a similarly sized site accommodating 2 storey. Furthermore, exemplary schemes such as A6 (Application 193704) demonstrate a comparable density of 72dph (Density Band 6) with the use of 2 storey. Therefore, it is reasonable to suggest a density range of 50 - 70dph (Density Band 5) which represents 14-20 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration access arrangements, privacy and separation, requirement for parking and arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## C10D - Former Council Offices Long Road



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## C10D - Former Council Offices Long Road

Site Location + NDA Plan not to scale

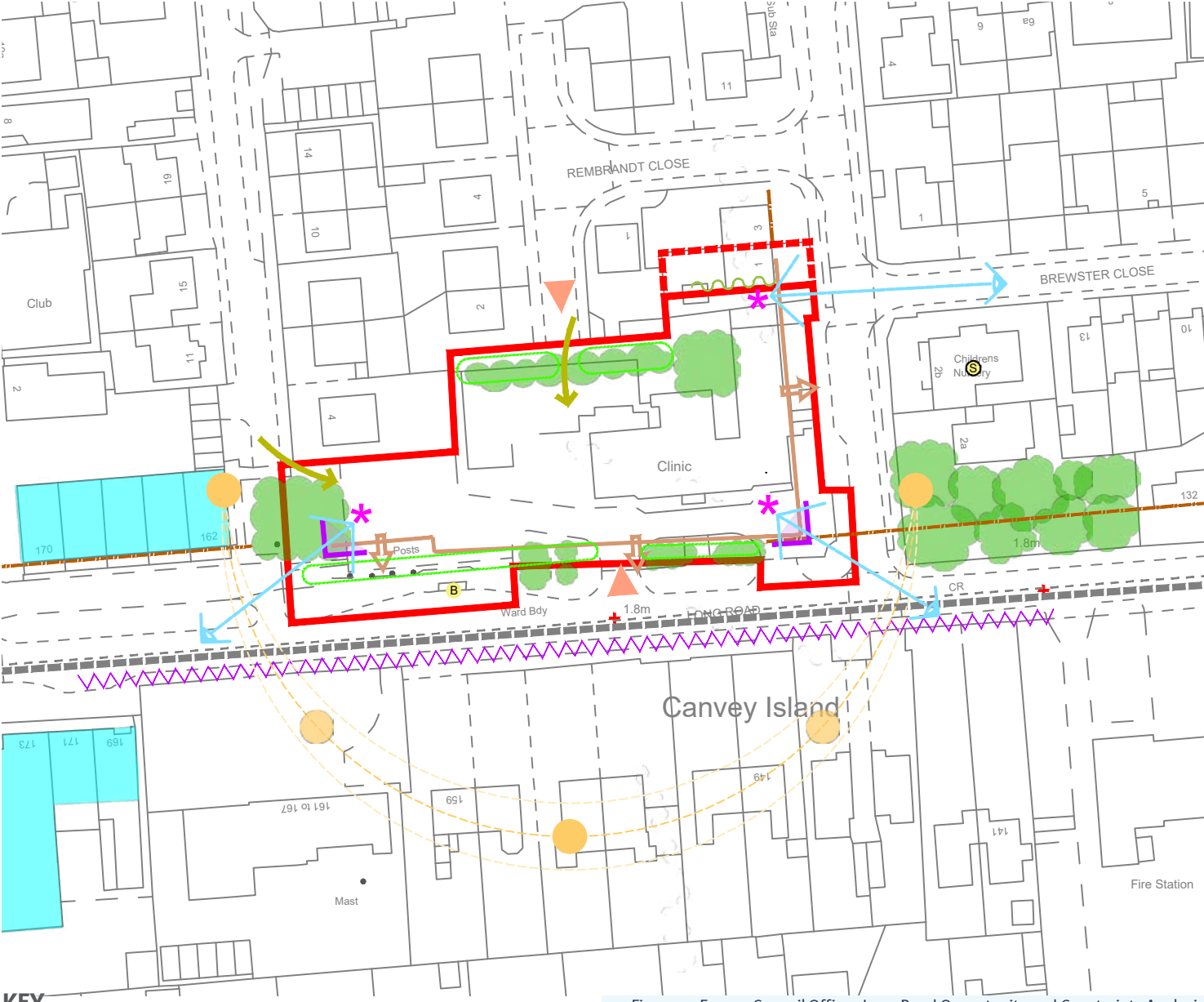


Figure 32 Former Council Offices Long Road Opportunity and Constraints Analysis

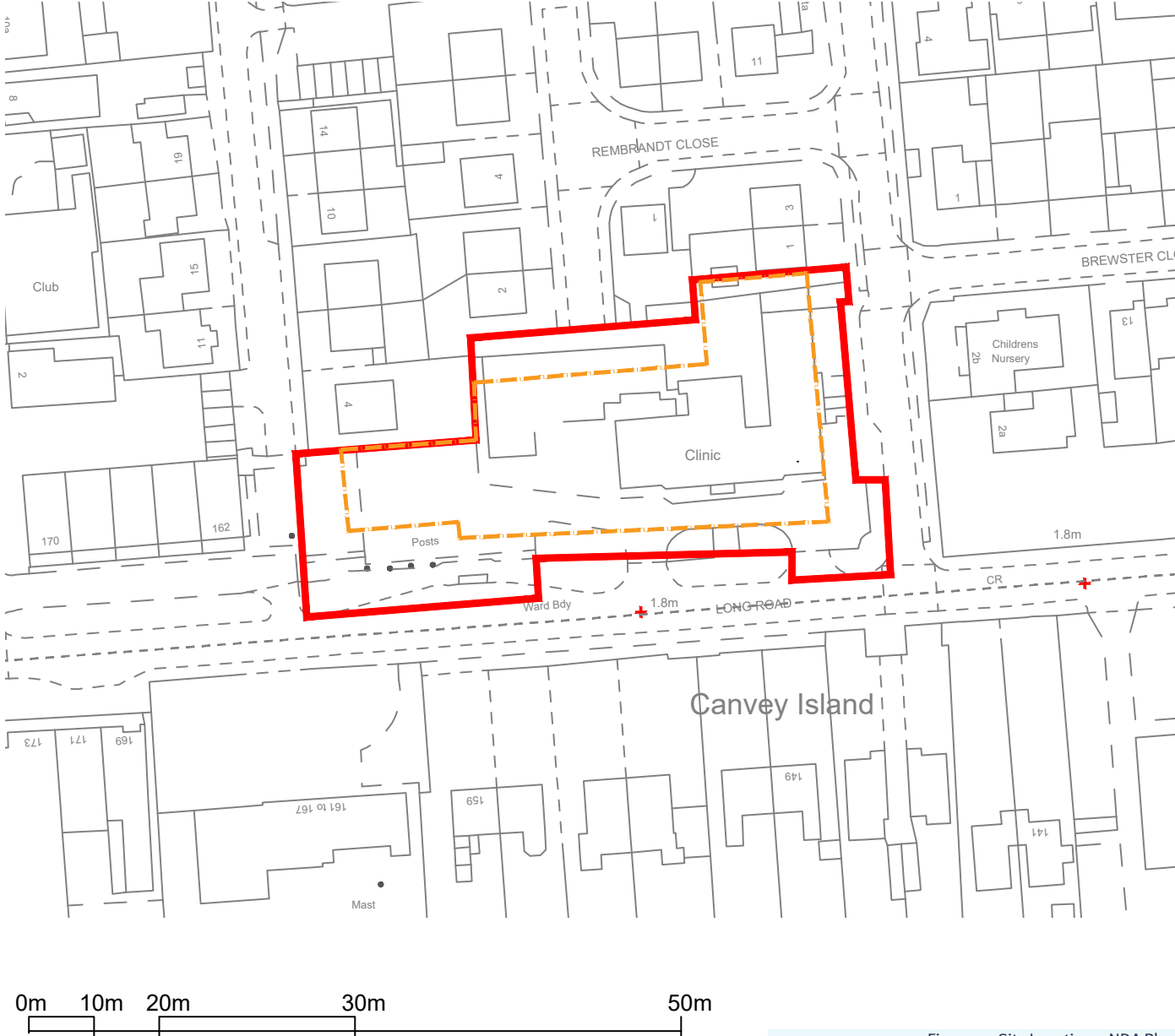


Figure 33 Site Location + NDA Plan

Context			Allocations			Landscape			Movement & Access			Utilities & Infrastructure			Opps & Constraints		
[Red Outline]	=	Site Boundary	[Green Hatched]	=	Tree Preservation Order	[Brown]	=	Utilities	[Green Line]	=	Hedgerows	[Blue Circle with B]	=	Bus Stop	[Purple Star]	=	Potential Noise Source
[Black Outline]	=	Neighbouring Site	[Blue Dotted]	=	Retail Park	[Red]	=	Community Land	[Green Dot]	=	Significant Vegetation	[Grey Line]	=	Overhead Cables	[Blue Star]	=	Prevailing Building Line
[Dashed Line]	=	Key Road	[Orange Dotted]	=	Conservation Area	[Blue]	=	Existing Employment Land	[Yellow Outline]	=	Local Centre	[Pink Circle with SS]	=	Sub Station	[Blue Star]	=	Opportunity for Build Frontage
[Blue Hatched]	=	Railway	[Brown Dotted]	=	Allocationed Allotments	[Green]	=	Greenbelt	[Orange Line]	=	Public Right of Way	[Blue Star]	=	45° Privacy Line	[Purple Star]	=	Corner Building
[Blue Dotted]	=	Flood Zone 2	[Yellow Dotted]	=	Bus Depot	[Pink]	=	Historic Nat'ral Landscape	[Pink Line]	=	Potential Access Point	[Blue Star]	=	Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height	[Blue Star]	=	Sun Path
[Blue Dotted]	=	Flood Zone 3	[Black Hatched]	=	Emerging Developmnt	[Pink]	=	L'Term Employment Land	[Orange Line]	=	Opportunity for Key Street	[Blue Star]	=	Key View	[Blue Star]	=	
[Blue Dotted]	=	Surface Water Flooding	[Yellow]	=	Playing Fields	[Pink]	=	LOWs 2012	[Pink Line]	=	Sustrans Cycle Network	[Blue Star]	=	Prevailing Privacy Issue	[Blue Star]	=	
[Blue Dotted]	=	Archaeological Interest	[Cyan]	=	Scheduled Monument	[Pink]	=	Open Space	[Pink Line]	=	Listed Building	[Blue Star]	=		[Blue Star]	=	
[Blue Dotted]	=	Recreational Open Space	[Cyan]	=	SPA	[Pink]	=	Opportunity Landscape Buffer	[Blue Star]	=	Water Pump Station (15m excl zone)	[Blue Star]	=		[Blue Star]	=	
[Blue Dotted]	=	Ancient Woodland	[Cyan]	=	SSSI	[Pink]	=	Opportunity for Green Link	[Blue Star]	=	School	[Blue Star]	=		[Blue Star]	=	
[Blue Dotted]	=	County Wildlife Sites	[Cyan]	=	Town Centre	[Pink]	=	Opportunity for SuDS	[Blue Star]	=		[Blue Star]	=		[Blue Star]	=	



# Justification Tables

## C10D - Former Council Offices Long Road

Site Criteria	
Site:	Former Council Offices, Long Road, Canvey Island
Site Ref:	C10D
Preferred Site Options Area (Ha):	0.321ha
Proposed Site Boundary Area (Ha):	0.306ha
Site Background	
Planning Policy:	Site identified in the draft Castle Point Plan (Regulation 19) as C10D - Former Council Offices, Long Road, Canvey Island.
Planning History:	N/A
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>Derelict 2.5 storey building which was previously Canvey Island Outpatient Centre and former Castle Point Borough Council offices</li><li>Car park adjacent to derelict building remains within western part of the site</li><li>Site fronts onto Long Road, a key road within Canvey Island</li><li>North of the site predominantly consists of residential development</li><li>East of site, along Sydervelt Road, is a nursery and a large dense cluster of trees</li><li>Canvey Island Fire Station sits south east of the site, and Canvey Island Police Station sits south west of the site, both along Long Road</li><li>South of the site is Long Road and residential development</li><li>West of the site consists of commercial space and residential dwellings</li><li>Mainly detached and semi-detached built form with set back building line/deep front gardens</li><li>Surrounding built form is predominantly 2-2.5 storeys</li><li>Emerging 3.5 storey residential development east of site</li></ul>
Historic Environment Context:	N/A
Natural Environment Context:	<ul style="list-style-type: none"><li>Flood Zone 3 (whole site)</li></ul>
Landscape Character:	<ul style="list-style-type: none"><li>Landscape buffers north, east and west of site</li><li>Open undeveloped site</li></ul>
Constraints and Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>Flood Zone 3 (whole site)</li><li>Noise concerns from Long Road</li><li>Sensitive boundary with existing dwellings to the north</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>Increase and enhance existing surrounding landscaping</li><li>Extend and enhance neighbourhood hub along Long Road</li><li>Locate parking to the rear of the site and provide undercroft and courtyard parking</li><li>Active frontage onto street scene of Long Road</li><li>Mixed use development – ground floor commercial use</li><li>Sustainable location – adjacent to shopping facilities, school, bus stops</li><li>Provide pedestrian links to Rembrant Close and Tilburg Road</li></ul>
Castle Point Design Code	
Identity Area Type	Primary Corridor (part neighbourhood hub)
Identity Area Characteristics	<ul style="list-style-type: none"><li>Strongly defined building line with heights of up to 4 storeys</li><li>Buildings have a contemporary character and include features such as generously sized windows, balconies, and recessed upper storeys providing rooftop amenity</li><li>The roofscape varies along an urban corridor, with the use of both pitched and flat roofs</li><li>Hard or soft buffer between private and public realm, such as low walls and planting</li><li>Materiality is a mix of brickwork and render with slate or clay tile pitched roofs or parapet roofs</li></ul>

Identity Area Key Coding Principles	BT2, BT4, BT6, BT9, BC4, BC5, BC11
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>A mix of denser typologies such as apartments, terraces, or tightly linked semi-detached dwellings at 2-3 storeys</li><li>Mixed used development</li><li>Strong and well-defined building lines with active frontage</li><li>Buildings at corners or gateways must be level with, or taller than, neighbouring built form</li><li>Defensible space which articulates the boundary between the public and the private is encouraged</li><li>Internal parking solutions should be used for apartment buildings</li><li>Essex Parking Guidance – high connectivity</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.321ha
Proposed Site Boundary Area (ha)	0.306ha
Proposed Site Boundary Justification	There is scope to extend the boundary to the north to accommodate a more rationalised development. To avoid destructing the dwelling which sits within the site to the north (1 Sydervelt Road)
Mix of Development	1-2 bed apartments
Net Developable Area (residential) (ha)	0.177ha
CP Target Density	100dph
CP Actual Density	100dph
Recommended Density	125-150dph (Density Band 8) (22 - 27 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have an average density range of 64.6dph. The site can also be compared to Tissue Area 3 which encourages 72.5dph, this equates to Density Band 5 (50-70dph).</p> <p>The site is a corner plot and is partly situated in the neighbourhood hub character. It is identified as a High Connectivity area within the Essex Parking Standards. Primary Corridor Identity Coding Principles BT2 and BT9 apply, and therefore key urban design principles for the site include defining the corner of Long Road and Sydervelt Road. The opportunities and constraints analysis has identified that the majority of the site is available as developable area. There are instances of higher density development nearby as demonstrated in Tissue Study A1 (Application 23/0423/FUL) of 146dph Density Band 8.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on C10D and a densities range of 125-150dph (Density Band 8) has been selected as an appropriate density, which represents 22-27 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## B5 - Canvey Supply Benfleet



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6



## Opportunities and Constraints Analysis

### B5 - Canvey Supply, London Road Benfleet

Site Location + NDA Plan not to scale

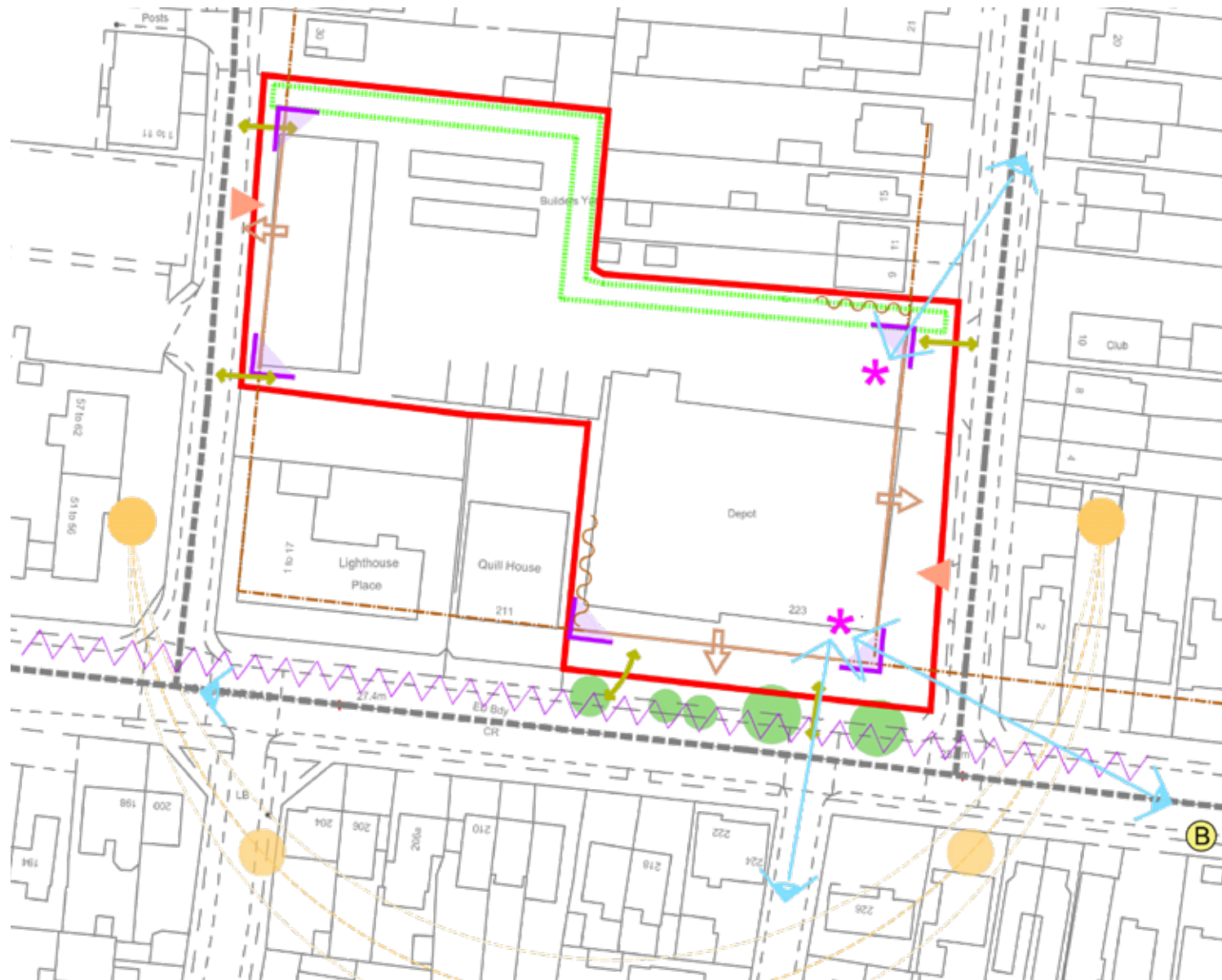


Figure 34 Canvey Supply, London Road Benfleet Opportunity and Constraints Analysis



0m 10m 20m 30m 50m

Figure 35 Site Location + NDA Plan

**KEY**

<p><b>Context</b></p> <p> = Site Boundary</p> <p> = Neighbouring Site</p> <p> = Key Road</p> <p> = Railway</p> <p> = Flood Zone 2</p> <p> = Flood Zone 3</p> <p> = Surface Water Flooding</p> <p> = Archaeological Interest</p> <p> = Recreational Open Space</p> <p> = Ancient Woodland</p> <p> = County Wildlife Sites</p>	<p><b>Allocations</b></p> <p> = Tree Preservation Order</p> <p> = Retail Park</p> <p> = Conservation Area</p> <p> = Allocated Allotments</p> <p> = Bus Depot</p> <p> = Emerging Developmnt</p> <p> = Playing Fields</p> <p> = Scheduled Monument</p> <p> = Designated Shopping</p> <p> = SPA</p> <p> = SSSI</p> <p> = Town Centre</p>	<p> = Utilities</p> <p> = Community Land</p> <p> = Existing Emplment Land</p> <p> = Greenbelt</p> <p> = Historic Nat'ral Landscape</p> <p> = L'Term Emplment Land</p> <p> = LOWS 2012</p> <p> = Open Space</p> <p><b>Landscape</b></p> <p> = Opportunity Landscape Buffer</p> <p> = Opportunity for Green Link</p> <p> = Opportunity for SuDS</p>	<p> = Hedgerows</p> <p> = Significant Vegetation</p> <p> = Local Centre</p> <p><b>Movement &amp; Access</b></p> <p> = Public Right of Way</p> <p> = Potential Access Point</p> <p> = Opportunity for Key Street</p> <p> = Sustrans Cycle Network</p> <p> = Listed Building</p> <p><b>Utilities &amp; Infrastructure</b></p> <p> = Water Pump Station (15m excl zone)</p> <p> = School</p>	<p> = Bus Stop</p> <p> = Overhead Cables</p> <p> = Sub Station</p> <p><b>Opps &amp; Constraints</b></p> <p> = Developable Area (Reg 19 Allocations)</p> <p> = Developable Area (Other)</p> <p> = Potential Pedestrian Link</p> <p> = 45° Privacy Line</p> <p> = Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height</p> <p> = Key View</p> <p> = Prevailing Privacy Issue</p>	<p> = Potential Noise Source</p> <p> = Prevailing Building Line</p> <p> = Opportunity for Build Frontage</p> <p> = Corner Building</p> <p> = Sun Path</p>
--	---	---	---	--	---



# Justification Tables

## B5 - Canvey Supply Benfleet

Site Criteria	
Site:	Canvey Supply, 223 London Rd, South Benfleet, Benfleet SS7 5UN
Site Reference:	B5
Preferred Options Site Area (Ha):	0.644 (ha)
Proposed Site Boundary (Ha):	0.644 (ha)
Site Background	
Planning Policy:	Site identified in the draft Castle Point Plan (Regulation 19) as B5 Canvey Supply, London Road, Benfleet, Ref 228. A development brief will be required for the site prior to determination of any planning application.
Planning History:	<ul style="list-style-type: none"><li>• <b>CPT/1386/80</b> - Change of use from storage and distribution of brewery product to building material store with trade counter (1980)</li><li>• <b>CPT/1391/80</b> - Use of existing buildings for light industrial purposes (1980)</li><li>• <b>CPT/1740/83</b> - First floor flat roofed office extension (1983)</li><li>• <b>CPT/601/86</b> - Two storey front extension (1986)</li><li>• <b>CPT/1477/89</b> - Three storey part pitched roofed part flat roofed front extension (1989)</li><li>• <b>CPT/1010/90</b> - Three storey pitched roofed front extension to existing warehouse to provide showrooms on the ground floor and offices above (1990)</li><li>• <b>CPT/82/03/FUL</b> - Demolish 2 Existing Storage Buildings And Construction Of A Pitched Roofed Storage Building On Western Boundary (2003)</li></ul>
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>• Site is located on the London Road corridor at the busy Tarpots junction, a prominent node with a mix of retail, commercial and residential activity.</li><li>• Currently occupied by Canvey Supply Co Ltd and associated light industrial buildings, comprising a single-storey retail warehouse unit and open yard.</li><li>• Site is directly north of Lighthouse Place and Quill House, two modern apartment blocks ranging from 3 to 3.5 storeys in height.</li><li>• Opposite the site, across London Road, are two-storey residential dwellings forming part of a suburban housing area.</li><li>• Surrounding land uses include a petrol station (to the west), public house/restaurant (Harvester), and small retail units along London Road, indicating a strong commercial frontage.</li><li>• The wider area contains a mixture of low-rise suburban housing and recent mid-rise residential developments, contributing to a varied urban grain.</li><li>• Site is located approximately 0.3 miles from the local town centre and 0.2 miles from the community centre, offering good access to key services.</li></ul>
Historic Environment Context:	<ul style="list-style-type: none"><li>• <b>Thundersley Hall</b> – Grade: II listed Building, Located within 0.5 miles of the site (List Entry Number: <a href="#">1123694</a>)</li><li>• Site is not within a Conservation Area and is not affected by any listed buildings.</li><li>• Historically part of South Benfleet’s suburban expansion, the area reflects mid-to-late 20th-century development patterns.</li><li>• Tarpots Junction has local historic relevance as a community node, formerly home to Tarpots Hall, though no built fabric of historic interest remains in the immediate vicinity.</li></ul>
Natural Environment Context:	<ul style="list-style-type: none"><li>• No Flood risk</li></ul>

	<ul style="list-style-type: none"><li>• Site is entirely hard surfaced with no on-site trees, green infrastructure or ecological features.</li><li>• Surrounding area is heavily urbanised with minimal street-level greenery beyond occasional private front gardens or verge planting.</li><li>• Nearest green space is Woodside Park, approximately 0.6 miles to the north, with further access to wider landscape resources around Hadleigh and Benfleet Creek at a greater distance.</li><li>• No watercourses, floodplains, or designated ecological areas intersect or adjoin the site.</li></ul>
Landscape Character:	<ul style="list-style-type: none"><li>• London Road is a key arterial route, characterised by broad carriageways, high traffic volumes, and prominent road infrastructure.</li><li>• Public realm is functional but visually cluttered, with a mix of signage, shopfronts, guardrails and limited soft landscaping.</li><li>• Building frontages vary with some shops and blocks are built to the back of pavement, while others have setbacks for parking or servicing.</li><li>• Built form around the junction includes one-storey commercial buildings, two-storey residential houses, and recent 3–3.5 storey apartment blocks, creating an eclectic street rhythm.</li><li>• Corner site condition offers strong visual prominence and gateway potential at a key local junction.</li></ul>
Constraints & Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>• Located at a busy junction on the A13 (London Road), with potential constraints related to vehicular access, turning movements, and highways safety.</li><li>• Noise and air quality impacts from adjacent roads may affect suitability for sensitive uses such as housing, requiring mitigation measures.</li><li>• Existing commercial use would require relocation or cessation for redevelopment to proceed.</li><li>• Potential amenity conflicts with nearby commercial premises, including a petrol station and evening activity from nearby restaurant.</li><li>• Neighbouring residential areas to the north and east would require sensitive massing and overlooking/privacy considerations.</li><li>• Any ground contamination from historic industrial use may require investigation and remediation.</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>• Brownfield redevelopment potential offering scope to deliver new homes in a sustainable, well-connected location.</li><li>• Council’s emerging Local Plan identifies the site for housing-led mixed-use redevelopment with potential for 55 homes.</li><li>• Prominent corner site at a well-used junction provides a strong opportunity for a landmark building and improved townscape.</li><li>• Proximity to local shops, bus routes, and community services supports a walkable, transit-accessible development.</li><li>• Positive active travel options within immediate surrounding area.</li><li>• Potential to enhance public realm and contribute to a more cohesive streetscape through improved frontage, landscaping, and pedestrian access.</li><li>• Opportunity to align with and complement nearby developments such as Quill House and Lighthouse Place, reinforcing local character and placemaking ambitions.</li></ul>



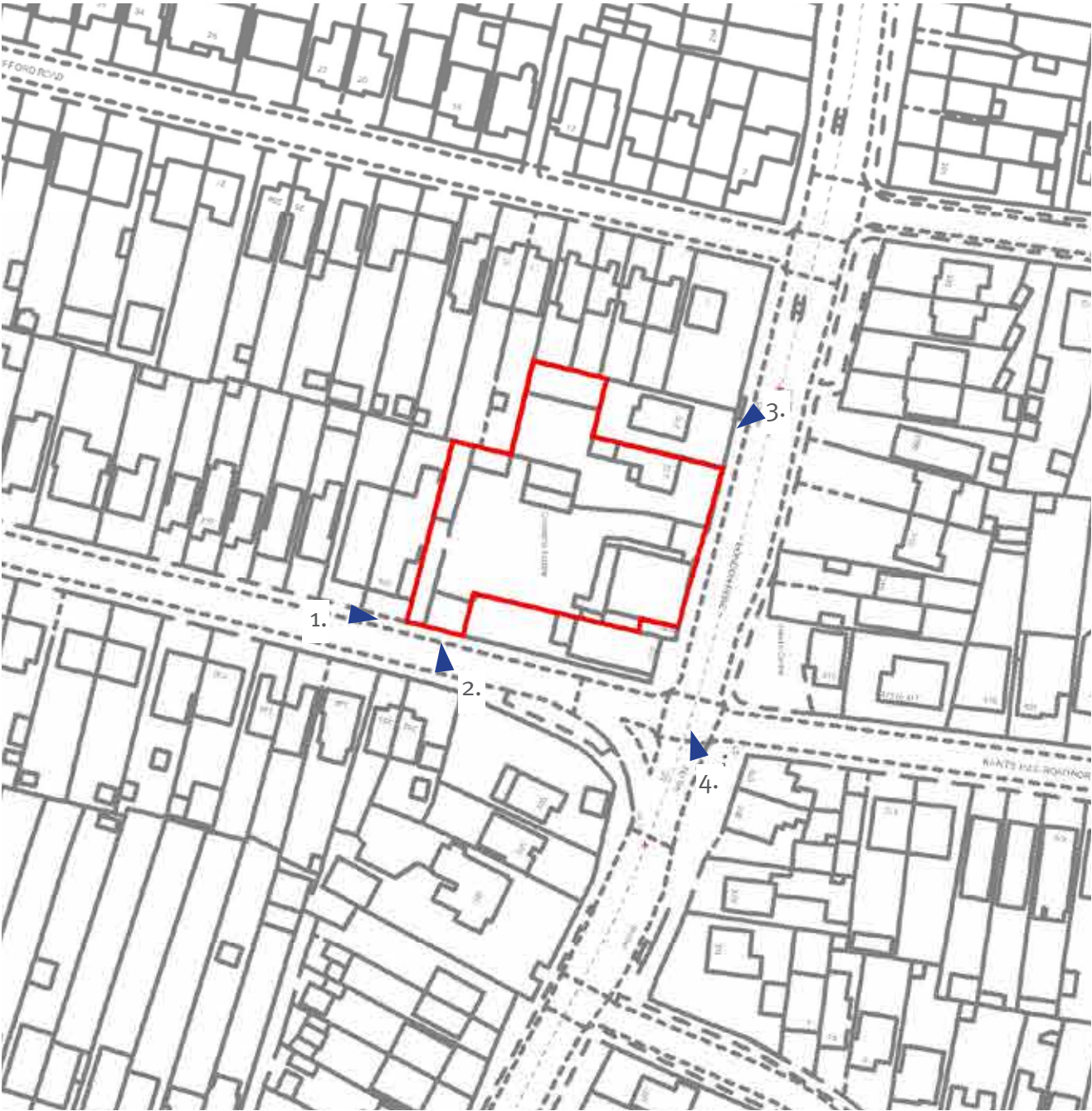
Castle Point Design Code	
Identity Area Type	Primary Corridor
Identity Area Characteristics	<ul style="list-style-type: none"><li>Primary Corridors are defined by development along Primary Streets with strongly defined building lines and typical heights of up to four storeys.</li><li>Occasional ground floor commercial or retail uses contribute to a more active and varied streetscape.</li><li>Built form is generally contemporary in character, incorporating large windows, balconies, and recessed upper storeys that provide rooftop amenity space.</li><li>Both flat and pitched roofs are present, with a consistent rhythm that reinforces the linear nature of the corridor.</li><li>Transitions between public and private realms are often managed through soft or hard buffers, such as low walls or planting.</li><li>Material palette typically includes a mix of brick and render, with pitched roofs in slate or clay tile and parapet detailing to flat roofs.</li><li>New development should respond positively to context, increasing density where appropriate through well-defined built form and sensitive massing that modulates scale from the surrounding area.</li><li>Corner plots present an opportunity for increased height, enhanced architectural detailing, and contrasting materials to provide visual emphasis.</li><li>Active frontages are essential, supporting a strong relationship between buildings and the street, and reinforcing the role of the corridor within the wider movement network.</li><li>There is particular potential for mixed-use buildings, with commercial uses at ground floor level and residential units above, to improve the ground floor interface with the public realm.</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>BT2 – Apartments</li><li>BT4 – Semi-detached Bungalows</li><li>BT6 – Terraced</li><li>BC4 – Legibility</li><li>BC5 – Change in Height and Plane</li><li>BC11 – Rhythm of Elevation / Expression of Individuality</li><li>BC12 – Roof Pitch</li><li>BE3 – Bay Windows</li><li>BE5 – Dormers</li></ul>
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Seafront buildings at 1–3 storeys with potential to rise to 3 storeys in appropriate locations.</li><li>Contemporary architecture with generous glazing and balconies to maximise estuary views.</li><li>Flat and split monopitch roofs to reflect local roofscape variety and seaside character.</li><li>Defined promenade edge with opportunities for soft landscaping or integrated seating as a buffer.</li><li>Light-toned render and coastal-resilient materials referencing local modernist architecture.</li><li>Development should maintain and enhance the rhythmic grain of existing apartments and arcades.</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.644 ha
Proposed Site Boundary Area (HA)	0.644 ha
Proposed Site Boundary Justification	N/A

Mix of Development	2-3 bed Residential
Net Developable Area (residential) (ha)	0.44 ha
CP Target Density	125 dph
CP Actual Density	125
Recommended Density &Capacity Range	100 – 125 (Density Band 7) (44-55 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have an average density range of 64.6dph, this equates to Density Band 5(50-70dph).</p> <p>An uplift of density can be expected in relation to Tissue Study A2 (Application 21/0813/FUL) which is calculated at 111dph (Density Band 7).</p> <p>The site fronts onto London Road (A13) and is identified as High Connectivity area within the Essex Parking Standards. The Opportunities and Constraints diagram has identified Majority of Site as developable area. The neighbouring development of Saxon Court located to the West of the site is 3 – 3.5 storey residential development and depicts higher density, approximated at 97.8dph (Density Band 6).</p> <p>It is therefore justifiable that higher density apartment typology can be achieved on this site. A density range of 100 - 125dph (Density Band 7) has been selected as an appropriate density, which represents 44 – 55 dwellings on site.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>Heritage Statement</li></ul>



# Site Viewpoints Plan

## B7C - 312-320 London Road Queen Bee's



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4





# Opportunities and Constraints Analysis

## B7C - 312-320 London Road Queen Bee's

Site Location + NDA Plan not to scale

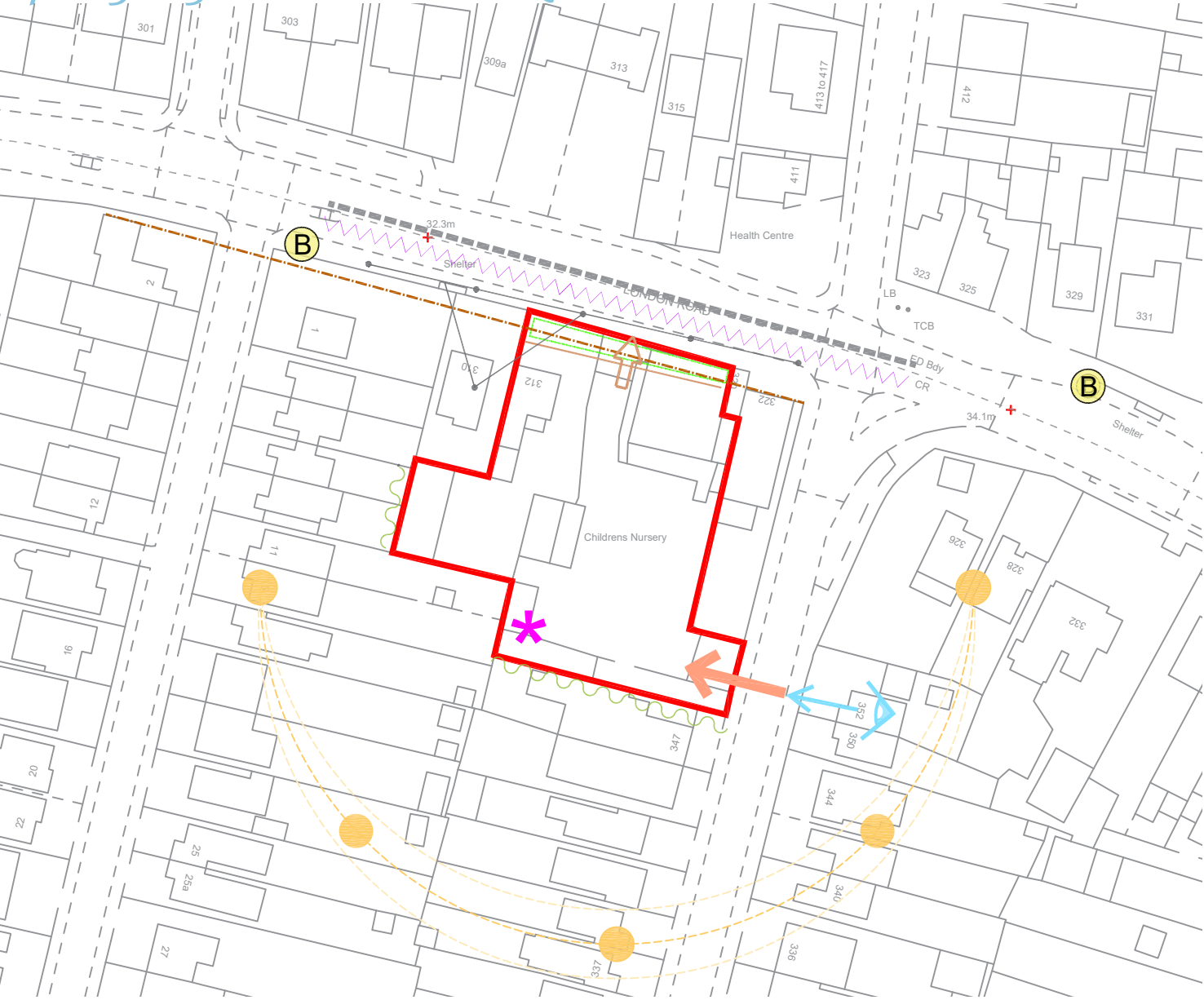


Figure 36 312-320 London Road Queen Bee's Opportunity and Constraints Analysis

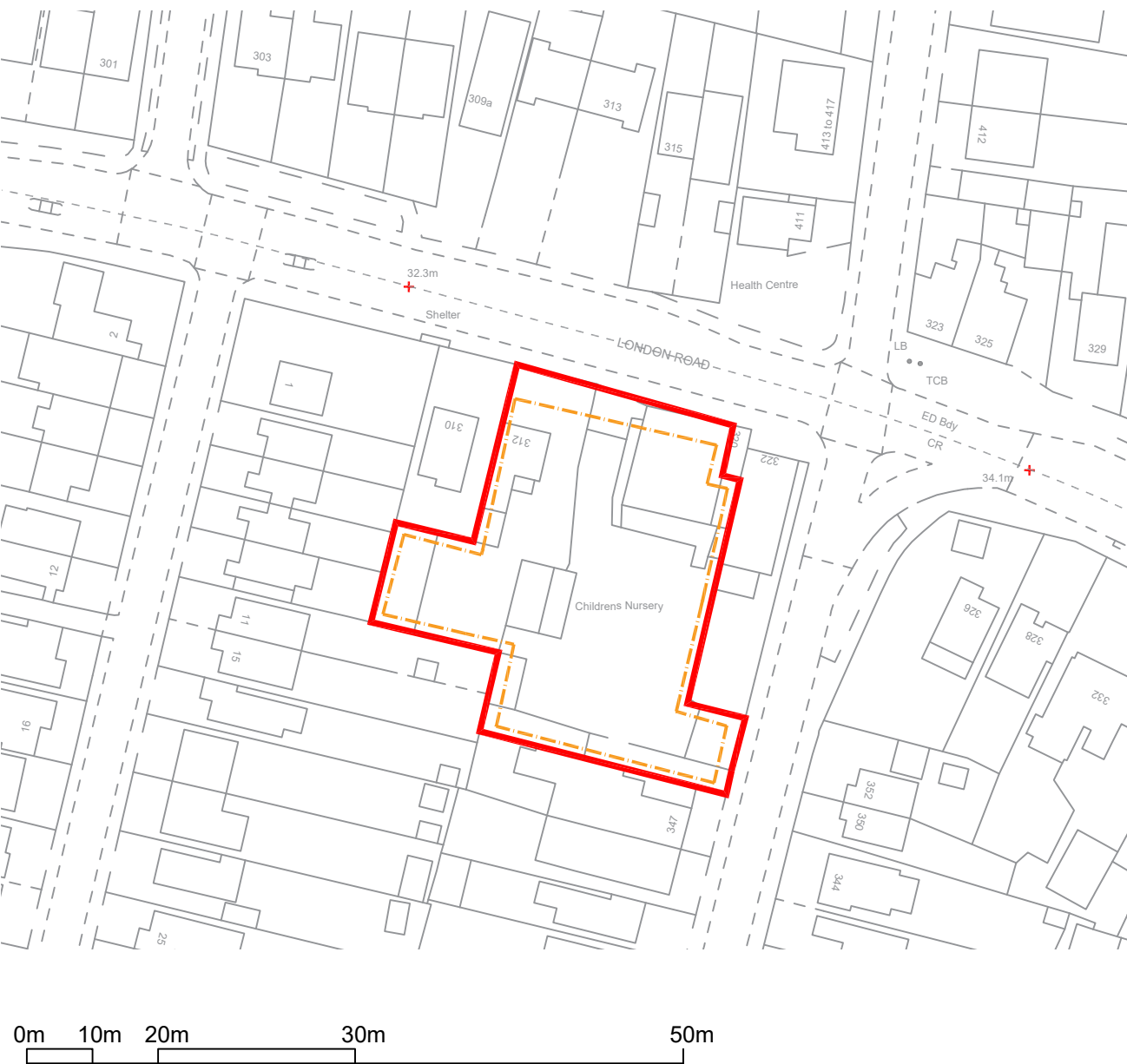


Figure 37 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Key View
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Prevailing Privacy Issue
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network				
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building				
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer						
	Ancient Woodland		SSSI		Opportunity for Green Link						
	County Wildlife Sites		Town Centre		Opportunity for SuDS						



# Justification Tables

## B7C - 312-320 London Road Queen Bee’s

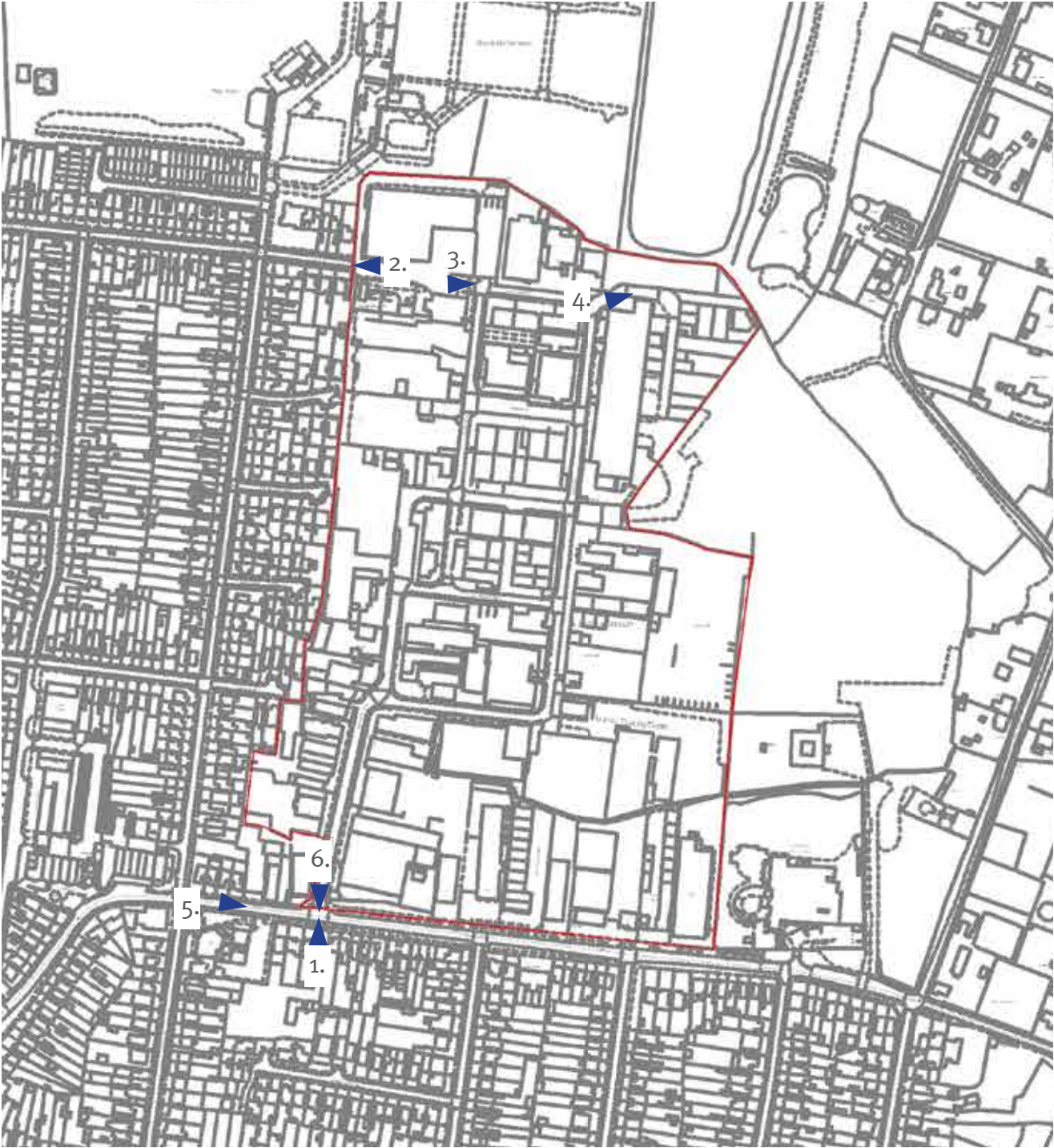
Site Criteria	
Site	312-320 London Road (Queen Bee’s)
Site Reference	B7C
Preferred Options Site Area (Ha)	N/A
Proposed Site Boundary (Ha)	0.22
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as B7C - 310-320 London Road (Queen Bees Nursery).
Planning History	22/0695/FUL – Demolition of existing garden centre and associated buildings. Change of use of the first floor of the existing retained building from dwelling to day nursery. Expansion of existing day nursery including extensions, construction of new buildings, creation of basement parking and changes to vehicular access, approved 2023.
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Queen Bees Nursery fronts onto London Road</li><li>Site is part of an established build line across London Road</li><li>To the rear of the build line is a tarmac parking area which can also be accessed from Kents Hill Road</li><li>Some existing power lines over a small part of the site</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>N/A</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>Some low level vegetation by Kents Hill Road entrance</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>N/A</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Must respect the build line along London Road</li><li>Power lines over a small section of the site</li><li>Noise constraint to the northern and eastern boundaries of the site</li><li>Privacy issues to the west and southern boundaries of the site</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Provide strong active frontage along London Road</li><li>Densify London Road</li><li>Make positive use to the space within the perimeter block</li><li>Provide mixed use development</li><li>Opportunity to increase the size of the site boundary to include 322 London Road</li><li>Active frontage to Kenneth Road</li><li>Access from Kenneth Road</li><li>Sustainable location</li></ul>
Castle Point Design Code	
Identity Area Type	Primary Corridor
Identity Area Characteristics	<ul style="list-style-type: none"><li>Opportunities for mixed use</li><li>Opportunities to increate building heights and densities</li><li>Strong relationship between built form and the street</li><li>Defensible landscaped space between built form and the street</li><li>Opportunities for more contemporary built form</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>Denser built form and mixed uses</li><li>Taller buildings</li><li>More contemporary architecture</li><li>Balconies are supported</li><li>Commercial ground floors with residential upper storeys</li></ul>

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Responding to the corner of the site with Kenneth Road and London Road</li><li>Strong frontage along London Road</li><li>Potential for commercial space to ground floor</li><li>Rear parking court arrangement from less traffic heavy access point</li><li>2-3 storey</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	1.142
Proposed Site Boundary Area (HA)	1.224
Proposed Site Boundary Justification	N/A
Mix of Development	Commercial and residential
Net Developable Area (residential) (HA)	0.21ha
CP Target Density	70
CP Actual Density	100
Recommended Density	15-21 dwellings (Density Band 6 – 70-100)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have an average density of 64.6dph, placing it in Density Band 5 (50-70dph).</p> <p>The site represents a regular shaped plot in an Essex Parking Standard area of Good Connectivity, close to Hadleigh Town Centre. Primary Corridor Coding Principles apply. The opportunities and constraints analysis has identified that the majority of the site is available as developable area. Based on the site’s well-connected location there is an opportunity to balance the provision of dwellings with a sensitive response to the existing urban grain and character.</p> <p>It is considered that a mix of grouped or terraced housing and apartments are appropriate for the site. Tissue study A2 (Application 21/0813/FUL) demonstrates this well with a density of 111dph (Density Band 7). However, exemplar opportunities for part of the site to maintain the 2-storey character as proposed in Tissue Study A11 (Application 2018/1124) which presents a comparable density of 55dph, which is within Density Band 4.</p> <p>Resultantly, Density Band 6 (70-100dph) has been selected.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## B8 - Manor Trading Estate



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## B8 - Manor Trading Estate

Site Location + NDA Plan not to scale

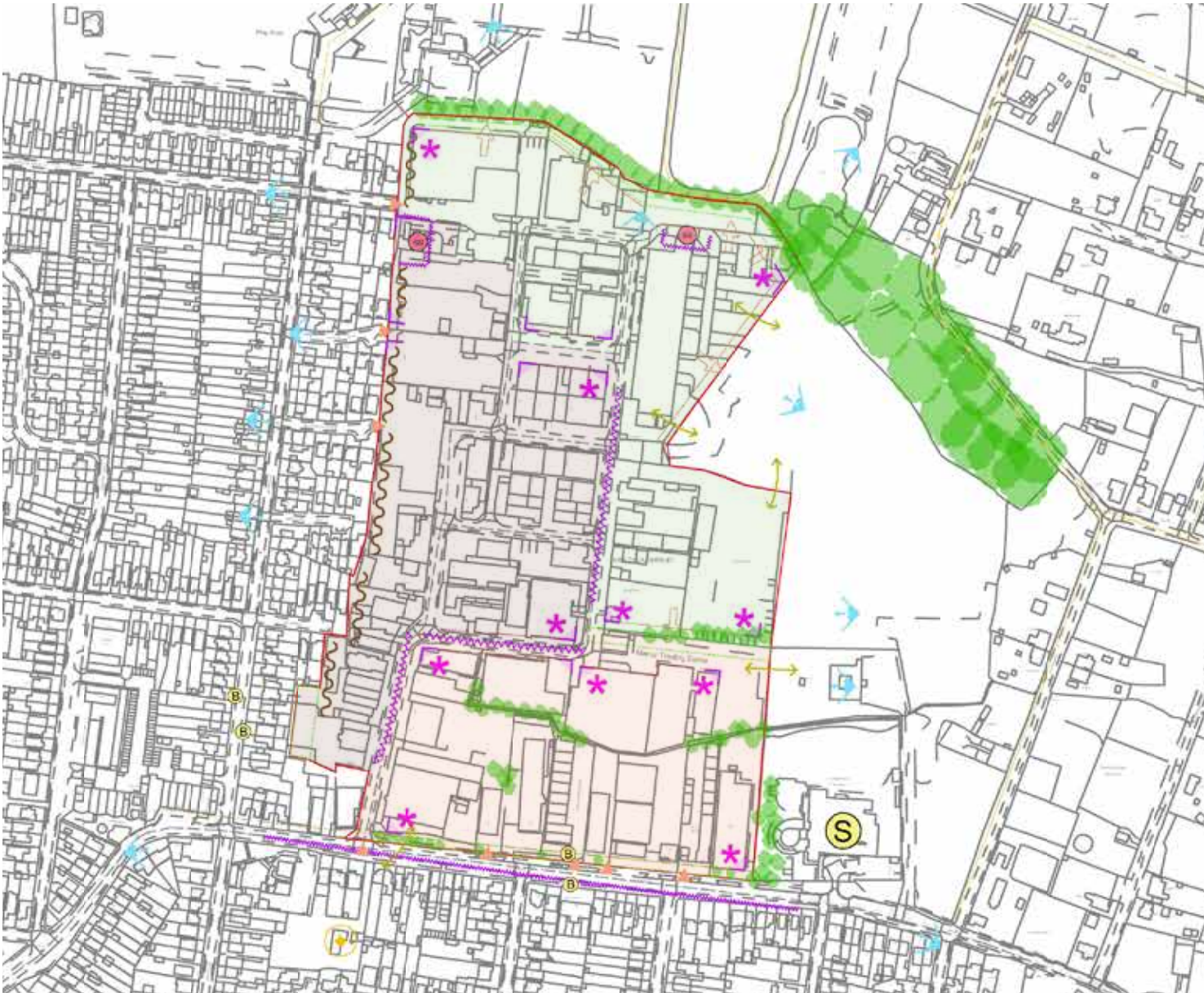


Figure 38 Manor Trading Estate Opportunity and Constraints Analysis



Figure 39 Site Location + NDA Plan

Context		Allocations		Utilities		Movement & Access		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Bus Stop
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		Overhead Cables
	Key Road		Conservation Area		Existing Employment Land		Local Centre		Sub Station
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way		Potential Noise Source
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point		Prevailing Building Line
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street		Opportunity for Build Frontage
	Surface Water Flooding		Playing Fields		LOWs 2012		Sustrans Cycle Network		Corner Building
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building		Sun Path
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer		Water Pump Station (15m excl zone)		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Ancient Woodland		SPA		Opportunity for Green Link		School		Key View
	County Wildlife Sites		SSSI		Opportunity for SuDS		Prevailing Privacy Issue		
			Town Centre						



# Justification Tables

## B8 - Manor Trading Estate

Site Criteria	
Site	Manor Trading Estate
Site Reference	B8
Preferred Options Site Area (Ha)	N/A
Proposed Site Boundary (Ha)	14.691
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as Manor Trading Estate, where the poor condition and need for investment is noted. A development brief will be required prior to the determination of any planning application.
Planning History	N/A
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>The site is dominated by low quality industrial land use, with large footprints</li><li>It is accessed via Church Road, with the streets to its immediate west currently not offering connections into the site</li><li>Residential frontages face onto the site from the south and backs/sides onto it from the west</li><li>The nearby residential built form is generally two storey semidetached dwellings, although there are some apartment buildings nearby</li><li>There is also a primary school to the immediate east of the site, along Church Road</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>Grade II Thundersley Hall is located close by to the south of the site, although it is not immediately visible from the site or vice versa</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>There is limited natural value within the site boundary, but there are some notable areas of more significant vegetation – particularly where the hedgerow by the adjacent school continues into the site</li><li>The site is bordered by green and vegetated areas, allocated within Castle Point Green Belt to the north and east</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Fairly open views to the north and views of a small, wooded area to the east</li><li>There is a strong PRoW network to the north of the site</li><li>There is a intermittent tree lined verge to the south of the site, acting as a landscape buffer to Church Road</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Respect adjacent landscape and residential areas</li><li>Respect the school</li><li>Some western connections will not be possible due to the layouts of existing dwellings</li><li>Areas of significant vegetation on site should be retained</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>There is an opportunity to interact positively with residential areas to the south and west</li><li>Opportunities to interact positively with the landscape to the north and east</li><li>Opportunities to interact positively with the school</li><li>Opportunities to connect into the PRoW network to the north</li></ul>

Castle Point Design Code	
Identity Area Type	Natural Edge/ Suburbia/ Primary Corridor
Identity Area Characteristics	<p><b>Natural Edge</b></p> <p>Where there are opportunities for development in the Natural Edge, this should perform the role of transitioning between suburbia and the green belt. Thus, low density development which sensitively interfaces with the open space is envisaged. Contextuality will be important, and dwellings should conform to rural typologies such as larger plots set back with landscaped front gardens or clusters of dwellings designed to reflect rural typologies such as farmstead courtyards. Particular attention should be paid to materiality which should draw from natural materials such as timber weatherboarding and green roofs and should seek to provide an informal, organic mix of materiality based on the context.</p> <p><b>Suburbia</b></p> <p>The majority of Castle point has this character of semi-detached dwellings slightly set back from the street with parking between. This has been identified as Suburbia/Suburban Corridor in the tissue studies, placing it in Band 3: 30-40dph. This is somewhat below the density set out in the National Model Design Code for suburbs of 40-60dph (p.14), offering potential for new development to slightly increase current suburban densities.</p> <p><b>Primary Corridor</b></p> <p>New development opportunities should seek, subject to context, to increase density with tightly drawn built form definition of the streets (behind defensible space planting if dwellings are on the ground floor) and should carefully modulate up in scale from the surrounding context. There is an opportunity for corner buildings to be slightly higher with increased architectural detail and contrasting materiality. A further key focus should be active frontage onto the public realm, and the establishment of a positive relationship between built form and the street. Additional street trees to continue the tree lined verge established for some of the Primary Corridor frontage would help support and integrate new built form onto the Primary Corridor. Built form should frame the street and articulate the street’s place within the broader route hierarchy. It should also articulate the transition from more rural or suburban identity areas, into the more urban areas.</p>
Site Context	<ul style="list-style-type: none"><li>This is an existing site with active uses, and it is recognised that regeneration opportunities through infill development or upward extensions will need to be carefully considered alongside the existing employment uses and commercial context.</li><li>The site has been divided into three identity area zones, reflecting the site’s three distinct identity area boundaries, with regeneration opportunities to respond to the surrounding context and relevant associated design parameters.</li><li>Any housing that comes forward should be designed with careful consideration of the relationship with existing industrial and commercial occupiers, with light, noise, privacy, and overall amenity key considerations to sensitively integrate residential development within the site and ensure there are no conflicts between uses.</li></ul>
Identity Area Coding Principles	<p><b>Natural Edge</b></p> <p>BT3, BT4, BC5, BE3, BE5, BE7, BC12</p> <p><b>Primary Corridor</b></p> <p>BT2, BT4, BT5, BT6, BT9, BC2, BC3, BC4, BC5, BC6, BC8, BC9, BC10, BC12, BC13, BE1, BE2, BE3, BE5, BE7, IC18, IC19, IC20</p>



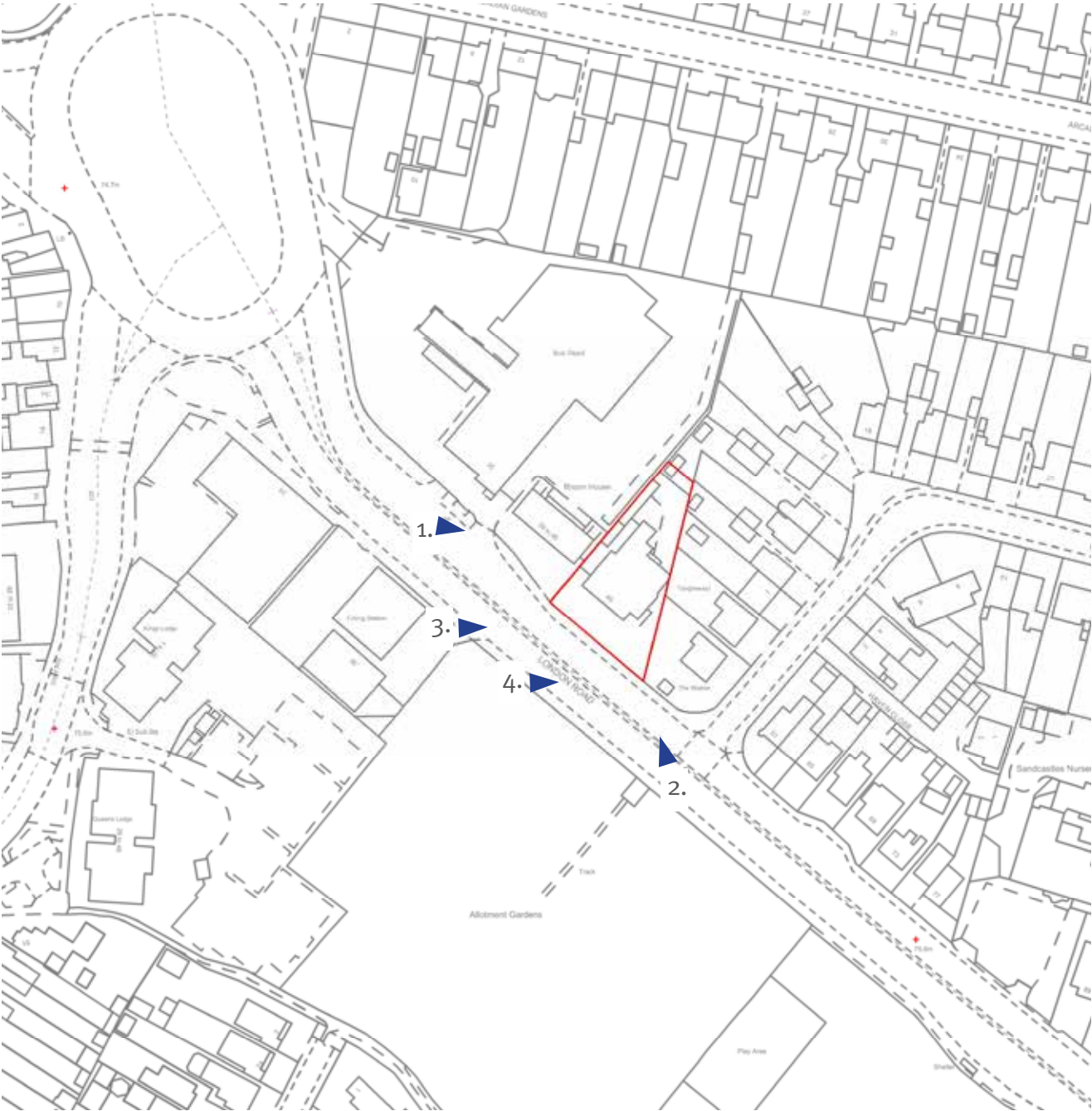
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Strong active frontage onto Church Road</li><li>Opportunities for commercial ground floors explored</li><li>Good interaction with existing occupiers, neighbouring residential, educational, and natural boundaries</li><li>Transitional density as the site moves between its Primary Corridor, suburban and Natural Edge areas</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	N/A
Proposed Site Boundary Area (ha)	14.7
Proposed Boundary Justification	N/A
Mix of Development	Mixed use apartment blocks and residential houses of varying densities to form infill development around existing employment uses
CP Density Assumption	70dph
CP Target Density	13.4dph
Dwelling capacity	200 dwellings
Existing and retained uses	Approximate capacity of 200 dwellings to be achieved across infill development opportunities within the three development zones identified below. Further calculation of the site’s residential capacity required as part of a more detailed masterplanning process considering the sites employment uses and the need to further test residential opportunities.
B8. Zone1	Natural Edge Zone
Zone 1 Area	4.5ha
Recommended Density Bands	40 – 50dph (Density Band 4)– Centre 30-40dph (Density Band 3)– Edges
Density Justification	<p>The existing comparable density has been informed by the three Identity Areas which cover the site: the Natural Edge is in Density Band 2 (20-30dph).</p> <p>There are instances nearby of higher density within the borough and relative Identity Area as seen in Tissue Study A2 (Application 21/0813/FUL) which provides a density of 111dph and is classified as Band 7.</p> <p>A density uplift to Band 4 (40 -50dph) at the centre of the broader Resi 1 site is therefore considered appropriate, and up to 3 storeys. A lower density, Band 3 (30-40dph), is considered appropriate for the Natural Edge boundary of the site.</p> <p>This represents a high-level density banding to guide further masterplanning work to test the residential opportunities on this existing commercial site. Future development of the site should take into consideration the existing employment uses, amenity of future residents, access and parking arrangements, Biodiversity Net Gain provision and green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
B8. Zone 2	Suburbia Zone
Zone 2 Area	5.0ha
Recommended Density Bands	50-70dph (Density Band 5) - Centre 30-40dph (Density Band 3) - Edges
Density Justification	<p>The existing comparable density has been informed by the three Identity Areas which cover the site: Suburbia is in Band 3 (30-40dph).</p> <p>An exemplar scheme in Tissue Study A13 (Application 16/01594/FULL) is a comparable precedent in terms of scale and provides a density of 40dph (Density Band 4).</p>

	<p>A density uplift to Band 5 (50 -70dph) at the centre of the broader Zone 2 Area is considered appropriate, and up to 3 storeys. To sensitively integrate development along the western suburban interface, a density range of 30-40dph (Density Band 3) is recommended, and up to 2 storey.</p> <p>This represents a high-level density banding to guide further masterplanning work to test the residential opportunities on this existing commercial site. Future development of the site should take into consideration the existing employment uses, amenity of future residents, access and parking arrangements, Biodiversity Net Gain provision and green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
B8. Zone 3	Primary Corridor Zone
Zone 3 Area	4.5ha
Recommended Density Bands	50-70dph (Density Band 5) - Centre 100-125dph (Density Band 7)– Fronting primary street
Density Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor, Density Band 5 (50- 70dph).</p> <p>Other factors to consider when evaluating potential density uplifts to the site include the Essex Parking Standards, which list this site as having Moderate Connectivity. There is also the urban design opportunity to better articulate Church Road as a Primary Corridor within the local route hierarchy.</p> <p>There is also the Tissue Study A3.5 (Application 18/1016/FUL), 396 London Road, Benfleet, SS7 1AX) which is in another area where there is a crossover between the Primary Corridor and the Natural Edge. This demonstrates a density of approximately 110dph (Density Band 7), which demonstrates that high densities can be seen locally in areas where these two identity areas converge.</p> <p>Therefore, a density range of Density Band 7 is considered reasonable fronting the Primary Corridor, providing 100-125dph, and up to 4 storeys. Within the centre of Zone 3, Density Band 5 is considered reasonable, providing 50-70dph, at and up to3 storeys.</p> <p>This represents a high-level density banding to guide further masterplanning work to test the residential opportunities on this existing commercial site. Future development of the site should take into consideration the existing employment uses, amenity of future residents, access and parking arrangements, Biodiversity Net Gain provision and green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial)	N/A
Total net developable area	N/A
Net Other Area (Green Infrastructure)	0.8514
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Site Wide Masterplanning Framework</li><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>Heritage Statement</li></ul>



# Site Viewpoints Plan

## HAD3 - Hadleigh Clinic



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4





# Opportunities and Constraints Analysis

## HAD3 - Hadleigh Clinic

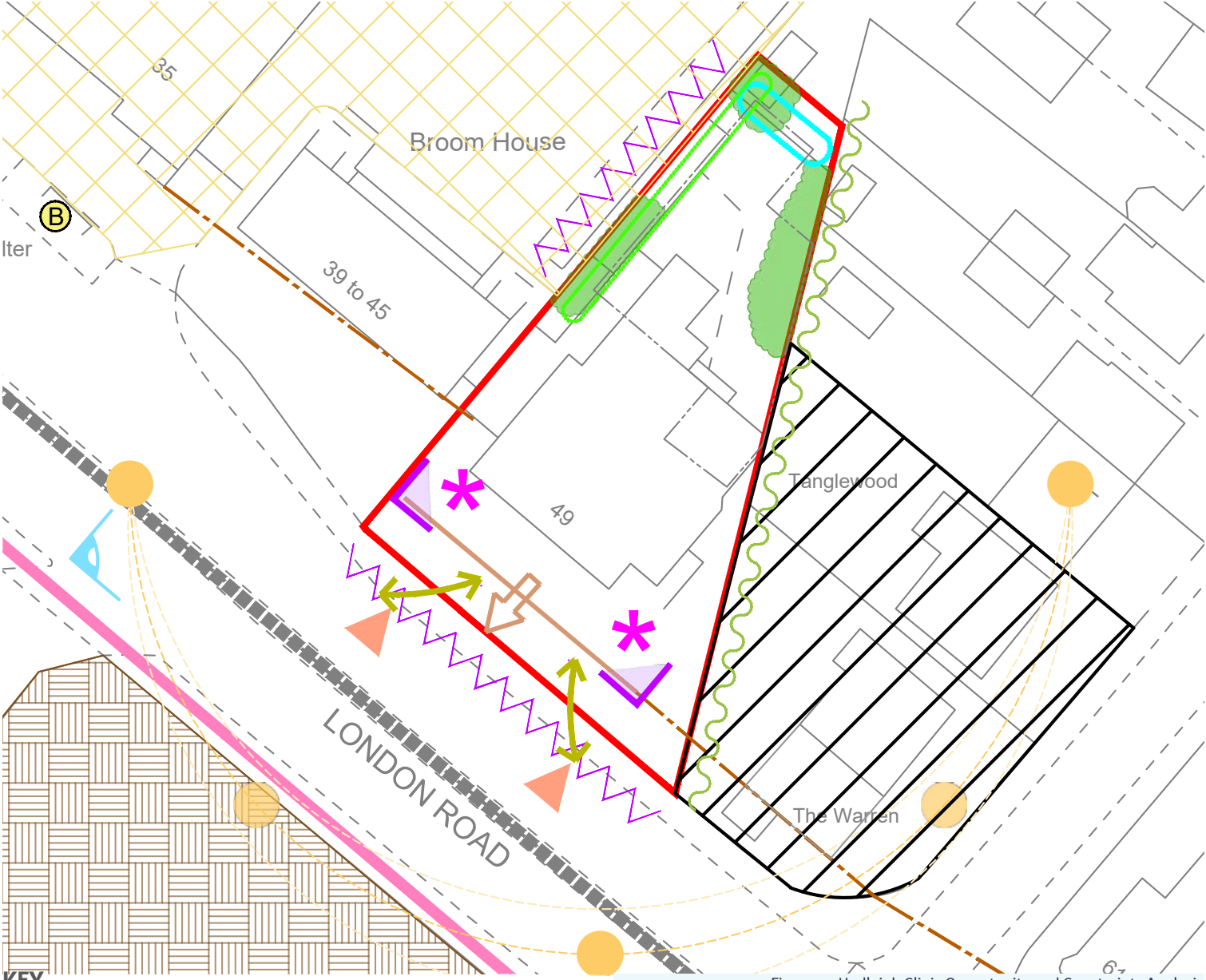


Figure 40 Hadleigh Clinic Opportunity and Constraints Analysis

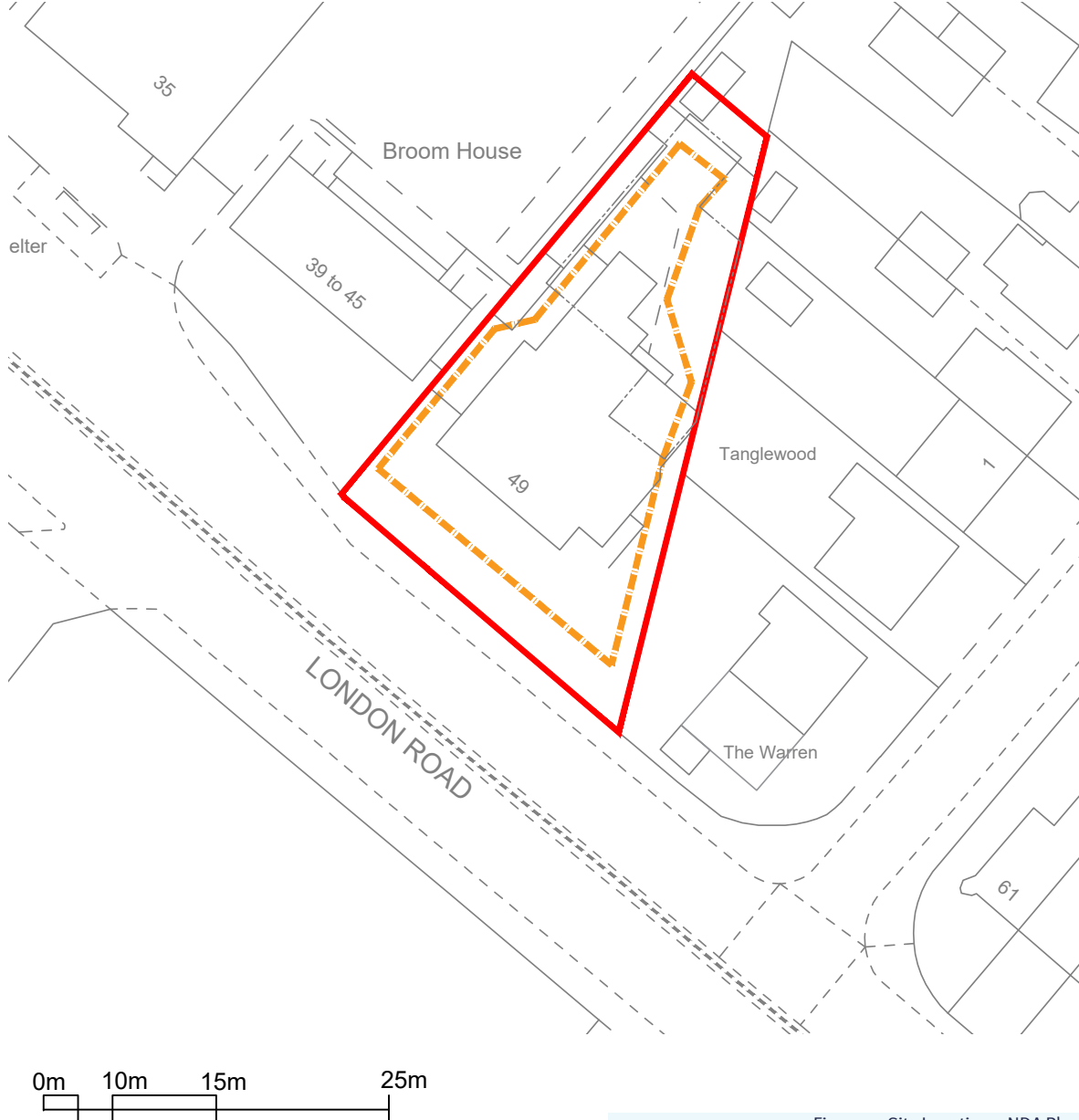


Figure 41 Site Location + NDA Plan

Context		Allocations		Utilities		Movement & Access		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Public Right of Way		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Potential Access Point		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Opportunity for Key Street		Potential Pedestrian Link
	Flood Zone 2		Allocated Allotments		Greenbelt		Sustrans Cycle Network		45° Privacy Line
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Listed Building		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Surface Water Flooding		Playing Fields		LOWS 2012		Water Pump Station (15m excl zone)		Key View
	Archaeological Interest		Scheduled Monument		Open Space		School		Prevailing Privacy Issue
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer				
	Ancient Woodland		SSSI		Opportunity for Green Link				
	County Wildlife Sites		Town Centre		Opportunity for SuDS				



# Justification Tables

## HAD3 - Hadleigh Clinic

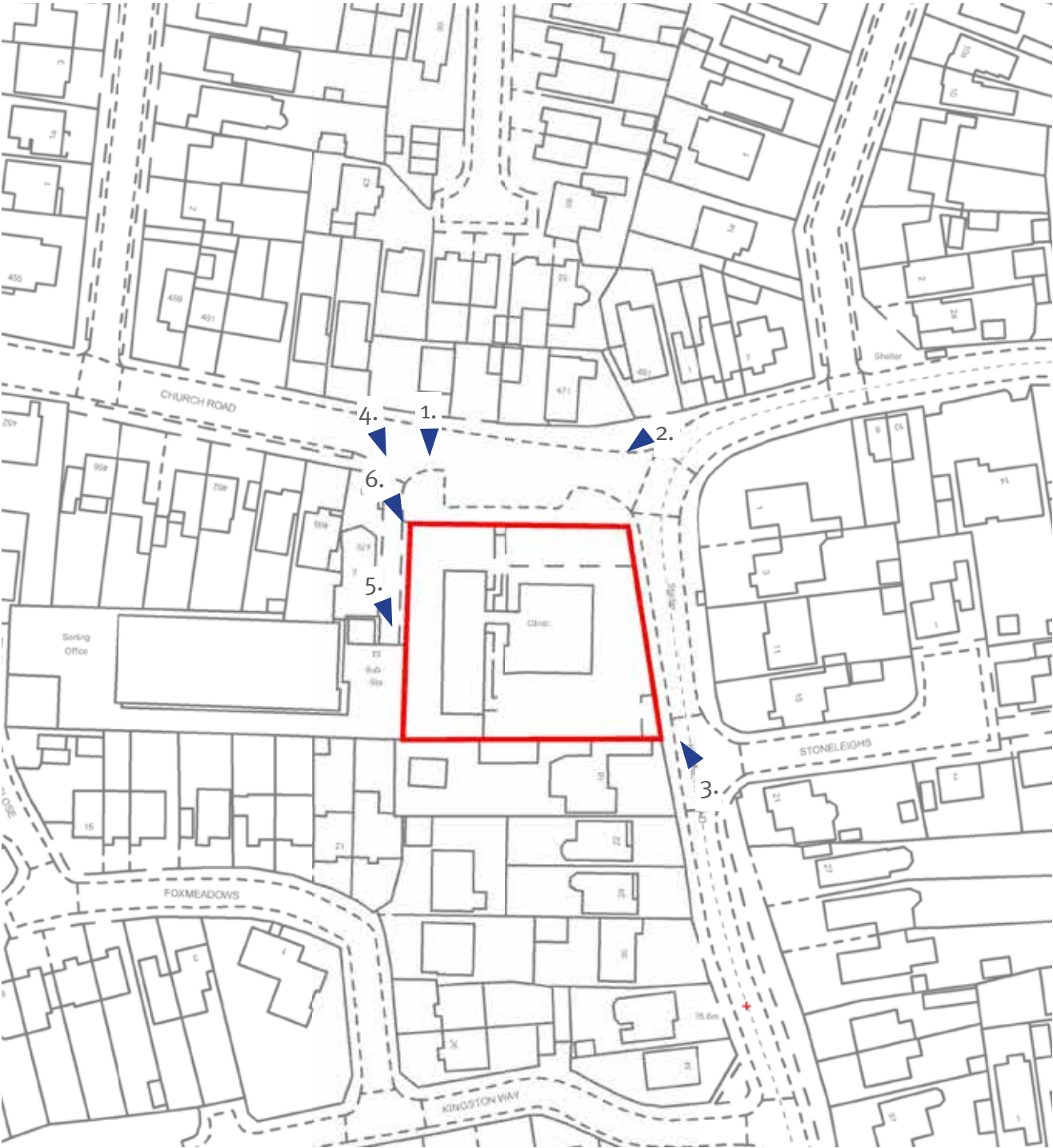
Site Criteria	
Site	Hadleigh Clinic
Site Reference	HAD3
Preferred Options Site Area	N/A
Proposed Site Boundary	0.093 (ha)
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as HAD3 – Hadleigh Clinic 49 London Road. A development brief will be required for the site prior to determination of any planning application.
Planning History	<ul style="list-style-type: none"><li>N/A</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Site is located directly off A13</li><li>It has a current use as clinic</li><li>Frontage parking with two entrances</li><li>Low brick wall to southern boundary adjacent to A13</li><li>Located in close proximity to commercial to west</li><li>Immediately to the east is a new large development to the Warren &amp; Tanglewood</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>N/A</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>Existing allotments to south of the site</li><li>Existing Bus Depot adjacent to the western boundary of the site</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Heavily sealed surface to the frontage</li><li>Small percentage of landscaping to the rear</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Tapered boundary</li><li>New development to the east proposes height and overshadowing constraints</li><li>Noise concerns from A13</li><li>No outlook to the western edge</li><li>Sensitive boundary with new development to the east (2-3 storeys proposed)</li><li>Existing dwellings along eastern and northern boundary</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Opportunities to increase landscape to the rear</li><li>Parking could be brought to the rear</li><li>Under croft parking or courtyard parking</li><li>Good outlook to the south</li></ul>
Castle Point Design Code	
Identity Area Type	Primary Corridor
Identity Area Characteristics	<p>New development opportunities should seek, subject to context, to increase density with tightly drawn built form definition of the streets (behind defensible space planting if dwellings are on the ground floor) and should carefully modulate up in scale from the surrounding context. There is an opportunity for corner buildings to be slightly higher and with an increase architectural detail and contrasting materiality.</p> <p>A further key focus should 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 the street’s place within the broader local route hierarchy. It should also articulate the transition from more rural or suburban identity areas, into the more urban areas.</p>
Identity Area Coding Principles	BT2, BT4, BC4, BC11, BC5, BE3

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>2-3 storeys</li><li>Essex Parking Standards – High Connectivity</li><li>Apartment typology high density</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.093 (ha)
Proposed Site Boundary Area (HA)	0.093 ha
Proposed Site Boundary Justification	1-2m from east and southern boundaries
Mix of Development	1-2 bed
Net Developable Area (residential) (HA)	0.069ha
CP Target Density	150dph
CP Actual Density	122dph
Recommended Density	125-150dph (Density Band 8) (8-10 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have a density range of 50-70dph, which equates to Density Band 5.</p> <p>The site represents a regularly shaped site in an Essex Parking Standards area of High Connectivity. The Primary Corridor Identity Coding Principles BT2 and BT4 apply. The key urban design principles identified include defining the southwestern corner along London Road. The opportunities and constraints analysis has identified that the majority of the site is available as developable area.</p> <p>Example tissue study as demonstrated in tissue study A9 (Application 13/00897/TBC) suggests a density of 71dph (Density Band 6) is comparable to achieve 3 storeys. There are instances of higher density development nearby as demonstrated in Tissue Study A1 (Application 23/0423/FUL) of 146dph (Density Band 8).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on HAD3 and a density range of 125-150dph (Density Band 8) has been selected as an appropriate density, which represents 8-10 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration access arrangements, privacy and separation, requirement for parking and arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## THUN3A - Thundersley Clinic



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5

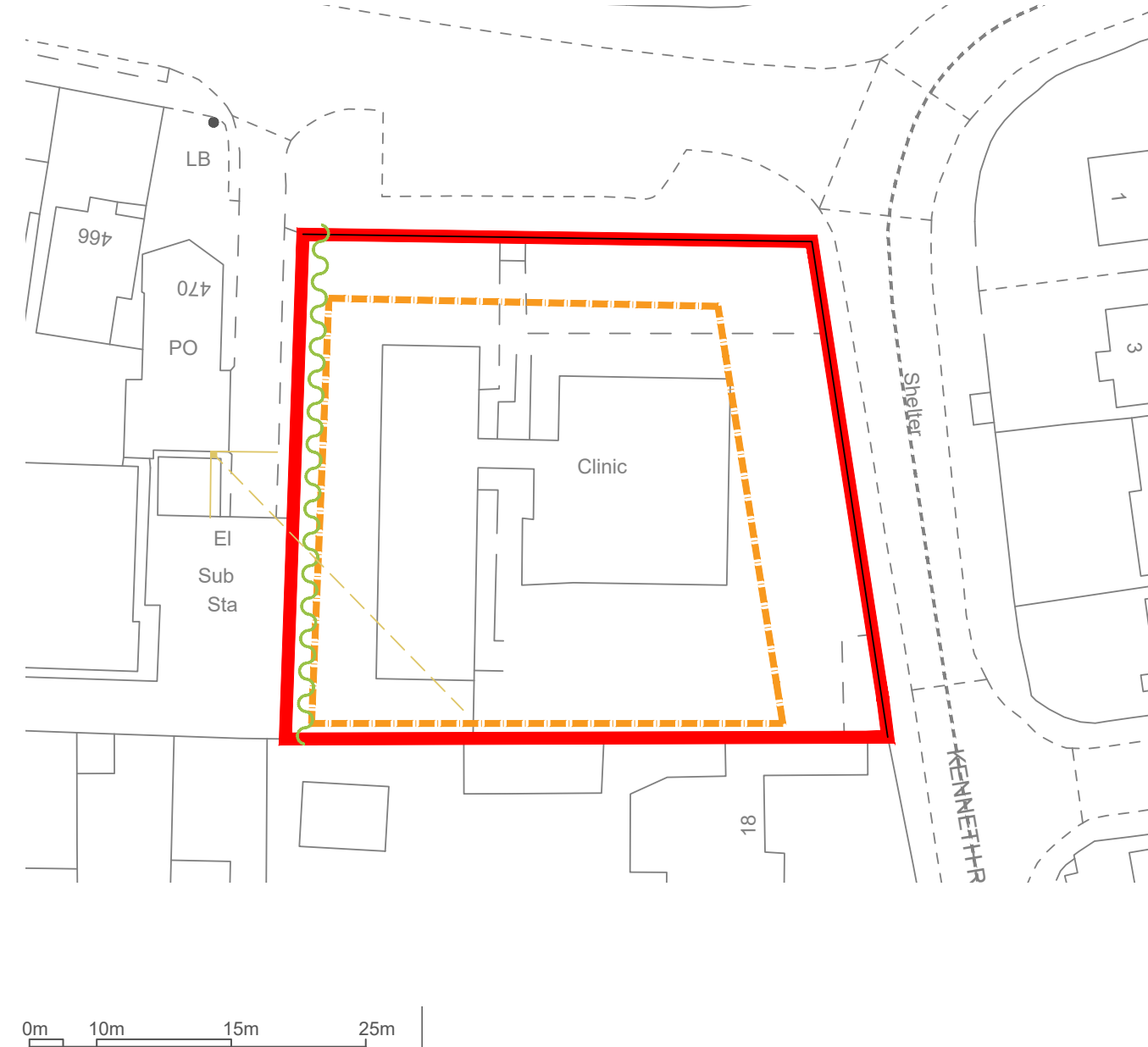
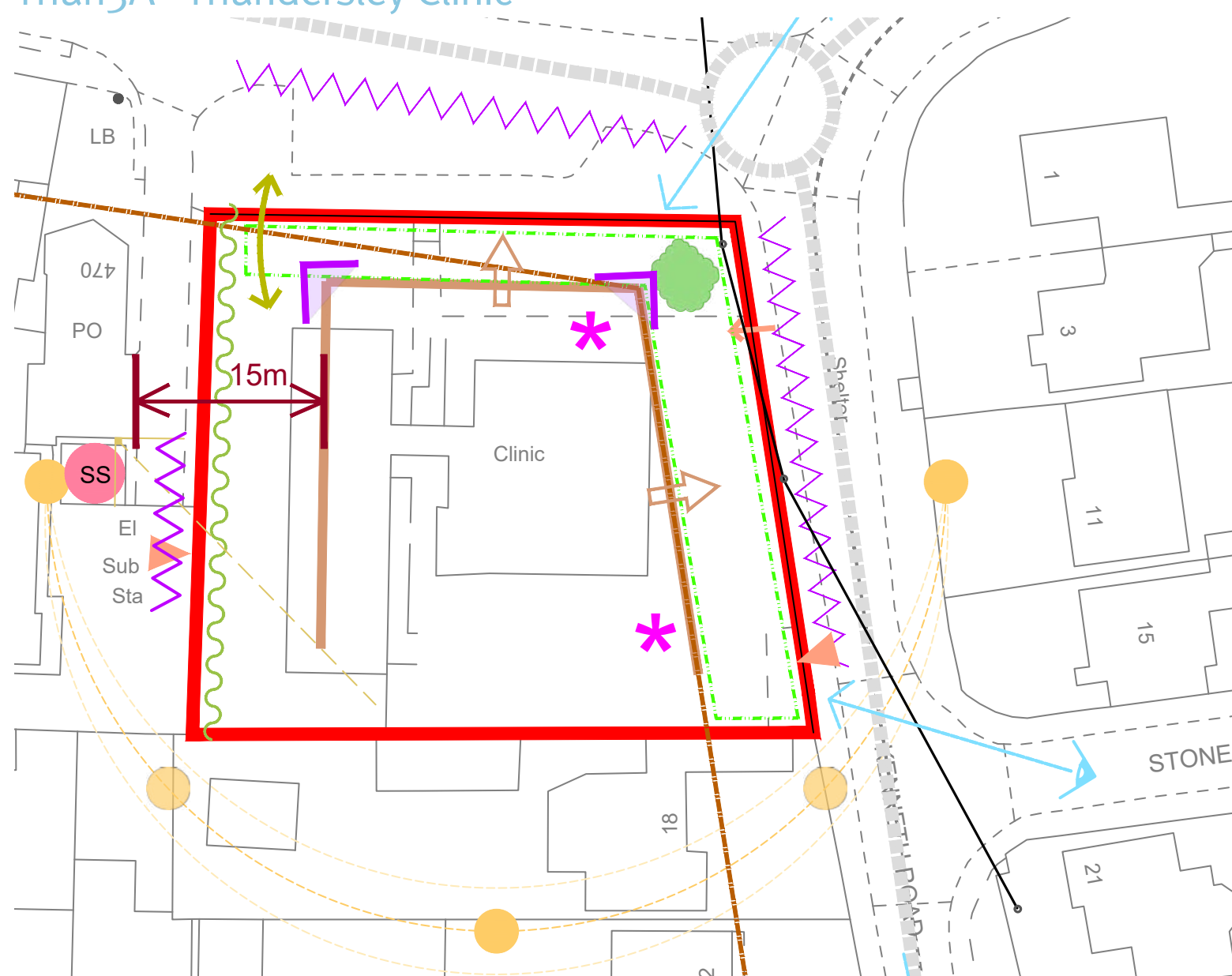


Viewpoint 6





Site Location + NDA Plan not to scale



**KEY**

<p><b>Context</b></p> <p> = Site Boundary</p> <p> = Neighbouring Site</p> <p> = Key Road</p> <p> = Railway</p> <p> = Flood Zone 2</p> <p> = Flood Zone 3</p> <p> = Surface Water Flooding</p> <p> = Archaeological Interest</p> <p> = Recreational Open Space</p> <p> = Ancient Woodland</p> <p> = County Wildlife Sites</p>	<p><b>Allocations</b></p> <p> = Tree Preservation Order</p> <p> = Retail Park</p> <p> = Conservation Area</p> <p> = Allocated Allotments</p> <p> = Bus Depot</p> <p> = Emerging Developmnt</p> <p> = Playing Fields</p> <p> = Scheduled Monument</p> <p> = Designated Shopping</p> <p> = SPA</p> <p> = SSSI</p> <p> = Town Centre</p>	<p> = Utilities</p> <p> = Community Land</p> <p> = Existing Employment Land</p> <p> = Greenbelt</p> <p> = Historic Nat'ral Landscape</p> <p> = L'Term Employment Land</p> <p> = LOWS 2012</p> <p> = Open Space</p> <p><b>Landscape</b></p> <p> = Opportunity Landscape Buffer</p> <p> = Opportunity for Green Link</p> <p> = Opportunity for SuDS</p>	<p> = Hedgerows</p> <p> = Significant Vegetation</p> <p> = Local Centre</p> <p><b>Movement &amp; Access</b></p> <p> = Public Right of Way</p> <p> = Potential Access Point</p> <p> = Opportunity for Key Street</p> <p> = Sustrans Cycle Network</p> <p> = Listed Building</p> <p><b>Utilities &amp; Infrastructure</b></p> <p> = Water Pump Station (15m excl zone)</p> <p> = School</p>	<p> = Bus Stop</p> <p> = Overhead Cables</p> <p> = Sub Station</p> <p><b>Opps &amp; Constraints</b></p> <p> = Developable Area (Reg 19 Allocations)</p> <p> = Developable Area (Other)</p> <p> = Potential Pedestrian Link</p> <p> = 45° Privacy Line</p> <p> = Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height</p> <p> = Key View</p> <p> = Prevailing Privacy Issue</p>	<p> = Potential Noise Source</p> <p> = Prevailing Building Line</p> <p> = Opportunity for Build Frontage</p> <p> = Corner Building</p> <p> = Sun Path</p>
--	---	---	---	--	---



# Justification Tables

## THUN3A - Thundersley Clinic

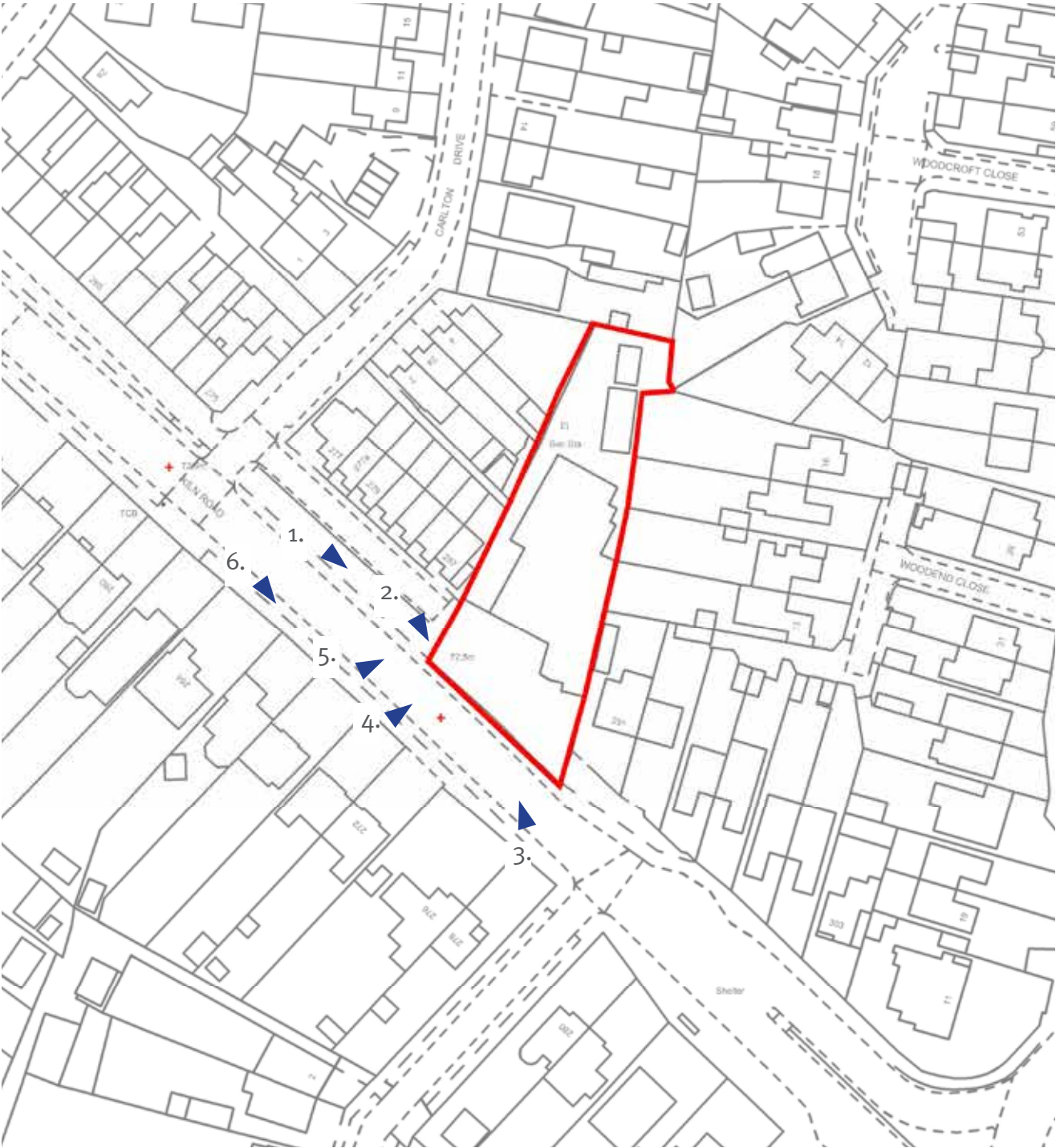
Site Criteria	
Site	Thundersley Clinic
Site Reference	THUN3A
Preferred Options Site Area	0.19
Proposed Site Boundary	0.19 (ha)
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as THUN3A – Thundersley Clinic. A development brief will be required for the site prior to determination of any planning application.
Planning History	<ul style="list-style-type: none"><li>No recent history.</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Site located within the existing settlement boundary of Thundersley.</li><li>Site located on a corner plot adjacent to a minor road junction between Church Road, Kenneth Road and Hart Road.</li><li>Two existing vehicle access off Kenneth Road.</li><li>Pedestrian access off Church Road.</li><li>Current Thundersley Clinic single storey building with a mix of 2 and 1.5 storey dwellings in the surrounding context.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>There is the Grade II listed building at 8 and 10 Hart Road which is a C18/C19 pair of timber framed and weatherboarded cottages. They are located approximately 50m to the east of the site.</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>There is a feature tree in the northeast corner of the site.</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Maintained grass fronts the existing building with the rest of the site being hardstanding.</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Overhead cables along western boundary.</li><li>Tree.</li><li>Existing frontage car parking off Church Road.</li><li>Proximity of neighbouring dwellings.</li><li>Noise consideration of Church Road and Kenneth Road.</li><li>Biodiversity Net Gain requirement.</li><li>Listed buildings.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Opportunities to increase landscape to the rear and frontage to replicate grass verge character of Thundersley Clinic.</li><li>Parking could be brought to the rear and obscured from the street.</li><li>Under croft parking or courtyard parking</li><li>Define corner of Church Road, Hart Road, Kenneth Road as a key landmark feature to improve legibility and wayfinding in area.</li></ul>
Castle Point Design Code	
Identity Area Type	Primary Corridor
Identity Area Characteristics	<p>New development opportunities should seek, subject to context, to increase density with tightly drawn built form definition of the streets (behind defensible space planting if dwellings are on the ground floor) and should carefully modulate up in scale from the surrounding context. There is an opportunity for corner buildings to be slightly higher and with an increase architectural detail and contrasting materiality.</p> <p>A further key focus should 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 the street’s place within the broader local route hierarchy. It should also articulate the transition from more rural or suburban identity areas, into the more urban areas.</p>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>BT2 – Apartment buildings</li><li>BT9 - Courtyard</li><li>BT4 – Legibility</li><li>BC5 – Change of Height and Plane.</li><li>BC12 – Rear Parking courts</li></ul>

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>2-3 storeys</li><li>Essex Parking Standards – High Connectivity</li><li>Apartment typology high density</li><li>Rear parking to allow built form to define street frontage and provide focal corner/vista termination.</li></ul>
Site Capacity	
Preferred Options Site Area (Ha)	0.19
Proposed Site Boundary Area (Ha)	0.19
Proposed Site Boundary Justification	Site boundary kept as the same but there may be an opportunity to include area between the site and Church Road with the boundary to allow for public realm improvements.
Mix of Development	1-2 bed
Net Developable Area (residential) (HA)	0.13ha
CP Target Density	125dph
CP Actual Density	68dph
Recommended Density	100-125dph (Density Band 7) (13-17dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have an average density range of 64.6dph, this equates to Density Band 6 (70 – 100dph).</p> <p>The site represents a regularly shaped corner plot in an Essex Parking Standards area of High Connectivity. Primary Corridor Identity Coding Principles BT2 and BT9 apply. The opportunities and constraints analysis has identified that the majority of the site is available as developable area. It is therefore justifiable that higher density apartment typologies can be accommodated on THUN3A and a densities range of (Density Band 7) 100-125dph has been selected as an appropriate density which represents 13-17 dwellings.</p> <p>However, future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>Heritage Statement</li></ul>



# Site Viewpoints Plan

## THUN3B - Thames Loose Leaf



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6



## Opportunities and Constraints Analysis

### Thun3B - Thames Loose Leaf

Site Location + NDA Plan not to scale

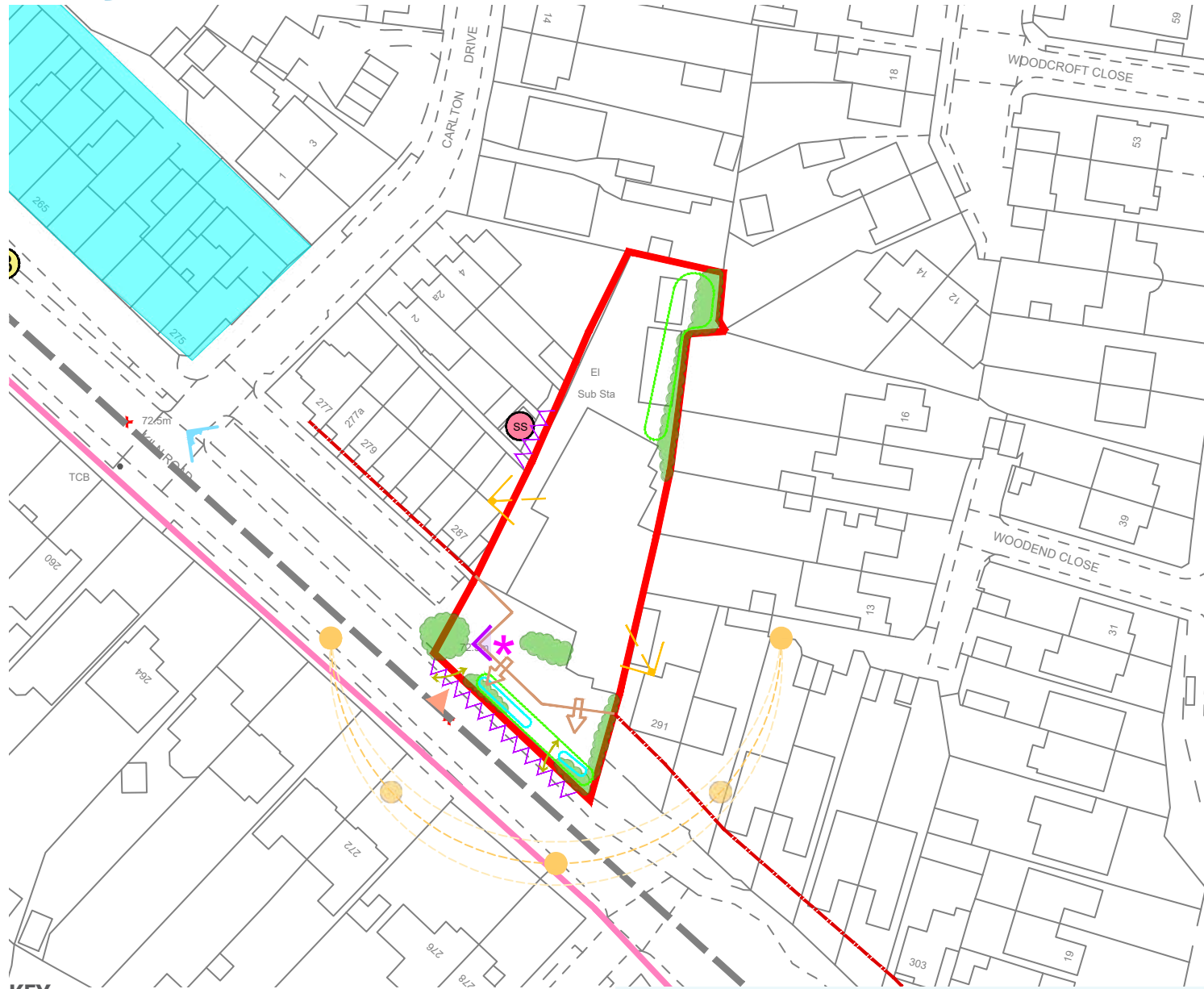


Figure 44 Thames Loose Leaf Opportunity and Constraints Analysis

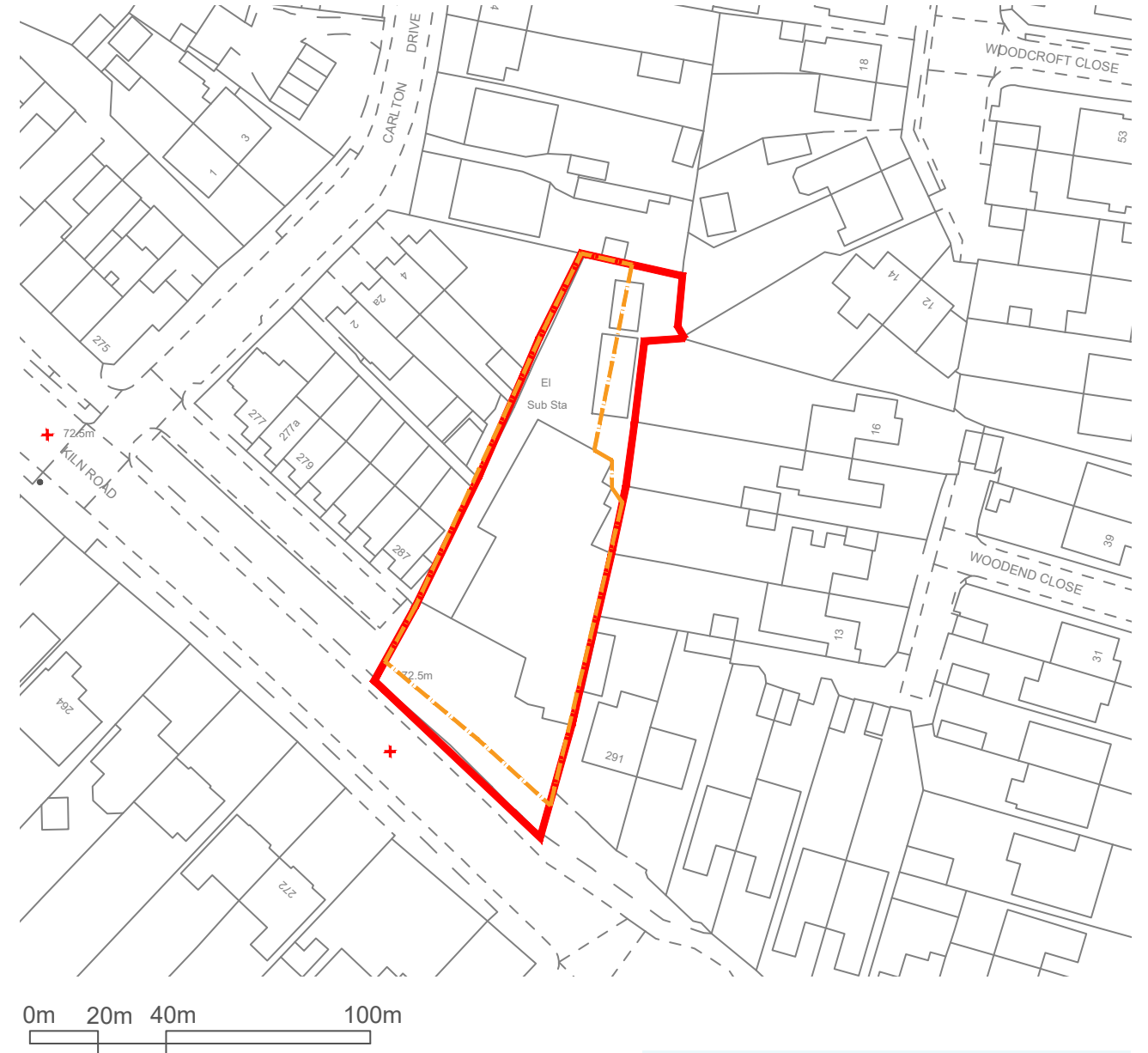


Figure 45 Site Location + NDA Plan

[illegible]



# Justification Tables

## THUN3B- Thames Loose Leaf

Site Criteria	
Site	THUN3B
Site Reference	Thames Loose Leaf - 289 Kiln Road Thundersley
Preferred Options Site Area (Ha)	N/A
Proposed Site Boundary (Ha)	0.178ha
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as THUN3B – Thames Loose Leaf 289 Kiln Road. A development brief will be required for the site prior to determination of any planning application.
Planning History	<b>CPTT/ 282/81</b> - Thame Estuary plastics 289 Kiln Road Thundersley - Storage Building <b>23/0055/FUL</b> – Demolition of existing storage building and erection of a steel portal framed warehouse. <b>CPT/909/92</b> – Single storey sloped roof storage building <b>22/0642/FUL</b> - Demolition of existing storage building and erection of steel portal framed warehouse.
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Substation to western boundary appears to need access via existing vehicle access route through site</li><li>To the east are small, converted bungalows with substantial frontages</li><li>To the west is a row of terraced townhouse 3 storey dwellings with frontage parking offset from the Kiln Road by a green wedge.</li><li>To the north multiple substantially sized dwellings rear gardens back onto the site.</li><li>To the south the site overlooks the busy and noise street of Kiln Road.</li></ul>
Historic Environment Context	N/A
Natural Environment Context	<ul style="list-style-type: none"><li>Mature tree line along eastern boundary set back from the road provides buffer to the residential housing</li><li>Two large trees to the frontage of existing building</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Heavily Sealed Surface</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Allow sufficient vehicle access to the existing substation to the western boundary.</li><li>Substation to the western boundary set back from the road will determine the key access</li><li>A mixture of single and three storey heights either side of the site</li><li>Precedents of both frontage and rear parking</li><li>Buffer to the opposite house may be required</li><li>Sufficient separation to east and western boundaries for privacy to neighbouring dwellings.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Opportunities for ground floor commercial use</li><li>Modulate built form upwards to the western side of the site up to 3 storeys</li><li>Residential use is likely more appropriate than current use.</li><li>Opportunities to create formal built frontage</li><li>Key views across kiln road and to the west of kiln road</li><li>Opportunities to create green infrastructure to provide landscape buffer along kiln road</li><li>Sustainable location in close proximity of at least 1 designated shopping facility</li></ul>
Castle Point Design Code	
Identity Area Type	Primary Corridor
Identity Area Characteristics	New development opportunities should seek, subject to context, to increase density with tightly drawn built form definition of the streets (behind defensible space planting if dwellings are on the ground floor) and should carefully modulate up in scale from the surrounding context. There is an opportunity for corner buildings to be slightly higher and with an increase architectural detail and contrasting materiality.

	A further key focus should 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 the street’s place within the broader local route hierarchy. It should also articulate the transition from more rural or suburban identity areas, into the more urban areas.
Identity Area Coding Principles	BT2, BT4, BC4, BC11, BC5, BE3
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Sustainable location bus routes</li><li>Strong frontage</li><li>Deep plan potential</li><li>Utilise existing hard standing to rear for parking</li><li>Key set back from London Road</li><li>Views to southwestern corner</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	N/A
Proposed Site Boundary Area (HA)	0.178ha
Proposed Site Boundary Justification	N/A
Mix of Development	1–2 bedroom apartments
Net Developable Area (residential) (HA)	0.145ha
CP Density Assumption	125dph
CP Target Density	122.22dph
Recommended Density & Capacity Range	125-150dph (Density Band 8) (18-22 dwellings)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Primary Corridor which has been calculated to have an average density range of 54.0dph (Density Band 5).</p> <p>The site represents a shallow long shaped corner plot in an Essex Parking Standards area of High Connectivity. The Primary Corridor Identity Coding Principles BT2 and BT4 apply. The key urban design principles identified include defining the southwestern corner along London Road and to maintain a key set-back from London Road. The opportunities and constraints analysis has identified that the majority of the site is available as developable area.</p> <p>There are instances of higher density development as demonstrated in Tissue Study A2 (Application 21/0813/FUL) of 111dph (Density Band 7).</p> <p>Furthermore, there are instances of higher density development as demonstrated in Tissue Study A1 (Application 23/0423/FUL) of 146dph (Density Band 8).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on THUN3B and a density range of 125-150dph (Density Band 8) has been selected as an appropriate density, which represents 18 - 22 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



## 3.3 Suburban Corridor Sites





# Site Viewpoints Plan

## C9 -Land at the Point Canvey



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## C9 - Land at the Point, Canvey Island

Site Location + NDA Plan not to scale

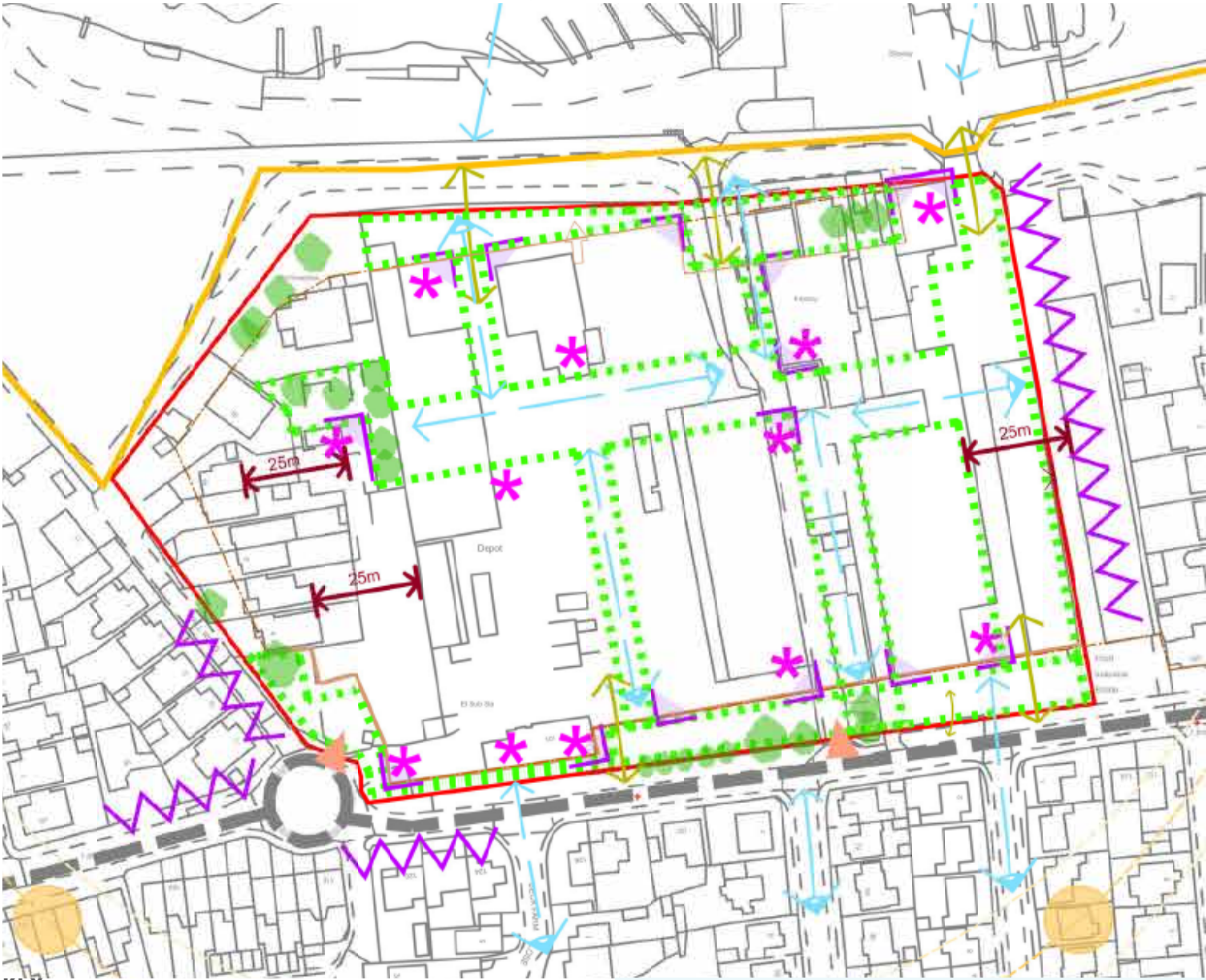


Figure 46 Land at the Point Opportunity and Constraints Analysis



Figure 47 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
[Red outline]	Site Boundary	[Green hatched]	Tree Preservation Order	[Brown hatched]	Utilities	[Green line]	Hedgerows	[Blue circle with WPS]	Water Pump Station (15m excl zone)	[Orange line]	Developable Area (Reg 19 Allocations)
[Black outline]	Neighbouring Site	[Blue hatched]	Retail Park	[Red hatched]	Community Land	[Green dot]	Significant Vegetation	[Yellow circle with S]	School	[Purple line]	Developable Area (Other)
[Dashed line]	Key Road	[Orange hatched]	Conservation Area	[Blue hatched]	Existing Employment Land	[Yellow outline]	Local Centre			[Pink asterisk]	Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
[Blue hatched]	Railway	[Brown hatched]	Allocationed Allotments	[Green hatched]	Greenbelt	[Orange line]	Public Right of Way			[Blue arrow]	Potential Pedestrian Link
[Blue hatched]	Flood Zone 2	[Orange hatched]	Bus Depot	[Green hatched]	Historic Nat'ral Landscape	[Orange triangle]	Potential Access Point			[Blue arrow]	45° Privacy Line
[Blue hatched]	Flood Zone 3	[Black hatched]	Emerging Developmnt	[Pink hatched]	L'Term Employment Land	[Orange line]	Opportunity for Key Street			[Blue arrow]	Key View
[Blue hatched]	Surface Water Flooding	[Yellow hatched]	Playing Fields	[Pink hatched]	LOWs 2012	[Pink line]	Sustrans Cycle Network			[Blue arrow]	Prevailing Privacy Issue
[Blue hatched]	Archaeological Interest	[Purple hatched]	Scheduled Monument	[Light green hatched]	Open Space	[Pink circle]	Listed Building				
[Blue hatched]	Recreational Open Space	[Cyan hatched]	Designated Shopping	[Light green hatched]	SSSI						
[Blue hatched]	Ancient Woodland	[Grey hatched]	Town Centre								
[Blue hatched]	County Wildlife Sites										



# Justification Tables

## C9 -Land at the Point Canvey

Site Criteria	
Site	Land at the Point Canvey Island
Site Reference	C9
Preferred Options Site Area (Ha)	2.648
Proposed Site Boundary (Ha)	2.648
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as C9 – Land at the Point Canvey Island. A development brief will be required for the site prior to determination of any planning application
Planning History	<ul style="list-style-type: none"><li>N/A</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Located between Point Road to its south and Oyster Creek to its north</li><li>Existing residential land use on its western edge, low quality industrial use on the rest of the site</li><li>Existing Vehicle accesses from Point Road</li><li>Pedestrian route on the north side by Oyster Creek</li><li>Silverpoint Marine Development to the immediate east</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>N/A</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>Some low level trees and vegetation, not significant</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Abuts Oyster Creek, but sits noticeably lower behind a small landscape buffer</li><li>Pseudo-industrial character with low level planting along boundaries and PROW routes</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Existing residential units to the eastern part of the site which should be respected</li><li>Views and dominant of Oyster Creek should be respected</li><li>There is an existing slipway from the creek</li><li>There are a number of pieces of significant vegetation on site.</li><li>Nearby industrial facilities provide noise impacts</li><li>Silverpoint Marine Development should be respected</li><li>There are existing houses to the west</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Majority of the site is low quality industrial use, providing flexibility</li><li>Opportunity for a positive relationship with Oyster Creek</li><li>Site has the potential to be permeable in terms of pedestrian routes and views, particularly north to south,</li><li>Views from the other side of the creek should be addressed.</li><li>There is a public right of way running along the creek which can be connected into.</li><li>There are opportunities to enhance the vehicular routes into the site from the roundabout and Point Road</li><li>Key corners can be framed around these pedestrian and vehicular connections</li><li>Opportunities for key corners/vista terminations facing onto Point Road’s roundabout</li></ul>
Castle Point Design Code	
Identity Area Type	Suburban Corridor
Identity Area Characteristics	<ul style="list-style-type: none"><li>Tighter residential built form</li><li>Built form framing the street</li><li>Moderate setbacks</li><li>Good active frontages</li><li>More traditional forms</li><li>Placemaking elements such as expressed gables, bay windows, ornamental chimneys, and subservient extensions</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>Mainly terraced and semi detached</li><li>Strong building lines</li><li>Mainly two stories</li><li>Active frontages</li><li>Pitched roofs</li></ul>

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Corner feature increasing height overlooking roundabout</li><li>Potential to end views from the south with increased height</li><li>Framed entrances around existing and proposed routes should set up vista which can be ended with increased height features.</li><li>A green infrastructure and pedestrian framework can be introduced along existing orthogonal lines to connect the various significant planted features together with enhanced landscaping, to provide central amenity spaces and to set up vistas through the site.</li><li>Potential to increase height to the north along PROW route to provide access and view to Oyster Creek.</li><li>2-3 storey</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	2.648
Proposed Site Boundary Area (HA)	2.648
Proposed Site Boundary Justification	No changes proposed
Mix of Development	Residential
Net Developable Area (residential) (HA)	1.77
CP Target Density	65dph
CP Actual Density	N/A
Recommended Density	50-70dph (Density Band 5) (89-124 dwellings)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Suburban Corridor which has been calculated to have an average density range of 32dph, placing it in Density Band 3.</p> <p>The site represents a regularly shaped site in an Essex Parking Standards area of Good Connectivity. The Suburban Corridor Identity Coding Principles BT3 and BT12 apply. The key urban design principles identified include defining the southwestern corner by the B1014 Road. The opportunities and constraints analysis has identified that the majority of the site is available as developable area.</p> <p>There are instances of higher density, and 3 storey development nearby as demonstrated in Tissue Study A3.2 (Application CPT/676/12/FUL) of 105dph (Density Band 7). Example tissue study as demonstrated in tissue study A8 (Application 14/01274/FUL) suggests a density of 39dph (Density Band 3) is comparable to achieve 2 storeys.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on this site, which would push the site into Density Band 5 (50-70dph)</p>
Net Developable Area (Commercial) (ha)	N/A
Total net developable area	1.77
Net Other Area (Green Infrastructure)	0.23
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## C10C -Essex Coach Works



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4 -



Viewpoint 5



Viewpoint 6 -





# Opportunities and Constraints Analysis

## C10C - Essex Coach Works

Site Location + NDA Plan not to scale

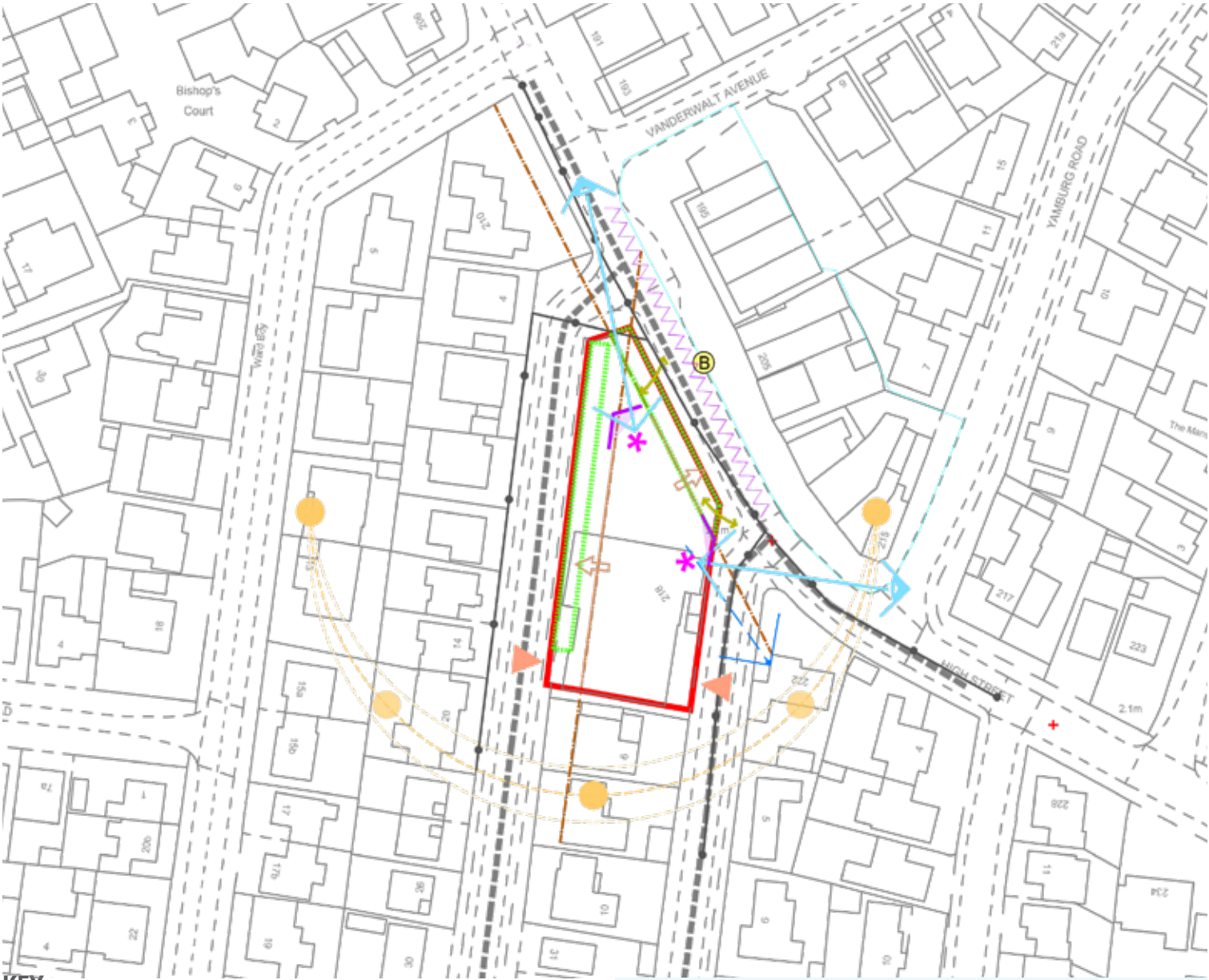


Figure 48 Essex Coach Works Opportunity and Constraints Analysis

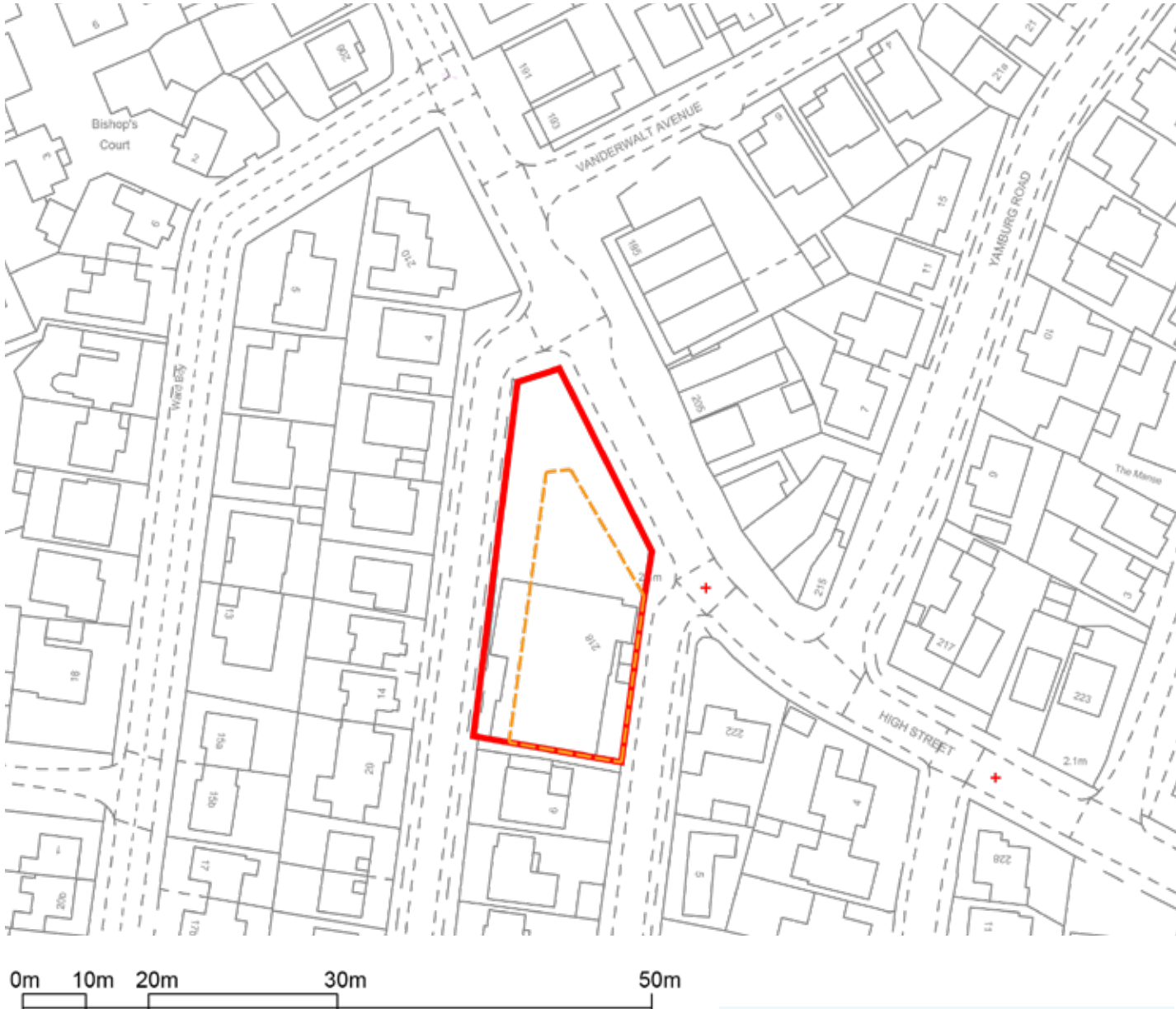


Figure 49 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way				45° Privacy Line
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Key View
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network				Prevailing Privacy Issue
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building				
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer						
	Ancient Woodland		SPA		Opportunity for Green Link						
	County Wildlife Sites		SSSI		Opportunity for SuDS						
			Town Centre								



# Justification Tables

## C10C - Essex Coach Works

Site Criteria	
Site	Essex Coach Works, 218s High St, Canvey Island SS8 7SX
Site Reference	C10C
Preferred Options Site Area (Ha)	0.121
Proposed Site Boundary (Ha)	0.121
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as C10C – Essex Coachworks. A development brief will be required for the site prior to determination of any planning application.
Planning History	<ul style="list-style-type: none"><li>• <b>CPT/222/85</b> - Change of use from petrol filling station with service bay to office accommodation and garage for car repairs and spraying. (1985)</li><li>• <b>CPT/467/85</b> - Use of part of forecourt for the sale of cars. (1985)</li><li>• <b>CPT/596/87</b> - Flat roofed front extension. (1987)</li><li>• <b>CPT/446/02/FUL</b> – Planning application for Front Extension to Workshop. (2002)</li><li>• <b>CPT/830/06/OUT</b> - Outline -18 X Two Bed Flats with Associated Parking. Application Withdrawn. (2006)</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>• Site is located directly off B1014</li><li>• It has a current use as Car Body Shop</li><li>• Frontage parking with one site entrance at the front and car body shop entrance at the rear of the site.</li><li>• Currently equivalent to 3-storey in the front and one storey at the rear of the site.</li><li>• Residential to the east, west and south with commercial to the north along the High Street.</li><li>• The surrounding buildings range from 1 to 3 storeys in height. Predominantly two-storey detached and semi-detached houses, modest front gardens, and consistent street rhythm.</li><li>• 1.8m high security fencing at the front of the site facing the B1014 and on the eastern edge facing San Remo Road.</li><li>• 2m high close board timber fencing on the western edge of the site facing Marcos Road.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>• There are no listed buildings within the immediate site vicinity.</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>• Flood Zone 3 (whole site)</li><li>• Flat topography</li><li>• Existing shopping centres at the North of the site.</li><li>• Existing Bus stop opposite to the site</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>• The site does not include any natural features and is made up of the existing building and areas of hardstanding.</li><li>• There are hedgerows on the southern boundary understood to be associated with the residential gardens.</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>• Irregular Site Geometry, the tapering shape limits the use of standard plots or a conventional block layout, requiring bespoke design.</li><li>• Noise and Activity from High Street (B1014)</li><li>• No outlook from the site.</li><li>• Existing dwellings along eastern, western and Southern boundary.</li><li>• Existing dwelling on the East has an overlooking window.</li><li>• New development must address overlooking, privacy, daylight, and scale transitions sensitively to adjacent homes.</li></ul>

Key Opportunities	<ul style="list-style-type: none"><li>• Mixed-Use Potential continuing from the High Street.</li><li>• Close to the Bus stop therefore stronger public transport.</li><li>• Adjacent to commercial usage.</li><li>• In an existing residential setting, Possibility to introduce terraced housing, duplexes or small-scale apartment blocks that reflect the surrounding scale and grain.</li><li>• Opportunity to improve Street Edges and Legibility.</li><li>• Opportunity to Enhance Pedestrian Connectivity and improve fractured links.</li><li>• Opportunity to introduce Public Realm and Greening.</li></ul>
Castle Point Design Code	
Identity Area Type	Suburban Corridor
Identity Area Characteristics	<ul style="list-style-type: none"><li>• Moderately defined building line with limited setbacks from suburban primary routes, reinforcing street enclosure.</li><li>• Built form exhibits a traditional character, with features such as bay windows, expressed gables, ornamental chimneys, and subservient extensions contributing to high-quality placemaking.</li><li>• Roofscape is typically pitched, reflecting the vernacular style with symmetrical fenestration and balanced elevations.</li><li>• Front boundaries commonly include soft landscaping or low-level walls, creating a buffer between private plots and the street without compromising active frontage.</li><li>• Material palette favours traditional treatments such as brickwork with tiled pitched roofs, in keeping with the established suburban identity</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>• BT3 – Detached Bungalows</li><li>• BT4 – Semi-detached Bungalows</li><li>• BC5 – Change in Height and plane</li><li>• BE2 – Oriel Windows</li><li>• BE3 – Bay Windows</li><li>• BE5 – Dormers</li><li>• BC11 – Rhythm of Elevation / Expression of Individuality</li><li>• BC12 – Roof Pitch</li></ul>
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>• Linked semi-detached and terraced dwellings at 2–3 storeys, creating a medium-density suburban grain.</li><li>• Moderately set-back, continuous frontages with strong building lines framing primary suburban routes.</li><li>• Active frontage through bay windows, front-facing rooms, and minimal frontage parking.</li><li>• Opportunities for oriel windows especially on the east due to overlooking and privacy concerns.</li><li>• Traditional architectural language including pitched roofs, symmetrical elevations, and expressed gables.</li><li>• Landscaped boundaries such as hedges or low walls maintaining separation while supporting street character.</li><li>• Acceptable boundary treatments include low brick wall with hedge. This feature should any respect to the existing context and character of the street.</li><li>• Rear carparks and amenity spaces, additionally undercroft parking and carports to the South of the site.</li><li>• Potential for sustainable intensification along busier corridors with good transport connectivity.</li></ul>



	<ul style="list-style-type: none"><li>• Opportunities to enhance hierarchy and enclosure with ornamental chimneys, subservient extensions, and detailed facades.</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.121 (ha)
Proposed Site Boundary Area (HA)	0.121 (ha)
Proposed Site Boundary Justification	n/a
Mix of Development	Residential apt
Net Developable Area (residential) (ha)	0.068 (ha)
CP Target Density	65dph (proposed 8 apartment dwellings)
CP Actual Density	66.67
Recommended Density & Capacity Range	70 – 100 (Density Band 6) (5-7 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Suburban Corridor. Therefore, this would produce an average range of 32dph, this equates to Density Band 3 (30 - 40dph).</p> <p>The site fronts onto High Street (B1014) and fronts onto a designated Shopping Area. The site is identified as Good Connectivity area within the Essex Parking Standards. The Opportunities and Constraints diagram has identified Majority of Site as developable area.</p> <p>Tissue Study A3.4 (Application CPT/593/06/FUL) presents a 2-storey applicable density of 82dph (Density Band 6) within a primary corridor. There are instances of higher density in Tissue Study A3.12 (Application 18/0035/FUL), which has a density of 109dph (Density Band 7). It is therefore justifiable that higher density apartment typology can be achieved on this site. A density range of (Density Band 6) 70 – 100dph has been selected as an appropriate density, which represents 5 – 7 dwellings on site.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>• Land contamination surveys</li></ul>



# Site Viewpoints Plan

## C10E - Corner of Little Gypps Road & Willow Road



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4 -



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## C10E - Corner of Little Gypps Road & Willow Close

Site Location + NDA Plan not to scale

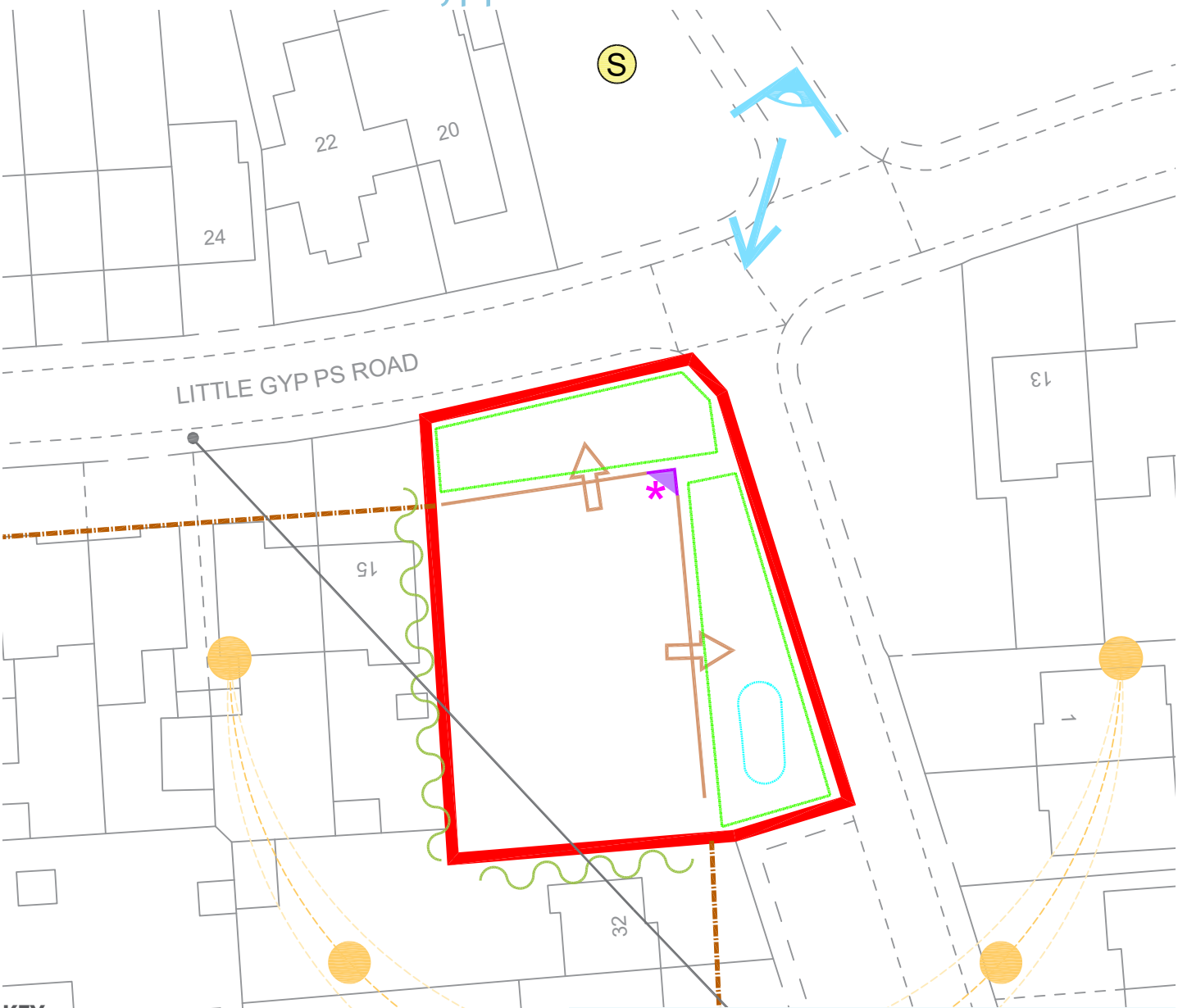


Figure 50 Corner of Little Gypps Road Opportunity and Constraints Analysis



Figure 51 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Public Right of Way		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Potential Access Point		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Opportunity for Key Street		Sustrans Cycle Network		Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Opportunity for Green Link		Listed Building		45° Privacy Line
	Flood Zone 2		Bus Depot		L'Term Employment Land		Opportunity for SuDS		Water Pump Station (15m excl zone)		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 3		Emerging Developmnt		LOWS 2012		Opportunity for SuDS		School		Key View
	Surface Water Flooding		Playing Fields		Open Space		Opportunity for SuDS		School		Prevailing Privacy Issue
	Archaeological Interest		Scheduled Monument		Opportunity Landscape Buffer		Opportunity for SuDS		School		Sun Path
	Recreational Open Space		SPA		Opportunity for Green Link		Opportunity for SuDS		School		Sun Path
	Ancient Woodland		SSSI		Opportunity for Green Link		Opportunity for SuDS		School		Sun Path
	County Wildlife Sites		Town Centre		Opportunity for Green Link		Opportunity for SuDS		School		Sun Path



# Justification Tables

## C10E - Corner of Little Gypps Road & Willow Close

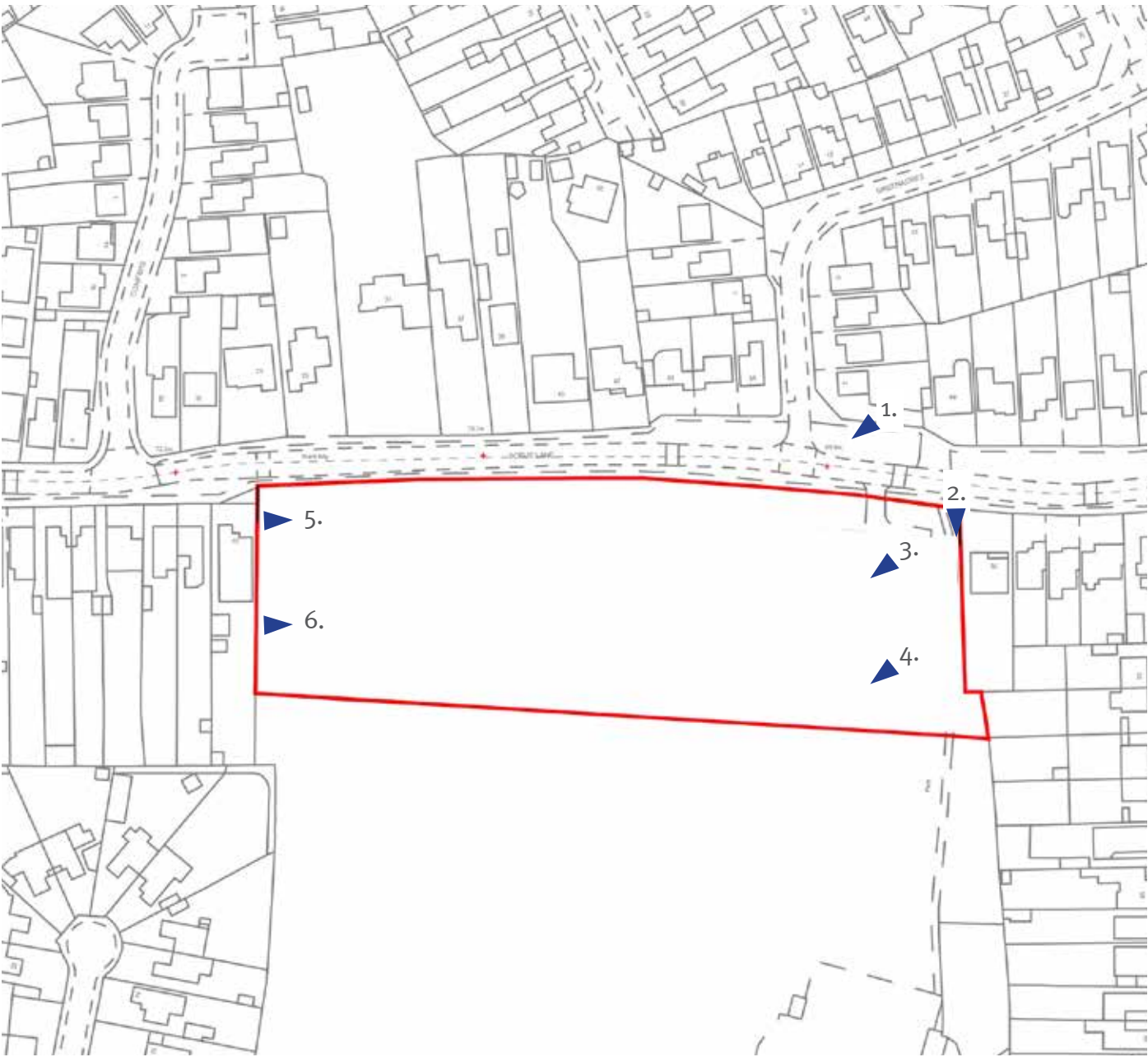
Site Criteria	
Site	Corner of Little Gypps Road and Willow Close
Site Reference	C10E
Preferred Options Site Area (Ha)	N/A
Proposed Site Boundary (Ha)	0.107
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as C10E - Land on the corner of Little Gypps Road & Willow Close.
Planning History	<ul style="list-style-type: none"><li><b>20/0475/FUL</b> – Single storey rear extension with fenestration alterations (for neighbouring unit to the South), approved 2020.</li><li><b>CPT/214/07/FUL</b> – 2x Four Bed Houses with Car Parking Space, withdrawn 2007.</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Site located on an area undeveloped land on the corner junction of Willow Close and Little Gypps Road.</li><li>The site is closely bordered by a two storey dwelling to its south and a one storey dwelling to its west, both of which feature side elevations with windows looking onto the site.</li><li>The general building heights of the area are one to two storeys</li><li>There is a preschool and learning disabilities centre directly to the north of the site.</li><li>Existing dwellings surrounding the site are set back from the street with deep verges and driveways.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>There are no nearby listed buildings which are relevant to the site.</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>There is some recent tree planting on the site which appears young enough to be safely relocated if necessary.</li><li>Flood Zone 3 (entire site).</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>The site has no meaningful landscape character, but does feature informal movement diagonally alongside it as a result of an unrealised desire line.</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>Neighbouring built form with active side elevations facing onto the site.</li><li>Young trees planted on the site.</li><li>Telephone wires running over the site.</li><li>Flood Zone 3.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Complete development block by infilling the corner to continue the build line and provide more active frontage to the street.</li><li>Define Little Gypps Road and Willow Close with corner turning built.</li><li>Maintain element of grass verge set back in line with surrounding context.</li><li>Locate parking to the rear to obscure it from the street scene.</li><li>Develop architecture scale and approach that ties into surround context.</li><li>Providing a stronger relationship with the entrance to the preschool and learning disabilities centre</li></ul>
Castle Point Design Code	
Identity Area Type	Suburban
Identity Area Characteristics	<ul style="list-style-type: none"><li>Lower density areas of development which make up much of the development in the key settlements of Castle Point</li><li>Generous buffers between the public realm and development</li><li>Generally, 1-2.5 storey buildings</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>BFM19, BFM20, BFM21, BFM22, BFM23, BFM24</li></ul>

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Corners are opportunities for increased heights and densities</li><li>Corners are opportunities for enhanced architectural details</li><li>Vistas should be positively terminated by built form which is visually interesting and unobstructed by parking</li><li>Development should not compromise upon existing habitable windows</li><li>Up to 2.5 storeys</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	N/A
Proposed Site Boundary Area (HA)	0.107
Proposed Site Boundary Justification	N/A
Mix of Development	2 storey apartments
Net Developable Area (residential) (HA)	0.051
CP Density Assumption	65 dph
CP Target Density	63.64dph
Recommended Density & Capacity Range	50-70dph (Density Band 5) (3-4 dwellings)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s area type (suburban) which has an average density range of 32dph, placing it in Density Band 3 (30-40dph). However, on this site, an uplift in density can be expected due to a number of factors.</p> <p>The site is identified as a High Connectivity area within the Essex Parking Standards and is located on a corner, as well as at a point to terminate a key vista from the school. These factors allow for a higher density than what is seen within the immediate area to be proposed while adhering to strong Urban Design principles of sustainable location, corner articulation, and vista termination. This is supported by Coding Principle BMF24 from the Design Code which states that, although densities <i>should</i> not rise above 2.5 storeys, they <i>must</i> respond to their context. In this case, the site’s context allows for some taller built form in order to respond to the corner and vista.</p> <p>There is also Tissue Study A3.8 (Application 18/0061/FULCLC), which found a local dph of 48 (Density Band 4), which is, itself, higher than the standard range for the Suburban area type. Furthermore, Tissue Study A3.2 (Application CPT/676/12/FUL) suggests a density of 105dph (Density Band 7) in a similar instance to the site.</p> <p>In consideration of these factors, Density Band 5 (50-70dph) has been selected, as it represents both the area type context and the specific context of the site and nearby tissue studies.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Total net developable area	N/A
Net Other Area (Green Infrastructure)	0.032
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## HAD4 - Land south of Scrub Lane



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## HAD4 - Land south of Scrub Lane

Site Location + NDA Plan not to scale

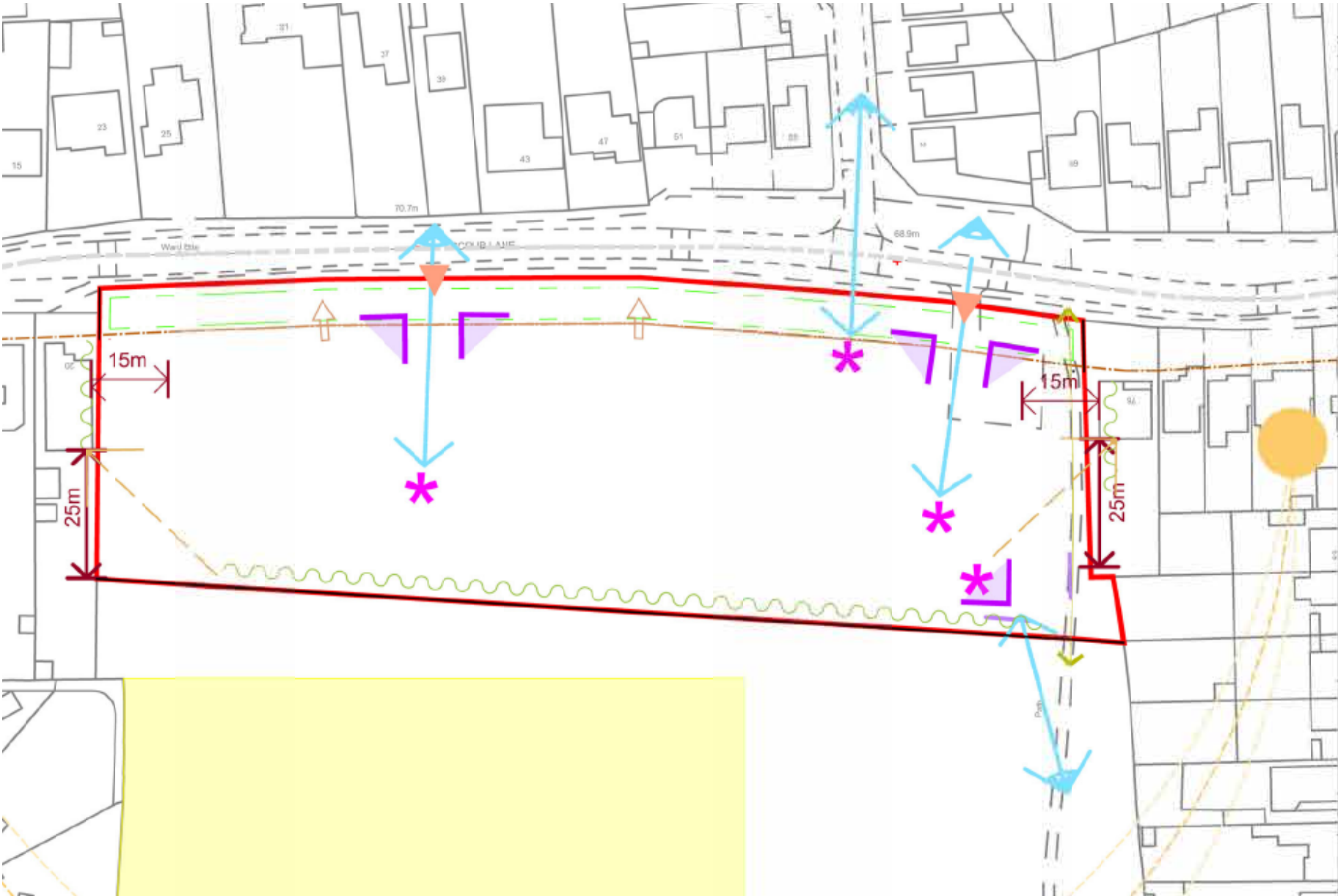


Figure 52 Land south of Scrub Lane Opportunity and Constraints Analysis



Figure 53 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		Key View
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		Potential Pedestrian Link
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer		Water Pump Station (15m excl zone)		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line
	Ancient Woodland		SPA		Opportunity for Green Link		School		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line
	County Wildlife Sites		SSSI		Opportunity for SuDS				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line
			Town Centre						Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		45° Privacy Line



# Justification Tables

## HAD4 - Land south of Scrub Lane

Site Criteria	
Site	Land South of Scrub Lane
Site Reference	HAD4
Preferred Options Site Area (Ha)	1.142
Proposed Site Boundary (Ha)	1.224
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as HAD4 – Land South of Scrub Lane. A development brief will be required for the site prior to determination of any planning application.
Planning History	No relevant recent planning history which will affect the Opportunities and Constraints
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>• Scrub Lane runs along the northern boundary of the site.</li><li>• There is an existing access point off Scrub Lane in the eastern corner of the site.</li><li>• Hadleigh Infants and Nursery School located to the south of the site, with the playing fields immediately adjacent to the southern boundary. Pedestrian access through site.</li><li>• Suburban residential development bounds the site to the east and west. Predominantly detached 2 storeys in height.</li><li>• There are habitable room windows on the flank elevations to the housing on the eastern and western boundaries.</li><li>• Amenity and recreation facilities including John Burrows Playground, Hadleigh Youth Club, Hadleigh Bowls Club and Hadleigh and Thundersley Cricket Club located approximately 130m to the west of the site.</li><li>• Site within a 15 minute walk of Hadleigh Town Centre, with a range of facilities and services.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>• No historic building list entries within the site vicinity.</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>• Site comprises maintained grass/scrub land.</li><li>• Incidental trees and shrubs on site boundaries.</li><li>• Hadleigh Great Wood (Belfairs Nature Reserve) located approximately 250m northeast of the site.</li><li>• Flood Zone 1, low risk surface water flooding.</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>• Open views to the south but to a school, so privacy will need to be handled with landscaping.</li></ul>

Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>• Gated pedestrian entrance that runs through site from Scrub Lane to Hadleigh Infants and Nursery School.</li><li>• Trees on Scrub Lane frontage and site boundaries.</li><li>• Sensitive boundary with Hadleigh Infants and Nursery.</li><li>• Overhead cables on part of site frontage with scrub lane (assumed telecoms).</li><li>• Biodiversity Net Gain and SuDS.</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>• Create active frontage to Scrub Lane and complete development block with built form.</li><li>• Utilise existing vehicle access where possible</li><li>• Opportunity for additional entrance off scrub lane.</li><li>• Each entrance is an opportunity for corner features (with possible slight increase in height to 3 storeys if in the centre of frontage) and a vista stop in the site at the end of the framed vista (3 storeys).</li><li>• Retaining and enhance green frontage.</li><li>• Set development away from neighbouring dwelling habitable room windows – bearing in mind a 15m distance and the 45-degree rule.</li><li>• Opportunity to connect into school pedestrian entrance – active route through the development for walking to school to reduce car use.</li><li>• Corner turning opportunity and active frontage at SW to overlook the path, bearing in mind privacy.</li><li>• Two bus stops on Rectory Road, nearest of which is 200m from the site.</li></ul>
Castle Point Design Code	
Identity Area Type	Suburban Corridor
Identity Area Characteristics	The characteristics of Scrub Lane are consistent with the identity of the suburban corridor with area of tighter residential built form along suburban routes. There is framing of built form over the route and areas of denser frontage.
Identity Area Coding Principles	<ul style="list-style-type: none"><li>• BT2 – Apartments</li><li>• BT3 – Detached</li><li>• BT4 – Semi-detached</li><li>• BC5 – Change of Height and Plane</li></ul>
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>• 2-3 storeys.</li><li>• Essex Parking Standards 2024– Good Connectivity.</li><li>• Mix of apartments and housing. Housing should be focused to front Scrub Lane to retain suburban corridor character with apartments sensitively integrated at entrance corners and vista stops into the site.</li><li>• Opportunity for contemporary layout form which provides a variety of housing forms and progressive approaches to parking (such as grouped dwellings and integrated parking) to optimise site potential whilst being sensitive to existing context.</li><li>• Retain green frontage to Scrub Lane overlooked by dwellings.</li><li>• Back onto southern boundary to sensitively integrated development adjacent to school use.</li><li>• Provide a corner feature to path.</li></ul>

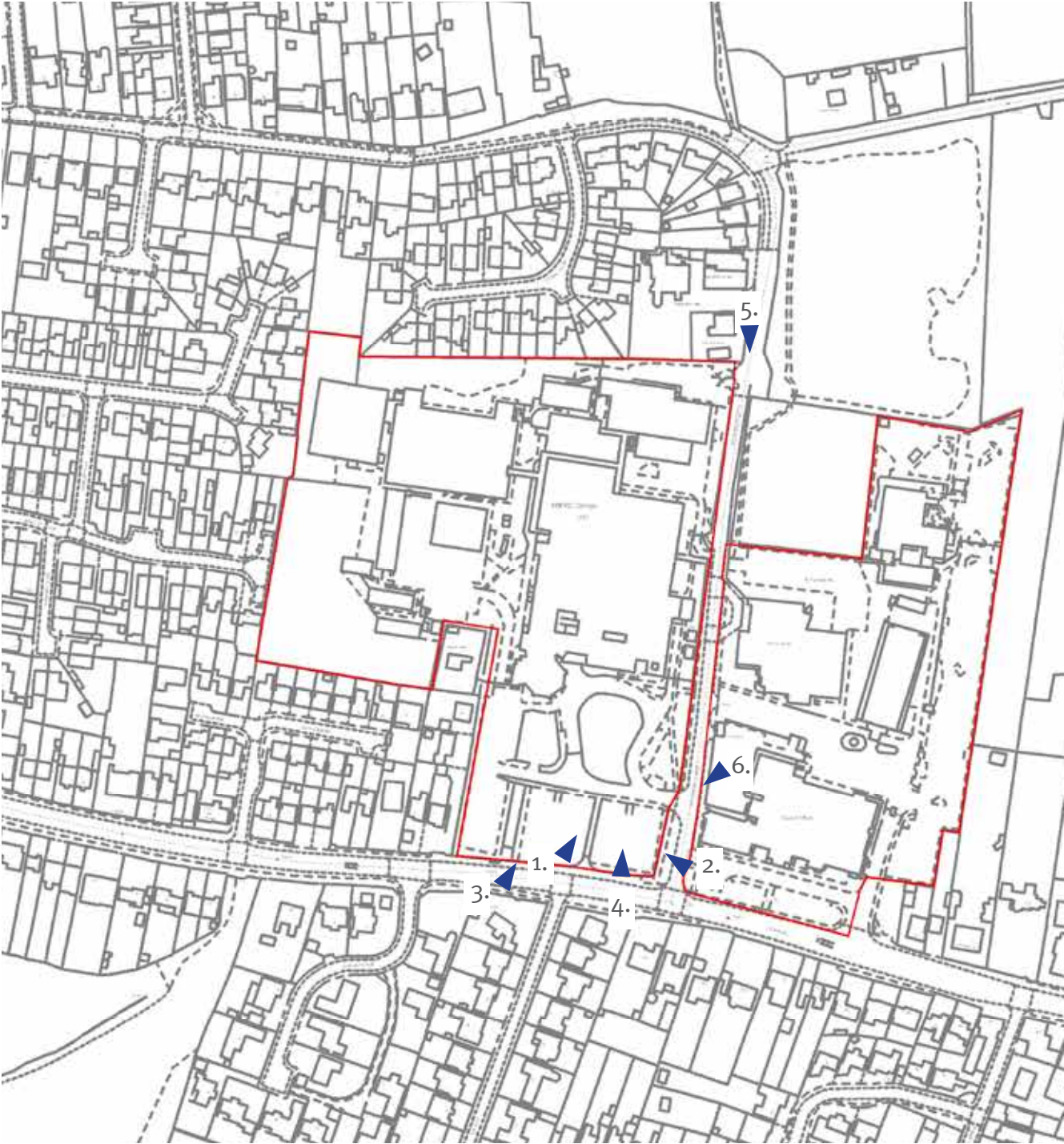


Site Capacity	
Preferred Options Site Area (ha)	1.142
Proposed Site Boundary Area (HA)	1.224
Proposed Site Boundary Justification	Minor boundary changes to align with site boundary.
Mix of Development	Residential - 2–3-bedroom terraced housing, occasional semi-detached. 1-2 bed apartments.
Net Developable Area (residential) (HA)	0.9704
CP Target Density	70
CP Actual Density	70
Recommended Density	70-100dph (Density Band 6) (68 - 97 dwellings)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area classification as Suburban Corridor which has been calculated to have an average density of 32dph (Density Band 3).</p> <p>The site represents a regular shaped plot in an Essex Parking Standard area of Good Connectivity, close to Hadleigh Town Centre. Suburban Corridor Coding Principles apply. The opportunities and constraints analysis has identified that the majority of the site is available as developable area. Based on the site’s well-connected location there is an opportunity to balance the provision of dwellings with a sensitive response to the existing urban grain and character.</p> <p>It is considered that a mix of grouped or terraced and semi-detached housing and apartments are appropriate for the site. Tissue study A8 (Application 14/01274/FUL) demonstrates this well with a density of 39dph (Density Band 3). However, opportunities for part of the site to increase in height as proposed in Tissue Study A3 (Application 18/0531/FUL) which presents a comparable density of 98dph (Density Band 6).</p> <p>Resultantly a density range of 70-100ph (Density Band 6) is appropriate for the site. This represents 68-97 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# Site Viewpoints Plan

## THUN2 -Kiln Road Campus



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





# Opportunities and Constraints Analysis

## THUN2 - Kiln Road Campus

Site Location + NDA Plan not to scale

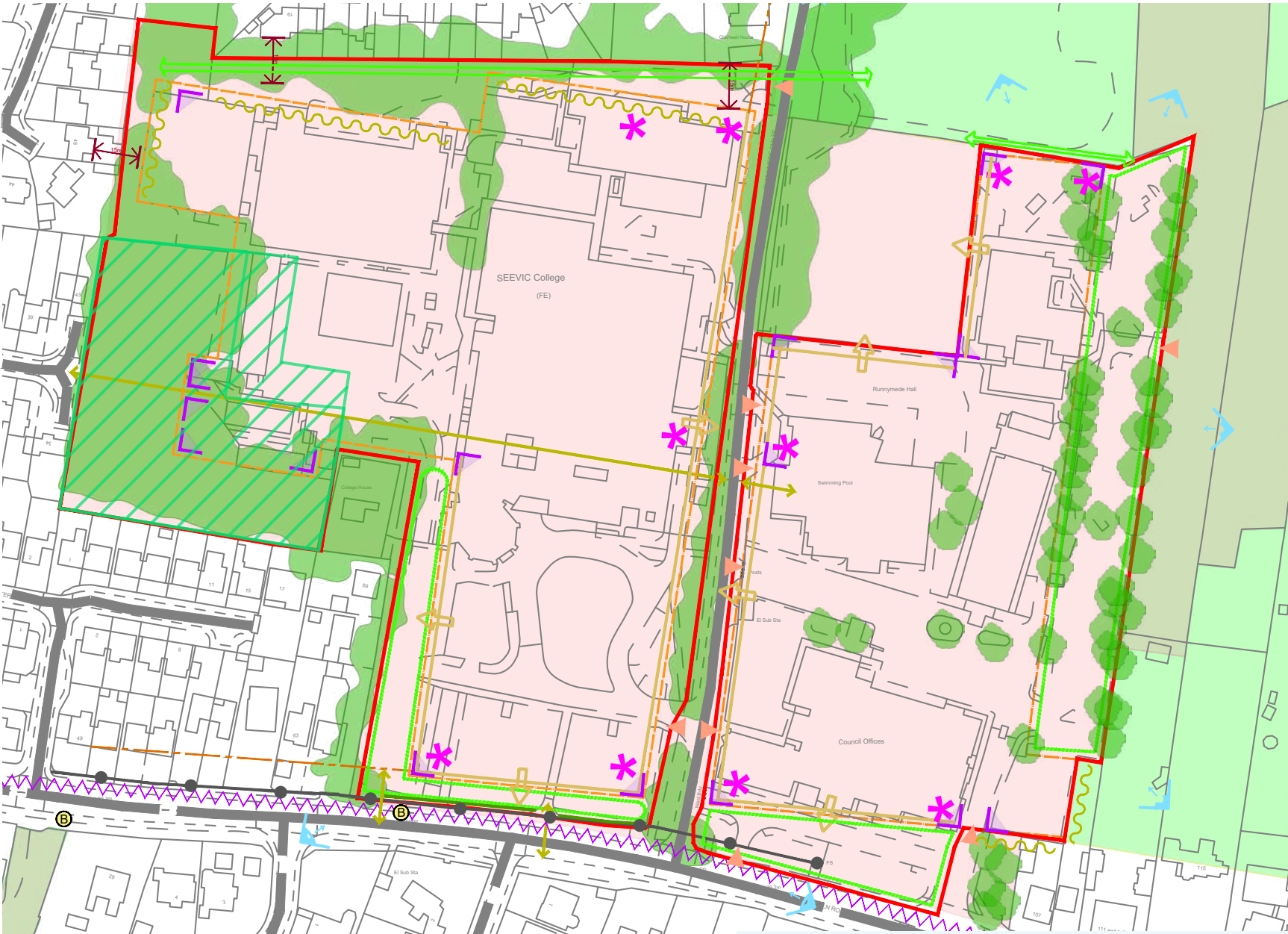
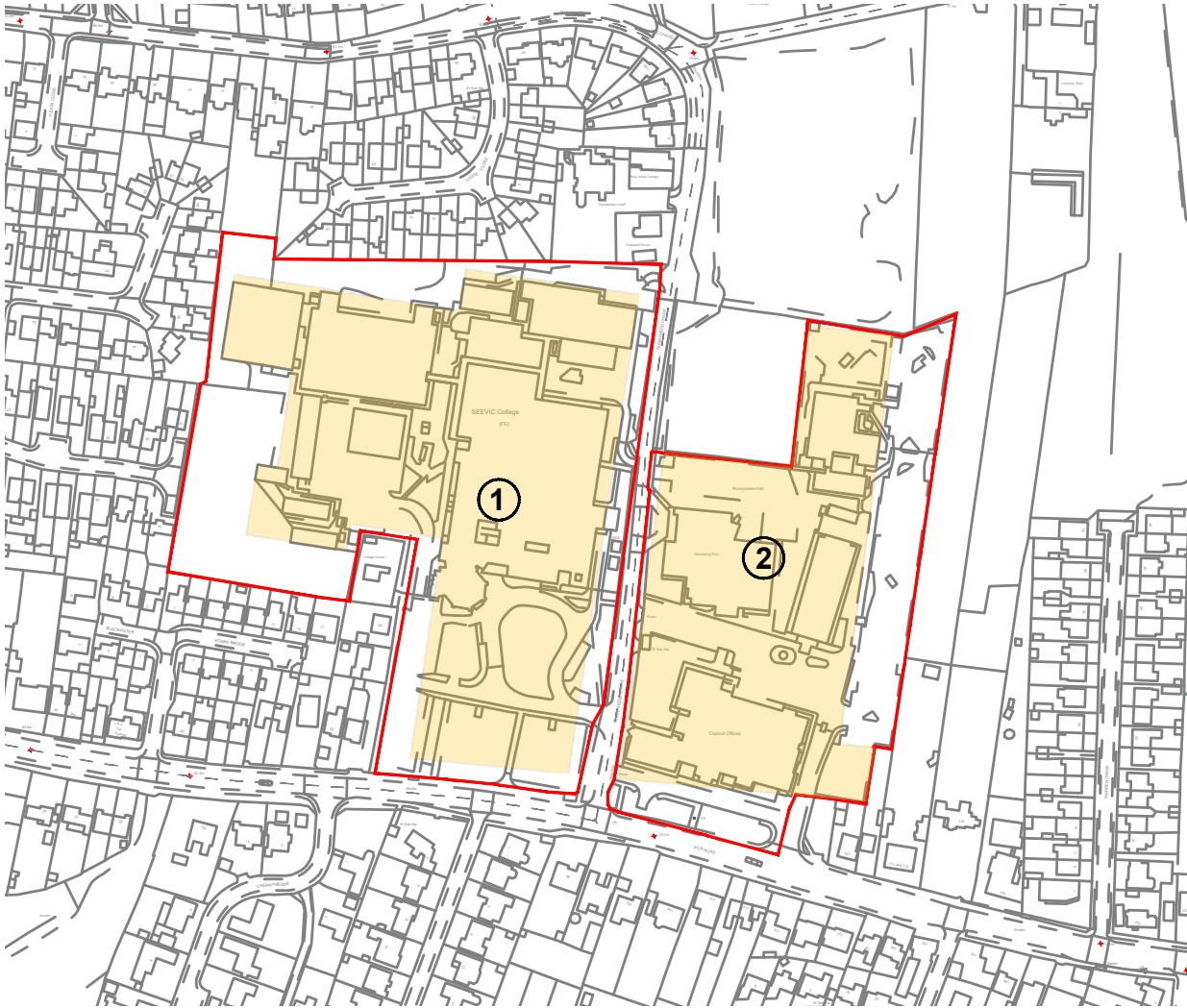


Figure 54 Kiln Road Campus Opportunity and Constraints Analysis



0m 20m 40m 100m

Figure 55 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Bus Stop		Potential Noise Source
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		Overhead Cables		Prevailing Building Line
	Key Road		Conservation Area		Existing Employment Land		Local Centre		Sub Station		Opportunity for Build Frontage
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way		Developable Area (Reg 19 Allocations)		Corner Building
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point		Developable Area (Other)		Potential Pedestrian Link
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street		45° Privacy Line		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network		Key View		Prevailing Privacy Issue
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building		Water Pump Station (15m excl zone)		
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer		School				
	Ancient Woodland		SPA		Opportunity for Green Link						
	County Wildlife Sites		SSSI		Opportunity for SuDS						
			Town Centre								



# Justification Tables

## THUN2 -Kiln Road Campus

Site Criteria	
Site:	Kiln Road Campus, Runnymede Chase, Benfleet SS7 1TW
Site Reference:	THUN2
Preferred Options Site Area (Ha):	N/A
Proposed Site Boundary (Ha):	7.193 (ha)
Site Background	
Planning Policy:	<ul style="list-style-type: none"><li>Site identified in the draft Castle Point Plan (Regulation 19) as Kiln Road Campus, Runnymede Chase, Benfleet.</li><li>A development brief will be required for the site prior to determination of any planning application</li></ul>
Planning History:	<ul style="list-style-type: none"><li><b>CPT/263/99/FUL</b> - Construct Glazed Entrance Porch And Glazed Entrance Lobby To Staff Room And Extension Into Quadrangle (1999)</li><li><b>CPT/211/04/FUL</b>- Two Single Storey Pitched Roof Buildings To Be Used As Temporary Classrooms (2004)</li><li><b>CPT/864/04/FUL</b> - Two Storey Extension To Sports Hall (2005)</li><li><b>CPT/342/10/FUL</b>- Two Temporary Buildings For General Teaching Use (2010)</li><li><b>CPT/216/11/FUL</b>- Single Storey Extension Within An Existing Courtyard Area Including Internal Alterations (2011)</li><li><b>CPT/329/12/FUL</b> - Front And Side Extensions, Infill Extension To Courtyard, Over-roofing Of Building With New Roof, Re-cladding, Replacement Windows, New Pedestrian Access To Kiln Road And Landscaping To Front (2012)</li><li><b>CPT/329/12/NMA</b>- Alterations To Elevations, Non-Material Amendment To CPT/329/12/FUL (2013)</li><li><b>14/0201/FUL</b> - Removal of existing single storey temporary building and replacement with new single storey temporary modular building (2014)</li></ul>
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>Site is located on the Kiln Road (A13) corridor at the busy Tarpots junction, a prominent node with a mix of retail, commercial and residential activity.</li><li>Currently occupied by USP College - Seevic Campus and associated educational infrastructure.</li><li>Site is directly north of residential development featuring 2 – 2.5 storey linked detached dwellings.</li><li>Opposite the site, across Kiln Road, are 1 -2 residential dwellings forming part of a suburban housing area.</li><li>To the East of the site sits Castle Point Borough Council’s offices which is 2 – 2.5 storey in height.</li><li>At the rear of the Council Offices, to the East of the site sits Runnymede Pre School which is 1 – 1.5 storey in height.</li><li>The wider area contains a mixture of low-rise suburban housing and small-scale commercial units along Kiln Road.</li></ul>
Historic Environment Context:	<ul style="list-style-type: none"><li><b>THUNDERSLEY LODGE</b> – Grade: II listed Building, Located at the rear boundary of the site (<a href="#">List Entry Number: 1123663</a>)</li></ul>
Natural Environment Context:	<ul style="list-style-type: none"><li>No Flood risk</li><li>TPO 25/02/1992 - Woodland Consisting of Oaks to the southwest of site within the site boundary.</li><li>Site features heavy landscaping including mature trees to the west and south-west.</li><li>The site boundary also features mature trees on all sides except the boundary fronting Kiln road.</li><li>No watercourses, floodplains, or designated ecological areas intersect or adjoin the site.</li></ul>

Landscape Character:	<ul style="list-style-type: none"><li>Kiln Road is a key arterial route, characterised by broad carriageways, high traffic volumes, and prominent road infrastructure.</li><li>Public realm is functional but visually cluttered, with a mix of signage, shopfronts, guardrails and limited soft landscaping.</li><li>Building frontages vary with some shops and blocks are built to the back of pavement, while others have setbacks for parking or servicing.</li><li>Built form around the junction includes one-storey commercial buildings, two-storey residential houses.</li><li>Corner site condition offers strong visual prominence and gateway potential at a key local junction.</li></ul>
Constraints & Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>Location on Kiln Road (A13) poses environmental constraints due to traffic noise, air pollution, and visual clutter; residential design therefore must include acoustic and visual mitigation.</li><li>Adjacent suburban housing, council offices and a preschool restrict building height and require sensitive massing to protect residential amenity and privacy.</li><li>Existing use as an educational campus may trigger objections due to the loss of a valued community facility therefore redevelopment must address community needs or include public benefit.</li><li>Access limitations due to high traffic volumes and the constrained nature of Runnymede Chase, thus traffic impact, parking provision and safe junction design must be carefully considered.</li><li>Mature trees along site boundaries reduce developable area due to root protection zones, consequently development must be set back and integrated with existing landscape buffers. Careful analysis must be carried out to sensitively Integrate this landscape as a part of the development without leading to any loss of trees or landscape features.</li><li>Prominent corner location at Tarpots junction increases design sensitivity, poor design would have a high visual impact and must be avoided through careful massing and architectural quality.</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>Prominent junction location offers potential for a landmark development to define a local gateway and reinforce neighbourhood identity.</li><li>Corner condition allows for distinctive architectural treatment to create a strong sense of place and replace existing low-value visual clutter.</li><li>Extended Kiln Road frontage enables active frontages, main entrances, and potential for community or commercial uses to enhance street scene and pedestrian engagement.</li><li>Proximity to retail and commercial units at Tarpots provides immediate access to walkable amenities, supporting a sustainable residential hub.</li><li>Existing mature trees and landscaping offer the basis for integrated green infrastructure including communal gardens and natural screening.</li><li>Streetscape improvements along Kiln Road could introduce planted buffers, wider pavements, and soft landscaping to reduce visual impact and enhance public realm quality.</li><li>Comprehensive site layout allows for new pedestrian and cycle connections to surrounding streets, improving local permeability and encouraging sustainable travel.</li></ul>



Castle Point Design Code	
Identity Area Type	Suburban Corridor
Identity Area Characteristics	<ul style="list-style-type: none"><li>Moderately defined building line with limited setbacks from suburban primary routes, reinforcing street enclosure.</li><li>Built form exhibits a traditional character, with features such as bay windows, expressed gables, ornamental chimneys, and subservient extensions contributing to high-quality placemaking.</li><li>Roofscape is typically pitched, reflecting the vernacular style with symmetrical fenestration and balanced elevations.</li><li>Front boundaries commonly include soft landscaping or low-level walls, creating a buffer between private plots and the street without compromising active frontage.</li><li>Material palette favours traditional treatments such as brickwork with tiled pitched roofs, in keeping with the established suburban identity</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>BT3, BT4, BC5, BE2, BE3, BE5, BC11, BC12</li></ul>
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Building heights should respond to the suburban context – 2 to 3 storeys generally, with a potential 3-storey corner feature to mark the junction gateway.</li><li>Massing should step down to 2 storeys near existing homes, the preschool, and other sensitive boundaries to preserve privacy and daylight.</li><li>Rooflines and elevations should be varied using eaves heights, gables, and set-back upper storeys to avoid a monolithic built form and reflect local grain.</li><li>Layout should consist of permeable blocks that integrate with the surrounding street network, extending or aligning with roads like Runnymede Chase where feasible.</li><li>Design must prioritise pedestrian permeability with direct, well-overlooked routes while avoiding gated layouts or cul-de-sacs that reduce connectivity.</li><li>Buildings along Kiln Road should follow a coherent building line with appropriate setbacks only for noise or landscape buffers to define and activate the street edge.</li><li>Vehicular access should be consolidated and located offside roads where possible to minimise conflict with Kiln Road, include clear turning space and segregated pedestrian movement.</li><li>Active frontages are essential on all public-facing edges, especially Kiln Road.</li><li>Ground-floor units along Kiln Road may use small gardens or raised thresholds for privacy while still contributing positively to the streetscape.</li><li>A corner building could include communal or flexible ground-floor use (e.g. café, community room) to strengthen place identity and activate the junction.</li><li>New development must not visually dominate the preschool or council offices, a maximum of 2–2.5 storeys and set-back upper floors will reduce visual impact. The existing college building is currently double height at 2.5 – 3 storeys.</li><li>Daylight and sunlight studies should inform design to prevent overshadowing of neighbouring homes and open spaces.</li><li>Mature trees around the perimeter should be retained and integrated into the landscape design to maintain green buffers and character.</li></ul>

	<ul style="list-style-type: none"><li>New planting, including street trees and shrubs along Kiln Road, should soften visual impact, improve amenity, and enhance the site’s green infrastructure.</li><li>TPO survey is essential for the forest area.</li><li>There are opportunities to create amenity spaces within the forest and introduce features like play in green spaces.</li></ul>
Site Capacity	
Preferred Options Site Area	6.9 ha
Proposed Site Boundary Area	6.9 ha
Proposed Site Boundary Justification	N/a
Mix of Development	Residential
Net Developable Area (residential)	4.7 ha
CP Target Density	125dph
CP Actual Density	142dph
Thun2.Resi.1	
Net Developable Area	2.8 ha
Recommended Density Band	Density Band 8 (125-150dph)
Recommended Capacity	350 - 420 dwellings.
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Suburban Corridor. Therefore, this would produce an average density of 32dph, this equates to Band 3 30-40dph).</p> <p>The site fronts onto Kiln Road (A13) and is identified as Good Connectivity area within the Essex Parking Standards. The Opportunities and Constraints diagram has identified Majority of Site as developable area. There are instances of higher density development at Tissue Study A2 Savannah heights, Kenneth Road, Benfleet (Application 21/0813/FUL) of 111dph (Density Band 7) and parts of the site, particularly those fronting Kiln Road are comparable to Tissue Study A7 The Echoes, Grays (Application 20/01709/FUL) of 146dph (Density Band 8).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on THUN2. Resi 1 and a density range of (Density Band 8) 125 – 150dph has been selected as an appropriate density, which represents 350 - 420 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>



Thun2.Resi.2	
Net Developable Area	1.9 ha
Recommended Density Band	Density Band 8 (125 - 150dph)
Recommended Capacity	238 – 285 dwellings.
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Suburban Corridor. Therefore, this would produce an average density of 32dph, this equates to Density Band 3 (30-40dph).</p> <p>Given the existing council offices offers large two-story existing development, there is scope to push this to three storeys. As a result of the breadth and depth of the site. here are instances of higher density such as Savannah Heights (Application 21/0813/FUL) which present this 3-storey opportunity and provide a density of 111dph, this equates to Density Band 7 (100-125dph), as demonstrated in Tissue Study A2 (Application 21/0813/FUL) which provides opportunity for increased height across the site. Additionally, parts of the site, particularly those fronting Kiln Road are comparable to Tissue Study A7 The Echoes, Grays (Application 20/01709/FUL) of 146dph (Density Band 8).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on THUN2. Resi 2 and a density range of 125 – 150dph (Density Band 8) has been selected as an appropriate density, which represents 238 – 285 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>• Heritage Statement</li></ul>



## 3.4 Estuary Edge Sites





# Site Viewpoints Plan

## C4 -West Canvey



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6

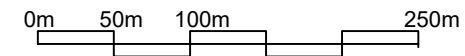
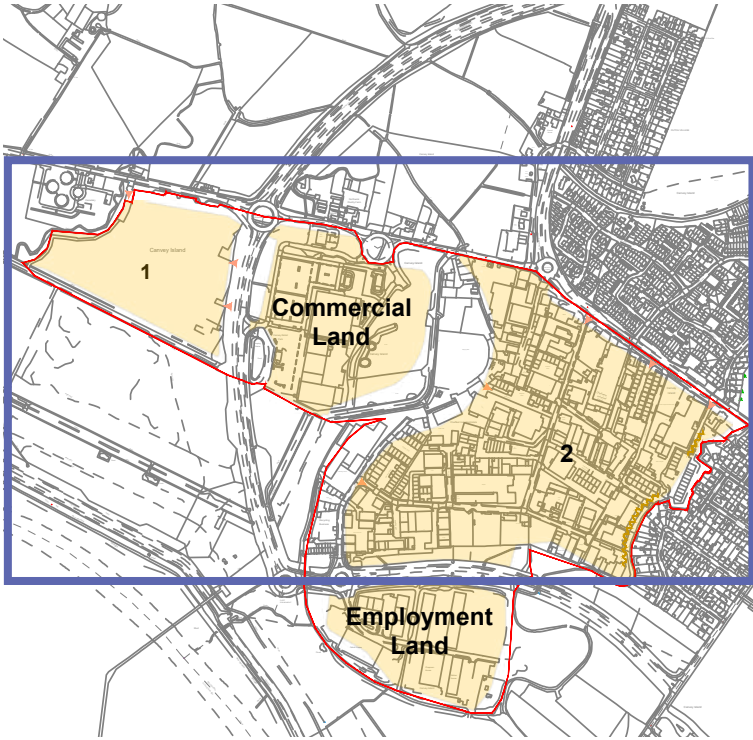
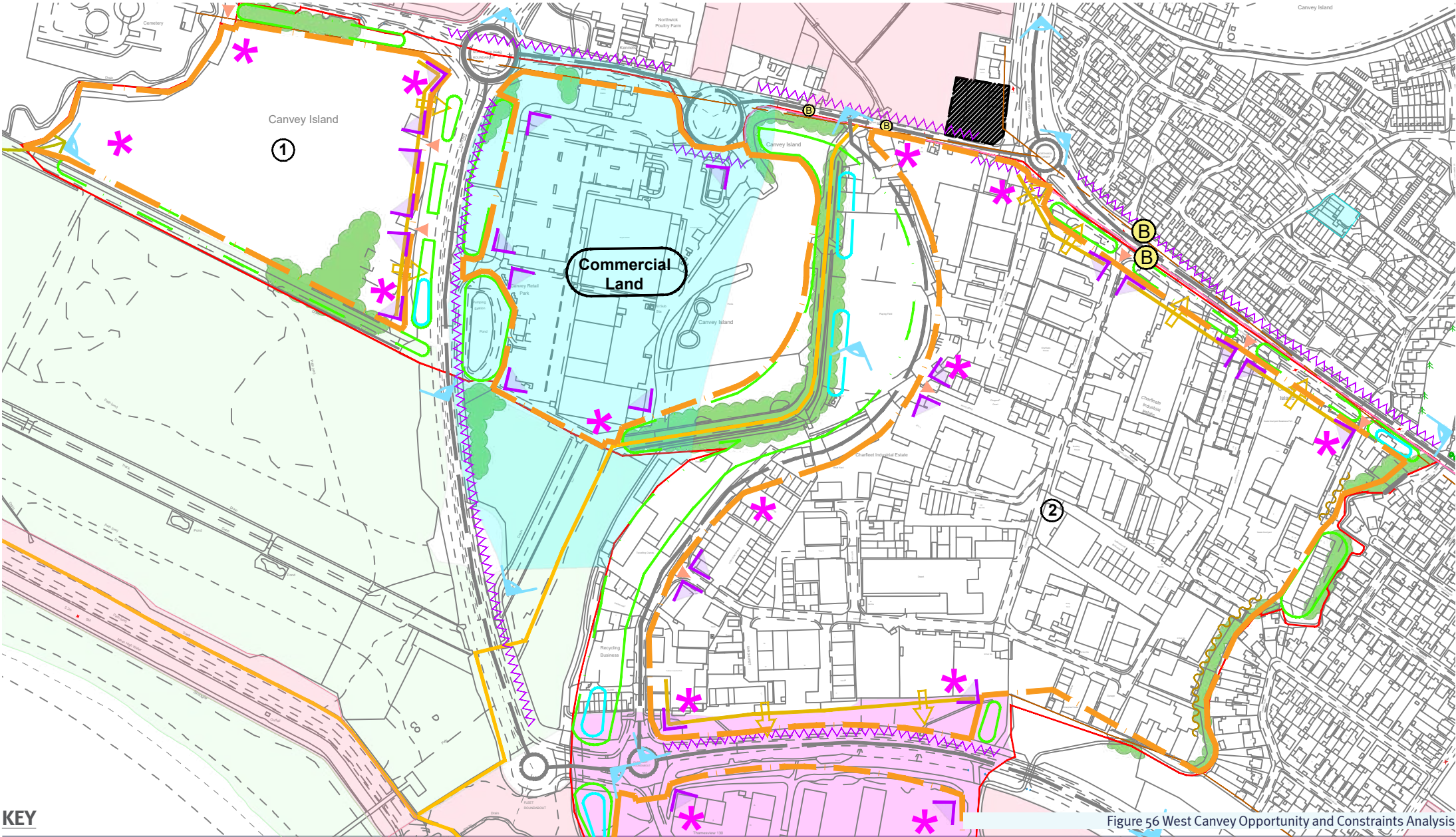




# Opportunities and Constraints Analysis

## C4 - West Canvey

Site Location + NDA Plan not to scale



### KEY

<b>Context</b>	<b>Allocations</b>	<b>Utilities</b>	<b>Local Centre</b>	<b>Bus Stop</b>	<b>Potential Noise Source</b>
= Site Boundary	= Tree Preservation Order	= Community Land	= Local Centre	= Bus Stop	= Potential Noise Source
= Neighbouring Site	= Retail Park	= Existing Employment Land	= Local Centre	= Overhead Cables	= Prevailing Building Line
= Key Road	= Conservation Area	= Greenbelt	= Local Centre	= Sub Station	= Opportunity for Build Frontage
= Flood Zone 2	= Allocationed Allotments	= Historic Nat'ral Landscape	= Local Centre	= Sub Station	= Corner Building
= Flood Zone 3	= Emerging Developmnt	= L'Term Employment Land	= Local Centre	= Sub Station	= Sun Path
= Surface Water Flooding	= Playing Fields	= LOWS 2012	= Local Centre	= Sub Station	
= Archaeological Interest	= Scheduled Monument	= Open Space	= Local Centre	= Sub Station	
= Recreational Open Space	= Designated Shopping	<b>Landscape</b>	<b>Movement &amp; Access</b>	<b>Opps &amp; Constraints</b>	
= Ancient Woodland	= SPA	= Opportunity Landscape Buffer	= Public Right of Way	= Developable Area (Reg 19 Allocations)	
= County Wildlife Sites	= SSSI	= Opportunity for Green Link	= Potential Access Point	= Developable Area (Other)	
	= Town Centre	= Opportunity for SuDS	= Opportunity for Key Street	= Potential Pedestrian Link	
			= Sustrans Cycle Network	= 45° Privacy Line	
			= Listed Building	= Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height	
			<b>Utilities &amp; Infrastructure</b>	= Key View	
			= Water Pump Station (15m excl zone)	= Prevailing Privacy Issue	
			= School		

Figure 56 West Canvey Opportunity and Constraints Analysis

Figure 57 Site Location + NDA Plan



## Opportunities and Constraints Analysis

### C4 - West Canvey

Site Location + NDA Plan not to scale

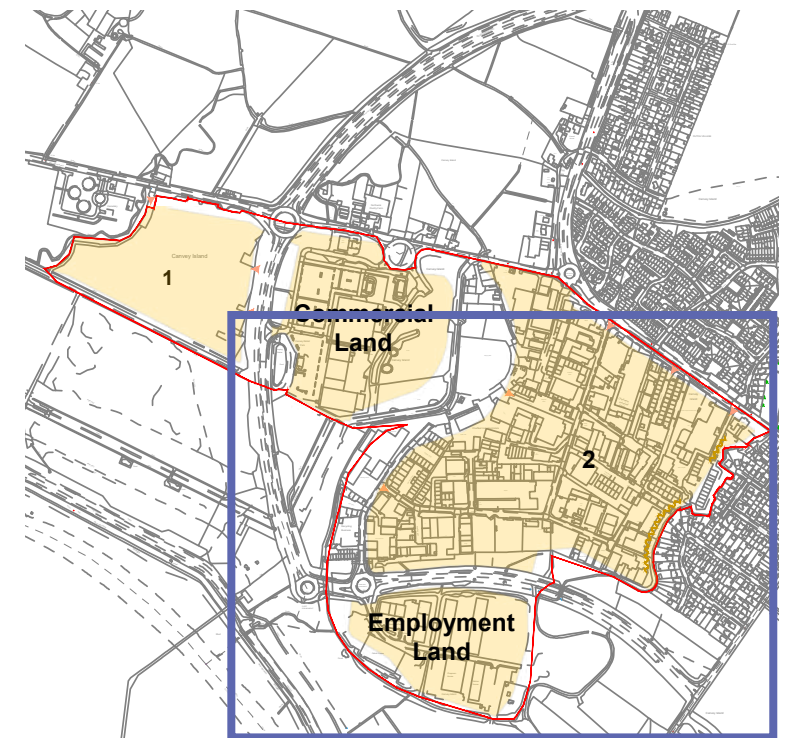
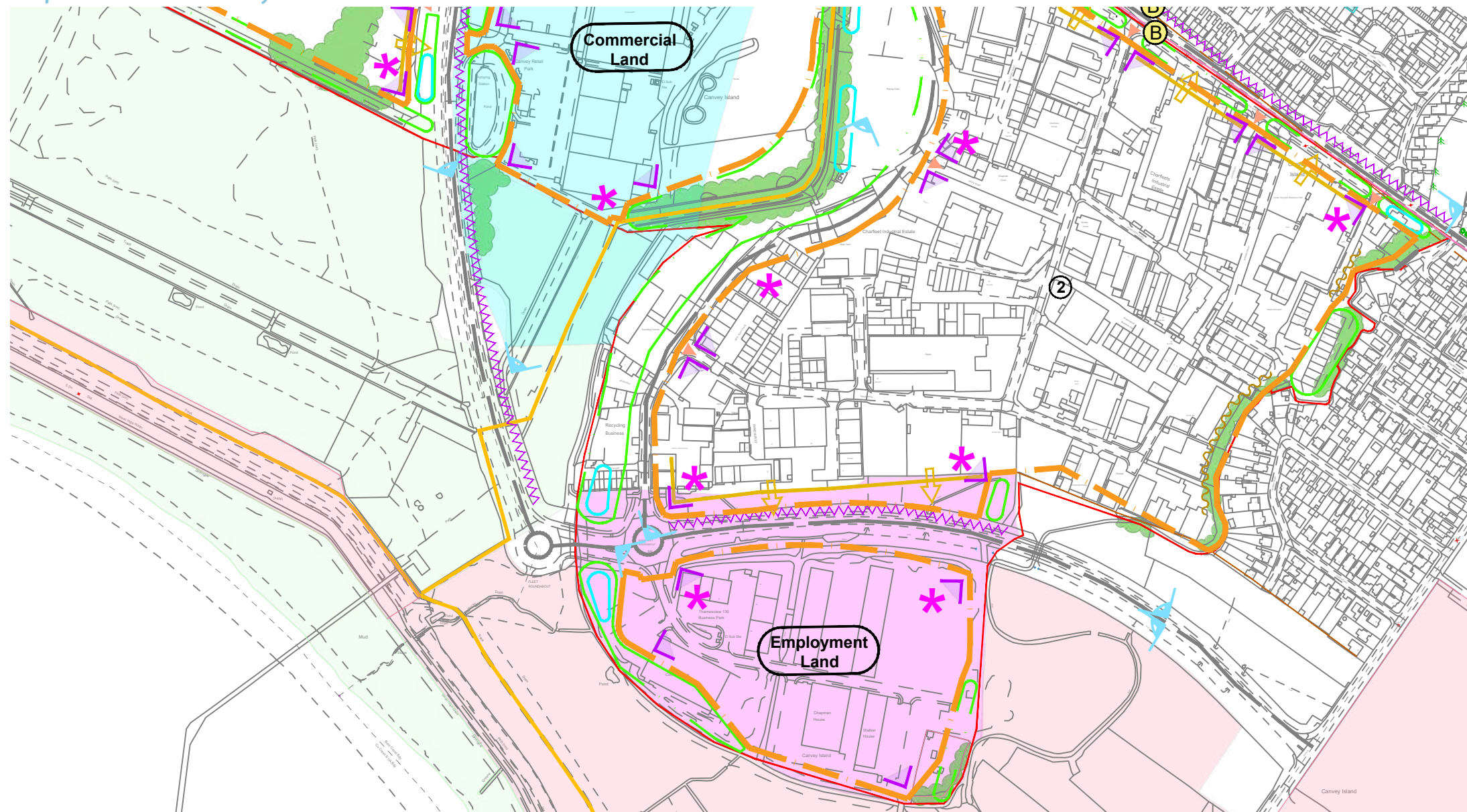


Figure 58 West Canvey Opportunity and Constraints Analysis

Figure 59 Site Location + NDA Plan

## KEY

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	= Site Boundary		= Tree Preservation Order		= Opportunity Landscape Buffer		= Public Right of Way		= Water Pump Station (15m excl zone)		= Potential Noise Source
	= Neighbouring Site		= Retail Park		= Opportunity for Green Link		= Potential Access Point		= School		= Prevailing Building Line
	= Key Road		= Conservation Area		= Opportunity for SuDS		= Opportunity for Key Street		= Sub Station		= Opportunity for Build Frontage
	= Railway		= Allocationed Allotments								= Corner Building
	= Flood Zone 2		= Bus Depot				= Sustrans Cycle Network		= 45° Privacy Line		= Sun Path
	= Flood Zone 3		= Emerging Developmnt				= Listed Building		= Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		
	= Surface Water Flooding		= Playing Fields						= Key View		
	= Archaeological Interest		= Scheduled Monument						= Prevailing Privacy Issue		
	= Recreational Open Space		= Designated Shopping								
	= Ancient Woodland		= SPA								
	= County Wildlife Sites		= SSSI								
			= Town Centre								



# Justification Tables

## C4 -West Canvey

Site Criteria	
Site	61.161ha
Site Reference	C4
Preferred Options Site Area	N/A
Proposed Site Boundary	61.161ha
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as C4 – West Canvey. A development brief will be required for the site prior to determination of any planning application.
Planning History	<ul style="list-style-type: none"><li>• <b>14/0707/OUT</b> - Outline - Demolition of disused pumping station and associated site clearance and construction of commercial and industrial development (Use Classes A3, B1(b), B1(c), B2, B8 and sui generis workshop and showroom) with associated land-raising, vehicle access to Roscommon Way, internal road access and pedestrian linkages, parking, service areas, utilities and infrastructure, and open green space</li><li>• Various Extensions to Industrial Properties</li><li>• Various changes of Use to Industrial Properties</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>• Part of the western half of the site is an existing large commercial area that has been newly developed in recent years.</li><li>• To the north of the existing commercial area are small industrial units interspersed with open space.</li><li>• There is a three storey emerging development north of the site adjacent to Canvey Road</li><li>• To the North of the site along Canvey road is a 2 storey existing residential development that is set back from the road creating a continuous frontage overlooking a green wedge.</li><li>• Charfleets industrial estate is located within the site which is accessed by a service road from Canvey Road.</li><li>• To the west of the site is the Canvey Wick Nature Reserve and The Willows Cemetery. Much of the site to the west has a view of the Hole Haven Creek and/or Canvey Wick Nature Reserve.</li><li>• To the south is an extended employment land located along Roscommon way this has views to the Hole haven Creek to the south and southeast</li><li>• To the east the site is bound by existing residential development that is buffered by a mature tree line</li><li>• Roscommon Way is an industrial route through to the site and services the nearby Oikos Storage facility to the southeast.</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>• To the northeast it the St Katherines Canvey Island Heritage Centre and Museum. It sits within the church grounds and associated cemetery. The old church ground and cemetery sits between to existing residential development and can be viewed from the site. It I not Locally listed it does provide heritage to the area and should be a key view to the scheme.</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>• The site lies within Flood Zone 3a and it the western most part of Canvey. It is protected by the existing sea wall, but otherwise low-lying land perforated by various drainage ditches.</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>• The western and southern regions of the site have industrial links to their landscape character which provides flat long views with mature low lying vegetation.</li><li>• There is a jetty to the south of the site that provides access to service shipping which enhances the industrial nature.</li><li>• To the north and east vegetation is typically taller in between land uses and character is predominantly urban to semi urban.</li></ul>

Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>• Bisection of site by Roscommon way</li><li>• Existing Charfleet Service Road disconnects the site to the main road</li><li>• Large high speed road network through the site</li><li>• Thames 360 business park is a recent development in a location of previous industrial heritage.</li><li>• Minimal outlook to sea from southern edge due to sea wall and Thames business park</li><li>• Flood Zone 3</li><li>• Local Wildlife Site to the north and south</li><li>• SSSI to the southwest</li><li>• Part of the site is designated as long term employment</li><li>• Part of the site is designated as a shopping facility</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>• Utilise the existing drainage ditches as areas for Green Infrastructure</li><li>• Utilise the service road at Charfleets for the purposes of green infrastructure to provide noise buffer and mimic opposite set back along Canvey Road.</li><li>• Utilise the sea wall defences as an opportunity to introduce height and views across Holehaven creek and the Thames.</li><li>• Introduce a bus route and additional infrastructure for transport links.</li></ul>
Castle Point Design Code	
Identity Area Type	Estuary Edge
Identity Area Characteristics	<ul style="list-style-type: none"><li>• Continuous frontage and joining of buildings where appropriate</li><li>• Larger footprint buildings should be -broken up where possible using massing and architectural detailing</li><li>• New development should focus on perimeter block type-built form with internal or under croft parking</li><li>• Building line and active frontage should be consistent and respond to public realm</li><li>• Height should be surrounded by the existing context and LVIA.</li></ul>
Identity Area Coding Principles	BT2, BT4, BC4 BFM37 – BFM41
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>• Upgrade Roscommon way to a bus route which provides links through the developable area</li><li>• Utilise playing fields as public open space and built frontage to overlook this</li><li>• Upgrade Charfleets service road to green infrastructure</li><li>• Provide meaningful set back from Roscommon way unless highways intervention can be agreed to lower the speed of the road.</li><li>• Built form to respond to views to St Katherines Church / Heritage Centre</li><li>• Views to Hole haven creek and sea wall to be prioritised along southern boundaries</li><li>• Inclusion of public right of way to link with new bus routes</li><li>• Provide links to the Canvey Wick to the east of the site which is an existing feature</li><li>• Minimum offset of 15m from the eastern boundary</li><li>• Nearby 3 storey care home to the neighbouring site to the north along Canvey Road.</li><li>• 2-3 storeys</li><li>• New infrastructure road</li><li>• Retention of existing commercial land with opportunities for extension</li><li>• Retention of newly formed employment land to south of the site</li></ul>



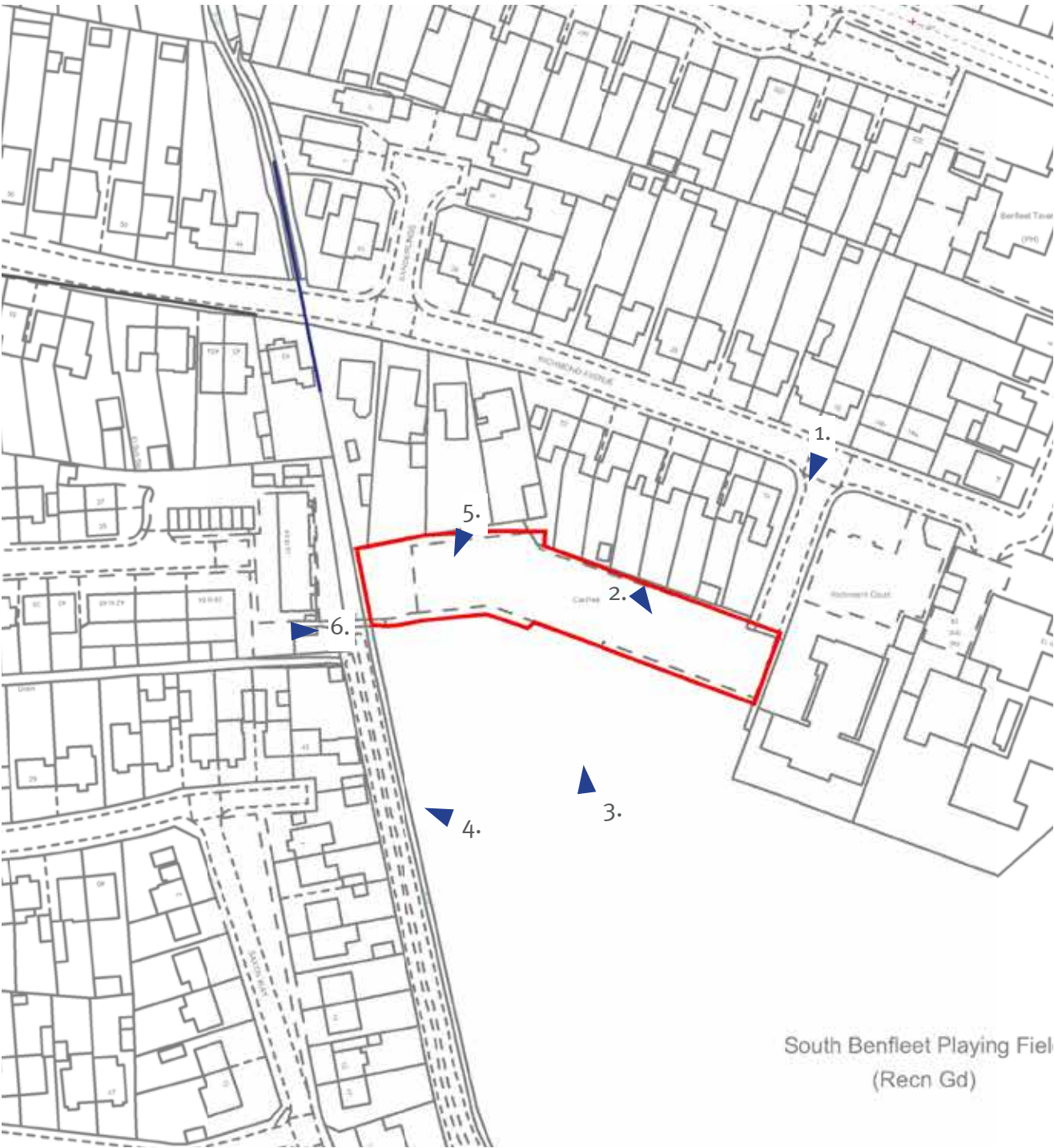
Site Capacity	
Preferred Options Site Area (ha)	
Proposed Site Boundary Area (HA)	61.161ha
Proposed Site Boundary Justification	N/A
Mix of Development	2-4 bedrooms
Net Developable Area (residential 1) (HA)	6.6ha
Net Developable Area (residential 2) (HA)	23.6ha
Total Net Developable Area Residential (HA)	30.6ha
CP Target Density	100dph
CP Actual Density	N/A
Recommended Density & Capacity (residential 1)	125-150dph (Density Band 8) (825-990 dwellings)
Recommended Density (residential 2)	50-70dph (Density Band 5) (1,180-1,652 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Estuary Edge which has been calculated to have an average density of 53.6dph, meaning that it falls within Density Band 5 (50-70dph).</p> <p>The site represents a regular shaped plot in an Essex Parking Standards area of Low Connectivity. The Estuary Edge Identity Coding Principles BT3 and BC11 apply. The key urban design principles identified include Provide links to the Canvey Wick to the east of the site which is an existing feature and encouraging 2-3 storey heights. The opportunities and constraints analysis has identified that the only part of the site is available as developable area.</p> <p><u>Residential Area 1:</u> The key urban design principles identified include Provide links to the Canvey Wick to the east of the site which is an existing feature and encouraging 2-3 storey heights.</p> <p>Given the extension of the adjacent commercial park, it is therefore reasonable to suggest that part of the site may extend within the realms of a neighbourhood hub given the site size. Consequently, Tissue Study 1 could become a comparable with a density of 96dph.</p> <p>There are instances of higher density nearby development of a similar identity characteristic as demonstrated in Tissue Study A1 (Application 23/0423/FUL) of 146dph (Density Band 8).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on C4 residential parcel 1. It has therefore been assessed to be Density Band 8 (125-150dph).</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p> <p><u>Residential Area 2:</u> The key urban design principles identified include a new infrastructure road to the west of the parcel and views to Hole Haven Creek and sea wall to be prioritised along southern boundaries and typologies predominantly 2 storey heights.</p> <p>Example case study A8 (Application 14/01274/FUL) demonstrates a comparable precedent in accommodating the density on site of 39dph (Density Band 3) utilising 2 storey-built form.</p>

	<p>There are instances of higher density development as demonstrated in Tissue Study A3.5 (Application 18/1016/FUL) of 110dph (Density Band 7). Which provide opportunities for the introduction of a part 2/ part 3 storey interaction.</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on residential parcel 2. As such, Density Band 5 (50-70dph) has been selected.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	8.73ha
Net Developable Area (Employment) (ha)	6.0ha
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Conduct an LVIA</li><li>• Seek advice from an Ecologist regarding Biodiversity Net Gain contributions Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>• Heritage Statement</li></ul>



# Site Viewpoints Plan

## B7A - Richmond Avenue Car Park



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6



# Opportunities and Constraints Analysis

## B7A - Richmond Avenue Car Park



Site Location + NDA Plan not to scale

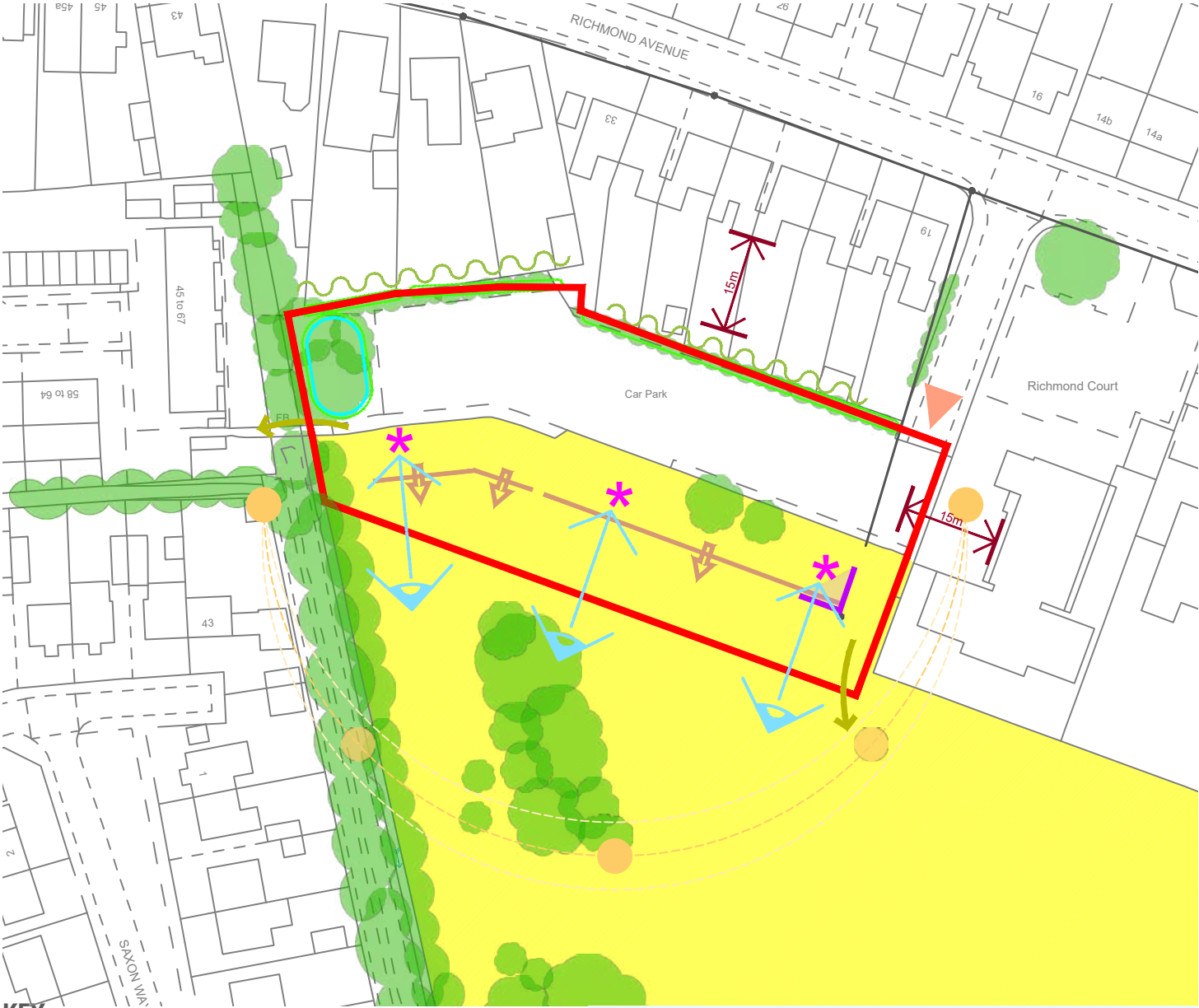


Figure 60 Richmond Avenue Car Park Opportunity and Constraints Analysis

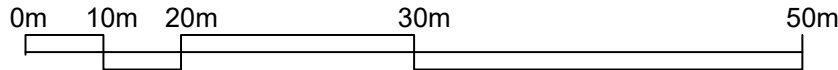
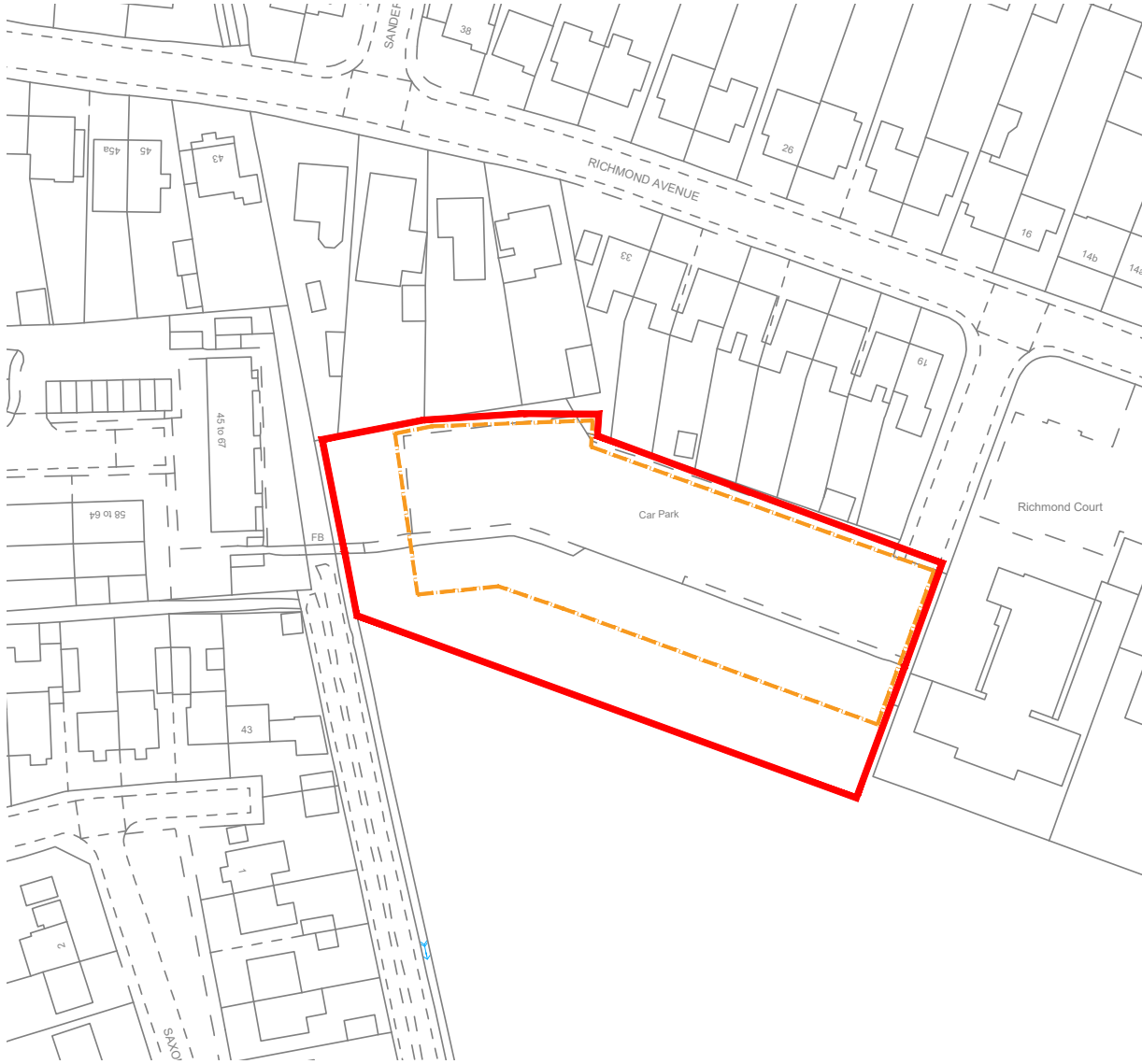


Figure 61 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height		Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way		Sustrans Cycle Network		45° Privacy Line
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point		Listed Building		Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street		WPS		Key View
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network		School		Prevailing Privacy Issue
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building		WPS		Prevailing Privacy Issue
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer		Listed Building		WPS		Prevailing Privacy Issue
	Ancient Woodland		SPA		Opportunity for Green Link		Listed Building		WPS		Prevailing Privacy Issue
	County Wildlife Sites		SSSI		Opportunity for SuDS		Listed Building		WPS		Prevailing Privacy Issue
			Town Centre				Listed Building		WPS		Prevailing Privacy Issue



# Justification Tables

## B7A - Richmond Avenue Car Park

Site Criteria	
Site:	Richmond Avenue Car Park, South Benfleet
Site Ref:	B7A
Preferred Site Options Area (Ha):	0.391ha
Proposed Site Boundary Area (Ha):	0.391ha
Site Background	
Planning Policy:	Site identified in the draft Castle Point Plan (Regulation 19) as B7A – Richmond Avenue Car Park
Planning History:	N/A
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>The boundary for the preferred sites options consists of Richmond Avenue Car Park and part of the open space/playing fields which sits south of the site</li><li>The rear of private gardens of residential dwelling along Richmond Avenue bound the northern boundary of the site – these dwellings are detached and semi-detached</li><li>To the west of the site is a dense landscape buffer which segregates the site from existing residential development which consists of an apartment block, terraced, and semi-detached housing</li><li>Further west of the site is Richmond Hall, a skatepark and playing fields</li><li>South of the site is open space, including South Benfleet Playing Fields and Richmond Park Playground</li><li>Immediately east of the site is Goldenley Care Home and associated car parking</li><li>Surrounding built form of up to 3 storeys</li></ul>
Historic Environment Context:	<ul style="list-style-type: none"><li>South Benfleet Conservation Area is just under 1km southeast of the site</li></ul>
Natural Environment Context:	<ul style="list-style-type: none"><li>Part Flood Zone 3a and part Flood Zone 2</li><li>Blue infrastructure features west of the site including main river which runs along the western boundary of South Benfleet Playing Fields</li></ul>
Landscape Character:	<ul style="list-style-type: none"><li>Open character of the southern area of the site allows for views of the estuary</li><li>Dense landscape buffers along the blue infrastructure features</li></ul>
Constraints and Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>Part Flood Zone 3 and part Flood Zone 2</li><li>Large part of the site is designated playing fields (South Benfleet Playing Fields)</li><li>Close proximity to the nearby Richmond Court apartment building to the east.</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>Development to front onto playing fields and estuary views</li><li>Rear to rear private gardens</li><li>Enhance existing pedestrian link between site and Merrivale</li><li>Extend development into southern playing fields (Preferred Site Options boundary) if policy compliant</li><li>Very sustainable location – close proximity to a school, commercial space, a doctor’s surgery, and bus stops north west of site</li></ul>
Castle Point Design Code	
Identity Area Type	Estuary Edge
Identity Area Characteristics	<ul style="list-style-type: none"><li>The estuary edge is dotted with marinas and waterfront development which enhances maritime character</li><li>Residential area features two-storey homes, with some taller buildings to offer views of the estuary and surrounding landscapes</li><li>Open nature of the estuary allows for taller buildings up to four-storey</li><li>Built form utilities both traditional and contemporary forms, with a strong use of expressed gables and some contextual vernacular elements</li><li>The use of moderate setbacks provides a strong definition between private and public spaces without compromising on active frontage or definition of the street and open space</li></ul>
Identity Area Key Coding Principles	BT3, BT4, BC5, BC11, BC12

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Built form should focus on overlooking and framing the estuary and associated open space.</li><li>Buildings should generally be two storeys, with opportunities for taller buildings at corners and gateways or for apartment buildings.</li><li>Rear parking courts as opposed to frontage parking.</li><li>Bay windows, oriel windows, and balconies encouraged to overlook estuary views.</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.391ha
Proposed Site Boundary Area (ha)	0.391ha
Proposed Site Boundary Justification	No change but it is noted that part of the site is playing fields, and this should be taken into consideration when developing the site.
Mix of Development	2-3 bed
Net Developable Area (residential) (ha)	0.239ha
CP Target Density	70dph
CP Actual Density	69.23dph
Recommended Density & Capacity Range	70-100dph (Density Band 6) (24-35 dwellings).
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Estuary Edge which has been calculated to have an average density range of 50-70dph (Density Band 5).</p> <p>The Site fronts onto South Benfleet Playing Fields and the estuary. It is identified as a High Connectivity area within the Essex Parking Standards. Estuary Edge Identity Coding Principles BT3 and BT4 apply, and therefore key urban design principles for the site include celebrating views onto the estuary and associated open space. It is noted that part of the site is playing fields, and this should be taken into consideration when developing the site. Density calculations have proceeded on the assumption that development can occur in part of the playing fields. It is noted that there is a larger form building in the form of the day care centre.</p> <p>Existing case study Tissue study A9 (Application 13/00897/TBC) demonstrates comparable precedent in accommodating 71dph (Density Band 6) . . It is considered appropriate that due to the regular site shape and surrounding form of the day centre that terraced housing or small-scale apartments or duplexes could be accommodated on the site and a slight uplift in density is appropriate for the site. Tissue study A1 (Application 23/0423/FUL) accommodating 146dph (Density Band 8) provides an example of this form. It is considered that density could be uplifted to approximately 70-100dph which represents 24- 35 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li><li>Heritage Statement</li></ul>



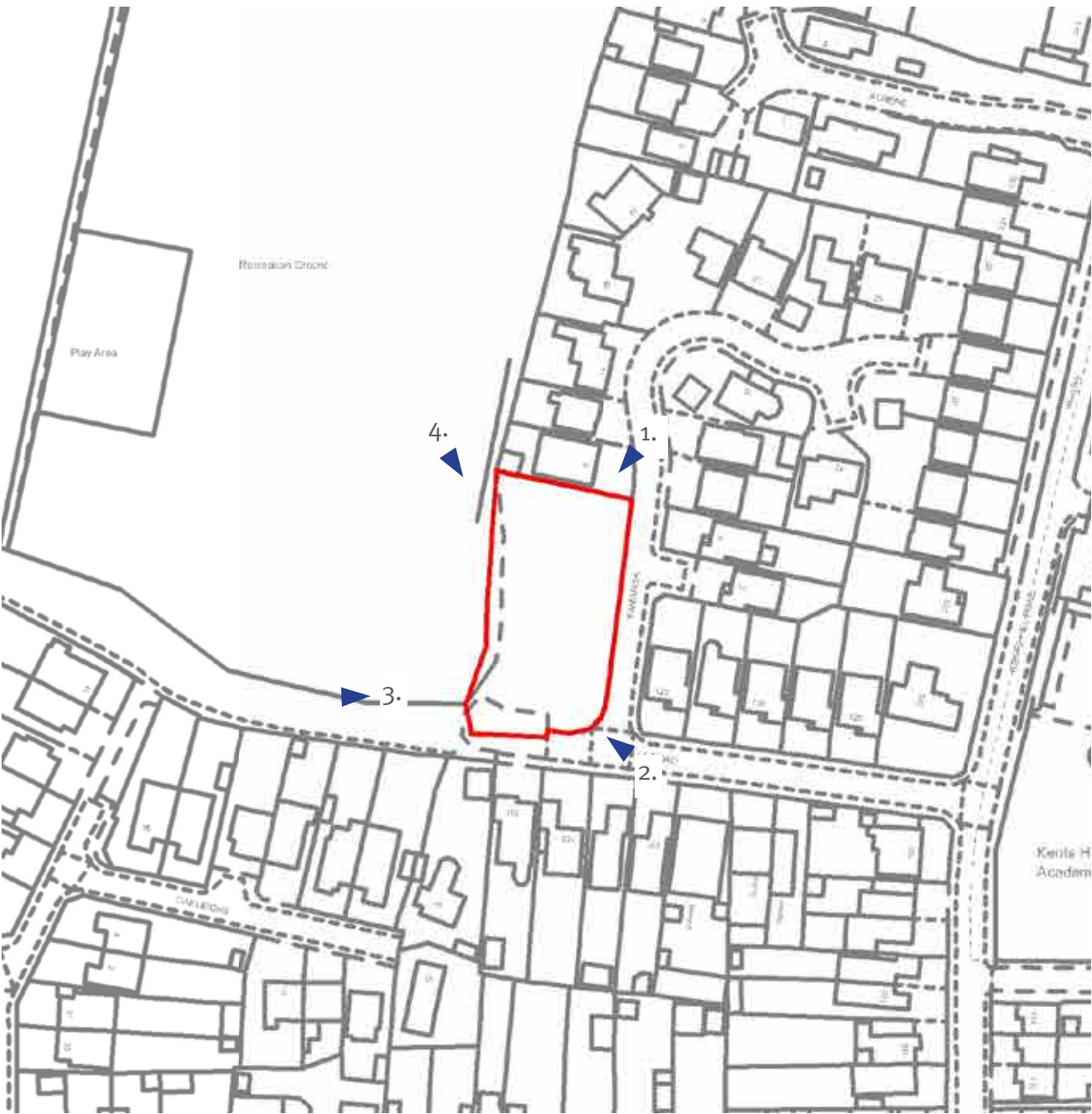
## 3.5 Natural Edge Sites





# Site Viewpoints Plan

## B7B - Land Adjacent Villa Park, Tamarisk



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



# Opportunities and Constraints Analysis

## B7B- Land Adjacent Villa Park, Tamarisk



Site Location + NDA Plan not to scale

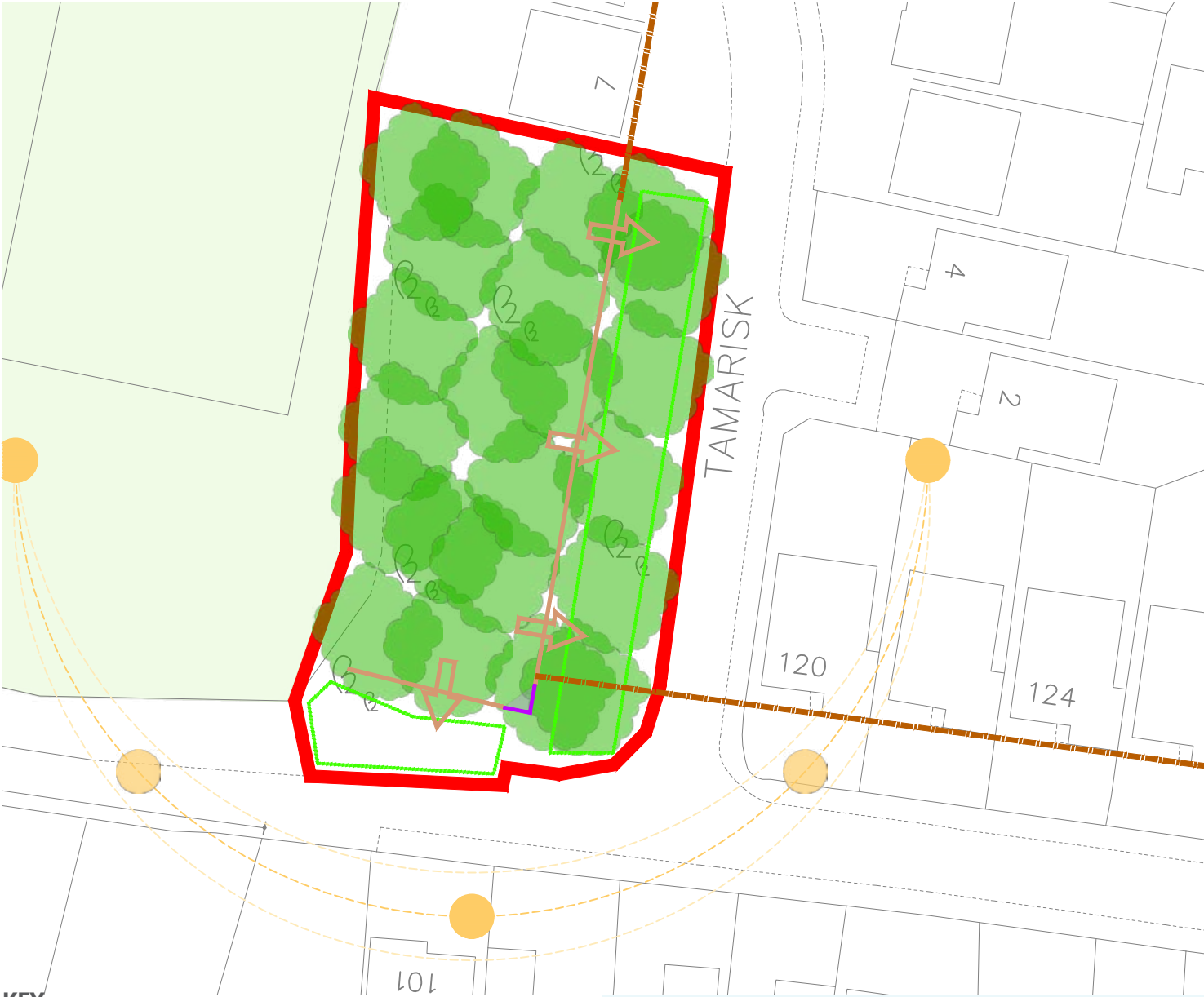


Figure 62 Land Adjacent Villa Park, Tamarisk Opportunity and Constraints Analysis



Figure 63 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way				45° Privacy Line
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Key View
	Surface Water Flooding		Playing Fields		LOWS 2012		Sustrans Cycle Network				Prevailing Privacy Issue
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building				
	Recreational Open Space		Designated Shopping		Opportunity Landscape Buffer						
	Ancient Woodland		SPA		Opportunity for Green Link						
	County Wildlife Sites		SSSI		Opportunity for SuDS						
			Town Centre								



# Justification Tables

## B7B - Land Adjacent Villa Park, Tamarisk

Site Criteria	
Site	Land Adjacent Villa Park, Tamarisk
Site Reference	B7B
Preferred Options Site Area (Ha)	N/A
Proposed Site Boundary (Ha)	0.145
Site Background	
Planning Policy	Site identified in the draft Castle Point Plan (Regulation 19) as B7B Land Adjacent Villa Park, Tamarisk. A development brief will be required prior to the determination of any planning application.
Planning History	<ul style="list-style-type: none"><li><b>CPT/558/12/CLP</b> – Single storey rear extension to immediately adjacent house, approved 2012</li></ul>
Site Characteristics	
Built Environment Context	<ul style="list-style-type: none"><li>Site located on a corner plot with two storey built form facing onto it from the south and east</li><li>The eastern built form faces onto it with some small upper storey windows and timber fence, meaning that the active frontage along this stretch of the street is currently poor</li><li>The built form in the local area is overwhelmingly two storey</li><li>The nearby built form is suburban in character, with moderate setbacks behind small defensible walls</li><li>There is a strong variety in materiality, with brick, render, weatherboarding, tile, and more all seen in the immediate local area</li></ul>
Historic Environment Context	<ul style="list-style-type: none"><li>N/A</li></ul>
Natural Environment Context	<ul style="list-style-type: none"><li>The site is covered with a thick area of trees and vegetation</li><li>There is also a nearby treeline and hedge line, running along the southern Boundary of Villa Park</li></ul>
Landscape Character	<ul style="list-style-type: none"><li>Site is bordered on its west side by Villa Park, which is largely flat parkland with a playing ground on its far side</li></ul>
Constraints & Opportunities	
Key Constraints	<ul style="list-style-type: none"><li>The site is covered in trees and thick vegetation, which will have to be removed if any development is to take place</li><li>Development should not hinder movement into Villa Park</li><li>Established build line constrains plot orientation</li><li>Established principle of moderate plot setbacks further constrains the location of the build line</li></ul>
Key Opportunities	<ul style="list-style-type: none"><li>Continue the existing building line</li><li>Articulate and successfully turn the corner</li><li>Provide better active frontage onto Tamarisk where 120 Villa Road provides only a weak side elevation and blank garden fence</li><li>Create a more positive transition in and out of Villa Park</li></ul>
Castle Point Design Code	
Identity Area Type	Natural Edge
Identity Area Characteristics	Where there are opportunities for development in the Natural Edge, this should perform the role of transitioning between suburbia and rural development. Thus, low density development which face out towards and overlooks the landscape will allow a safer, more secure and integrated edge. Contextuality will be important, and dwellings should conform to rural typologies such as larger plots set back from front gardens behind planted screening or groups of dwellings forming farmstead courtyards. Particular attention should be paid to materiality which should draw from natural materials such as timber weatherboarding and green roofs or should seek to provide an informal, organic mix of materiality based on the context.
Identity Area Coding Principles	BT3, BC5, BE3, BE5, BE7

Urban Design Principle Setting	
Key design principles	<ul style="list-style-type: none"><li>Should respect the existing build line</li><li>Established build line means that development cannot front onto Villa Park</li><li>Should articulate the corner</li><li>Opportunities for taller and more dense built form along the corner</li><li>Should continue the principle of moderate setbacks behind defensible space to the public realm</li><li>Should respect Villa Park</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	N/A
Proposed Site Boundary Area (HA)	0.145
Proposed Site Boundary Justification	N/A
Mix of Development	2-3 storey apartments
Net Developable Area (residential) (HA)	0.075
CP Density Assumption	70dph
CP Target Density	71.43
Recommended Density & Capacity Range	50-70dph (Density Band 5) (4-5 dwellings)
Density and Net Developable Area Justification	<p>An existing comparable density has been informed by the site’s identity area (Natural Edge) which has an existing average density of 25.6dph; placing it within Density Band 2 (20-30dph). There is, however, an opportunity for a rise in this density on this site due to a number of factors.</p> <p>The site is identified as a Good Connectivity area within the Essex Parking Standards and is located on a corner bordering on a key piece of public open space. This, from an Urban Design perspective, presents opportunities for higher densities due to the sustainable location, opportunity to articulate the corner, and opportunity to interact positively with the public open space.</p> <p>This is supported by Tissue Study A2 (Application 21/0813/FUL) (Savannah Heights, Kenneth Rd, Benfleet SS7 3FP) which is in the Natural Edge Identity Area but sees a density of 111 dph (Density Band 7) with three storey development as a result of its context. Furthermore, an exemplary scheme that is comparable to the size and potential development type of the site is demonstrated through Tissue Study A11. This has demonstrated a density of 55dph.</p> <p>In light of this, Density Band 5 (50-70dph) is proposed for this site. This will allow for a building form and height which is respectful of the local area but, at the same time, takes advantage of the corner plot and the adjacency to Villa Park.</p>
Net Developable Area (Commercial) (ha)	N/A
Total net developable area	N/A
Net Other Area (Green Infrastructure)	0.032
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



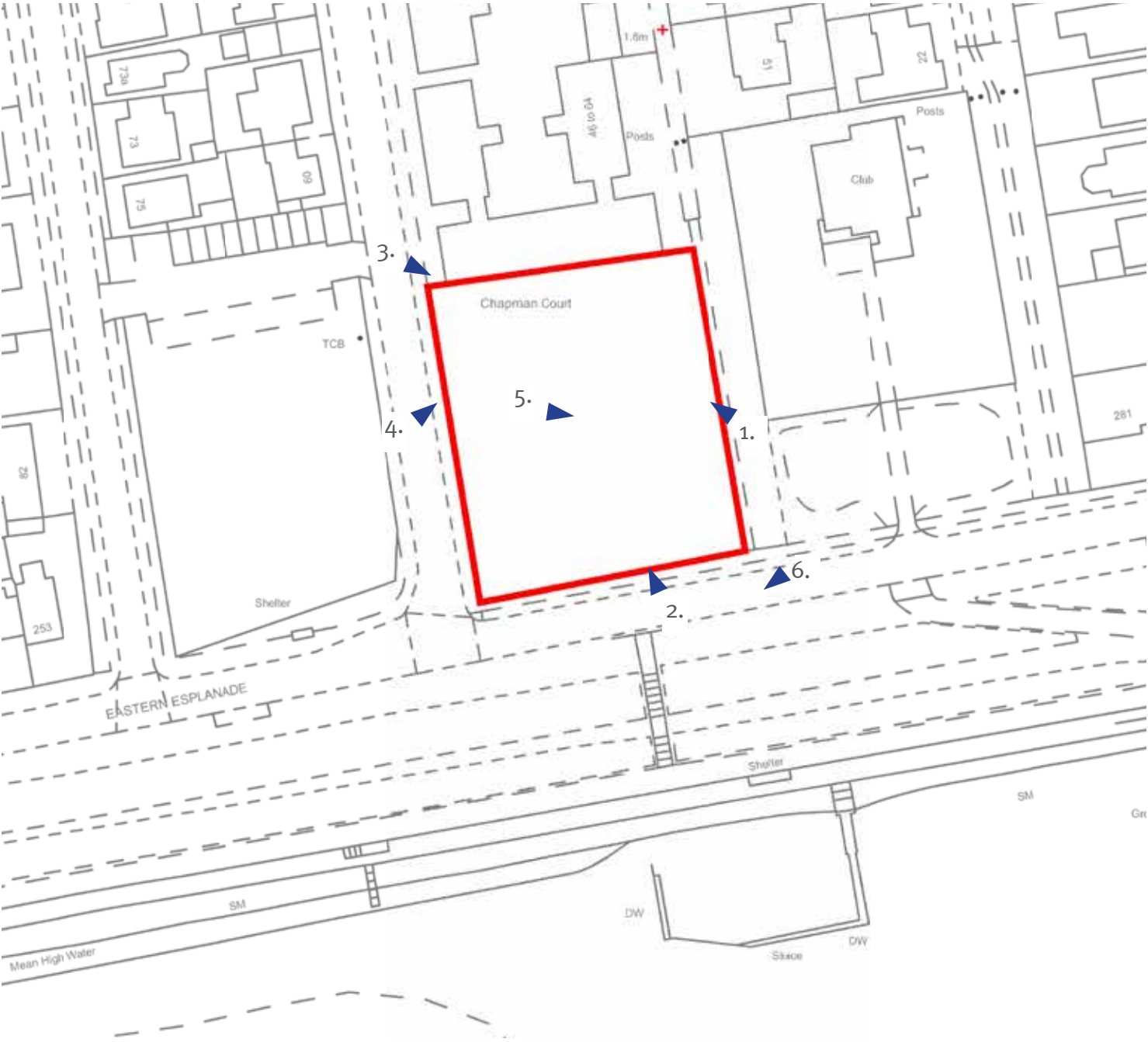
## 3.6 Canvey Seafront Sites





# Site Viewpoints Plan

## C10F -Ozonias Gardens



Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6

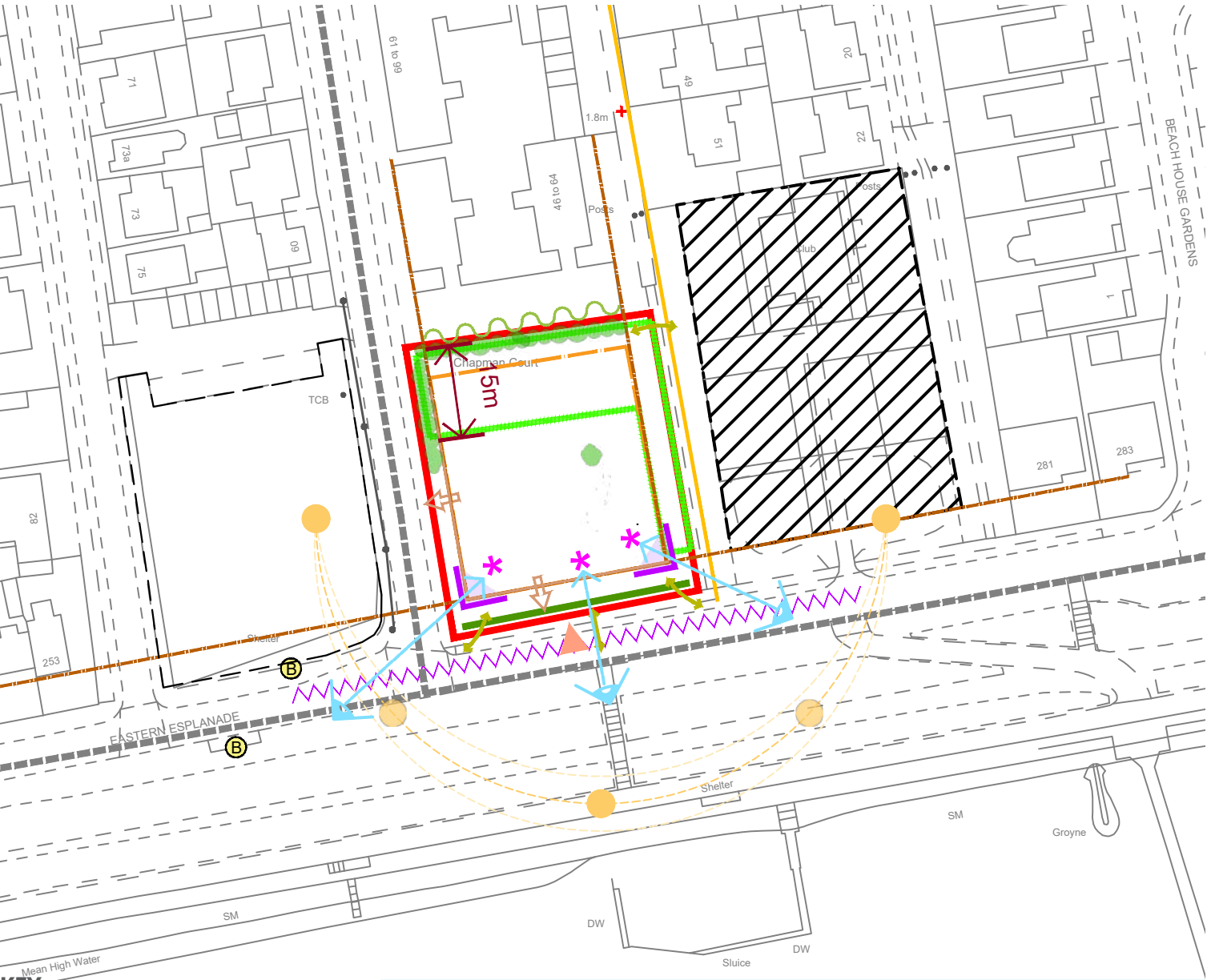




# Opportunities and Constraints Analysis

## C10F -Ozonia Gardens

Site Location + NDA Plan not to scale



KEY Figure 64 Ozonia Gardens Opportunity and Constraints Analysis

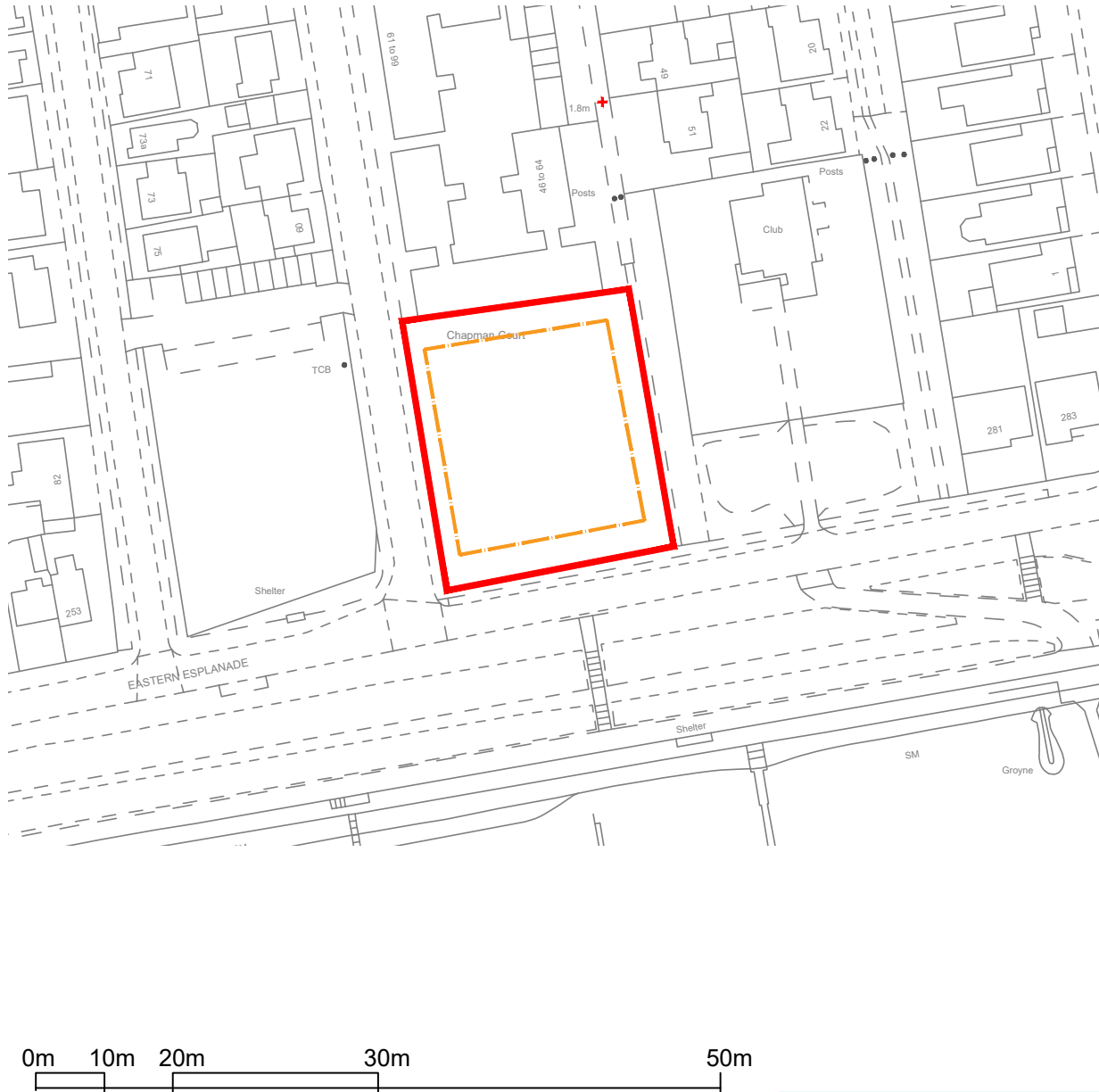


Figure 65 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Potential Pedestrian Link
	Flood Zone 2		Allocationed Allotments		Greenbelt		Public Right of Way				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 3		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Key View
	Surface Water Flooding		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Prevailing Privacy Issue
	Archaeological Interest		Playing Fields		LOWS 2012		Sustrans Cycle Network				
	Recreational Open Space		Scheduled Monument		Open Space		Listed Building				
	Ancient Woodland		Designated Shopping		Opportunity Landscape Buffer						
	County Wildlife Sites		SPA		Opportunity for Green Link						
			SSSI		Opportunity for SuDS						
			Town Centre								



# Justification Tables

## C10F -Ozonia Gardens

Site Criteria	
Site:	Ozonia Gardens, Eastern Esplanade, Canvey Island
Site Reference:	C10F
Preferred Options Site Area (Ha):	0.189 (ha)
Proposed Site Boundary (Ha):	0.189 (ha)
Site Background	
Planning Policy:	Site identified in the draft Castle Point Plan (Regulation 19) as C10F Ozonia Gardens. A development brief will be required for the site prior to determination of any planning application.
Planning History:	<ul style="list-style-type: none"><li>No relevant planning history</li></ul>
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>Site is located at the south of Ozonia Gardens formally known as Chapman Court, fronting the Canvey Island seafront.</li><li>Eastern Esplanade is characterised by a coastal promenade, open green space, and pedestrian priority areas.</li><li>Site is currently undeveloped.</li><li>Located south of Ozonia Gardens formally known as Chapman Court, a large 2-3-storey residential block with a shared courtyard and immediately adjacent to housing development featuring Low-rise and Semi-detached houses.</li><li>Upcoming 3.5 storey residential to the east of the site</li><li>Surrounded by a mix of low-rise detached dwellings to the west and north, and medium-density flats and houses to the east.</li><li>Adjacent to local streets, with proximity to amenities such as Kismet Park, seafront play areas, and local shops.</li></ul>
Historic Environment Context:	<ul style="list-style-type: none"><li>There are no listed buildings within the immediate site vicinity.</li></ul>
Natural Environment Context:	<ul style="list-style-type: none"><li>Flood Zone 3a (whole site)</li><li>Flat topography</li><li>Views of the seafront</li><li>Existing Bus stop next to the Southern site boundary</li></ul>
Landscape Character:	<ul style="list-style-type: none"><li>The site is entirely open, with some hedge planting to the North and west of the site and a young tree in the middle of the site.</li><li>Located within a broader green corridor along the seafront, connecting to parks and public open space.</li></ul>
Constraints & Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>Exposed seafront location may pose flood risk or require specific resilience measures (e.g. raised floor levels).</li><li>Close proximity to existing residential blocks (Chapman Court and others) requires careful handling of privacy, daylight and outlook.</li><li>Potential overlooking into back gardens</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>Eastern Esplanade is characterised by a coastal promenade, open green space, and pedestrian priority areas.</li><li>The site has direct sea views, with uninterrupted frontage to the esplanade and coastal path.</li><li>Integrate with neighbouring site, C10G Land between Station Road and Seaview Road</li><li>Well connected by local streets, with proximity to amenities such as Kismet Park, seafront play areas, and local shops.</li><li>Positive active travel options within immediate surrounding area, including Seaview Station bus stops (Coaster 12, Coaster 12A, Coaster 12X, Coaster 14, Coaster 14C, 92, N12, N14).</li><li>Potential to reinforce the built frontage of Eastern Esplanade, strengthening the seafront edge.</li></ul>

	<ul style="list-style-type: none"><li>Potential to develop 2-3 storey due to existing and upcoming residential development.</li><li>Help reintroduce fractured building line from the east to west.</li></ul>
Castle Point Design Code	
Identity Area Type	Canvey Seafront
Identity Area Characteristics	<ul style="list-style-type: none"><li>Seafront building line typically ranges from one to three storeys, with opportunities to modulate up to four storeys in key locations.</li><li>New development should reflect contemporary character, incorporating generous windows and balconies to maximise estuary views.</li><li>Flat and split monopitch roofs are common, offering variety and aligning with the architectural rhythm of existing apartment and arcade buildings.</li><li>Promenade edge defined by a sea wall, with potential for soft or hard buffers such as planting or integrated seating along public-facing frontages.</li><li>Material palette includes rendered façades in light tones, referencing the modernist Labworth Café and nearby Monico restaurant, alongside potential for brick and coastal-resilient finishes.</li></ul>
Identity Area Coding Principles	<ul style="list-style-type: none"><li>BT1 - Pavilion</li><li>BT2 - Apartments</li><li>BT3 - Detached bungalows</li><li>BT4 - Semi-detached bungalows</li><li>BC6 - Layering and depth</li><li>BC12 – Roof Pitch</li><li>BE1 - Balconies</li><li>BE3 - Bay Windows</li></ul>
Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Seafront buildings at 1–3 storeys with potential to rise to 3 storeys in appropriate locations. Building height can drop down at the back of the site to be sensitive of the Ozonia Gardens development.</li><li>Car park at the back of the site with flats over garages or undercroft parking to optimise the views of the seafront.</li><li>Contemporary architecture with generous glazing and balconies to maximise estuary views.</li><li>Flat and split monopitch roofs to reflect local roofscape variety and seaside character.</li><li>Defined promenade edge with opportunities for soft landscaping or integrated seating as a buffer.</li><li>Light-toned render and coastal-resilient materials referencing local modernist architecture.</li><li>Development should maintain and enhance the rhythmic grain of existing apartments and arcades.</li><li>Acceptable boundary treatments include boundary hedge and close boarded timber fence.</li><li>Potential to link a pedestrian access to the seawall steps that are opposite to the site.</li></ul>

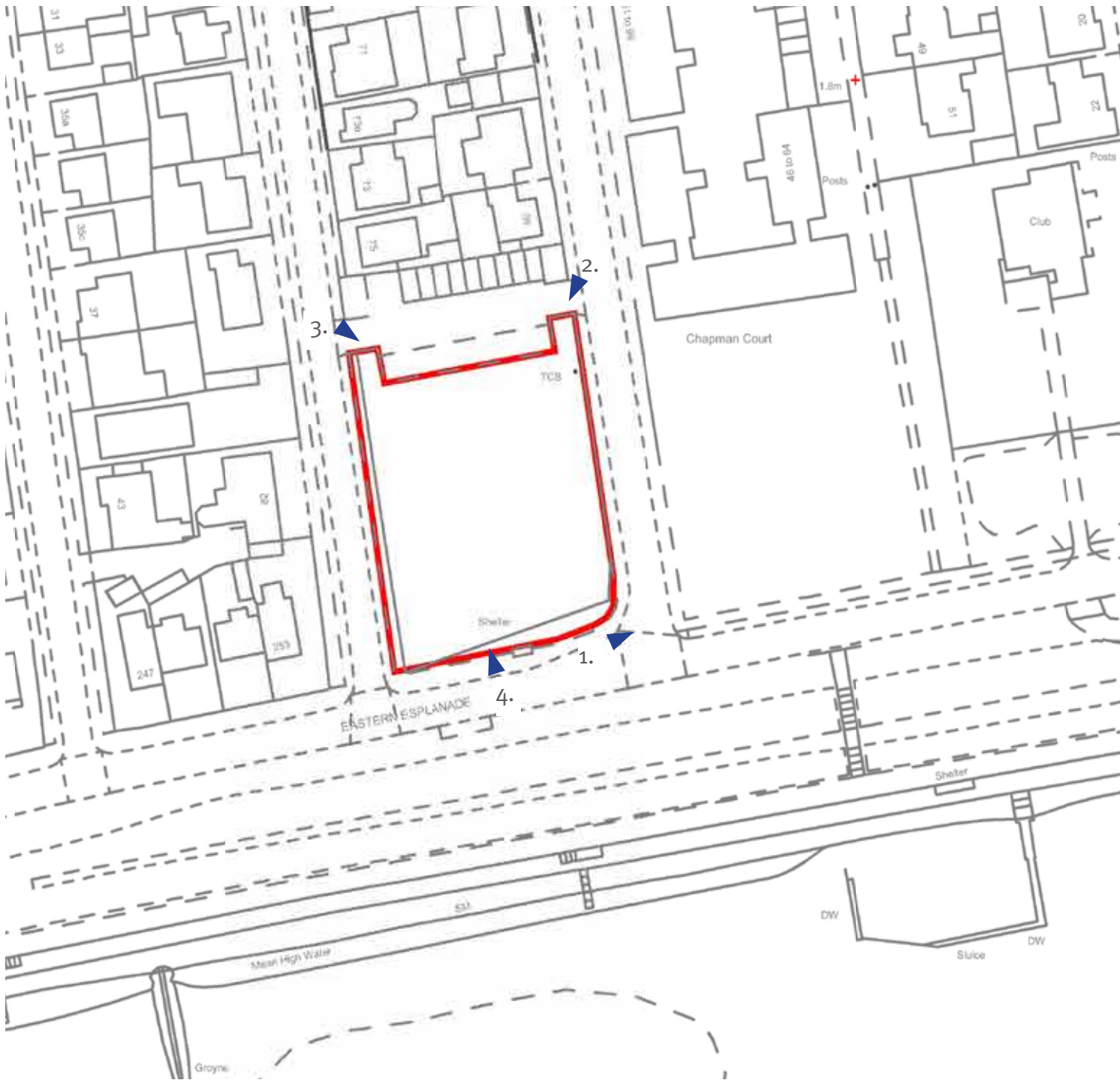


Site Capacity	
Preferred Options Site Area (ha)	0.189 ha
Proposed Site Boundary Area (HA)	0.189 ha
Proposed Site Boundary Justification	Offset from the Southern boundary to match current building line, retention of existing hedgerows and tree on site.
Mix of Development	2-3 bed Residential
Net Developable Area (residential) (ha)	0.12 ha
CP Target Density	65dph
CP Actual Density	64.71dph
Recommended Density Range	70-100dph (Band 6) (8-12 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site's identity area classification as Canvey Seafront which has been calculated to have an average density range of 62.6dph. The site can also be compared to Tissue Area 24 which encourages 62.6dph, this equates to Band 5 (50-70dph).</p> <p>The site fronts onto Eastern Esplanade and Canvey Seafront and is identified as Moderate Connectivity area within the Essex Parking Standards. The Opportunities and Constraints diagram has identified Majority of Site as developable area. The neighbouring development of Ozonia Gardens (Formally Chapman Court) located to the North of the site depicts higher density, approximated at 105dph, this equates to Band 7 (100 - 125dph).</p> <p>It is therefore justifiable that higher density apartment typologies can be accommodated on C10F and a densities range of 70-100dph (Band 6) has been selected as an appropriate density, which represents 8-12 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>• Development brief</li><li>• Design and Access Statement</li><li>• Landscape Strategy</li><li>• Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



## Site Viewpoints Plan

### C10G -Land between Station Road and Seaview Road



Viewpoint 1



Viewpoint 2



### Viewpoint 3



Viewpoint 4





# Opportunities and Constraints Analysis

## C10G - Land between Station Road and Seaview Road

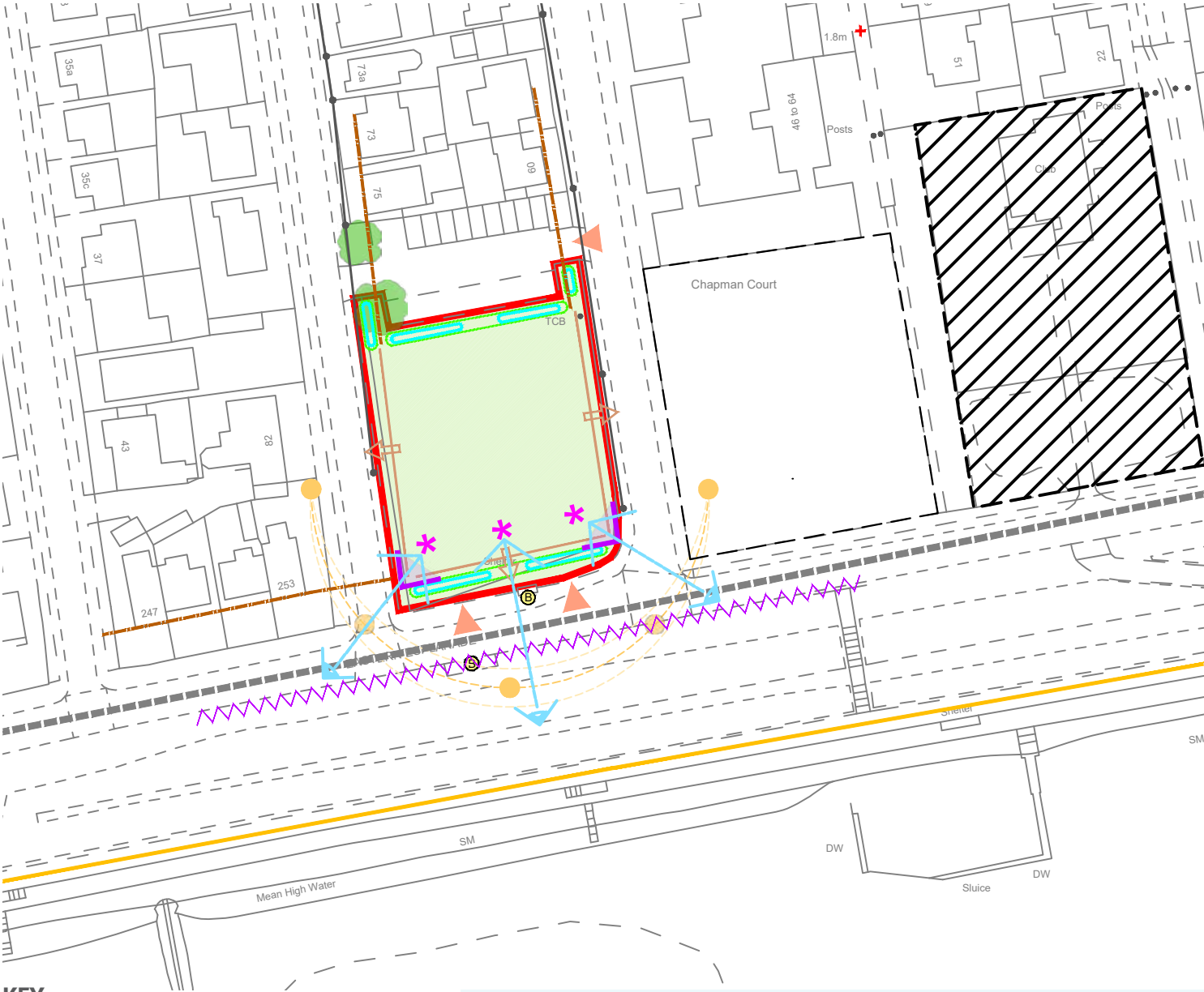


Figure 66 Land between Station Rd and Seaview Rd Opportunity and Constraints Analysis

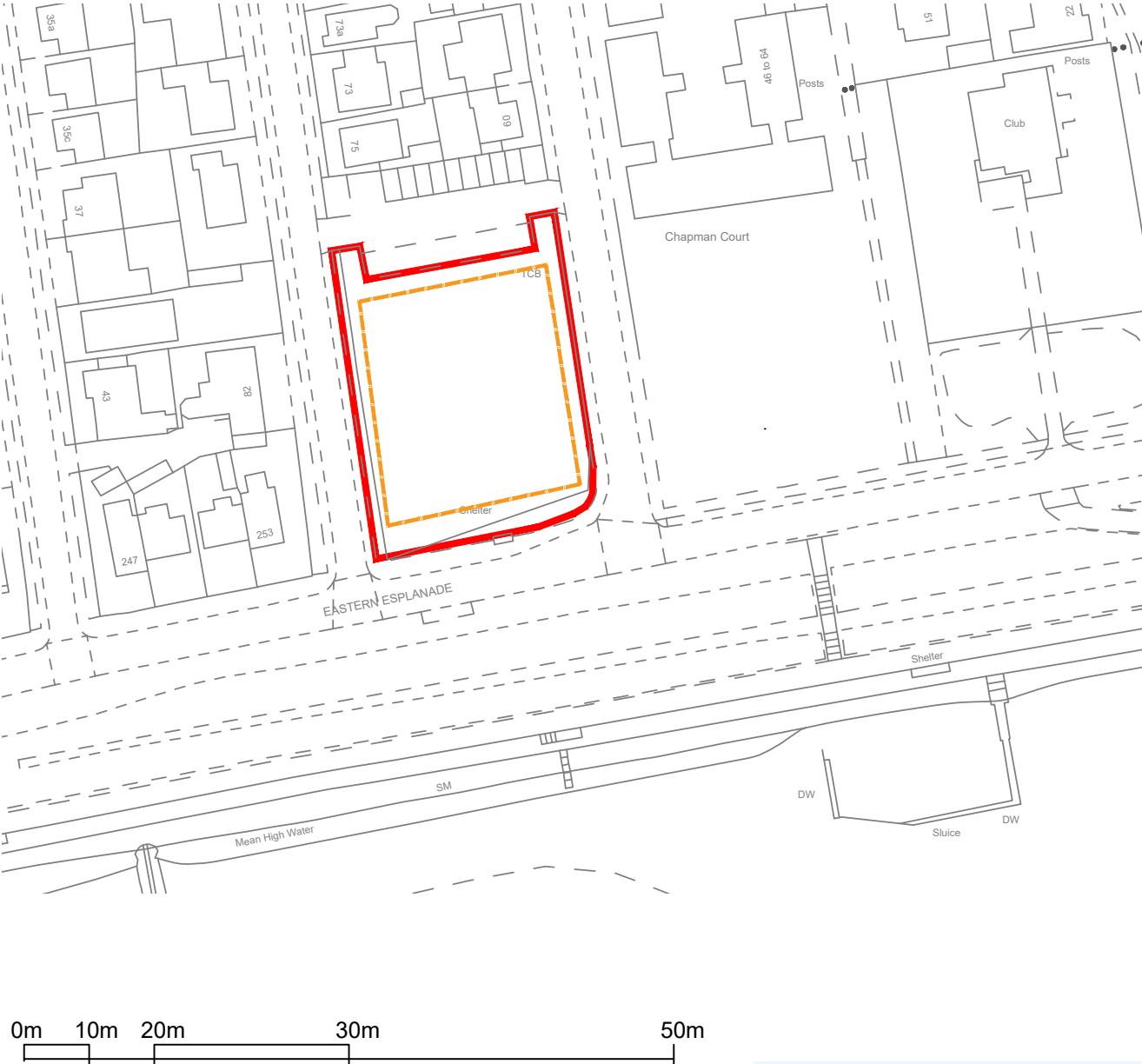


Figure 67 Site Location + NDA Plan

Context		Allocations		Landscape		Movement & Access		Utilities & Infrastructure		Opps & Constraints	
	Site Boundary		Tree Preservation Order		Utilities		Hedgerows		Water Pump Station (15m excl zone)		Developable Area (Reg 19 Allocations)
	Neighbouring Site		Retail Park		Community Land		Significant Vegetation		School		Developable Area (Other)
	Key Road		Conservation Area		Existing Employment Land		Local Centre				Potential Pedestrian Link
	Railway		Allocationed Allotments		Greenbelt		Public Right of Way				Opportunities to Terminate Vistas/ Marker Buildings/ Increase Height
	Flood Zone 2		Bus Depot		Historic Nat'ral Landscape		Potential Access Point				Key View
	Flood Zone 3		Emerging Developmnt		L'Term Employment Land		Opportunity for Key Street				Prevailing Privacy Issue
	Surface Water Flooding		Playing Fields		LOWs 2012		Sustrans Cycle Network				
	Archaeological Interest		Scheduled Monument		Open Space		Listed Building				
	Recreational Open Space		SSSI		Opportunity Landscape Buffer						
	Ancient Woodland		Town Centre		Opportunity for Green Link						
	County Wildlife Sites				Opportunity for SuDS						



# Justification Tables

## C10G -Land between Station Road and Seaview Road

Site Criteria	
Site:	Land between Station Road and Seaview Road, Seaview Rd, Canvey Island, SS8 7NF
Site Ref:	C10G
Preferred Site Options Area (Ha):	0.173ha
Proposed Site Boundary Area (Ha):	0.173ha
Site Background	
Planning Policy:	Site identified in the draft Castle Point Plan (Regulation 19) as C10G – Land between Station Road and Seaview Road.
Planning History:	N/A
Site Characteristics	
Built Environment Context:	<ul style="list-style-type: none"><li>South of site is a landscape bund/floodgate which runs along Canvey seafront – blocks views of sea but there may be views from upper storeys of buildings</li><li>Immediately north of site is a parking courtyard with some garages</li><li>Apartment block (Ozonia Gardens) northwest of site which is 2-3 storeys</li><li>Green open space immediately east of site but this site is identified as C10F Ozonia Gardens in the Issues and Options Consultation</li><li>West of the site is residential development</li><li>Surrounding residential development mainly consists of detached and semi-detached dwellings and bungalows west and north of site</li></ul>
Historic Environment Context:	N/A
Natural Environment Context:	<ul style="list-style-type: none"><li>Flood Zone 3a (whole site)</li><li>Currently green open space</li></ul>
Landscape Character:	Flat topography
Constraints and Opportunities	
Key Constraints:	<ul style="list-style-type: none"><li>Flood Zone 3a (whole site)</li><li>Noise source from Eastern Esplanade</li></ul>
Key Opportunities:	<ul style="list-style-type: none"><li>Opportunity to extend existing parking courtyard to the rear of the site</li><li>Integrate with neighbouring site, C10F Ozonia Gardens</li><li>Front onto Eastern Esplanade, seafront and landscape bund</li><li>Define corners of Station Road and Eastern Esplanade, and Seaview Road and Eastern Esplanade</li><li>Provide 3 storey buildings to allow for views onto sea</li></ul>
Castle Point Design Code	
Identity Area Type	Canvey Seafront
Identity Area Characteristics	<ul style="list-style-type: none"><li>2-4 storey buildings overlooking seafront</li><li>Apartment and arcade buildings with a mix of contemporary architecture with flat and split mono-pitch roofs</li><li>Combination of pavilion buildings, apartments, and connected terraced housing to achieve a cohesive but visually diverse frontage</li></ul>
Identity Area Key Coding Principles	BT1 – Pavilion BT2 – Apartments BT3 – Detached BT4 – Semi detached BC6 – Layering and depth BE1 – Balconies BE3 – Bay windows

Urban Design Principle Setting	
Key Design Principles	<ul style="list-style-type: none"><li>Where residential uses at ground level are required, these should be clearly set back, screened or elevated to maintain a visually active and engaging streetscape</li><li>Front onto seafront with generous windows</li><li>2-3 storey to provide views onto seafront</li><li>Essex Parking Guidance – Moderate connectivity</li><li>The material palette should reflect the seafront character through the use of light-toned renders, timber cladding, and metal accents, and should be applied in a contemporary manner and must demonstrate durability in a coastal environment</li><li>Colour schemes should draw from sandy and neutral tones to create a cohesive visual identity</li></ul>
Site Capacity	
Preferred Options Site Area (ha)	0.173ha
Proposed Site Boundary Area (ha)	0.173ha
Proposed Site Boundary Justification	N/A
Mix of Development	2-3 bed
Net Developable Area (residential) (ha)	0.115ha
CP Target Density	65dph
CP Actual Density	63.16dph
Recommended Density & Capacity Range	70-100dph (Density Band 6) (8-12 dwellings)
Density and Net Developable Area Justification (dwellings per hectare)	<p>An existing comparable density has been informed by the site’s identity area classification as Canvey Seafront which has been calculated to have an average density range of 62.6dph. The site can also be compared to Tissue Area 24 which encourages 62.6dph, this equates to Density Band 5 (50-70dph).</p> <p>The Site fronts onto Eastern Esplanade and Canvey seafront, and it is identified as a Moderate Connectivity area within the Essex Parking Standards. Canvey Seafront Identity Coding Principles BT2 and BE1 apply, and therefore key urban design principles for the site include providing views onto Eastern Esplanade and the seafront. The opportunities and constraints analysis has identified that the majority of the site is available as developable area.</p> <p>There are instances of higher density development at Ozonia Gardens (formally Chapman Court), Seaview Road, which is approximated at 105dph. It is therefore justifiable that higher density apartment typologies can be accommodated on C10G and a densities range of 70-100dph (Density Band 6) has been selected as an appropriate density, which represents 8-12 dwellings.</p> <p>However, this represents a high-level density assessment and future development of the site should take into consideration the parking arrangement, Biodiversity Net Gain provision, access, green infrastructure in addition to the development of a detailed proposal informed by site specific survey and investigation work.</p>
Net Developable Area (Commercial) (ha)	N/A
Other Recommendations	
Recommend core documents for submission (please check validation checklist)	<ul style="list-style-type: none"><li>Development brief</li><li>Design and Access Statement</li><li>Landscape Strategy</li><li>Biodiversity Net Gain &amp; Ecology Assessment or Strategy</li></ul>



# 4.0 Summary





# 4. Summary

## Study conclusions

The below table provides a summary of the study findings. The density assumptions for each site in relation to the relevant Identity Area characteristics, density banding and tissue study findings are set out in further detail for each site a in Part 3. The appropriate density uplift and density banding is applied to the NDA calculated for each site based on the justification analysis and opportunities and constraints identified.

The capacity assessments represent a high-level assessment of development capacities and aims to provide a context specific approach to delivering an uplift in density to support Castle Point Borough Council’s aspirations to intensify development within existing settlement boundaries.

Site Code	Site Name	Proposed Allocation	Required Density Set out in Brief	Identity Area	Tissue Study ID Density Range	Tissue Study ID Density Band	Connectivity Level	Precedents Used	Site Reference	Uplift Density Band	Uplift Density Band Range	Dwelling Capacity Range
C1	Canvey Town Centre	536 new homes	125dph	Neighbourhood Hub	70-100 dph	Band 6	High	A1 - Warren & Tanglewood, 1 Hall Cres, Hadleigh, Benfleet SS7 2QW A3.6 - Beach Heights, 127 High Street, SS8 7RF A3.7 - 39-43 High Street, SS8 7RD A3.9 - Land at Haron Close and Long Road A4 - Sutherland Road, London, E176BH A9 - Bracelet Close, Corringham, Essex (essex Design Guide) A14 The View Southend-on-Sea	C1.Resi.1	Band 6	70-100 dph	10-14 dwellings
									C1.Resi.2	Band 7	100-125 dph	9-11 dwellings
									C1.Resi.3	Band 7	100-125 dph	6-8 dwellings
									C1.Resi.4	Band 7	100-125 dph	55-69 dwellings
									C1.Resi.5	Band 7	100-125 dph	44-54 dwellings
									C1.Resi.6	Band 7	100-125 dph	24-35 dwellings
									C1.Resi.7	Band 7	100-125 dph	13-17 dwellings
									C1.Resi.8	Band 6	70-100 dph	20-29 dwellings
									C1.Resi.9	Band 6	70-100 dph	17-24 dwellings
									C1.Resi.10	Band 6	70-100 dph	16-23 dwellings
									C1.Resi.11	Band 7	100-125 dph	10-12 dwellings
									C1.Resi.12	Band 7	100-125 dph	12-15 dwellings
									C1.Resi.13	Band 6	70-100 dph	8-11 dwellings
									C1.Resi.14	Band 6	70-100 dph	13-19 dwellings
									C1.Resi.15	Band 6	70-100 dph	147-210 dwellings
									C1.Resi.16	Band 6	70-100 dph	7-10 dwellings
									C1.Resi.17	Band 5	50-70 dph	78-109 dwellings
B1	South Benfleet Town Centre	Mix of town centre and retail provision	150dph	Neighbourhood Hub	70-100 dph	Band 6	Good	A3.3 - 327-331 London Road, Hadleigh A3.10 Land rear of 316-320, High Road, South Benfleet A3.5 - 396 London Road, Benfleet, SS7 1AX A3.11 - 246-250 High Road, South Benfleet A7 - The Echoes, Grays Essex (essex design guide) A12 - Gunmaker's Wharf, Greater London	B1.Resi.1	Band 8	125-150dph	27-32 dwellings
									B1.Resi.2	Band 7	100-125dph	10-13 dwellings
									B1.Resi.3	Band 8	125-150dph	9-11 dwellings
									B1.Resi.4	Band 8	125-150 dph	26-32 dwellings
									B1.Resi.5	Band 10	200-250dph	70-88 dwellings
B2	Tarpots Town Centre	Mix of town centre and retail provision	150dph				High	TA3 - Primary Corridor 1 / Saxon Court A14 The View, Southend-on-Sea	B2.Resi.1	Band 7	100-150 dph	72-108 dwellings
									B2.Resi.2	Band 8	150-200 dph	60-80 dwellings
									B2.Resi.3	Band 8	150-200 dph	90-120 dwellings
									B2.Resi.4	Band 7	100-150 dph	83-125 dwellings
									B2.Resi.5	Band 7	100-150 dph	5-8 dwellings
B3	Former Furniture Kingdom site	48 new homes	150dph				High	A3.3 - 327-331 London Road, Hadleigh A3.9 - Land at Haron Close and Long Road A10 - Bruyns Court , South Ockendon, Essex (essex design guide) A12 - Gunmaker's Wharf, Greater London	B3	Band 8	125-150dph	41-49 dwellings
B6	159-169 Church Road, Benfleet	22 new homes	55dph				Good	A5 - Sutherland Road 3 bed housing only A6 - Aboour, Walthamstow Village	B6	Band 6	70 - 100dph	28 - 40 dwellings
Had1	Hadleigh Town Centre	365 new homes	150dph				High	A3.3 - 327-331 London Road, Hadleigh (residential & commercial to ground floor) A10 - Bruyns Court , South Ockendon, Essex (essex design guide) A3.13 - Highgrove, 242 High Road, Benfleet, SS7 5LA	Had1.Resi.1	Band 10-11	200-250dph	126-157 dwellings
									Had1.Resi.2	Band 10-11	200-250dph	112 - 140 dwellings
									Had1.Resi.3	Band 7	100-125dph	32 - 40 dwellings
									Had1.Resi.4	Band 8	125-150dph	40-48 dwellings
									Had1.Resi.5	Band 10-11	200-250dph	122 - 152 dwellings
				Had1.Resi.6	Band 10-11	200-250dph			75 - 94 dwellings			
				Had1.Resi.7	Band 7	100-125dph			7-9 dwellings			



Site Code	Site Name	Proposed Allocation	Required Density Set out in Brief	Identity Area	Tissue Study ID Density Range	Tissue Study ID Density Band	Connectivity Level	Precedents Used	Site Reference	Uplift Density Band	Uplift Density Band Range	Dwelling Capacity Range
C10A	Admiral Jellico	7 new homes	63.6dph	Primary Corridor	50-70 dph	Band 5	Good	A3.8 - Garage Site Church Close, Canvey Island SS8 9HX A11 - Chowdhury Walk, Hackney, London	C10A	Band 5	50 -70dph	5 - 7 dwellings
C10B	Land Rear of North Avenue	26 new homes	65dph				High	A3.4 - Hamilton Court, 120 Long Road, Canvey A6 - Aboour, Walthamstow Village	C10B	Band 5	50 -70dph	14- 20 dwellings
C10D	Former Council Offices, Long Road Outpatients Centre Long Rd	32 new homes	100dph				High	A1 - Warren & Tanglewood, 1 Hall Cres, Hadleigh, Benfleet SS7 2QW	C10D	Band 8	125 - 150dph	22- 27 dwellings
B5	Canvey Supply, London Road, Benfleet	80 new homes	125dph				High	A2 - Savannah Heights, Kenneth Rd, Benfleet SS7 3FP A13 - Laindon Shopping Centre, Basildon (mixed use)	B5	Band 7	100 - 125	44 - 55 dwellings
B7C	312-320 London Road (Queen Bee’s)	22 new homes and 274 sqm commercial	100dph				High	A2 - Savannah Heights, Kenneth Rd, Benfleet SS7 3FP A11 - Chowdhury Walk, Hackney, London	B7C	Band 6	70-100dph	15-21 dwellings
B8	Manor Trading Estate	200 new homes	13.34dph				Good	A2 - Savannah Heights, Kenneth Rd, Benfleet SS7 3FP A3.5 - 396 London Road, Benfleet, SS7 1AX A13 - Laindon Shopping Centre, Basildon (mixed use)	B8	Band 3-7	30-125dph	200 dwellings
Thun3A	Thundersley Clinic	13 new homes	68.42dph				High	A1 - Warren & Tanglewood, 1 Hall Cres, Hadleigh SS7 2QW	Thun3A	Band 7	100 - 125dph	13 - 17 dwellings
Thun3B	Thames Loose Leaf	22 new homes	122.22dph				High	A2 - Savannah Heights, Kenneth Rd, Benfleet SS7 3FP A1 - Warren & Tanglewood, 1 Hall Cres, Hadleigh SS7 2QW	Thun3B	Band 8	125-150dph	18 - 22 dwellings
Had3	Hadleigh Clinic	11 new homes	122.2dph				Good	A1 - Warren & Tanglewood, 1 Hall Cres, Hadleigh SS7 2QW A9 - Bracelet Close, Corringham, Essex	Had3	Band 8	125-150	8 -10 dwellings



Site Code	Site Name	Proposed Allocation	Required Density Set out in Brief	Identity Area	Tissue Study ID Density Range	Tissue Study ID Density Band	Connectivity Level	Precedents Used	Site Reference	Uplift Density Band	Uplift Density Band Range	Dwelling Capacity Range
C9	Land at the Point, Canvey Island	172 homes	65dph	Suburban Corridor	30-40 dph	Band 3	Low	A3.2 - Ozonia Gardens (formally Chapman Court), Seaview Road, Canvey Island	C9	Band 5	50-70dph	89-124 dwellings
C10C	Essex Coach Works	8 new homes	66.67dph				Good	A3.4 - Hamilton Court, 120 Long Road, Canvey A3.12 - Abbie House, 191-193 High Road, Benfleet, SS7 5HY	C10C	Band 6	70 - 100dph	5 - 7 dwellings
C10E	Corner of Little Gypps Road and Willow Close	7 new homes [7]	63.64dph				High	A3.2 - Ozonia Gardens (formally Chapman Court), Seaview Road, Canvey Island A3.8 - Garage Site Church Close, Canvey Island SS8 9HX	C10E	Band 5	50-70dph	3-4 dwellings
Had4	Land south of Scrub Lane	80 new homes (including around 6 supporting living dwellings for people with complex needs).	70dph				Good	A3 - 90 High Road A8 - St Chads, Tilbury Essex (essex design guide)	Had4	Band 6	70-100dph	68 - 97 dwellings
Thun2	Kiln Road Campus	617 new homes	142.17dph				Good	A2 - Savannah Heights, Kenneth Rd, Benfleet SS7 3FP A7 - The Echoes, Grays Essex (essex design guide)	Thun2.Resi.1	Band 8	125-150 dph	350-420 dwellings
									Thun2.Resi.2	Band 8	125-150dph	238-285 dwellings
C4	West Canvey	1000 new homes, employment, associated community facilities and open space provision	100dph	Estuary Edge	50-70 dph	Band 5	Low	A2 - Savannah Heights, Kenneth Rd, Benfleet SS7 3FP A3.2 - Ozonia Gardens (formally Chapman Court), Seaview Road, Canvey Island A8 - St Chads, Tilbury Essex (essex design guide)	C4.Resi.1	Band 8	125-150dph	825-990 dwellings
									C4.Resi.2	Band 5	50-70dph	1180-1652 dwellings
B7A	Richmond Avenue Car Park	27 new homes	70dph				Moderate	A1 - Warren & Tanglewood, 1 Hall Cres, Hadleigh, Benfleet SS7 2QW A7- The Echoes, Grays Essex (essex design guide) A9 - Bracelet Close, Corringham, Essex (essex Design Guide) A11 - Chowdhury Walk, Hackney, London	B7A	Band 6	70-100dph	24-35 dwellings
B7B	Land Adjacent Villa Park, Tamarisk	10 new homes	70dph	Natural Edge	20-30 dph	Band 2	Moderate	A2 - Savannah Heights, Kenneth Rd, Benfleet SS7 3FP A11 - Chowdhury Walk, Hackney, London	B7B	Band 5	50-70dph	4-5 dwellings
C10F	Ozonia Gardens	12 new homes	65dph	Canvey Seafront	50-70dph	Band 1	Good	A3.2 - Ozonia Gardens (formally Chapman Court), Canvey Island	C10F	Band 6	70 - 100dph	8 - 12 dwellings
C10G	Land between Station Road and Seaview Road	11 new homes	65dph				Good	A3.2 - Ozonia Gardens (formally Chapman Court), Canvey Island	C10G	Band 6	70 - 100dph	8 - 12 dwellings



# Appendices





# Appendix A

## Tissue Studies & Density Overview

The below tissue studies have been prepared for a series of sites within Castle Point Borough Council boundary to inform the Indicative Capacity Assessments prepared as part of this study. A set of sites were selected for each Identity Area, as established by the Castle Point Design Code (2025). A tissue study was then undertaken to calculate the average density band for each Identity Area. The average densities calculated for each Identity Area has helped inform the appropriate density band put forward for each of the capacity studies, with wider considerations as set out in the Justification Tables influencing the final proposed density range. The Density Bands are set out opposite.

Density Band	dph
Band 11	250 - 280
Band 10	200-250
Band 9	150-200
Band 8	125-150
Band 7	100-125
Band 6	70-100
Band 5	50-70
Band 4	40-50
Band 3	30-40
Band 2	20-30
Band 1	0-20

Figure 68 Density Bands used to asses Tissue Studies and apply density uplfits to site allocations

### Identity Area Tissue Studies

TA	Site Name	Site Area (Ha)	Number of dwellings	Current density	Density Band	Included/Excluded	Identity Area	Average density (dph)	ExistingDensity Band
Tissue Area 1.1	Neighbourhood Hub 1.1	1.3	96.0	71.9	Band 6	Included	Neighbourhood Hub	75.0	Band 6
Tissue Area 1.2	Neighbourhood Hub 1.2	0.3	44	146.7	Band 8	Included			
Tissue Area 2	Neighbourhood Hub 2.1	1.4	86.0	61.4	Band 5	Included			
	Neighbourhood Hub 2.2	1.3	26.0	20.0	Band 2	Excluded			
	Neighbourhood Hub 2.3	0.9	42.0	46.7	Band 4	Included			
Tissue Area 3	Primary Corridor 1	2.2	162.0	72.5	Band 6	Included	Primary Corridor	64.6	Band 5
Tissue Area 4	Primary Corridor 2	1.8	102.0	56.7	Band 5	Included			
Tissue Area 5	Suburbia/Suburban Corridor 1	1.8	54.0	30.6	Band 3	Included	Suburban Corridor	32.0	Band 3
Tissue Area 6	Suburbia/Suburban Corridor 2	3.8	84.0	22.1	Band 2	Excluded			
Tissue Area 7	Suburbia/Suburban Corridor 3	2.5	84.0	33.5	Band 3	Included			
Tissue Area 8	Suburbia/Suburban Corridor 4	2.4	48.0	19.9	Band 1	Excluded			
Tissue Area 9	Western Edge 1	4.0	83.0	21.0	Band 2	Included	Western edge	21.6	Band 2
Tissue Area 10	Western Edge 2	4.5	100.0	22.2	Band 2	Included			
Tissue Area 11	Estuary Edge 1	1.1	60.0	56.2	Band 5	Included	Estuary edge	53.6	Band 5
Tissue Area 12	Estuary Edge 2	0.7	34.0	51.1	Band 5	Included			
Tissue Area 13	Estuary Edge 3	0.6	25.0	41.7	Band 4	Excluded			
Tissue Area 14	Natural edge 1	0.7	20.0	30.0	Band 3	Included	Natural Edge	25.6	Band 2
Tissue Area 15	Natural edge 2	1.1	23.0	21.2	Band 2	Included			
Tissue Area 16	Natural edge 3	0.8	7.0	8.8	Band 1	Excluded			
Tissue Area 17	Thundersley Plotlands 1	1.0	19.0	19.5	Band 2	Included	Thundersley Plotlands	23.3	Band 2
Tissue Area 18	Thundersley Plotlands 2	0.5	4.0	7.8	Band 1	Excluded			
Tissue Area 19	Thundersley Plotlands 3	1.3	35.0	27.1	Band 3	Included			
Tissue Area 20	Incidental Plotlands 1	6.8	16.0	2.4	Band 1	Included	Incidental Plotlands	1.9	Band 1
Tissue Area 21	Incidental Plotlands 2	5.2	8.0	1.5	Band 1	Included			
Tissue Area 22	Waters Edge 1	0.8	32.0	38.5	Band 3	Included	Water's edge	37.4	Band 3
Tissue Area 23	Waters Edge 2	2.4	87.0	36.3	Band 3	Included			
Tissue Area 24	Canvey Seafront 1	1.7	107.0	62.6	Band 5	Included	Canvey Seafront	62.6	Band 5
Tissue Area 25	Canvey Seafront 2	1.6	36.0	22.2	Band 2	Excluded			



# Appendix A

## Tissue Studies & Density Overview

In addition to the series of Tissue Studies undertaken by Identity Area across the borough, a wider set of higher density studies were further selected from both within Castle Point as well as further afield exemplar schemes. This has helped inform the appropriate density uplift for sites where a significant increase from current surrounding development is proposed. The schemes selected from outside Castle Point are selected as exemplary schemes which demonstrate how a higher density range can be delivered as part of a high quality scheme, and integrated into often constrained site contexts.

### Higher Density Sites Tissue Studies

TA	Site Name and Address	Site Area (Ha)	Number of dwellings	Current Density (dph)	Storey Height	Identity Area	Density Band	Planning application ref
Example Schemes within Castle Point								
Tissue Study A1	Warren & Tanglewood, 1 Hall Cres, Hadleigh, Benfleet SS7 2QW	0.08	12.00	146	3	Primary Corridor / Estuary Edge	Band 8	23/0423/FUL
Tissue Study A2	Savannah Heights, Kenneth Rd, Benfleet SS7 3FP	0.27	30.00	111	3	Primary Corridor / Natural Edge	Band 7	21/0813/FUL
Tissue Study A3	90 High Rd, South Benfleet, Benfleet SS7 5LG	0.13	13.00	97	3	Neighbourhood Hubs	Band 6	18/0531/FUL
Tissue Study A3.2	Ozonia Gardens (formally Chapman Court), Seaview Road, Canvey Island	0.294	31	105	3	Canvey Seafront / Estuary Edge	Band 7	CPT/676/12/FUL
Tissue Study A3.3	327-331 London Road, Hadleigh (residential & commercial to ground floor)	0.05	14	280	5	Neighbourhood Hubs / Primary Corridor	Band 11	24/0075/FUL
Tissue Study A3.4	Hamilton Court, 120 Long Road, Canvey	0.269	24	89	2	Neighbourhood Hubs / Primary Corridor	Band 6	CPT/593/06/FUL
Tissue Study A3.5	396 London Road, Benfleet, SS7 1AX	0.218	24	110	Part 2 /Part 3	Neighbourhood Hubs	Band 7	18/1016/FUL
Tissue Study A3.6	Beach Heights, 127 High Street, SS8 7RF	0.168	14	83		3	Neighbourhood Hubs / Primary Corridor	Band 6
Tissue Study A3.7	39-43 High Street, SS8 7RD	0.09	12	133	3	Neighbourhood Hubs	Band 8	20/0328/FUL
Tissue Study A3.8	Garage Site Church Close, Canvey Island SS8 9HX (18/0061/FULCLC)	0.082	4	49	2	Neighbourhood Hubs	Band 4	18/0061/FULCLC
Tissue Study A3.9	Land at Haron Close and Long Road	0.26	24	92	3	Neighbourhood Hubs / Primary Corridor	Band 6	19/0764/FUL
Tissue Study A3.10	Land rear of 316-320, High Road, South Benfleet	0.04	7	175	3	Neighbourhood Hubs / Primary Corridor	Band 9	22/0461/FUL
Tissue Study A3.11	246-250 High Road, South Benfleet	0.098	11	112	3	Neighbourhood Hubs	Band 7	23/0744/FUL
Tissue Study A3.12	Abbie House, 191-193 High Road, Benfleet, SS7 5HY	0.129	14	109	3	Neighbourhood Hubs / Primary Corridor	Band 7	18/0035/FUL
Tissue Study A3.13	Highgrove, 242 High Road, Benfleet, SS7 5LA	0.145	18	124	3	Neighbourhood Hubs	Band 7	15/0710/FUL
TA	Site Name and Address	Site Area (Ha)	Number of dwellings	Current Density (dph)	Storey Height	Density Band	Planning application ref	
Exemplary Schemes								
Tissue Study A4	Sutherland Road, London, E176BH	0.43	12 - 1 bed 40 - 2 bed 7 - 3 bed	137	4	Band 8	142304	
Tissue Study A5	Sutherland Road 3 bed housing only	0.19	7 - 3 bed	37	2	Band 3	2019/0893	
Tissue Study A6	The Abour, Walthamstow Village	0.14	10	71	2	Band 6	193704	
Tissue Study A7	The Echoes, Grays Essex (essex design guide)	0.39	57	146	4	Band 8	20/01709/FUL	
Tissue Study A8	St Chads, Tilbury Essex (essex design guide)	3.25	128	39	2	Band 3	14/01274/FUL	
Tissue Study A9	Bracelet Close, Corringham, Essex (essex Design Guide)	0.17	12	71	3	Band 6	13/00897/TBC	
Tissue Study A10	Bruyns Court , South Ockendon, Essex (essex design guide)	0.34	25	74	4	Band 6	13/00989/TBC	
Tissue Study A11	Chowdhury Walk, Hackney, London	0.2	11	55	2	Band 4	2018/1124	
Tissue Study A12	Gunmaker's Wharf, Greater London (commercial to ground floor)	0.63	121	192	4	Band 9	PA/09/00326	
Tissue Study A13	Laindon Shopping Centre, Basildon (mixed use)	5.66	224	40	Up to 6	Band 4	16/01594/FULL	
Tissue Study A14	The View, 845-849 London Road, Southend	0.112	22	196	4	Band 9	15/00305/RESM	



# Tissue Study Density Overview

## Identity Area and Area Type Map

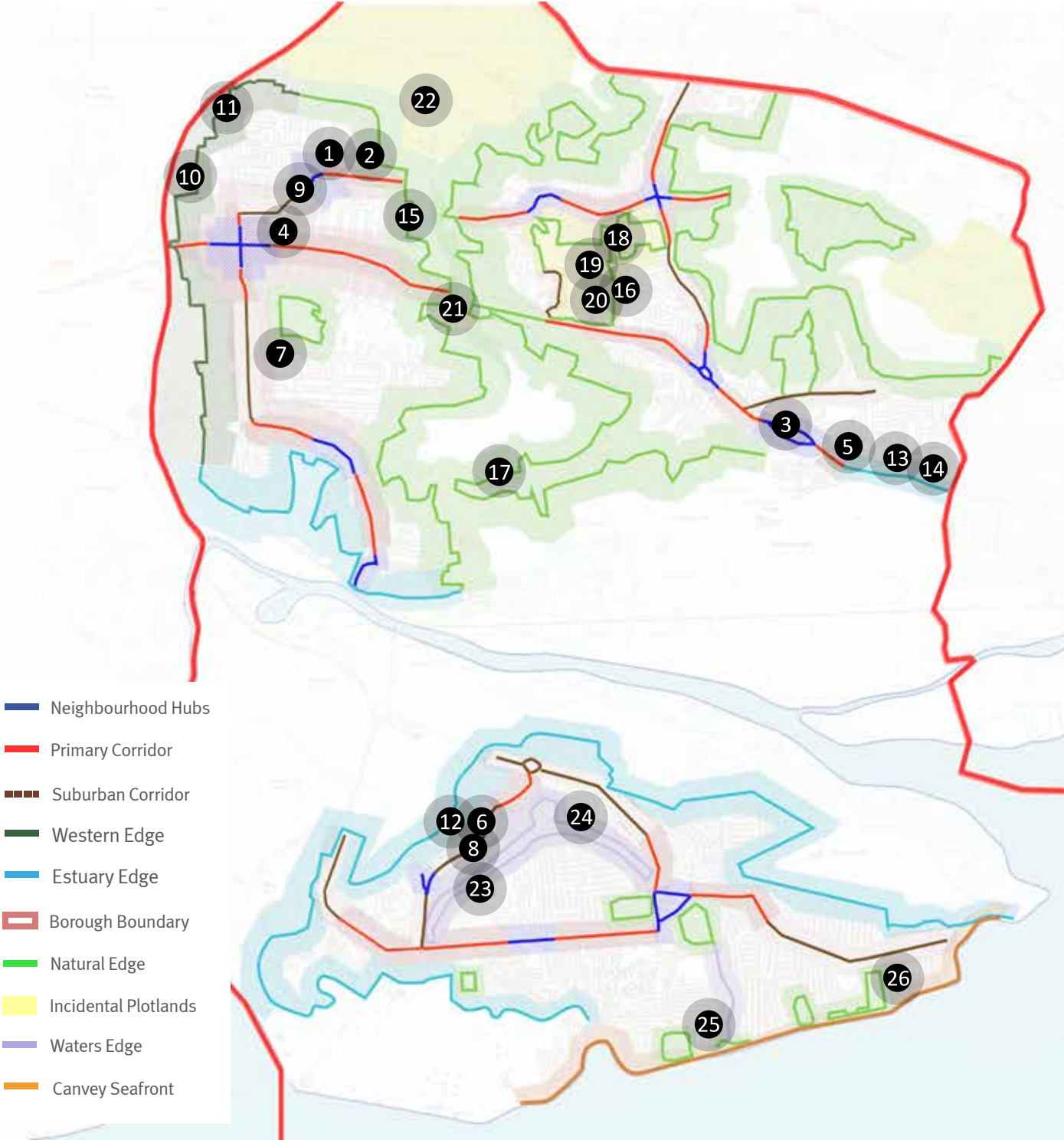


Figure 69 - Identity Map with Tissue Study Sites

**KEY**

- |   |  |
|---|--|
| 1 Tissue Area 1.1 / Neighbourhood Hub 1.1         | 7 Tissue Area 6 / Suburbia/Suburban Corridor 2 |
| 2 Tissue Area 1.2 / Neighbourhood Hub 1.2         | 8 Tissue Area 7 / Suburbia/Suburban Corridor 3 |
| 3 Tissue Area 2 / Neighbourhood Hub 2.1, 2.2, 2.3 | 9 Tissue Area 8 / Suburbia/Suburban Corridor 4 |
| 4 Tissue Area 3 / Primary Corridor 1              | 10 Tissue Area 9 / Western Edge 1              |
| 5 Tissue Area 4 / Primary Corridor 2              | 11 Tissue Area 10 / Western Edge 2             |
| 6 Tissue Area 5 / Suburbia/Suburban Corridor 1    | 12 Tissue Area 11 / Estuary Edge 1             |

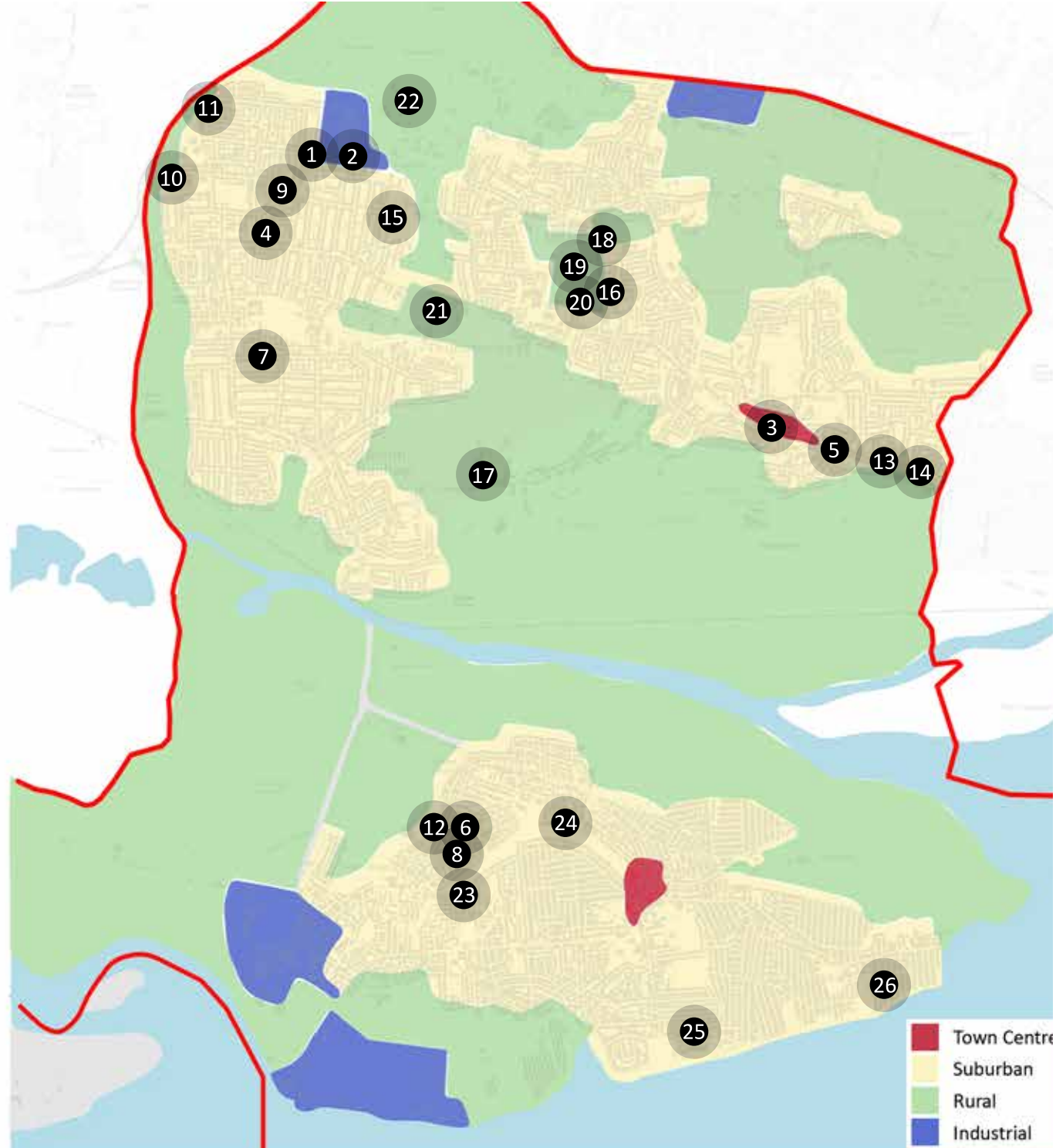


Figure 70 - Connectivity Map with Tissue Study Sites

- |   |   |
|---|---|
| 13 Tissue Area 12 / Estuary Edge 2          | 19 Tissue Area 18 / Thundersley Plotlands 2 |
| 14 Tissue Area 13 / Estuary Edge 3          | 20 Tissue Area 19 / Thundersley Plotlands 3 |
| 15 Tissue Area 14 / Natural edge 1          | 21 Tissue Area 20 / Incidental Plotlands 1  |
| 16 Tissue Area 15 / Natural edge 2          | 22 Tissue Area 21 / Incidental Plotlands 2  |
| 17 Tissue Area 16 / Natural edge 3          | 23 Tissue Area 22 / Western Edge 1          |
| 18 Tissue Area 17 / Thundersley Plotlands 1 | 24 Tissue Area 23 / Western Edge 2          |
|   | 25 Tissue Area 24 / Canvey Seafront 1       |
|   | 26 Tissue Area 25 / Canvey Seafront 2       |



# Tissue Study Density Overview

## Connectivity Map

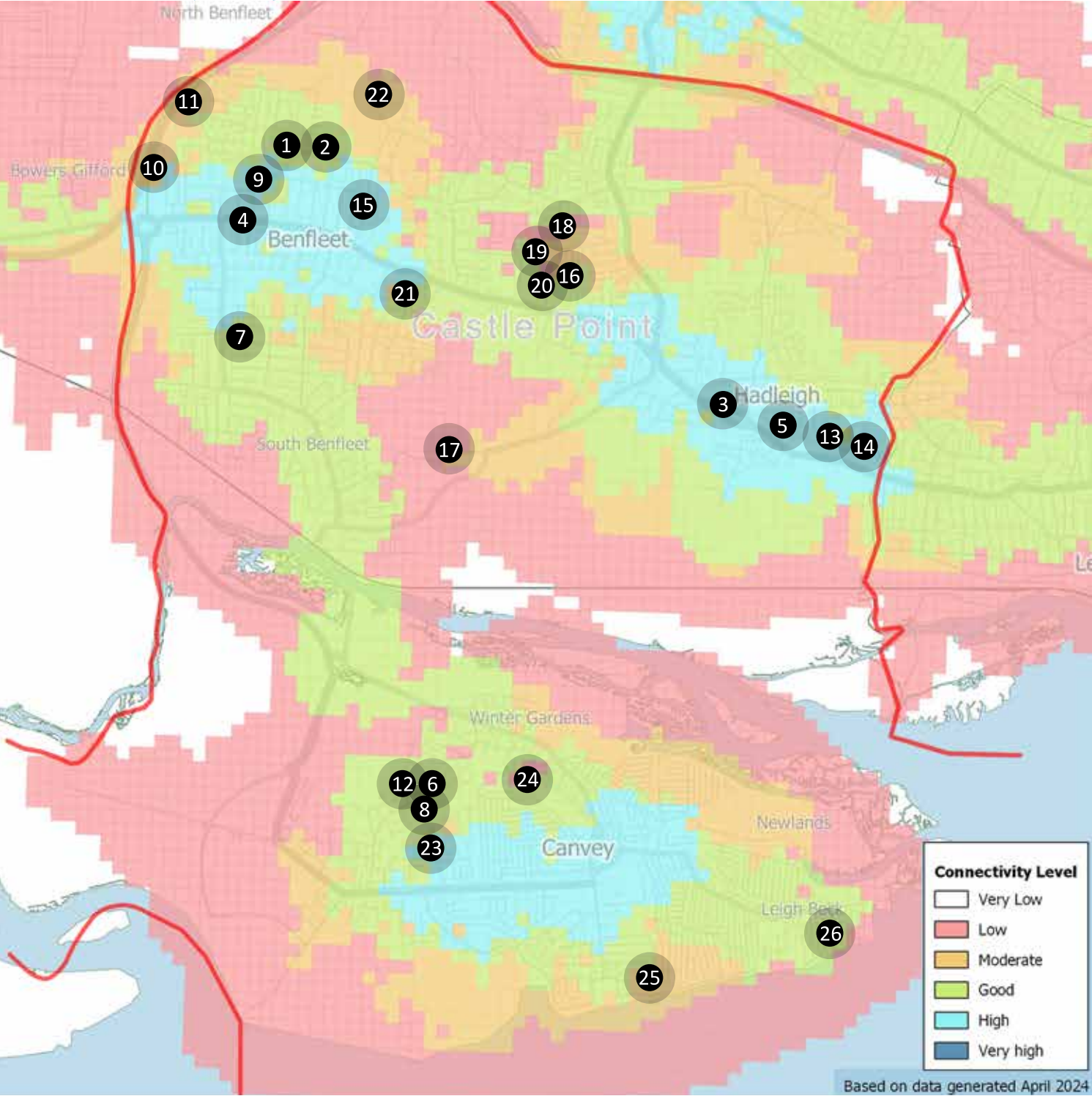


Figure 71 - Connectivity Map with Tissue Study Sites

**KEY**

- 1 Tissue Area 1.1 / Neighbourhood Hub 1.1
- 2 Tissue Area 1.2 / Neighbourhood Hub 1.2
- 3 Tissue Area 2 / Neighbourhood Hub 2.1, 2.2, 2.3
- 4 Tissue Area 3 / Primary Corridor 1
- 5 Tissue Area 4 / Primary Corridor 2
- 6 Tissue Area 5 / Suburbia/Suburban Corridor 1

- 7 Tissue Area 6 / Suburbia/Suburban Corridor 2
- 8 Tissue Area 7 / Suburbia/Suburban Corridor 3
- 9 Tissue Area 8 / Suburbia/Suburban Corridor 4
- 10 Tissue Area 9 / Western Edge 1
- 11 Tissue Area 10 / Western Edge 2
- 12 Tissue Area 11 / Estuary Edge 1

- 13 Tissue Area 12 / Estuary Edge 2
- 14 Tissue Area 13 / Estuary Edge 3
- 15 Tissue Area 14 / Natural edge 1
- 16 Tissue Area 15 / Natural edge 2
- 17 Tissue Area 16 / Natural edge 3
- 18 Tissue Area 17 / Thundersley Plotlands 1

- 19 Tissue Area 18 / Thundersley Plotlands 2
- 20 Tissue Area 19 / Thundersley Plotlands 3
- 21 Tissue Area 20 / Incidental Plotlands 1
- 22 Tissue Area 21 / Incidental Plotlands 2
- 23 Tissue Area 22 / Western Edge 1
- 24 Tissue Area 23 / Western Edge 2
- 25 Tissue Area 24 / Canvey Seafront 1
- 26 Tissue Area 25 / Canvey Seafront 2



# Tissue Study - Higher Density Sites Overview

## Identity Area and Area Type Map

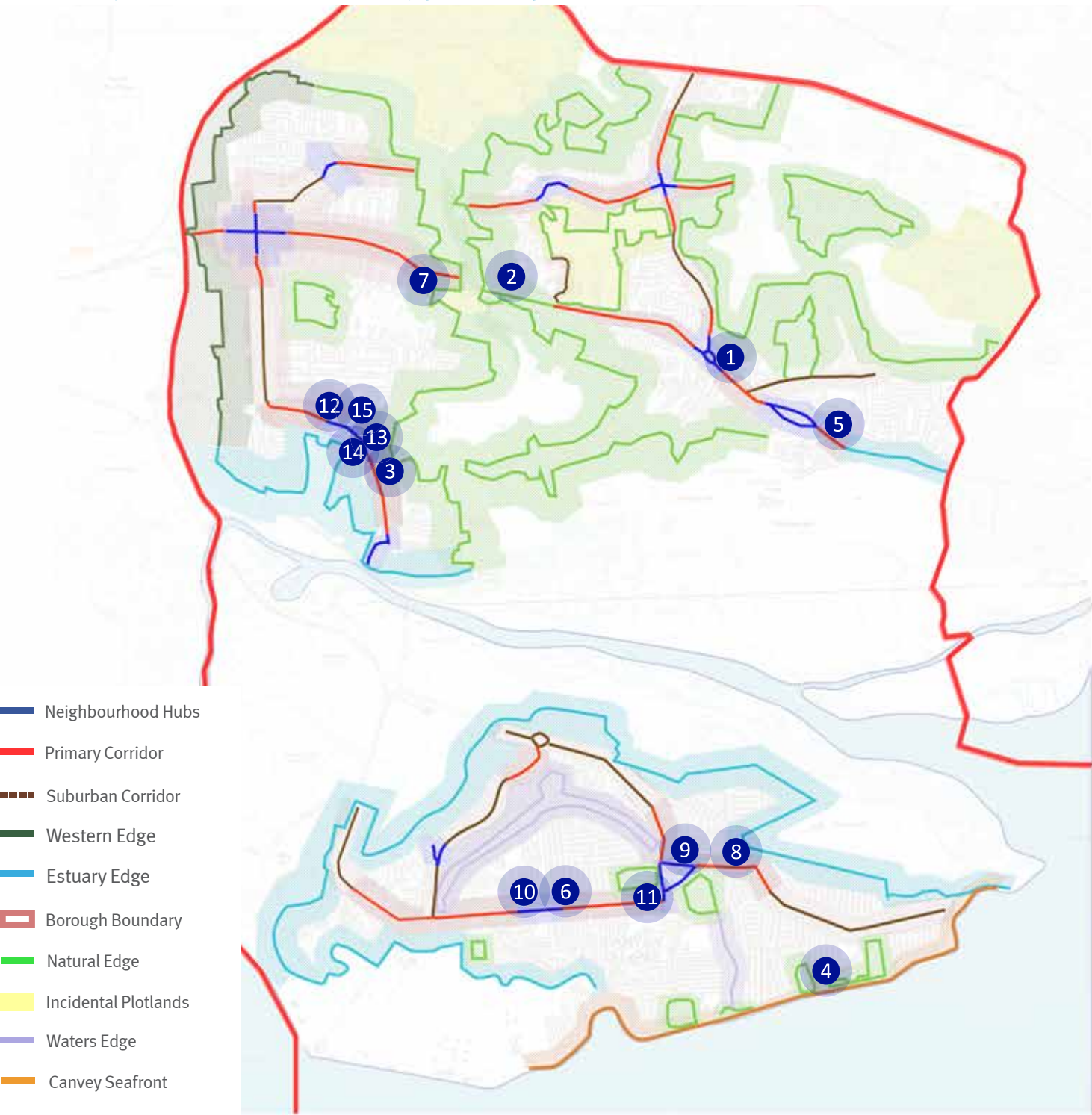


Figure 72 - Identity Area Map with Higher Density Tissue Study Sites

<b>KEY</b>			
1	Tissue Site A1 / Warren & Tanglewood, 1 Hall Crescent, Hadleigh, Benfleet	6	Tissue Site A3.4 / Hamilton Court, 120 Long Rd, Canvey
2	Tissue Site A2 / Savannah Heights, Kenneth Rd, Benfleet	7	Tissue Site A3.5 / 396 London Rd, Benfleet
3	Tissue Site A3 / 90 High Rd, South Benfleet	8	Tissue Site A3.6 / Beach Heights, 127 High St
4	Tissue Site A3.2 / Ozonia Gardens, Seaview Road, Canvey Island	9	Tissue Site A3.7 / 39-43 High St
5	Tissue Site A3.3 / 327-331 London Rd, Hadleigh	10	Tissue Site A3.8 / Garage Site Church Close, Canvey Island
		11	Tissue Site A3.9 / Land at Haron Close and Long Rd

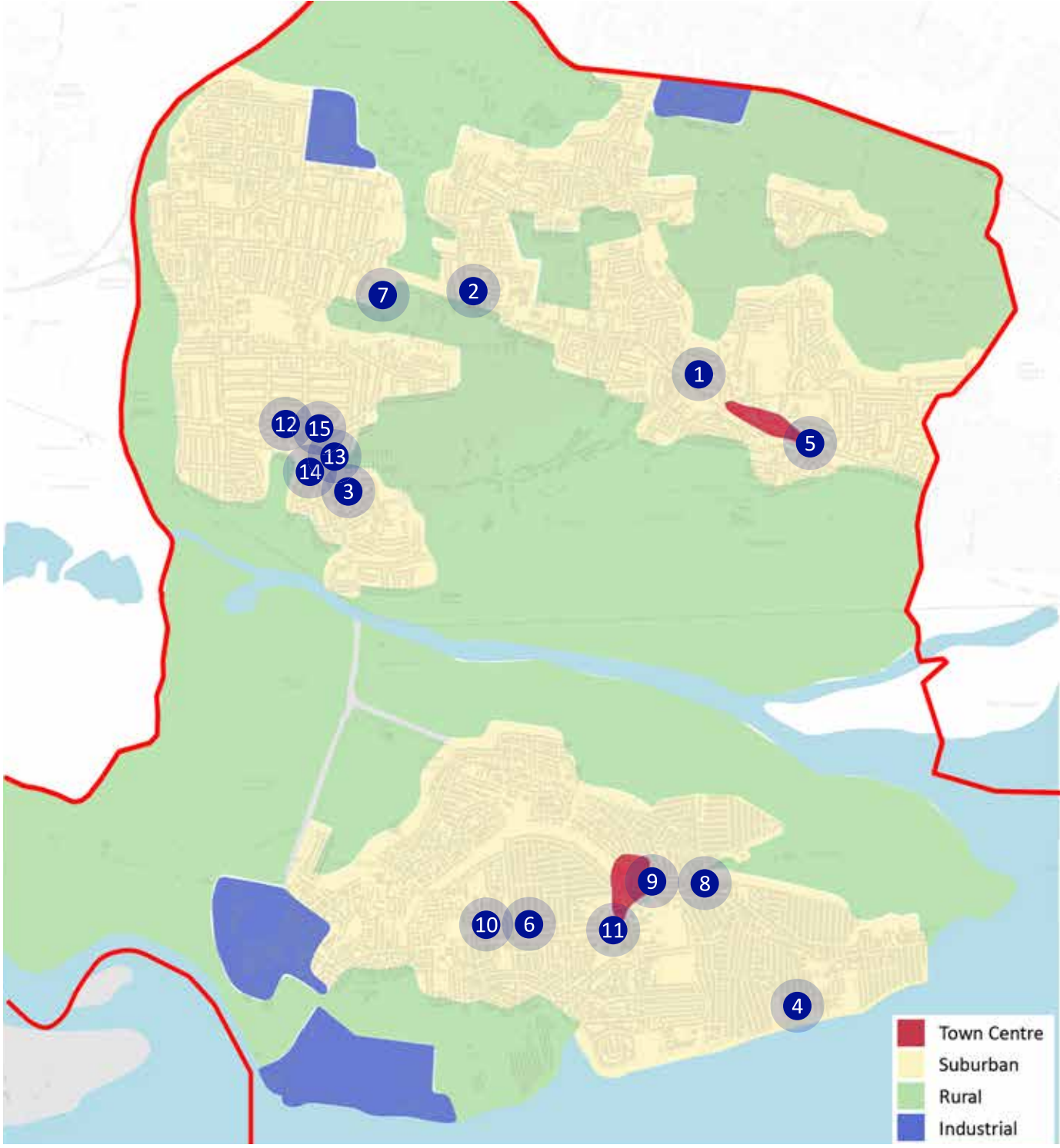


Figure 73 - Area Type Map with Higher Density Tissue Study Sites

12	Tissue Site A3.10 / Land rear of 316-320, High Rd, South Benfleet
13	Tissue Site A3.11 / 246-250 High Rd, South Benfleet
14	Tissue Site A3.12 / Abbie House, 191-193 High Rd, Benfleet
15	Tissue Site A3.13 / Highgrove, 242 High Rd, Benfleet



# Tissue Study - Higher Density Sites Overview

## Connectivity Map

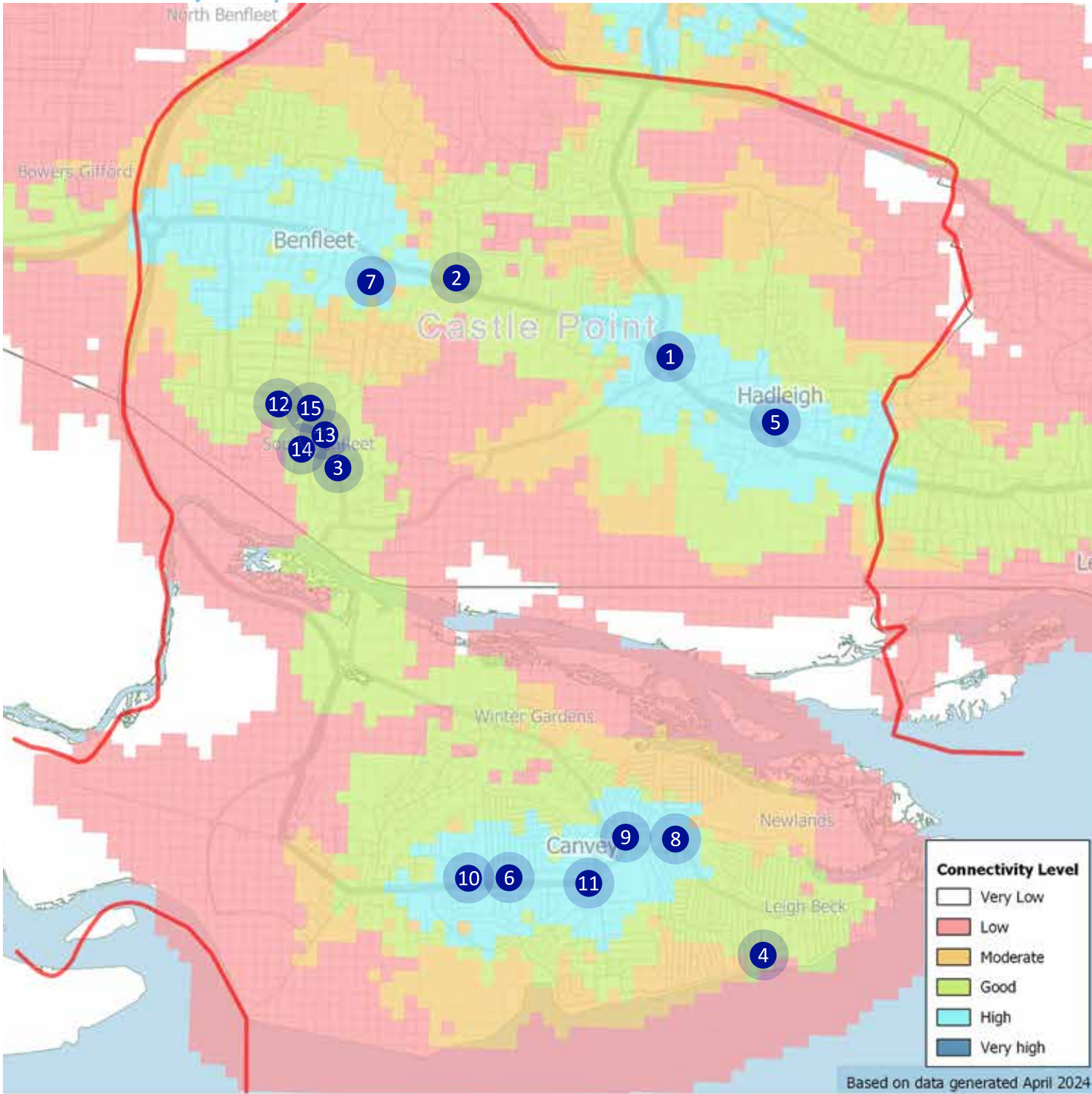


Figure 74 - Connectivity Map with Higher Density Tissue Study Sites

**KEY**

- |   |   |  |
|---|---|--|
| 1 Tissue Site A1 / Warren & Tanglewood, 1 Hall Crescent, Hadleigh, Benfleet | 6 Tissue Site A3.4 / Hamilton Court, 120 Long Rd, Canvey      | 12 Tissue Site A3.10 / Land rear of 316-320, High Rd, South Benfleet |
| 2 Tissue Site A2 / Savannah Heights, Kenneth Rd, Benfleet                   | 7 Tissue Site A3.5 / 396 London Rd, Benfleet                  | 13 Tissue Site A3.11 / 246-250 High Rd, South Benfleet               |
| 3 Tissue Site A3 / 90 High Rd, South Benfleet                               | 8 Tissue Site A3.6 / Beach Heights, 127 High St               | 14 Tissue Site A3.12 / Abbie House, 191-193 High Rd, Benfleet        |
| 4 Tissue Site A3.2 / Ozonia Gardens, Seaview Road, Canvey Island            | 9 Tissue Site A3.7 / 39-43 High St                            | 15 Tissue Site A3.13 / Highgrove, 242 High Rd, Benfleet              |
| 5 Tissue Site A3.3 / 327-331 London Rd, Hadleigh                            | 10 Tissue Site A3.8 / Garage Site Church Close, Canvey Island |  |
|   | 11 Tissue Site A3.9 / Land at Haron Close and Long Rd         |  |



Identity Area Tissue Studies  
TA1.1 - Tissue Study  
Neighbourhood Hub 1.1



TA1.2 - Tissue Study  
Neighbourhood Hub 1.2





TA2 - Tissue Study  
Neighbourhood Hub 2

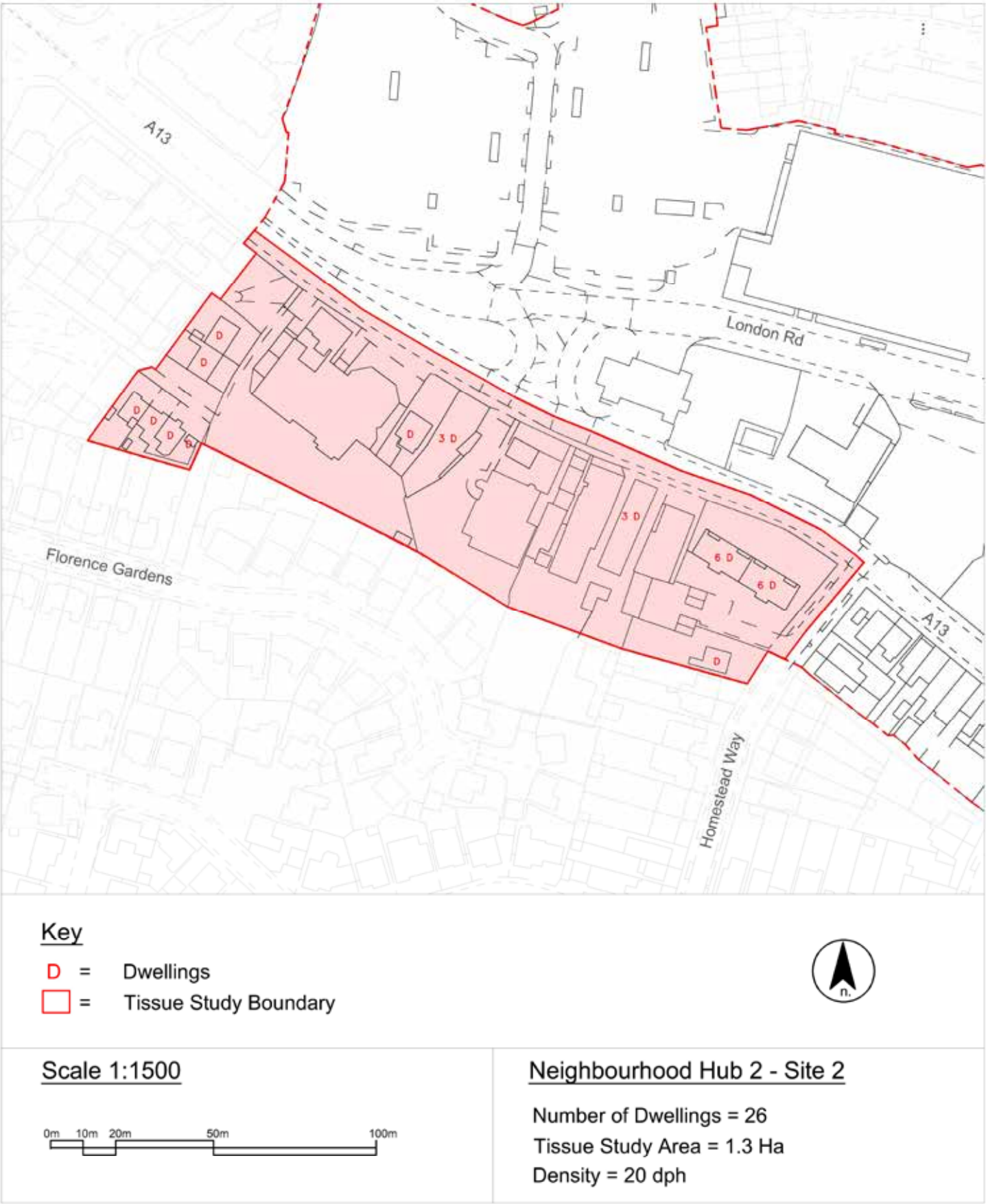


TA2.1 - Tissue Study - Site 1  
Neighbourhood Hub 2.1





TA2.2 - Tissue Study - Site 2  
Neighbourhood Hub 2.2



TA2.3 - Tissue Study - Site 3  
Neighbourhood Hub 2.3





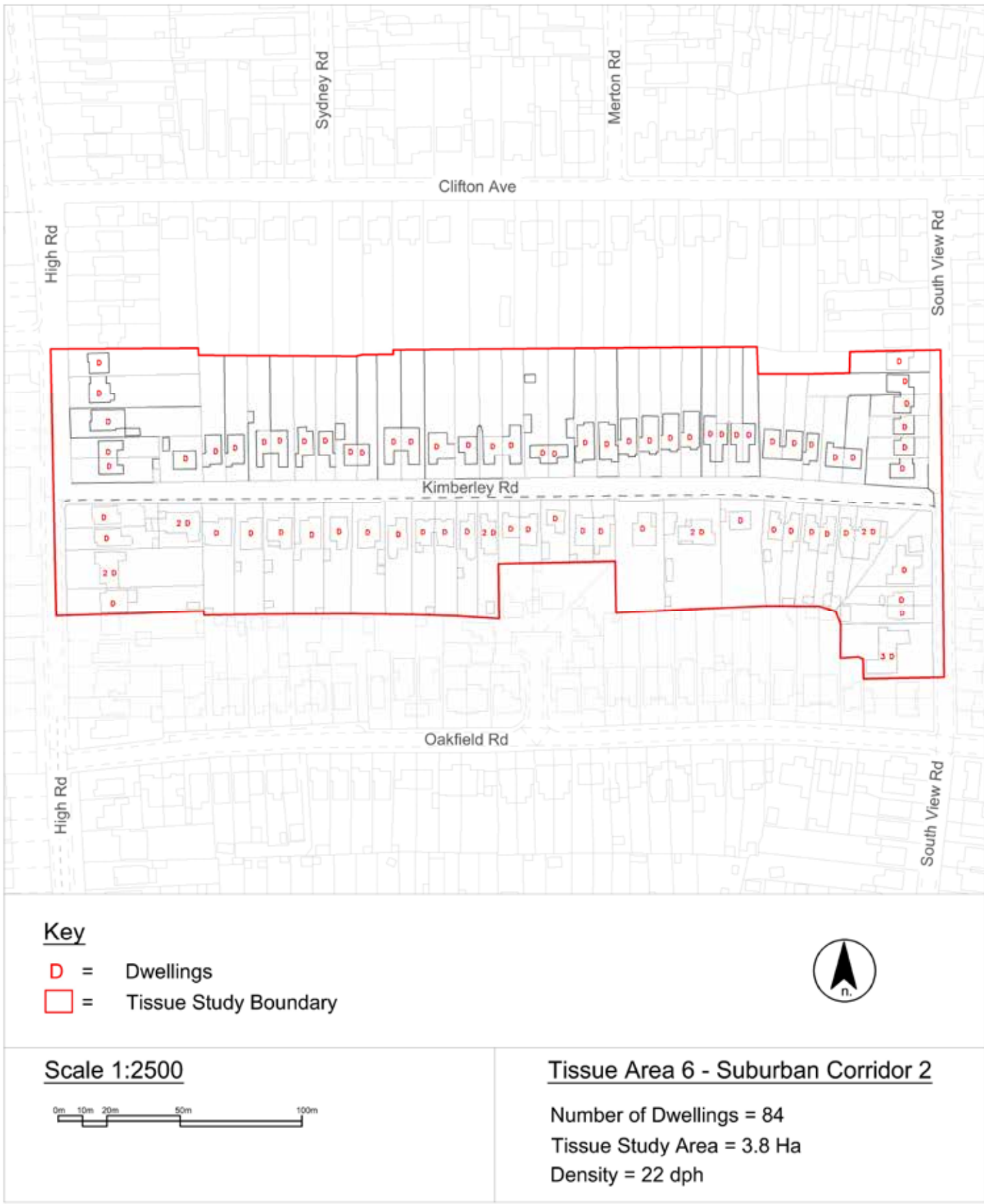




TA5 - Tissue Study  
Suburban Corridor 1

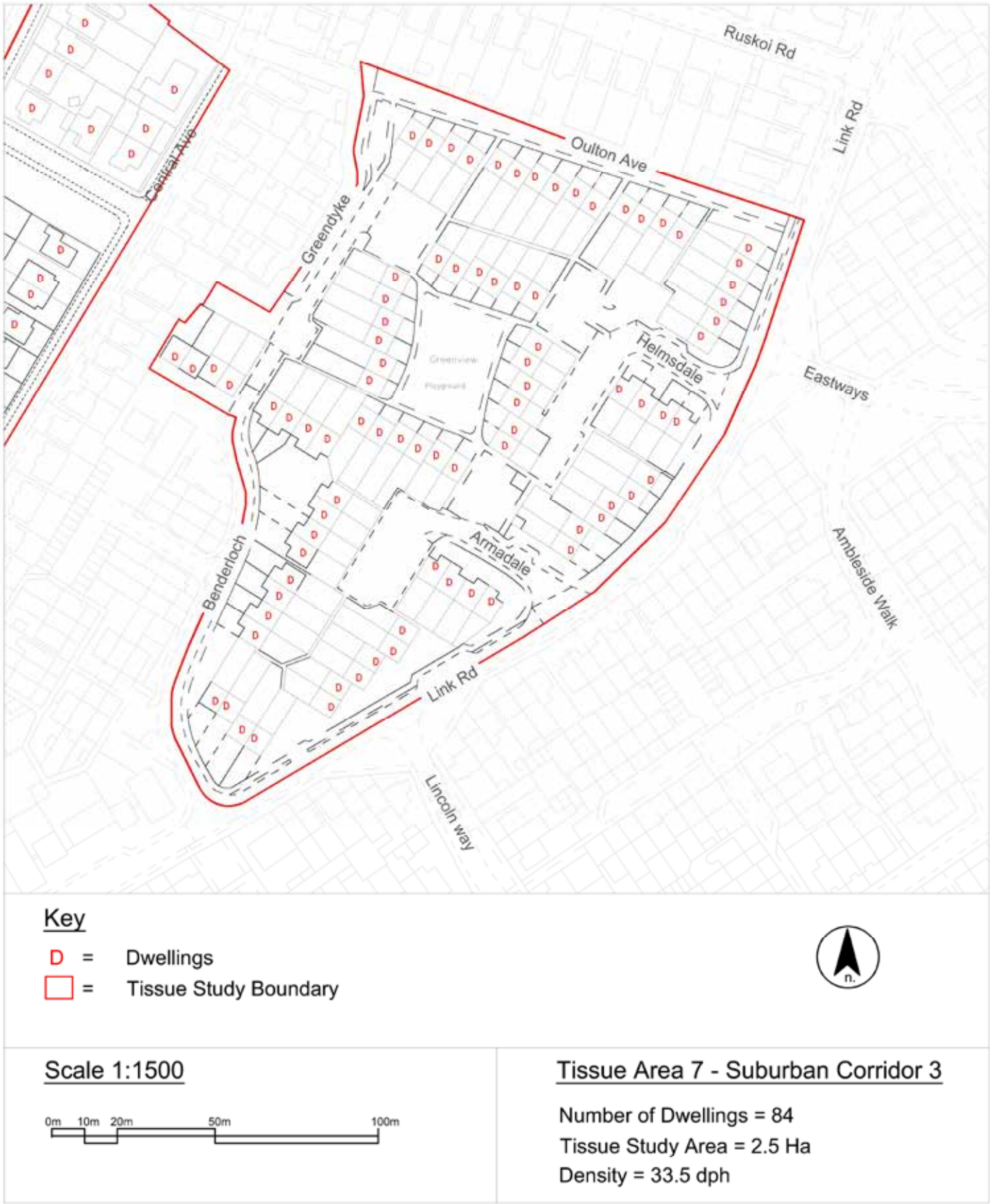


TA6 - Tissue Study  
Suburban Corridor 2

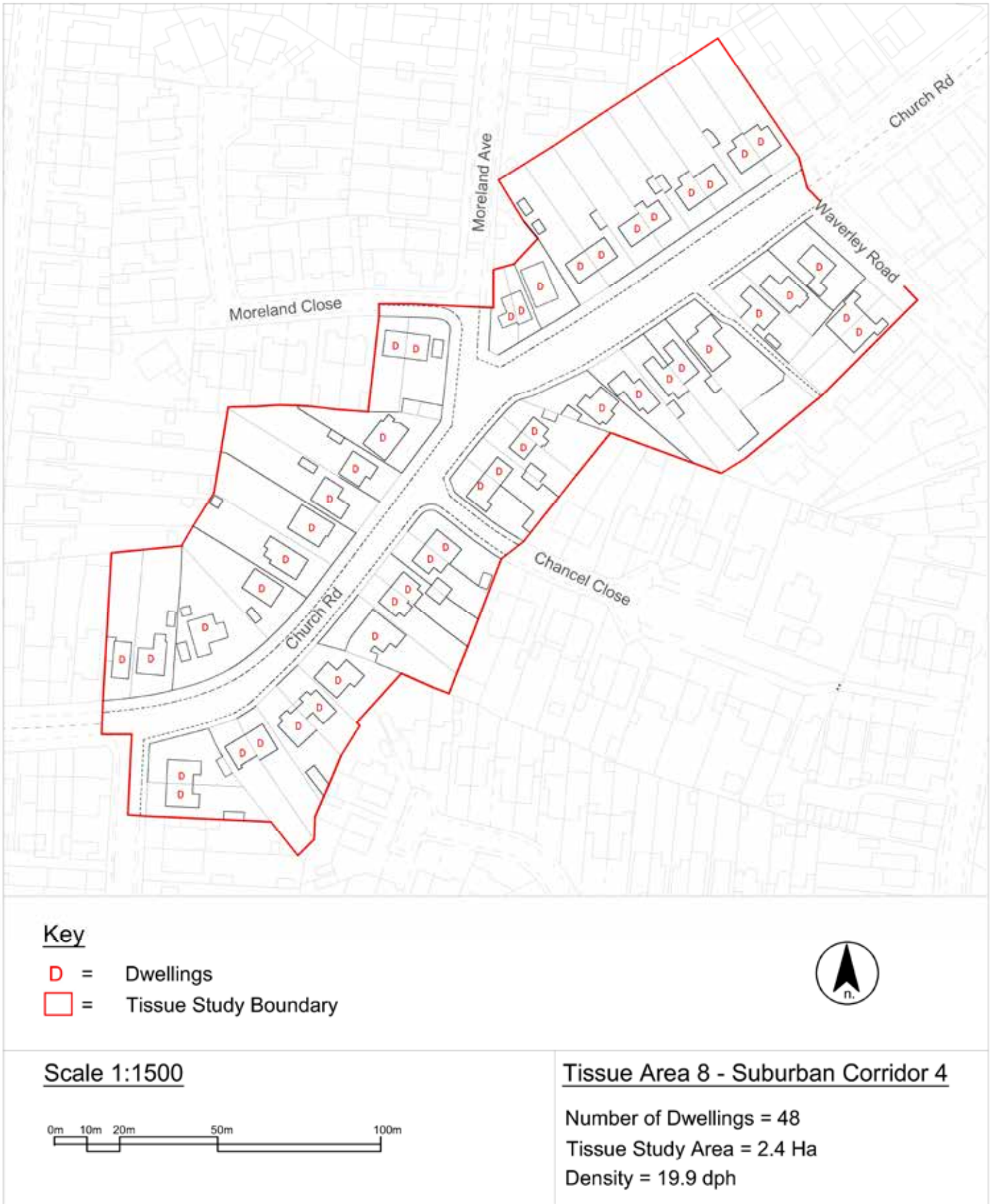




TA7 - Tissue Study  
Suburban Corridor 3



TA8 - Tissue Study  
Suburban Corridor 4





TA9 - Tissue Study  
Western Edge 1

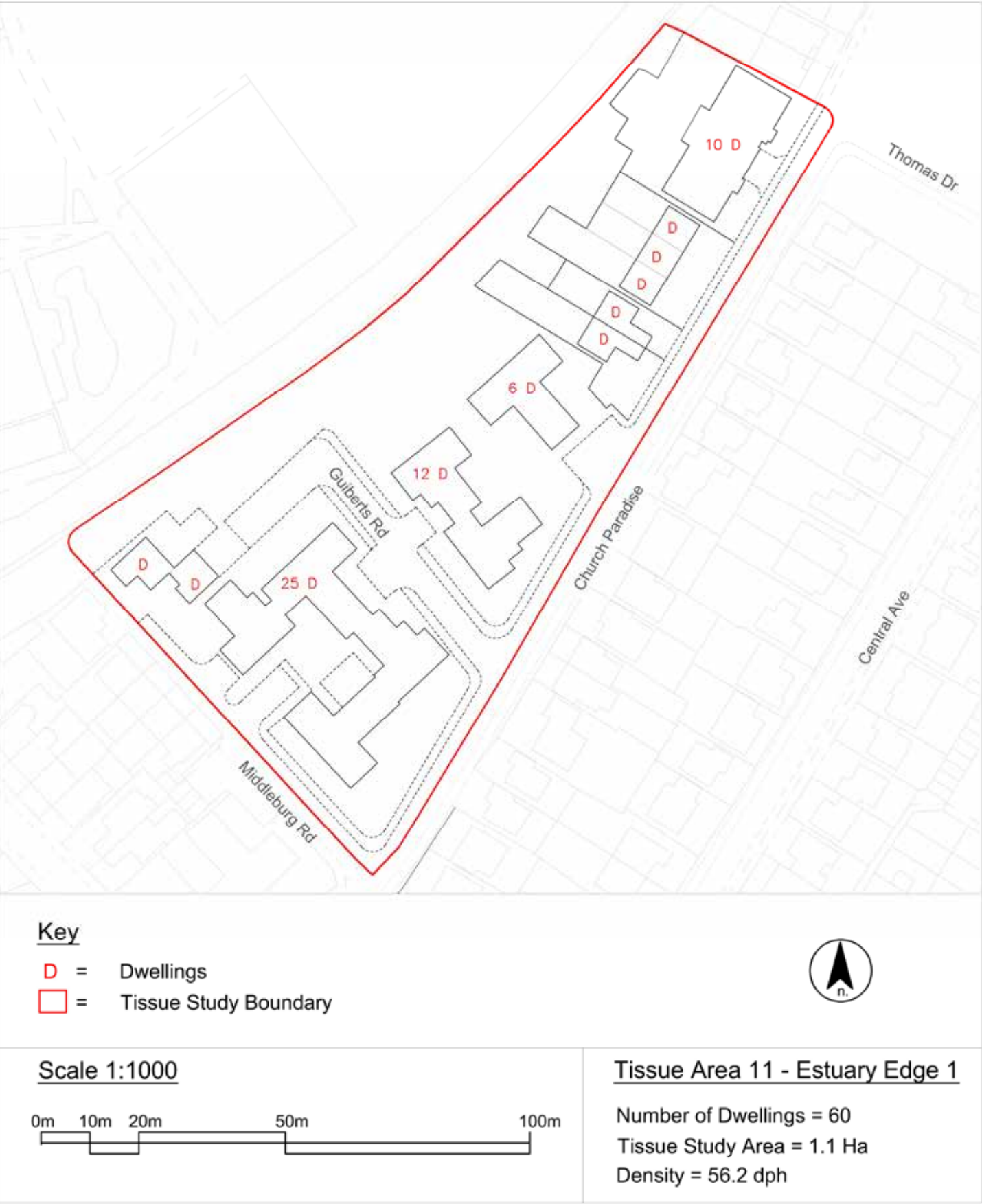


TA10 - Tissue Study  
Western Edge 2





TA11 - Tissue Study  
Estuary Edge 1



TA12 - Tissue Study  
Estuary Edge 2

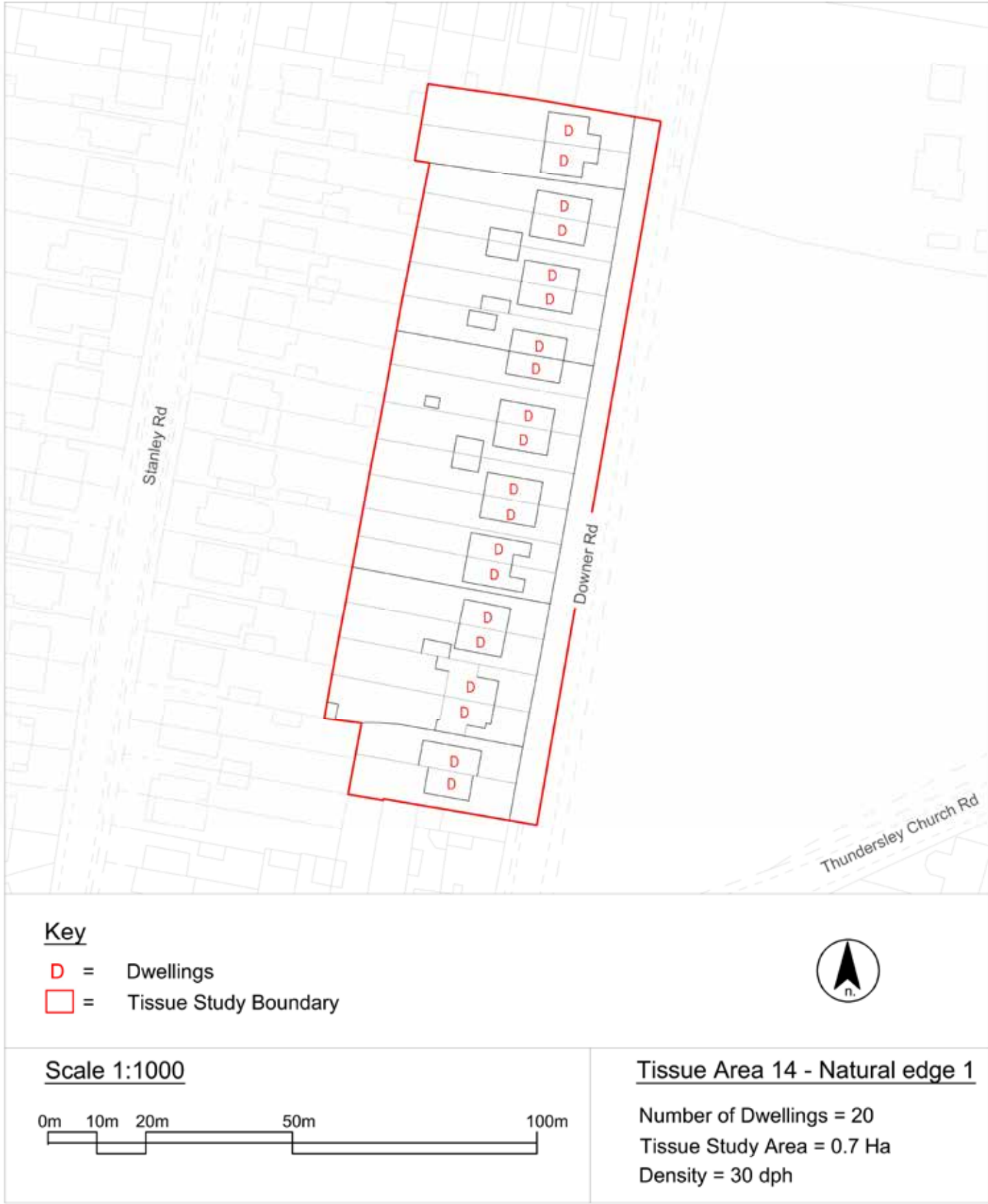




TA13 - Tissue Study  
Estuary Edge 3



TA14 - Tissue Study  
Natural Edge 1





TA15 - Tissue Study  
Natural Edge 2



TA16 - Tissue Study  
Natural Edge 3





TA17 - Tissue Study  
Thundersley Plotlands 1

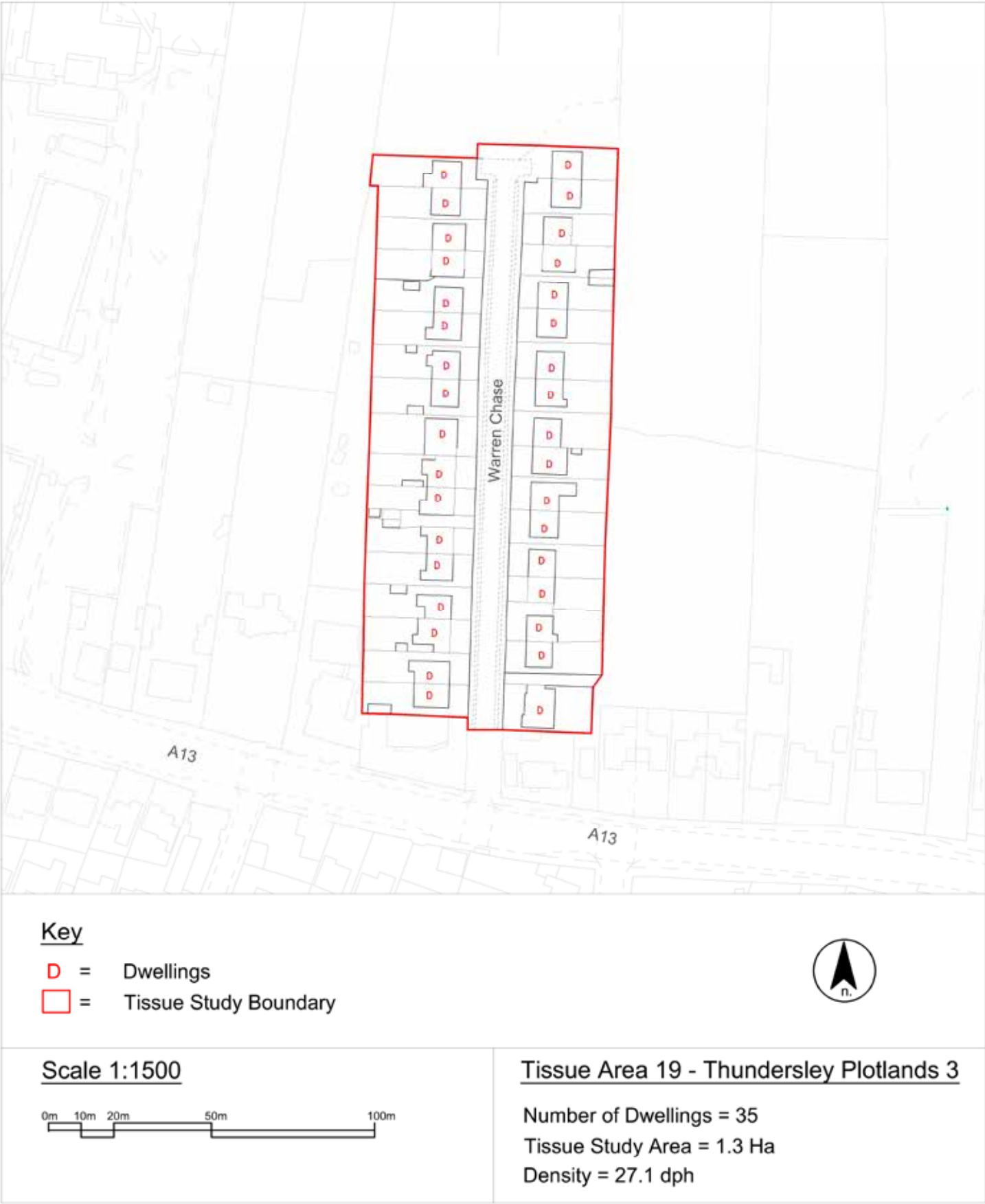


TA18 - Tissue Study  
Thundersley Plotlands 2





TA19 - Tissue Study  
Thundersley Plotlands 3



TA20 - Tissue Study  
Incidental Plotlands 1





TA21 - Tissue Study  
Incidental Plotlands 2



TA22 - Tissue Study  
Water's Edge 1





TA23 - Tissue Study  
Water's Edge 2



TA24 - Tissue Study  
Canvev Seafront 1





# TA25 - Tissue Study

## Canvey Seafront 2

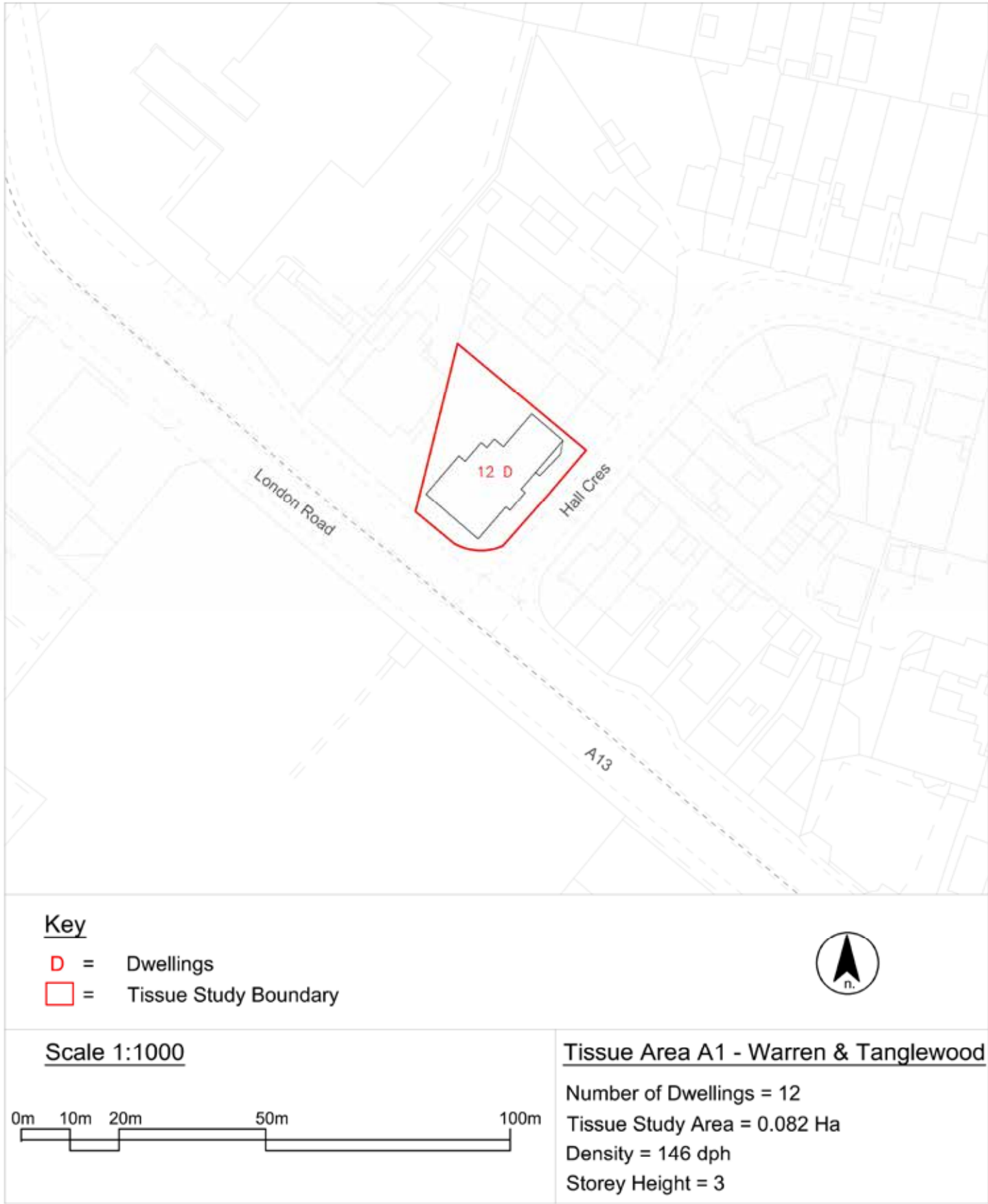




# Higher Density Tissue Studies

## T - A1 - Tissue Study

### Warren & Tanglewood



## T - A2 - Tissue Study

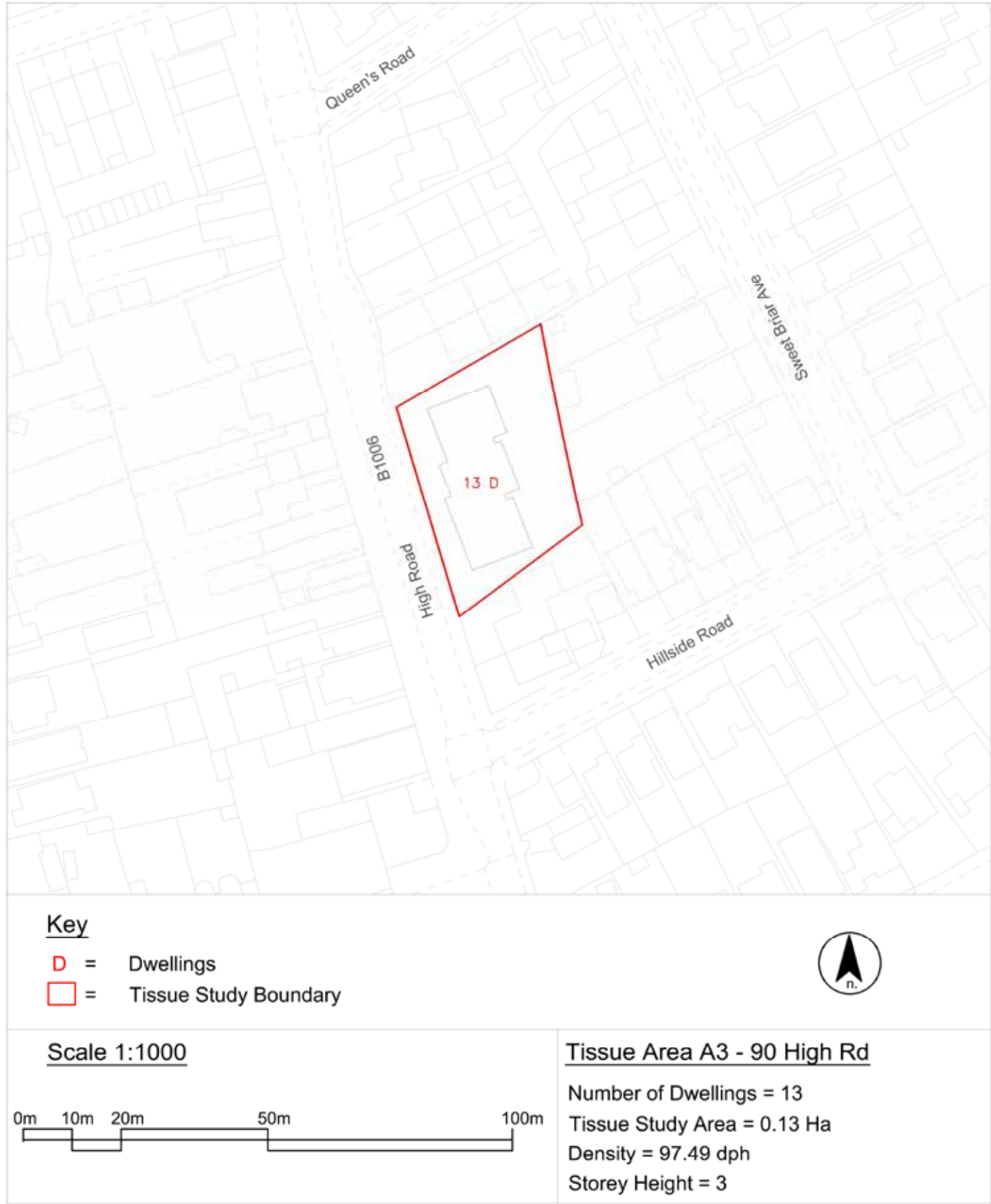
### Savannah Heights





# T - A3 - Tissue Study

## 90 High Rd





# Appendix B

## Data references

Data Source	Reference
GIS	OS 100023282
Base Map	Digimaps
Flood Information	<a href="https://flood-map-for-planning.service.gov.uk/location">https://flood-map-for-planning.service.gov.uk/location</a>
Public Rights of Way	<a href="https://www.essexhighways.org/getting-around/public-rights-of-way/prow-interactive-map">https://www.essexhighways.org/getting-around/public-rights-of-way/prow-interactive-map</a>
Listed Buildings and Scheduled Monuments	<a href="https://historicengland.org.uk/listing/the-list/">https://historicengland.org.uk/listing/the-list/</a>
Planning Policy	<a href="https://publicaccess.castlepoint.gov.uk/online-applications/spatialDisplay.do?action=display&amp;searchType=Application">https://publicaccess.castlepoint.gov.uk/online-applications/spatialDisplay.do?action=display&amp;searchType=Application</a>



Place Services  
County Hall, Essex CM1 1QH

T: +44 (0)3330 136 844  
E: enquiries @placeservices.co.uk

[www.placeservices.co.uk](http://www.placeservices.co.uk)

[@PlaceServices](https://twitter.com/PlaceServices)

