Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM1	2	Paragraph 2.2	Policies in this plan will replace in their entirety the 2007 saved policies from the Castle Point Borough Local Plan adopted in 1998.
MM2	3	Strategic Priorities Bullet Point 3	Promote sustainable development through the effective use of land and ensuring appropriate infrastructure, including flood and transport infrastructure, supports development.
	4	Strategic Priorities Bullet Point 8	Promote active and sustainable modes of travel (including public transport) and reduce travel times by enhancing existing transport infrastructure, ~~and~~ facilities and services.
	4	Strategic Priorities Bullet Point 10	Ensure attractive design that accentuates the positive features in the natural, built and historic environment and results in well—designed beautiful and safe places.
	4	Strategic Priorities Bullet Point 13	Protect and enhance the environment to ensure that there ~~is a~~ are measurable net biodiversity and environmental gains.
	6	Paragraph 3.9	At the heart of the *NPPF* is the presumption in favour of sustainable development. The achievement of sustainable development requires consideration of several themes, including but not limited to economic growth, infrastructure, housing, biodiversity and health. When read as a whole this ~~The~~ Local Plan responds positively to the presumption in favour of sustainable development by positively seeking to meet the development needs of the borough in a way which takes local circumstances into account. The Local Plan addresses these development needs through ~~themes~~ themed ~~in~~ policies throughout the Plan. These themed development policies should be read in conjunction with one another, and in conjunction with those policies that are intended to protect and enhance the environment and achieve sustainable outcomes.
	15	Vision for the Future Paragraph 2	Communities will have been improved through appropriate, high quality development that creates beautiful and safe places and ~~that~~ provides a good mix of homes to support citizens throughout the different stages of their lives.
	15	Vision for the Future Paragraph 6	Important features in the natural and historic environment including wildlife, habitats, landscape features, historic buildings and archaeology will have been protected and ~~where possible~~ enhanced
	16	Objective 1	Objective 1: To protect and enhance the range of services that support healthy and active communities within Castle Point and create beautiful and safe places.
	16	Objective 5	Objective 5: To promote more active and sustainable travel patterns within Castle Point through the location of development, and the provision of ~~public transport and cycling~~ active and sustainable transport infrastructure and services, to complement and provide an attractive alternative to the existing highway network.
	16	Objective 6	Objective 6: To protect and enhance the network of green infrastructure and high quality, accessible green and open space throughout Castle Point.
	16	Objective 7	Objective 7: To protect and enhance the quality of the natural, built and historic environment within Castle Point, having regard to features of ecological, landscape and heritage importance, with the aim of securing measurable environmental and biodiversity net gain and resilient ecological networks.
MM3	17	Chapter 8 Subtitle	Making Effective Use of Land and Creating Sustainable Places
	17	Paragraph 8.5	In considering the location of new residential development the Council has prioritised development within the existing urban areas and previously developed land. Accordingly, together with extant planning permissions and sites development since the 1st April 2018, urban or previously developed sites account for ~~nearly~~ over 50% of the total land supply during the plan period. This includes sites on the brownfield register; sites promoted in the *SHLAA* that are policy compliant but too small to include as allocations in this Plan; and allocated sites within the urban areas. It is assumed that due to Green Belt policy constraints most of the expected windfall will also be within urban areas.
	17	Paragraph 8.7	Canvey island is a high-density settlement based on shallow plots with a tight street pattern. Whilst there are several small sites identified in the *SHLAA* which are policy compliant for development they do not make a significant contribution towards the overall housing need target. It is not therefore possible to secure significant levels of additional growth on Canvey Island through urban intensification. ~~Increasing density within Canvey is not possible.~~ As on the 'mainland'…
	19	Paragraph 8.10	Therefore, the Council has optimised development within the urban areas. Strategic Policy SD1 sets out the general principles against which the Council will ~~favourable~~ consider applications for new development which meet the objectives of this Plan, this includes the requirements of the Habitats Regulations and how place making objectives will be applied.
	19	Paragraph 8.10	*INSERT NEW PARAGRAPH AFTER PARAGRAPH 8.10 AND RENUMBER SUBSEQUENT THEREAFTER ACCORDINGLY* Strategic Policy SD1 sets out the requirement for development proposals to meet the requirements of the Habitats Regulations by avoiding adverse effects on the integrity of Habitats sites through an appropriate approach to development. The Habitats Regulations Assessment (HRA) which accompanies this plan identifies the potential for some of the proposals within the plan to cause adverse effects on the integrity of either the Benfleet and Southend Marshes SPA and Ramsar Site, or the Thames Estuary and Marshes SPA and Ramsar site, either alone or in combination with other plans or projects, unless appropriately mitigated. This is highlighted in the relevant policies. It will be necessary for those proposals which have been identified as having the potential to cause an adverse effect on the integrity to be subject to project level HRA to demonstrate that the necessary mitigation measures have been secured, and the proposal will not impact on the integrity of Habitats sites.
	19	Paragraph 8.10	*INSERT NEW PARAGRAPH AFTER PARAGRAPH 8.10 AND RENUMBER SUBSEQUENT THEREAFTER ACCORDINGLY* To ensure that development positively contributes to the Borough by creating beautiful, healthy and sustainable places and spaces consistent with the NPPF, policy SD1 sets out key place making criteria. To support the Plan an

Ref	Page	Policy/ Paragraph	Main Modification
			Infrastructure Delivery Plan (IDP) has been prepared, this identifies the location, scale, timeframes for delivery and cost of infrastructure required within this Plan. The Council's approach to developer contributions to achieve these place making objectives are set out in strategic policy SD2.
	18	Policy SD1	Making Effective Use of Land and Creating Sustainable Places 1.The Council will seek to make the most effective use of development land in the Borough by: ~~1. Granting permission where detailed proposals come forward for development on sites allocated in this Plan for that purpose and which comply with all other relevant policies in the Plan;~~ a. Approving development proposals that accord with the development plan where it can be demonstrated that there would be no adverse effect on the integrity of the Benfleet and Southend Marshes SPA and Ramsar site or the Thames Estuary and Marshes SPA and Ramsar site, either alone or in combination with other plans and projects. This should be demonstrated through project level HRA for all development proposals where the potential for adverse effects on integrity has been identified in this plan, or because of subsequent information about the condition of Habitats sites. ~~2~~b. Favouring a design-led approach to establishing site density that maximises the use of land and ensures that proposals are of high quality and compatible with the character of the area. ~~3~~c. Favouring a design led approach to development, ensuring that proposals are of high quality and compatible with the prevailing character of the area. ~~4~~d. Recognising ~~this~~ urban intensification and brownfield redevelopment as ~~an~~ important sources of supply, the Council will support proposals for redevelopment and intensification in existing residential areas where appropriate, and development on previously developed land, including land within the Green Belt where those proposals are consistent with the Green Belt policies in this Plan and the provisions of the NPPF. 2. In order to ensure that new development contributes positively towards the quality of the Borough as a place to live and do business, and enable communities and businesses to be sustainable and thrive, the Council will require the following place making objectives to be delivered as part of all proposals in a proportionate way having regard to their scale: a. The delivery of development must be aligned with the provision of necessary infrastructure; b. High standards of design that create places people want to live in and work in now and in the future; c. High standards of sustainability within the design and construction of new buildings so that residents and businesses can enjoy a low cost, healthy living environment; d. The provision of integrated public open space, and the enhancement of the green infrastructure network to offer a range of health and environmental benefits; and e. High levels of accessibility by public transport and active modes of travel to employment, education, services and recreation opportunities in order to promote inclusion and encourage community cohesion.
MM4	19	Paragraph 8.16	The Council will implement a Community Infrastructure Levy (CIL) charging schedule to enable contributions to be made towards infrastructure and services from all new development, including those schemes below the ~~qualifying~~ threshold set out in national Planning Practice Guidance for the use of planning obligations.
	20	Policy SD2	1.The Infrastructure Delivery Plan identifies the infrastructure required to meet the demands of new development. ~~1~~2.Where necessary, ~~T~~ the Council will seek ~~appropriate~~ contributions towards the provision of infrastructure required to make a development proposal acceptable in planning terms, in accordance with the tests set out in the National Planning Policy Framework and the provisions of the Community Infrastructure Levy Regulations and having regard to the provisions of the Infrastructure Delivery Plan. ~~from qualifying developments in order to support the delivery of new or improved infrastructure necessary to deliver the sustainable development promoted in this Plan.~~ ~~2.Permission will only be granted if it can be demonstrated that there is enough infrastructure capacity to support the development or that additional capacity will be delivered by the proposal. It must further be demonstrated that capacity as is required will prove sustainable over time both in physical and financial terms. Where there is insufficient capacity, development will be constrained until such time as capacity is provided to meet demands: this will apply to health and education.~~ 3.~~Where a development proposal requires additional infrastructure capacity, t~~ The mechanism for providing ~~the~~ new infrastructure must be agreed with the Council and where necessary, the appropriate infrastructure provider. Such measures, ~~to~~ will be set out in Section 106 Agreements and may include ~~including~~: o financial contributions towards new or expanded facilities; o on-site construction of new provision; o off-site capacity improvement works; o the provision of land; o financial contributions to the future maintenance and management of new infrastructure; and/or o Local Management Organisations to maintain and manage public open space and public realm within developments. 4. Developers and landowners are expected to work positively with the Council, neighbouring authorities and infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time. ~~5.The Infrastructure Delivery Plan sets out the infrastructure needs of the Borough to meet the demands of new development. Sites allocated and where appropriate other development will be expected to contribute towards the provision of the infrastructure identified in the Infrastructure Delivery Plan.~~
MM5	21	Paragraph 9.5	Since September 2018 the standard methodology has been used as a method to calculate objectively assessed needs. The standard methodology, as set out in national Planning Practice Guidance uses the 2014-based Subnational Household Projections and an adjustment capped at 40% arising from the median house price to workplace-based earnings ratio published by ONS. Due to affordability issues in Castle Point the full 40% applies to the standard methodology calculation, and consequently the need for housing in the Borough derived using the Standard Method sits at 355 homes per year. The *SHMA* Addendum was produced using the same Subnational

Ref	Page	Policy/ Paragraph	Main Modification
			Household Projections but tested different scenarios having been prepared prior to the introduction of the standard methodology. Nonetheless, that evidence also indicates that the need in Castle Point is of the order arising from the standard methodology calculation, and the ~~Prior to that the government published housing targets for all local planning authorities in England in September 2017 in the *Housing Need Consultation Data* Table. Based on the standard methodology the identified target for Castle Point was 342 new homes to be built per annum or 5,130 homes for the Plan period. The~~ Council does not dispute this target and has used it for this plan. Therefore, this Plan will provide a minimum of 5,325 new homes over the Plan period.
	21	Paragraph 9.6	The NPPF expects Local Plans to identify deliverable and developable sites to meet the need of the Borough for at least ten years after the adoption of the plan, and if possible, for the final five years of the plan period. This means that the housing supply identified in this plan needs to ensure that there is sufficient supply to meet needs to 2032 as a minimum. This would require a supply of at least 4,970 homes for the period 2018 to 2032. This Plan identifies land for ~~5,284~~ 5,510 new homes, providing enough supply for the plan period to 2033, with a small margin for headroom. In the meantime, the Council will continue to work with partners across South Essex through the preparation of the Joint Strategic Plan to identify a strategic approach to growth across the entire area over the longer term. This will enable the review of this Local Plan to establish how housing needs will be met in full to 2037. ~~This exceeds the OAN by 154 homes and equates to 352 new homes per annum. This exceeds the target of 342 homes per annum. Therefore, there is no unmet need which other local planning authority areas need to include within their emerging local plans.~~
	21	Paragraph 9.7	This plan sets out how the supply of ~~5,284~~ 5,510 will be met during the plan period. The priority has been to accommodate as much of this supply within existing urban areas. However, as set out in the Housing Sites Topic Paper 2018, developable urban land is a finite resource, and not all the forecast growth can be met within the existing urban areas.
	22	Paragraph 9.9	Subsequent work from the 2018 Housing Sites Options Topic Paper means that housing needs can be met in full. This includes the ~~However, that report which was used to support a November 2018 version of this plan, did not take into consideration~~ inclusion of existing planning consents or completions since April 2018 and ~~, both of which boost the overall supply of new homes. Furthermore, there were~~ several urban sites which were discounted from the Strategic Housing Land Availability Assessment (SHLAA) policy compliant schedule, as the landowner did not respond to the 2018 Call for sites~~, despite having responded to earlier 'Call for Sites'~~. These are small sites, which provide a total of 166 dwellings and if they come forward are likely to secure planning consent. These have been added to the housing supply towards the end of the plan period. Therefore, the work completed since 2018 highlights that the OAN can now be met in full.
	22	Paragraph 9.9	*INSERT THE FOLLOWING PARAGRAPH AFTER PARAGRAPH 9.9 AND AMEND THE NUMBERING ON ALL SUBSEQUENT PARAGRAPHS THEREAFTER* Whilst the SHLAA identifies specific sites for the purposes of development, it is known that sites have come forward unexpectedly over time for the purpose of redevelopment, increasing housing provision. Typically, this has secured upwards of 20 homes per annum in Castle Point, normally on smaller sites where the intensity of built development can be optimised. It is also common for windfall sites to arise through changes in economic cycles. As an example, the retail sector is currently experiencing significant changes in the way people shop impacting on the amount of built floorspace required in town centres. It is therefore anticipated that these economic changes with drive windfall provision up to around 60 homes per annum.
	22	Paragraph 9.10	Therefore, the borough has capacity to accommodate in the region of ~~5,284~~ 5,510 homes. The Council has prioritised capacity within urban areas and / or on brownfield sites from a variety of sources as set out in the table below. This capacity is drawn from the following: • Housing completions from 1 April 2018 until 31 March ~~2019~~ 2021; • Current extant planning permissions and prior approvals for net new dwellings; • Policy compliant sites, which are small sites within the urban area that are featured in the *SHLAA*; • The *Brownfield Land Register (BLR)* which is a document agreed by the Council which has a number of brownfield sites that are suitable and available for development in the Borough; • ~~Small~~ Windfall sites; and • Strategic housing allocations, those within urban areas and those outside urban areas.
	22	Paragraph 9.11	The total housing supply for the plan period is set out in Policy HO1. Of the total ~~5,284~~ 5,510 new homes, approximately half are strategic allocations in non-urban areas:
	23	Paragraph 9.17	*INSERT THE FOLLOWING TWO PARAGRAPHS AFTER PARAGRAPH 9.17 AND AMEND THE NUMBERING ON ALL SUBSEQUENT PARAGRAPHS THEREAFTER* Due to the significant level of provision expected to be delivered on former Green Belt sites, there is an impact on the delivery of new homes and the housing trajectory over the plan period. This is because in the period prior to the adoption of the plan Green Belt sites are not available for development and it will take some time for them to come forward after the adoption of the plan. The Council is however putting in place mechanisms to enable permissions on Strategic Allocation Sites come forward promptly after the adoption of this plan. Nevertheless, the report *Start to Finish Second Edition February 2020* indicates that it can take time for the first completions to be secured on larger sites. To this end, once the plan is adopted there will be stepped increase in housing supply within Castle Point, although ultimately, the level of housing required will be secured over the plan period. To this end the housing requirement set out in Policy HO1 is stepped, at a minimum of 291 new homes per annum for the years 2018/19 to 2025/26, and at least 430 homes per annum from 2026/27 and for the rest of the plan period.
	23	Table 9.1	*REPLACE TABLE 9.1 IN ITS ENTIRETY WITH THE TABLE BELOW* ~~Ref	~~Site~~	~~Completions~~	~~Extant Permission~~	~~2018-2023~~	~~2023-2028~~	~~2028-2033~~	~~TOTAL~~ ~~HO9	~~Land west of Benfleet~~	~~0~~	~~0~~	~~100~~	~~460~~	~~290~~	~~850~~

Ref	Page	Policy/ Paragraph	Main Modification

~~HO10~~	~~Land between Felstead Road and Catherine Road~~	~~0~~	~~22~~	~~0~~	~~101~~	~~0~~	~~101~~
~~HO11~~	~~Land off Glyders~~	~~0~~	~~0~~	~~5~~	~~25~~	~~0~~	~~30~~
~~HO12~~	~~Site of the former WRVS Hall, Richmond Avenue~~	~~0~~	~~0~~	~~20~~	~~19~~	~~0~~	~~39~~
~~HO13~~	~~Land east of Rayleigh Road~~	~~0~~	~~0~~	~~-100~~	~~290~~	~~-65~~	~~455~~
~~HO14~~	~~Land at Brook Farm~~	~~0~~	~~0~~	~~0~~	~~173~~	~~0~~	~~173~~
~~HO15~~	~~Land south of Scrub Lane~~	~~0~~	~~0~~	~~0~~	~~55~~	~~0~~	~~55~~
~~HO16~~	~~Land at Oak Tree Farm~~	~~0~~	~~0~~	~~0~~	~~65~~	~~0~~	~~65~~
~~HO17~~	~~Hadleigh Island~~	~~0~~	~~0~~	~~0~~	~~52~~	~~0~~	~~52~~
~~HO18~~	~~Land north of Grasmere Road and Borrowdale Road~~	~~0~~	~~0~~	~~30~~	~~0~~	~~0~~	~~30~~
~~HO19~~	~~Land at Glebelands~~	~~0~~	~~0~~	~~10~~	~~145~~	~~0~~	~~155~~
~~HO20~~	~~The Chase~~	~~0~~	~~10~~	~~0~~	~~320~~	~~20~~	~~340~~
~~HO21~~	~~Land fronting Rayleigh Road~~	~~0~~	~~0~~	~~0~~	~~0~~	~~60~~	~~60~~
~~HO22~~	~~Land at Thames Loose Leaf~~	~~0~~	~~0~~	~~0~~	~~0~~	~~12~~	~~12~~
~~HO23~~	~~Land east of Canvey Road~~	~~0~~	~~0~~	~~0~~	~~262~~	~~38~~	~~300~~
~~HO24~~	~~Land west of Canvey Road~~	~~0~~	~~57~~	~~0~~	~~-19~~	~~177~~	~~196~~
~~HO25~~	~~Land at Thorney Bay Caravan Park~~	~~-90~~	~~0~~	~~-0~~	~~-210~~	~~-300~~	~~-510~~
~~HO26~~	~~Land at The Point~~	~~0~~	~~0~~	~~0~~	~~0~~	~~100~~	~~100~~
~~HO27~~	~~Walsingham House~~	~~0~~	~~0~~	~~16~~	~~16~~	~~0~~	~~32~~
~~HO28~~	~~Land at Admiral Jellicoe~~	~~0~~	~~0~~	~~-40~~	~~-0~~	~~0~~	~~40~~
~~HO29~~	~~Land south of Haron Close~~	~~0~~	~~0~~	~~-10~~	~~-0~~	~~0~~	~~10~~
~~HO30~~	~~Land at Haystack car park~~	~~0~~	~~0~~	~~14~~	~~0~~	~~0~~	~~14~~
~~HO31~~	~~Land at Kings Park~~	~~0~~	~~0~~	~~-25~~	~~-25~~	~~0~~	~~50~~
~~HO32~~	~~244-258 London Road~~	~~0~~	~~0~~	~~0~~	~~0~~	~~50~~	~~50~~
~~*Total from strategic allocations*~~		~~*90*~~	~~*89*~~	~~*-370*~~	~~*-2,237*~~	~~*-1,112*~~	~~*3,719*~~
~~Completions~~				~~-200~~	~~0~~	~~0~~	~~-200~~
~~Extant planning permissions~~				~~-605~~	~~0~~	~~0~~	~~-605~~
~~Policy compliant sites~~				~~-29~~	~~78~~	~~186~~	~~-293~~
~~Brownfield Land Register~~				~~-125~~	~~-63~~	~~-15~~	~~-203~~
~~Windfall~~				~~-80~~	~~-110~~	~~-110~~	~~-300~~
~~Gross total~~				~~-1,409~~	~~-2,488~~	~~-1,423~~	~~-5,320~~
			~~Replacement dwellings on strategic allocations~~			~~-36~~	
			~~Net Total~~			~~5,284~~	

Ref	Site	Capacity	Losses	Extant Permission (as of 31.03.21)	2018/19-2020/21	2021/22-2025/26	2026/27-2030/31	2031/32-2032/33
HO9	Land west of Benfleet	850	-	-	0	150	500	200
HO9	Land west of Benfleet Care Home (60 bed)	33	-	-	0	0	33	0
HO10	Land between Felstead Road and Catherine Road	125	-12	24	0	65	60	0
HO11	Land off Glyders	30	-	-	0	30	0	0
HO12	Site of the former WRVS Hall, Richmond Avenue	39	-	-	0	15	24	0
HO13	Land east of Rayleigh Road	455	-	-	0	165	275	15
HO14	Land at Brook Farm	173	-	-	0	165	8	0
HO15	Land south of Scrub Lane	55	-	-	0	55	0	0

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HO16	Land at Oak Tree Farm	65	-	-	0	65	0	0
HO17	Hadleigh Island	52	-	-	0	38	14	0
HO18	Land north of Grasmere Road and Borrowdale Road	30	-	-	0	0	0	30
HO19	Land at Glebelands	155	-	-	0	155	0	0
HO20	The Chase	430	-13	18	0	183	247	0
HO20	The Chase Care Home (60 bed)	33	-	-	0	33	0	0
HO21	Land fronting Rayleigh Road	60	-1	-	0	0	0	60
HO22	Land at Thames Loose Leaf	12	-	-	0	12	0	0
HO23	Land east of Canvey Road	300	-	-	0	150	150	0
HO24	Land west of Canvey Road	199	-3	-	0	0	150	49
HO24	Land west of Canvey Road Care Home (57 bed)	32	-	32	0	32	0	0
HO25	Land at Thorney Bay Caravan Park	820	-590	-	195	375	250	0
HO26	Land at The Point	100	-2	-	0	0	50	50
HO27	Walsingham House	32	-	32	0	32	0	0
HO28	Land at Admiral Jellicoe	14	-	-	0	14	0	0
HO29	Land south of Haron Close	24	-	24	0	24	0	0
HO30	Land at Haystack car park	14	-	14	0	14	0	0
HO31	Land at Kings Park	50	-	-	0	0	50	0
HO32	244-258 London Road	50	-5	-	0	0	0	50
Total from strategic allocations		*4232*	*-626*	*144*	*195*	*1772*	*1811*	*454*
Other Completions 2018 – 2021 (Net)		434	-88	-	434	0	0	0
Extant planning permissions at 1 April 2021 (Net)		502	-	-	0	475	27	0
Policy compliant sites		272	-	-	0	20	138	114
Brownfield Land Register		179	-	-	0	44	85	50
Windfall		600	-	-	0	180	300	120
Total from other sites		*1987*	*-88*	-	*434*	*719*	*550*	*284*
Total Supply		6219						
Losses		-709						
Total (Net)		5510						

24 — Policy HO1

1. In order to deliver sufficient homes to meet housing need ~~at least 5,284 homes~~ within Castle Point Borough during the period 2018 to 2033 the Council will ~~This will be achieved by~~:

a. Identify a specific supply of at least 5,325 homes for the period to 2033, comprising the following:

Source	Total	Percentage of net total
Completions (2018/~~19~~2021)	~~200~~ 434	~~3.75~~ 6.9%
Extant permissions (31.3.~~2019~~2021)	~~605~~ 502	~~11.~~37 8%
Brownfield Register	~~203~~ 179	~~3.81~~ 2.8%
Policy Compliant SHLAA	~~293~~ 272	~~5.5~~ 4.3%
Windfall	~~300~~ 600	~~5.63~~ 9.6%
Strategic Allocations on Urban or Brownfield sites	~~974~~ 1,272	~~18.3~~ 20.4%
Total completions, consented, urban or brownfield	*~~2,575~~ 3,259*	*~~48.4~~ 52%*
Strategic allocations outside urban areas	~~2,745~~ 2,960	~~51.6~~ 48%
Gross total	*~~5,320~~ 6,219*	*100%*
Potential demolitions	~~-36~~ -709	
Net Total Supply	~~5,284~~ 5,510	

b. Prepare a Joint Strategic Plan in conjunction with partner authorities in South Essex to determine how longer-term housing needs will be secured across the area and review this plan to reflect the outcomes of the Joint Strategic Plan.

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			2. The housing requirement for the plan period as a whole is a minimum of 5,325 homes. For the years 2018/19 to 2025/26 an annualised housing requirement of at least 291 homes per annum applies. For the years 2026/27 and for the remainder of the plan period, the annualised housing requirement is at least 430 homes per annum. ~~2.To deliver homes to meet need, the Council will:~~ ~~a. Make the most effective use of land within existing residential areas for the provision of new homes;~~ ~~b. Support development in town centres to incorporate residential development on upper floors, and in locations on the edge of town centres;~~ ~~c. Support development on the Housing Strategic Allocations sites;~~ ~~d. Ensure that the mix of new homes provided in the Borough is aligned with the local needs. This will enable first time buyers, growing families and those looking to downsize to meet their accommodation needs;~~ ~~e. Secure specific provision of specialist accommodation for older people, and other vulnerable adults living in our communities;~~ ~~f. Publicise and maintain its self-build and custom build housing register, and provide opportunities for local people to build their own homes through the identification of sites identified either specifically for self-build development, or as part of a larger development site; and~~ ~~g. Put in place appropriate policies which seek to meet the special accommodation needs of our Gypsy, Traveller and Travelling Showpeople population.~~ ~~3. For local people whose housing needs are not met by the market, the Council will seek to ensure that provision is made for affordable homes inclusive of the total housing target for the Borough. This will be achieved by:~~ ~~a. Seeking a proportion of new homes provided by developers to be affordable;~~ ~~b. Delivering affordable homes via the Council's own house building programmes; and~~ ~~c. Appropriate policies to meet the accommodation needs of Gypsies and Travellers.~~ ~~4. In order to ensure new homes contribute positively towards the quality of the Borough as a place to live, and enable communities to be sustainable and thrive, the Council will require the following:~~ ~~a. The delivery of homes must be phased to align with infrastructure provision;~~ ~~b. High standards of design that create places people want to live now and in the future;~~ ~~c. High standards of sustainability within the design and construction of new homes so that residents can enjoy a low cost, healthy living environment;~~ ~~d. The provision of integrated public open space, and the enhancement of the green infrastructure network to offer a range of health and environmental benefits; and~~ ~~e. High levels of accessibility by public transport and active modes of travel to employment, education, services and recreation opportunities in order to promote inclusion and encourage community cohesion.~~
MM6	26	Policy HO2	1. The Council expects master plans ~~and/~~or planning or development briefs for all ~~major~~ allocations for housing development within this plan, to be prepared having regard to local design guidance set out in the Essex Design Guide, and where relevant the National Design Guide and National Model Design Code ~~proposals~~. 2. The Council will expect entering into voluntary planning performance agreements (PPA) with promoters of such development, to cover matters such as master planning, the pre-application process and a timetable for key events and the nature of engagement with the Council and the community. 3. In order to demonstrate its commitment to the master plan process, the Council will in appropriate cases, adopt master plans/planning development briefs as supplementary planning documents and will then accord significant weight to them in the determination of any subsequent planning applications. The Council will consider the complexity of landownership, the infrastructure requirements of the site, and the scale of development when determining whether to adopt a masterplan/development brief as an SPD.
MM7	27	Paragraphs 9.26 to 9.32 and Table 9.2	*RENUMBER PARAGRAPH NUMBERS AS APPROPRIATE* 9.26 The *Addendum to the South Essex Strategic Housing Market Assessment (SHMA) for Castle Point (2020)* ~~(2016) identified~~ reviewed the need for different house sizes and types to meet the changing needs of the Borough's population. This *Addendum* concluded that there will be demand from a range of different household types, although demand will be particularly strong from families with children and people of retirement age. ~~There is a demand of 32% of total supply for smaller units (1 or 2 bedroom housing), reflecting the demographic trends of the Borough led by younger people looking to set up their first home.~~ This means that ~~T~~there is ~~also~~ a strong demand, for 3 or 4-bedroom properties reflecting the need of growing families. It is important that these homes are provided as they will help to attract more professional and working aged people to live in the area. This is particularly important for both business growth and in sustaining public services, such as healthcare. 9.27 The ~~SHMA~~ *Addendum* ~~also identifies~~ in identifying a housing pressure arising from the growing population of older people, highlights the desirability of bungalows in Castle Point. Bungalows make up 29% of the housing stock currently, and it is expected that there will be demand for additional bungalows in the plan period, reflecting the characteristics of the local housing stock. It also identifies the need for specialist accommodation for older people, suggesting a need for around 45 units per annum of sheltered housing types. In addition to this around 20 additional bedspaces are required each year in residential care/nursing accommodation. Despite the need for specialist accommodation, it is expected that the majority of older people will however live in bungalows or houses within the community, and these will therefore require adaptations to remain fit for purpose. Where homes have been built to higher accessibility standards as outlined in Part M of the Building Regulations, these adaptations can be easier to deliver and ensure people can remain in their homes for longer. Properties designed to such standards may also be suitable for other people who require support such as children and working aged adults with disabilities. ~~This has~~

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~~implication for the turnover of existing homes and for the demand for homes suitable for older people who may need to live in supported housing~~

9.28 The ~~SHMA 2016 and the SHMA Addendum 2017 examined the current dwelling characteristics for all authorities across South Essex~~ *Addendum* identifies the potential demand for different housing types and sizes, as set out in table 9.2 below. It is anticipated that by securing this mix of development across the borough, the future needs of the borough will be met, although it is noted that this demand may shift over time based on changes in the local market.

9.29 Given the mix of house types and sizes required, the Council will be seeking a mix of different housing types and sizes on appropriate sites in order to ensure that development proposals are contributing to ~~The Council will consider accommodation requirements for specific groups as part of creating~~ sustainable, mixed, socially inclusive communities. ~~In relation to the size of properties, the SHMA identifies the proportional split by type and number of bedrooms for additional households.~~ The Council will therefore expect developers to have regard to table 9.2 in making provision for a housing mix on an individual development site. To remain flexible and reflect changes in local market factors, the most recent SHMA outputs will guide the appropriate mix in future.

Table 9.2 Housing Mix requirements in the SHMA

<table>
<tr><th colspan="4">Type of Accommodation Required</th></tr>
<tr><td colspan="2">~~Detached Semi Detached~~ Houses</td><td>~~Terraced~~ Bungalows</td><td>Flats</td></tr>
<tr><td colspan="2">~~43.6% 41.7%~~ 68%</td><td>~~5.5%~~ 25%</td><td>~~9.2%~~ 7%</td></tr>
<tr><th colspan="4">Size of Accommodation Required</th></tr>
<tr><td>1-bed</td><td>2-bed</td><td>3-bed</td><td>4 or more bed</td></tr>
<tr><td>~~7%~~ 6%</td><td>~~25%~~ 22%</td><td>~~42%~~ 43%</td><td>~~27%~~ 29%</td></tr>
</table>

9.30 The evidence base indicates that there is a clear need for a diverse mix of house sizes and types in Castle Point in order to respond to demographic trends in the borough ~~for first time buyers and an~~ including an increasing number of older people. By securing an appropriate mix of homes on development sites, these ~~difficulties can be addressed~~ needs can be met.

9.31 In addition, the housing mix should also reflect the local context of the site, as it is recognised that ~~I~~ it will not be possible to secure a full mix of house sizes and types on all sites. Very small sites will be constrained by site capacity and the existing street scene. However, larger sites will be able to make an increasingly more significant contribution to the mix within the local housing market. In taking the local context into account it is recognised that some sites may provide mainly flatted developments, whilst others will potentially provide more houses and bungalows. Consideration will be made on an individual site basis.

9.32 Some sites in highly sustainable locations such as near railway stations and town centres should secure a significant uplift in density, consistent with the requirements of the NPPF. This may see more flatted developments, and alternative house types such as town houses and maisonettes provided in these locations. The *Essex Design Guide* considers densities for sustainable development, areas that are located within sustainable locations such as these and should be referred to when seeking to prepare proposals which ~~are encouraged to~~ produce a higher density. The *Castle Point Large Site Capacity Assessment 2018* assesses various sites within Castle Point and evaluates the optimum density based on constraints and the surrounding environment. This provides an indication of the house types that may be appropriate on the strategic allocations set out in this plan. For other sites, a context appraisal will be required.

ADD NEW PARAGRAPH AND NUMBER ACCORDINGLY

Within this plan are two allocations which are expected to come forward for the provision of park homes, aimed at retirees. These will make a substantial contribution to addressing the needs of this age group but may not be a form of development which is desirable or appropriate for all, especially those requiring additional support. To this end, there will remain a need for accommodation for older people to be met on sites across the borough, through more traditional or formalised forms of accommodation.

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<tr><td></td><td>28</td><td>Policy HO3</td><td>

REPLACE POLICY HO3 WITH THE FOLLOWING POLICY TEXT:

~~In order to achieve a local housing supply that responds to local housing need, the following sizes and types of homes should be included:~~

~~Sites of between 0.5 and 4ha should comprise at least 35% 1 or 2-bedroom homes for general needs; and~~

~~Sites over 4ha should comprise at least 25% 1 or 2-bedroom homes for general needs.~~

~~The requirements of this policy will be weighed against regeneration objectives where the proposal under consideration is for a mixed-use development comprising an element of housing and is within the following areas identified on the Policies Map:~~

~~A town centre location; or~~

~~Canvey Seafront Entertainment Area.~~

In order to achieve a local housing supply that responds to local housing need, the Council will require a mix of different sized and type homes to be secured within developments, contributing to the creation of sustainable communities. In determining if a sufficient and appropriate mix has been achieved, the Council will have regard to the most recent SHMA outputs (currently set out in Table 9.2), and the location and context of the site.

Where a site is 1ha in size or larger, the Council will expect developers to have considered how homes specifically aimed at older people can be accommodated within the site, and where appropriate made provision for such homes as part of the overall housing mix. Such homes could take the form of bungalows, specialist accommodation, or houses which meet Part M4(2) of the Building Regulations. In determining an appropriate form for older people's accommodation regard should be had to the requirements of policy CC2 on Canvey Island.

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<tr><td>MM8</td><td>28</td><td>Paragraph 9.35</td><td>

The *Whole Plan Viability Assessment* identifies a viable level of affordable housing taking into account other infrastructure requirements and development costs. In the case of Canvey Island, the additional groundwork costs indicate that the provision of affordable housing at the same level as the mainland, will affect commercial viability of development. Therefore, separate rates are proposed for Canvey Island of between 15% and 40% and for South Benfleet, Hadleigh and Thundersley of 40%. Whilst the requirement for affordable housing can be applied to specialist accommodation for older people in the South Benfleet, Hadleigh and Thundersley area without affecting viability, the additional costs associated with building such schemes on Canvey Island is likely to render such

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			development unviable. Therefore, specialist accommodation for older people on Canvey Island cannot provide affordable housing without affecting overall delivery.
	29	Paragraph 9.39	The Council will therefore seek the affordable housing element of development proposals to provide at least 50% ~~social or affordable rented accommodation~~ affordable housing for rent, as defined in the *NPPF*, available to those in need of social housing, ~~and~~ with the remainder ~~no more than 50%~~ provided in the form of affordable homes to buy, as defined in the *NPPF*, ~~intermediate housing~~ aimed at helping local first-time buyers access the housing market. Any national requirements aimed at improving access to affordable homes to buy, such as First Homes, should be met from that element of the affordable housing supply, and does not affect the requirement for 50% of affordable homes to be affordable housing to rent. Affordable housing definitions may change over the life of this Plan, and proposals should have regard to the latest definitions as set out in national policy.
	29	Paragraph 9.41	Payment in lieu of on-site provision will only be accepted in exceptional circumstances. In such circumstances, the payment will be equivalent to the cost of on-site provision ~~proposals as well as large housing proposals. However, in accordance with the *NPPF* affordable housing will only be sought for proposals of 10 units or more~~. Details on how off-site provision should be provided will be set out in a Developers Contributions Guidance ~~n Affordable Housing~~ Supplementary Planning Document.
	30	Policy HO4	1. All proposals for housing development, and mixed-use proposals that include an element of housing, resulting in ~~11~~ 10 or more net additional homes will be required to make ~~the following level of~~ provision for 40% affordable housing ~~of affordable housing~~, with the following exceptions: ~~a. Up to 40% for development sites on the mainland (Benfleet, Hadleigh and Thundersley)~~ ~~b. On Canvey Island:~~ a. 0% affordable housing is required for standalone developments comprising solely specialist accommodation for older people on Canvey Island; b~~i~~. 15% affordable housing is required for ~~all~~ developments of less than 100 dwellings which ~~includes~~ comprise solely flats on Canvey Island; and c~~ii~~. 25% affordable housing is required for ~~all~~ other developments of less than 100 dwellings on Canvey Island ~~which does not include flats; and~~. ~~iii. Up to 40% for all developments of 100 dwellings or more.~~ 2. Affordable housing provision will normally be provided on-site. The Council will also consider proposals for off-site provision where the provision of affordable housing is equivalent to the level of requirement set out under part 1 of this policy. Payments in lieu of on-site provision will only be permitted in exceptional circumstances. Such payments should be equivalent to the cost of on-site provision. 3. The targets set out in Part 1~~a~~ above represent the target for all development of ~~11~~ 10 or more units. In exceptional circumstances where there is evidence that a development is unviable at those levels, ~~including below 40%,~~ it will be the responsibility of the applicant ~~development~~ to make the case to the satisfaction of the Council. 4. The Council will seek no less than 50% of all new affordable housing ~~as affordable or social rented~~ to be affordable housing for rent, with the remainder ~~and 50%~~ as ~~intermediate housing~~ affordable home ownership products, as defined in the NPPF. The Council will seek nomination rights in the Section 106 Agreement.
MM9	32	Paragraph 9.54	Thorney Bay provides rented accommodation within previous holiday type caravans, as well as owner-occupied accommodation in modern 'park homes'. There are some health and well-being issues associated with the residential use of holiday-type caravans, particularly during winter months. ~~There are proposals to redevelop most of this park for traditional homes, however around 300 caravans may continue to be provided towards the western extent of the site under existing planning permissions.~~
	32	Policy HO6	1.Proposals for new caravan parks, and for extensions to existing caravan parks in Castle Point will only be supported where robust evidence can be provided that demonstrates a significant need for such additional provision in Castle Point, and that the proposed site is suitable for the accommodation of caravans in terms of access, layout, amenities, flood risk and impact on the surrounding area. Where appropriate a project level HRA may be required alongside consideration of the proposal, as per the requirements set out in policy SD1 2. In the instance where the above requirements can be met, consideration will be given as to whether a condition should be used to restrict the winter use of caravans. Winter use will be restricted where: a. The site has been exceptionally permitted following the application of the sequential and exception tests but is not suitable for permanent residential use due to its location in flood risk zone 3; or b. The quality of the proposed caravans to be located on the site is not suitable for year-round occupation without risk to the health and well-being of potential occupiers.
MM10	34	Paragraphs 9.64 – 9.66	*DELETE PARAGRAPHS 9.64 AND 9.66 AND INSERT THE NEW PARAGRAPHS BELOW. RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY* ~~There is no need for additional pitches in Castle Point from the CPLNAA period to 2034 for Gypsy and Traveller households that meet the planning definition as none were identified; a need for up to one additional pitch for Gypsy and Traveller households that may meet the planning definition; and a need for five additional pitches for Gypsy and Traveller households who do not meet the planning definition.~~ There are currently two existing Gypsy and Traveller sites within the borough these are called Janda Fields and Orchard Place. Since the publication of the Greater Essex Gypsy, Traveller and Travelling Showpeople Accommodation Assessment in 2018 an application for additional static caravans on the existing private Janda Fields site was allowed on appeal (PINS Ref: 3213684). At the Appeal Hearing the residents of the site confirmed that the additional static caravans would be sufficient to meet all of their current and future needs. There was no need identified in the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment for households that met the PPTS planning definition of a Traveller, other than that which has now been addressed through the additional static caravans at the site at Janda Fields. The remaining need in the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment arises from households where it was not possible to complete an interview (undetermined households), and from households that did not meet the PPTS planning definition of a Traveller.

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			In order to meet the needs of Gypsies and Travellers in the borough and due to the size of Orchard Place, there is scope to provide further pitches. As a result, this site is allocated for Gypsy and Traveller accommodation needs only. This site, as identified on the Policies Map, is inset from the Green Belt and allocated for Gypsy and Traveller accommodation only. Applications for Gypsy and Traveller accommodation outside of this site and within the Green Belt would be inappropriate development and relevant Green Belt policies within this Plan would apply. There were no Travelling Showpeople identified living in Castle Point so there is no current or future need for additional plots. ~~The needs of those households that may meet the planning definition and households that do not meet the planning definition results in requirement for a total of six dwellings over the plan period. Due to the acute housing constraints in the borough, and the relatively limited scale of need identified by independent objective research, no specific sites have been identified to meet the needs of these households, instead a local criteria-based policy will be applied.~~
	34	Policy HO7	1. Orchard Place as identified on the Policies Map, is allocated for Gypsy and Traveller accommodation only. 2. Applications ~~Sites~~ for Gypsy and Traveller accommodation outside of the Gypsy and Traveller Site identified on the Policies Map will be permitted in Castle Point where proposals meet the following criteria: a. A project level HRA, where appropriate, may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1; ~~a~~b. The proposed site location has good access to healthcare, schools and other community facilities; ~~b~~c. The location of the proposed site is safe, achieves adequate living conditions and does not pose a risk to potential occupants from natural or man-made hazards, including but not limited to: i. Flood risk; ii. Proximity to hazardous installations or operations; iii. Air quality; iv. Excessive noise; and v. Highway safety. ~~c~~d. The privacy and amenity of neighbouring properties would not be adversely affected; and ~~d~~e. The proposed design and layout of the site should be sensitive to the local environment, setting and landscape in which the site is located. ~~2. A proposal for Gypsy and Traveller accommodation within the Green Belt will only be permitted where It can be demonstrated that very special circumstances justify an exception to Green Belt policy.~~ 3. In order to protect the limited supply of lawful Gypsy and Traveller sites in the borough, proposals that would lead to the loss of sites will only be permitted where it is demonstrated that there is no longer an identified need for the site, or that replacement provision on a site that is equal or of better quality is provided subject to the policies in this plan.
MM11	35	Paragraphs 9.68 – 9.70	*DELETE PARAGRAPHS 9.68 – 9.70 AND REPLACE WITH THE BELOW TEXT* ~~9.68 Residential annexes are a common form of development that are generally proposed in order to allow relatives to live with their family with a degree of independence. This type of development can be very beneficial and provides suitable accommodation which allows vulnerable or less able people within the community the opportunity to live independently in close proximity to family members.~~ ~~9.69 In many cases, such proposals may be considered acceptable, however, caution needs to be exercised to ensure that this does not result in proposals which effectively create new independent dwellings to the rear of existing homes as in many cases this can result in the provision of accommodation of a poor design, inappropriately located and lacking adequate facilities and amenities.~~ ~~9.70 The addition of annexes to residential properties can also have a considerable impact upon the character and amenity of an area through the intensification of development. Through this policy the Council will seek to ensure that any residential annexe development is solely provided as ancillary accommodation to the original dwelling and not as a new dwelling.~~ Limited housing supply, increasing house prices and an increase in the number of people in the community with care needs, can result in extended families, including adult children, in some cases with children of their own, and elderly parents all occupying a single residential property. Annexes for family members, particularly elderly relatives, can help to meet social needs whilst reducing pressure on other types of accommodation. However, such accommodation can have other implications such as on-site car parking provision, amenity space and local amenity. Annexes may be created through the extension of host dwellings, the conversion of attached and detached outbuildings and the provisions of new structures within the curtilage of the host dwelling. In order to most effectively maintain a long term ancillary link and to consolidate the built form, where possible, the Planning Authority will encourage the provision of annexes through the extension of the host dwellinghouse. Where annexes are no longer required for their original purpose, some homeowners may seek to dispose of the Annexe as self-contained and independent accommodation. Such disposal can result in the creation of dwellings out of character with their surrounding pattern of spatial development which lack appropriate setting and amenities and place pressure on parking and infrastructure provision. Where it appears likely that an annexe has the potential to be used in the future as self-contained and independent accommodation, and this would be inappropriate spatially or have a detrimental impact on character, amenity or infrastructure, where consistent with the statutory tests for planning obligations, applicants will be required to enter into a S106 Agreement to ensure that the permitted Annexe is retained as such.
	36	Policy HO8	*DELETE WORDING OF POLICY HO8 AND REPLACE WITH THE BELOW TEXT* ~~1. Planning permission for the creation of a residential annexe will only be granted if all the following criteria are met:~~

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			~~a. the annexe shall be within the same ownership as, and will be occupied in conjunction with, the original dwelling;~~ ~~b. the annexe does not appear tantamount to the creation of a new dwelling or separate planning unit;~~ ~~c. the annexe is ancillary and subordinate in size and scale to the original dwelling, and of a design which, taken as a whole, complements the original dwelling;~~ ~~d. the occupant(s) of the annexe share(s) the access, garden and parking areas of the original dwelling;~~ ~~e. there is a clear functional relationship between the occupant(s) of the annexe and the original dwelling;~~ ~~f. the provision of services and utilities to the annexe are provided via the original dwelling; and~~ ~~g. the proposal does not cause any other harm, such as, but not limited to, amenity (including on occupiers of the annexe, the original dwelling and neighbours), heritage and biodiversity assets, highways, parking, flood risk or character of the locality.~~ ~~2. Development of detached residential annexes within the defined property boundary will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided as an extension to the original dwelling. Development of residential annexes within the Green Belt will only be permitted where they are an extension to the existing dwelling or the conversion of an existing outbuilding where there is a close physical relationship with the main dwelling. Any proposal for the creation of a new detached building for use as an annexe in the Green Belt will be treated as a new dwelling, and proposals considered as such.~~ 1. In the determination of any application for the provision of a residential annexe within the curtilage of an existing dwellinghouse, either through extension, conversion or new build, the Local Planning Authority will give weight to the following considerations: (a) Ancilliarity: The proposed Annexe shall be ancillary to the host dwellinghouse. The applicant will be required to demonstrate a clear functional connection with, and degree of dependency on, the host dwellinghouse. (b) Size: The proposed Annexe shall be subordinate in size and scale to the host dwellinghouse and shall demonstrate a level and scale of accommodation that can be justified for its intended users. (c) Design and Layout: The design of the Annexe shall be sympathetic to the locality and the Annexe shall not be sited in a manner likely to result in an unacceptable loss of parking or amenity space for the residents of the host dwellinghouse, or the privacy and amenity of adjoining residents. There shall be no demarcation or subdivision of the garden areas between the Annexe and the host dwellinghouse and access to the Annexe shall be shared with the host dwelling. 2. Proposals for the provision of Annexes to dwelling houses in the Green Belt will also be considered within the context of Policies GB1, GB2 and GB3 of this Local Plan. 3. Where consistent with the statutory tests for planning obligations, applicants will be required to enter into a S106 Agreement to secure the retention of the Annexe for purposes ancillary to the host dwelling
MM12	37	Paragraph 10.1	The sites identified in this Plan aim to achieve the total supply of ~~5,284~~ 5,510 new homes by 2033.
	37	Paragraph 10.3	*INSERT NEW PARAGRAPH AFTER 10.3 AND RENUMBER SUBSEQUENT PARAGRAPHS* ACCORDINGLY The site capacities for the allocations within this chapter are a consequence of site capacity evidence work through the Large Site Capacity Assessments or the Strategic Housing Land Availability Assessment (SHLAA). For the purposes of plan making an indicative number of dwellings expected to be delivered on each site is stated, taking into account individual site constraints and infrastructure requirements. The specific number of dwellings expected on each site will however be determined through the development management process, having regard to site constraints, opportunities and housing mix.
MM13	38	Paragraph 10.13	It is considered that given the diverse nature of the site, it should be developed through a master plan approach. Taking a plan-led approach to development in this location presents the opportunity to design and create a landscaped western gateway into the borough framed by a landscaped buffer along the whole of the western boundary of the borough, both to the north and south of the A130 creating an attractive, high quality development and environment. The master plan will also set out the detailed infrastructure requirements as outlined in the policy and the phasing.
	38	Paragraph 10.14	~~Furthermore, such a~~ The provision of a landscape buffer provides the opportunity to create a strategic greenway running north south along eastern boundary, which can incorporate accessible public footpaths and cycleways, linking to existing and proposed footpaths, cycle routes, open spaces, and natural features. It also provides the opportunity to effectively integrate biodiversity into the development through the creation of a community woodland which will also lessen the visual impact of the development. Due to the location of this site, and the scale of development proposed, it will be necessary for the master plan for this site to be accompanied by a project level Habitats Regulation Assessment which ensures that the detailed proposals do not pose a risk of adverse effects to the integrity of the nearby Benfleet and Southend Marshes SPA. On-site green infrastructure provision within this development is expected to play a significant role in ensuring harm is prevented to this off-site natural asset.
	38	Paragraph 10.15	In terms of Green Infrastructure, it is expected that a ~~A~~ master plan will establish how the public open spaces throughout the site are to be utilised. Furthermore, a master plan will need to consider how to integrate any development with the diverse topography of the site, as well as the existing landscape features and the strategic landscape buffer and ~~G~~greenway. ~~The masterplan will set out the detailed infrastructure requirements as outlined in the policy and phasing.~~
	38	Paragraph 10.16	It will also be necessary to demonstrate integration of sustainable drainage techniques as part of the green infrastructure requirements, particularly given the site's topography, and proximity to Flood Zones 2 and 3 to the south east of the site. This will be to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. Furthermore, there is existing Anglian Water infrastructure within the boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repairs could be restricted. The layout of any development should

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			ensure existing sewers are located within the highway or open space. If this is not possible a formal application to divert these assets may be required.
	38	Paragraph 10.17	To support the scale of the development on this site community infrastructure provision is also required. ~~t~~The development will provide a residential care home, a new co-located primary school with early years and childcare nursery and medical facilities are also required as set out in the *Infrastructure Delivery Plan*. Community Infrastructure, including the residential care home should be appropriately located on site to provide good access to residents, preferably via active travel modes. Guidance should be sought from the relevant infrastructure/service providers in this regard, with ECC setting out detailed guidance on the location for school sites in the *Developers Guide to Infrastructure Contributions.* The *Essex Design Guide* meanwhile provides guidance on the location of accommodation for older people within developments to support their ongoing wellbeing.
	39	Paragraph 10.19	The principal access to the site will be from the A130, but the education and medical facilities will need to be accessible from the existing communities to the east. In providing such access from roads to the east, a no~~t~~ through road ~~(for non-public transport and emergency vehicles)~~ shall be created to the A130, however this route will be accessible for public transport and emergency vehicles only. This is to avoid an alternative through route being created to the detriment of the existing highway network and residential amenity of the area. It is expected that active and sustainable travel infrastructure, facilities and services will be secured alongside the highway improvements, including the provision of a bus service through the site, to which the development will be expected to contribute towards.
	39	Paragraph 10.19	*INSERT NEW PARAGRAPH AFTER PARAGRAPH 10.19 AND RENUMBER ALL REMAINING PARAGRAPHS ACCORDINGLY* Given the location of this site on the borough boundary, the adjoining borough and parish Councils will be invited to be engaged in the master planning process. Due to the highway, education and social care infrastructure requirements it will also be critical to engage with the County Council and other relevant infrastructure and service providers.
	39	Policy HO9	1. Land West of Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver around 850 new homes; a ~~nursery and~~ primary school co-located with early years and childcare nursery; medical facilities; a residential care home; and, associated infrastructure as identified in the Infrastructure Delivery Plan. 2. A master plan should be prepared and submitted to the Council for its approval for ~~approach to~~ this site ~~will be taken~~ to ensure that the development is attractively designed, contributing to environmental quality, and that enough infrastructure is provided. The master plan must include the following: a. An urban design framework using a mix of urban design approaches for all development having regard to the local context to create an attractive, green, parkland environment, integrated into the existing landscape and topography; b. A landscape, ecology and biodiversity strategy for the site that includes: i. The provision of a landscaped buffer along the whole of the site's western boundary, to create a green and attractive character to the entrance into the borough; ii. The provision of a strategic greenway running along the whole of the site's eastern boundary, incorporating and linking to existing network of public footpaths, cycleways, public open space including a new community woodland and equipped children's play areas, natural features, and green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; iii. An approach to wildlife that results in a measurable net gain in biodiversity; iv. Retains, as far as possible, the established hedgerow field boundaries; v. Access to the adjoining allotments and recreational open space; vi. An increase in public open space provision across the site, including additional children's play areas; and vii. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. c. The principal access to the site from the A130 Canvey Way, comprising a roundabout junction and a segregated northbound carriageway for existing traffic which will be provided before the homes are occupied. Access from the existing highway network to the east shall be restricted to accessing the school and medical facilities only and no through route shall be created, except for public transport and emergency services. The installation of a roundabout will be dependent on the outcomes of a transport modelling exercise to determine the impact of the strategic route network and any mitigations required, including increased capacity on the A130 northwards of the roundabout to Sadlers Farm and improvements to the slip road from Canvey Way to A13. Active and sustainable travel infrastructure, facilities and services should be provided alongside these highway infrastructure improvements. d. A Community hub at a suitable location within the site with good access to active and sustainable travel modes. This shall comprise: i. 2.9ha of land to deliver a new primary school ~~with commensurate~~ co-located with early years an~~d~~ childcare nursery ~~provision~~, ~~with~~ and associated play space; ii. Land for a 1,500sqm healthcare facility with adequate parking and servicing provision; and iii. A residential care home comprising around 60 bedspaces. e. A development layout which safeguards suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility assets identified as being present on site. 3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. 4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. 5~~4~~. Ensure access to public transport facilities and services in order to promote sustainable transport patterns.
MM14	40	Paragraph 10.20	This site is approximately 12 ha in size. The northern section of the site fronting London Road has been developed for housing over the past 5 years or has extant planning permission for new homes. The remainder of the site is heavily wooded, interspersed by sporadic dwellings and unmade roads. 0.6 ha of the site has a Local Wildlife Site

Ref	Page	Policy/ Paragraph	Main Modification
			designation of a Lowland mixed deciduous woodland and 0.7 ha of the site is designated as a Potential Local Wildlife Site.
	40	Paragraph 10.21	Any development of this site would need to consider how biodiversity, particularly in relation to the trees and woodland, the topography, as well as the compartmentalised landscape and semi-rural nature of the site, could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved. Also, any development should take into account the requirements of policy NE4 in relation to Local Wildlife Sites and Potential Local Wildlife Sites. The site is dissected by a number of footpaths, plotland roads and bridleways, some of which are Public Rights of Way, and which should be retained and enhanced.
	40	Paragraph 10.22	The main part of the development could be adjacent to Felstead Road with a ~~of~~ master planned 'Arcadia' urban design approach with discrete groupings of dwellings, and create an attractive green, woodland environment where the natural environment and residential homes co-exist side by side. This environment should include open spaces, pocket woodlands, and greenways which create links to be enjoyed by all. This should be integrated into the development already underway on the northern part of the site adjoining the A13. The master plan for this site will be prepared and approved by the Council with input from landowners, key stakeholders and the public. The master plan will set out how applications for different parcels of land within the site can come forward.
	40	Paragraph 10.23	The site is allocated for ~~a total of~~ around ~~183~~ 185 dwellings. A higher density of development has been secured through consents on the frontage of the London Road where there is outstanding planning permission for ~~of which 22~~ 24 flats, and where ~~have permission and~~ 60 flats have been built. The Large Site Capacity Assessment 2019 reviewed the potential for the remainder of the site. Taking into account environmental constraints and the character of the area, this concluded that around a further 101 homes could be secured. ~~This leaves 101 homes to be built.~~ However, as the site is already scattered with houses, the replacement or retention of these dwellings, ~~leaves a remaining~~ would deliver a net addition of around 89 ~~units~~ new homes. Therefore, this policy only sets out the requirement for the remaining net ~~additional 89 units~~ provision.
	41	Paragraph 10.25	Given the proximity to the two primary schools and the access onto the A13, consideration should be given to how additional traffic flows in the area around this site will be accommodated and directed to minimise off-site junction congestion and any negative impact on the environment around the schools. The need for improving public transport facilities and services to encourage their use is required.
	41	Policy HO10	*DELETE WORDING OF POLICY HO10 AND REPLACE WITH THE BELOW TEXT* ~~1. Land between Felstead Road and Catherine Road, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 89 additional new homes by 2033.~~ ~~2. A master plan approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality, and that sufficient infrastructure is provided to support growth in this location. The master plan must deliver the following:~~ ~~a. An Arcadia urban design approach, to create an attractive green, wooded environment, integrated into the existing landscape and topography;~~ ~~b. An approach to wildlife that results in a net gain in biodiversity;~~ ~~c. Respects and retains, as far as possible, the hedge and tree-lined established plot boundaries;~~ ~~d. The provision of greenways and public pathways through the site, linking to the existing network of green infrastructure;~~ ~~e. An increase in public open space provision across the site, delivering additional accessible natural green space and children's play equipment; and~~ f. ~~Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties~~ ~~3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.~~ ~~4. Development of homes on this site will require improvements to public transport waiting facilities and junction improvements to access on Kent's Hill Road and the A13.~~ 1.Land between Felstead Road and Catherine Road, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver around 89 additional new home by 2033. 2.The site is comprised of two distinct development areas: a. Land south of Bowers Road and between Felstead Road and Downer Road b. Land to the east of Downer Road 3. A master plan approach should be taken which establishes the capacity and access arrangements for each development area within the overall site and secures: a. Urban design which echoes the principles of the Arcadia approach as defined in Appendix 2, to create an attractive, green, parkland environment integrated into the existing landscape; b. A comprehensive strategy for wildlife protection, management, mitigation and compensation for the allocation area that results in a measurable net gain in biodiversity; c. A comprehensive Green Infrastructure Strategy which: i. Ensures the retention of existing Public Rights of Way and through a comprehensive approach identifies where new greenways should be provided to enhance opportunities for active travel and recreation to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; ii. Identifies where new public open space provision should be secured within the allocation area, to deliver accessible natural green space and children's play equipment.

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			d. A comprehensive approach to securing sustainable drainage measures which integrates with Green Infrastructure provision and ensures that there is no increase in the risk of surface water flooding to any of the proposed development areas within the allocation, or to existing properties nearby. e. General design principles for the site which will ensure development is well landscaped and integrated into the existing landscape and topography, respecting and retaining as far as possible existing hedge and tree-lined plot boundaries. 4. Detailed applications for individual development sites within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. 5. Detailed design proposals for individual development sites within the allocation must have regard to the Council's Residential Design Guidance SPD. 6. Development of homes within this allocation should ensure that any local environmental impacts around the adjacent primary schools are minimised and will be required to deliver necessary improvements to public transport waiting facilities and junction improvements on Kents Hill Road and the A13.
MM15	42	Paragraph 10.26	This site is approximately 1.95 ha in size. The site is bounded on three sides by residential development, with the Hadleigh Castle and Marshes Historic Natural Landscape to the east. A Site of Special Scientific Interest (SSSI) sits adjacent to the south-eastern corner of the site within the Historic Natural Landscape. The site itself is open land bisected through the centre in a north south direction by a bank of hedgerow trees and scrub. The topography of the site is challenging, sloping upwards in both a west to east direction and north to south, resulting in the south eastern section of the site being highly prominent.
	42	Paragraph 10.28	It will also be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site, given the site's topography, its location within a Critical Drainage Area, and immediately adjacent to a potential surface water flooding location. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. It may be necessary for sustainable drainage measures to be provided on adjacent Green Belt land to the east of the site, such measures may be above or below ground and appropriate engineering works may be required. Due to the Green Belt designation on the adjacent land such measures are required to be compatible with the Green Belt and maintain openness. *INSERT TWO NEW PARAGRAPHS AFTER PARAGRAPH 10.28 AND RENUMBER THE REMAINING PARAGRAPHS THEREAFTER ACCORDINGLY* Alongside demonstrating that sustainable drainage measures can be implemented to manage flood risk on this site, measures should also be undertaken to ensure land stability is achieved and the development does not pose a risk to neighbouring or nearby properties. The NPPF directs that assessments of land stability should be carried out by a competent person and the developer is responsible for ensuring that the development is safe in relation to land stability. A high-pressure underground gas pipeline that runs from north to south is adjacent to the site boundary. Any development or tree planting on this site should have regard to restrictions on the types permitted within specific buffer zones from the edge of the pipeline. Applicants must consult with relevant bodies on the types and location of development or planting in the development brief preparation and at the planning application stage.
	42	Paragraph 10.29	… Having regard to this design approach, it is considered that ~~up to~~ around 30 homes could be accommodated across the site.
	42	Paragraph 10.29	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.29 AND RENUMBER THE REMAINING PARAGRAPHS THEREAFTER ACCORDINGLY* Highway access to this site is from Glyders. However, this site is close to Benfleet Railway Station which is a public transport hub providing opportunities for residents of this site to travel via multiple modes. This site is also adjacent to the western extent of Hadleigh Castle Country Park and the Public Rights of Way network, providing opportunities for active leisure within the vicinity of this site. The proposals for this site, and associated transport infrastructure improvements should focus on enhancing these active and sustainable travel linkages to promote active travel and to improve connectivity for the future occupants of this site.

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	42	Policy HO11	1. Land off ~~the~~ Glyders, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 30 new homes by 2033. 2. ~~It is expected that a~~ A development brief will be prepared ~~approach to~~ for this site and applications must have regard to the development brief ~~will be taken~~ in order to ensure that the development is of a high quality and responds to local circumstances. The development must: a. Adopt a Contextual approach to urban design in order to integrate with the existing built form and existing landscape, the topography and the Historic Natural Landscape; b. Deliver a landscape strategy that comprises mature planting along the eastern boundary of the site; c. Make provision for open spaces and green infrastructure within the site, with links to existing green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; d. Adopt an approach to wildlife that protects and enhances the adjacent SSSI, and results in a measurable net gain in biodiversity; e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances; ~~and~~ f. Measures will be implemented by the developer to ensure no increase in the risk of land instability to the site or nearby properties; and ~~f~~ g. Main vehicular access to the site will be from Glyders, with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment. 3.Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.
MM16	43	Paragraph 10.31	The site is ~~classed as~~ adjacent to a flood storage area as classified by the Environment Agency. The South Benfleet Playing Fields flood storage area, which is recognised by the Environment Agency as a large raised reservoir under the Reservoirs Act provides a 1 in 1,000-year standard of protection to people and property at the southern end of Benfleet Hall Sewer. Benfleet Hall Sewer is adjacent to the site, and therefore the site itself is within a Critical Drainage Area and is located in flood zones 2 and 3a. It is therefore ~~it is~~ essential that tidal, fluvial and surface water is managed appropriately on this site in order to prevent flooding of properties on or nearby the site. This may require flood attenuation mitigations within ~~Richmond Park~~ the open space provision nearby. ~~Benfleet Hall Sewer enters the South Benfleet Playing Fields flood storage area, which is recognised by the Environment Agency as a large raised reservoir under the Reservoirs Act. This flood storage area provides a 1 in 1,000 year standard of protection to people and properties at the southern end of Benfleet Hall Sewer.~~
	43	Paragraph 10.31	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.31 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* Further to the matters above, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of this site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highway or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.
	43	Policy HO12	1.The site of the former WRVS Hall, Richmond Avenue, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 39 new homes by 2033. 2.A development brief ~~approach~~ will be prepared for ~~taken to~~ this site, and should follow a village green urban design approach. Applications must have regard to the development brief in order to ensure that the development is of a high quality and responds to local circumstances. The development must deliver the following: a. High quality design and layout which integrates into the existing landscape; b. An approach to wildlife that results in a measurable net gain in biodiversity; c. The provision of open space across the site, delivering accessible natural green space and greenways through the site, linking to the existing network of green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; d. The management of tidal flood risks from the Thames Estuary and fluvial flood risks from the Benfleet Hall Sewer; e. Sustainable drainage measures ~~will be implemented~~ to ensure no increase in the risk of surface water flooding to the site or nearby properties. No development shall impede ~~upon~~ or impact on the flood storage area ~~in Richmond Park~~ at South Benfleet Playing Fields;~~.~~ f. Improvements to the footpaths and cycleways through ~~Richmond Park.~~ South Benfleet Playing Fields; g. The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure; and h. Main vehicular access to the site will be from Richmond Avenue. 3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD

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MM17	44	Paragraph 10.33	This site is approximately 28 ha in size. In the eastern part of the site, 3.5ha is designated as part of a Historic Natural Landscape. This eastern edge also coincides with the extent of the Little Haven Complex nature reserve managed by Essex Wildlife Trust. The Cottage plantation woodland reserve (now known as the Valerie Wells Wood) sits nearby to the south-east of the site. The site itself is mainly open farmland which is compartmentalised by established hedge and tree lined field boundaries. There is a cluster of existing farm buildings occupied by several small commercial uses, as well as some stables located to the southern part of the site. An existing community use fishing lake is also contained within the site.
	44	Paragraph 10.34	Any development in this location should seek to follow urban design approaches, which ensure ~~low density and~~ integration into the existing landscape.
	44	Paragraph 10.35	Given the mainly undeveloped nature of the site, and the ancient landscape area a master plan would need to consider how biodiversity, the topography, the compartmentalised landscape and semi-rural nature of the site could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved. Buffering should be provided to the Little Haven Complex, and consideration should be given as to how additional recreational disturbance of nearby wildlife assets should be avoided.
	44	Paragraph 10.36	Due to the size of the site, its varying landscape and neighbouring land uses there is the opportunity to integrate several different urban design approaches. The 'Arcadia' approach is considered appropriate for the areas of the site located within the Historic Natural Landscape and in the vicinity of important landscape features within the site, with the Boulevard approach being appropriate for the main routes through the site. Any entrances to this site lend themselves to being designed using elements of the Major Entry Point urban design approach. It is considered with these main urban design approaches setting the framework for the site, the remainder of development could result from a combination of the other urban design approaches set out in Appendix Two. All approaches should be linked together by public open spaces, and greenways which provide multi-user access ~~to all~~ and connect to the wider network. Having regard to these design approach, it is considered that approximately 455 homes could be accommodated across the whole site.
	44	Paragraph 10.37	It will also be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. Additionally, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of the site and the site layout will need to be designed to take these into account. The existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance or repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.
	45	Paragraph 10.40	Community facilities should be provided in the form of ~~local shops,~~ an early years and childcare nursery, a multi-purpose community hall (equivalent to being able to accommodate a minimum of 2 badminton courts in terms of size and height), the need for which is identified through the *Castle Point Built Facilities Strategy 2018,* and a healthcare facility to serve the Daws Heath area comprising 750 - 1000sqm of floorspace, as required by the NHS Mid and South Essex STP.
	45	Policy HO13	1. Land east of Rayleigh Road, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver around 455 new homes by 2033. 2. A master plan should be prepared and submitted to the Council for its approval for ~~approach to~~ this site to ensure ~~will be taken to ensure~~ that the development is attractively designed, contributing to environmental quality, and that infrastructure is provided to support growth in this location. The master plan must deliver the following: a. Access arrangements for the site, which also addresses peak time congestion at nearby junctions; b. An urban design framework using a mix of urban design approaches built around the Arcadia approach in areas located within the Historic Natural Landscape and in the vicinity of important landscape features, and the Boulevard and Major Entry Point approaches, to create an attractive green, parkland environment, integrated into the existing landscape and topography; c. Respects and retains as a far as possible the hedge and tree-lined boundaries established; d. An approach to wildlife that results in a measurable net gain in biodiversity, including the provision of a buffer to the Little Haven Complex nature reserve; e. The provision of greenways providing multi-user access through the site, linking to the existing network of green infrastructure which provide opportunity for active travel and recreation but which avoid or otherwise manage additional recreational disturbance to sensitive wildlife assets nearby; f. An increase in public open space provision across the site consistent with the requirement of policy HS3, delivering children's play equipment and additional accessible natural green space ~~and children's play~~

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			~~equipment~~ to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; g. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; h. The provision of a multi-use community hall, and the provision of land or a suitable building to provide up to 1000sqm of space for healthcare services ~~building on site~~; i. Provision of 0.13ha of land ~~Land (circa 0.13 hectares)~~ for a stand-alone early years and childcare nursery; j. Main vehicular access will be taken from Stadium Way in the north and Daws Heath Road in the south. k. Safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utilities infrastructure identified on site. 3. Planning applications for the development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. ~~3~~4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance. ~~4~~5. ~~Public transport waiting facilities and services must be improved on Rayleigh Road and Daws Heath Road.~~ Improvements to active and sustainable infrastructure, facilities and services should be secured within and as part of this development to promote modal shift and improve connectivity. This should include a public transport only route through the site, bringing all new homes on the site within 400m of public transport provision.
MM18	46	Paragraph 10.42	Given the mainly undeveloped nature of the site, any development of this site would need to consider how biodiversity could be effectively integrated into the development and an overall net gain in biodiversity could be achieved. Furthermore, the compartmentalised landscape and semi-rural nature of the site are important features and should be used to aid the integration of development into this important landscape. The development must provide access to the open areas to the south and ~~west~~ east of the site whilst ensuring they are protected and enhanced. This area of land, as identified in the Policies Map as 'new open space' can be utilised for compensatory improvements to the environmental quality and accessibility of remaining Green Belt land, so long as the use is compatible with the functions of Green Belt policy.
	46	Paragraph 10.44	The overall design for the site should ensure linkages to nearby public open spaces, and greenways providing multi-user access through the site and linking to adjacent land. It will also be necessary to demonstrate integration of sustainable drainage techniques, as the site is identified as being in a Critical Drainage Area. This can be achieved through the provision of open space, greenways and Green Infrastructure. Having regard to these design approaches, it is considered that approximately 173 homes could be accommodated across the whole site.
	46	Paragraph 10.45	There are plenty of opportunities within the vicinity of this site for walking, cycling and horse riding for leisure purposes, and new or improved links to this network should be provided. However, t~~T~~his site is not within easy walking distance of local services and facilities and it is therefore important that cycling infrastructure, and public transport services are improved, in terms of routing and frequency, in this part of the borough.
	46	Paragraph 10.46	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.46 AND RENUMBER REMAINING PARAGRAPHS THEREAFTER ACCORDINGLY.* Anglian Water has identified existing foul and surface water sewers within the boundary of this site which they own, and which need to be taken into account in the site layout. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in the highway or in public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

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	47	Policy HO14	1. Land at Brook Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 173 new homes by 2033. 2.~~It is expected that a~~ A master plan should be prepared and submitted to the Council for its approval for this site. ~~approach will be taken to this site, using~~ . The master plan should incorporate ~~using~~ multiple urban design approaches to ensure that the development is of a high quality and responds to local circumstances. 3. The development should: a. Adopt a Contextual approach to urban design to the northern parts of the site immediately adjacent to the existing development in order to integrate with the existing built form; b. Adopt the Arcadia approach to urban design across the southern parts of the site adjacent to the open farmland in order to integrate with the semi-rural environment; c. Deliver a landscape strategy that comprises mature planting along the southern boundary of the site; d. Respects and retains, as far as possible the established hedge and tree-lined field boundaries; e. Make provision of multi-user greenways through the site, linking to the existing network of green infrastructure and providing opportunities for active travel and daily recreation and to divert and deflect visitors from Habitats sites; f. Adopt an approach to wildlife that results in a measurable net gain in biodiversity. This may include habitat enhancement on land adjoining the allocation, provided such measures are compatible with the Green Belt; g. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances; ~~and~~ h. Take m~~M~~ain vehicular access ~~will be taken~~ from Daws Heath Road; and i. Safeguard suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility infrastructure identified to be on site. 4. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. ~~4~~5. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. ~~5~~6. A contribution should be made to the necessary improvement of active and sustainable travel infrastructure, facilities and services for this site, including improvements to cycling infrastructure and public transport services along Daws Heath Road to improve accessibility to the site and reduce the need for travel by car.
MM19	47	Paragraph 10.47	This site is approximately 1.5 ha in size. The site is adjacent to the Hadleigh Infant School and is an undeveloped, unused piece of land fenced off from the school playing fields, which are shared with Hadleigh Junior School. The site is within reasonable walking distance of Hadleigh Town Centre, and opportunities to promote active and sustainable travel to this centre should be secured alongside development.
	48	Policy HO15	1. Land south of Scrub Lane, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 55 new homes by 2033. 2. A development brief will be prepared for ~~approach to~~ this site and applications must have regard to the development brief in order ~~will be taken~~ to ensure that the development is attractively designed and contributing to environmental quality. The development brief should deliver the following: a. A Boulevard urban design approach to the Scrub Lane frontage, complemented by a contextual urban design approach to the remainder of the site; b. Access for the school to maintain and improve accessibility to the school from Scrub Lane; c. Provide access to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; ~~c~~d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and ~~d~~e. Main vehicular access will be taken from Scrub Lane with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services and jobs in Hadleigh Town Centre. 3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. 4. The loss of playing field land and land last used as playing fields should be mitigated by an appropriate financial contribution being secured towards new or enhanced playing field projects within the Borough.
MM20	49	Paragraph 10.51	The northern edge of the site coincides with a watercourse which puts the northern boundary into a flood risk zone 2 and 3. The overall design for the site should follow the sequential approach and avoid development on land within flood risk zones 2 and 3. Elsewhere within the site development proposals should integrate ~~ensure integration of~~ sustainable drainage techniques, in order to ensure that surface water is managed appropriately. This can be achieved through the provision of open space and green infrastructure that will also provide benefits in terms of

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			recreation, nature conservation and active travel. Having regard to these design approaches it is considered that 65 homes could be accommodated on this site.
	49	Paragraph 10.52	Given the mainly undeveloped nature of this site and the proximity to a Potential Local Wildlife Site and SSSI, any development of this site would need to consider how biodiversity could be effectively integrated into the development, impacts on the SSSI can be avoided, managed or mitigated, and an overall net gain in biodiversity could be achieved. The use of landscaping to mitigate the impacts of the development on the semi-rural landscape in this location could for example provide the opportunity to create wildlife corridors that link the network of woodlands and support this areas role as a Historic Natural Landscape. Vehicular access to the site will be from Central Avenue only, in order to avoid conflict with the Public Rights of Way on Poors Lane and to avoid the unnecessary harm to the adjacent Local Wildlife Site and SSSI.
	49	Paragraph 10.53	The *SHLAA 2018* estimates an additional 61 dwellings and this is corroborated by the *Castle Point Large Site Capacity Study* which estimates that the site has a capacity for 65 additional dwellings made up of semi-detached and detached homes as well as open space. ~~The northern part of the site with within Flood Zone 3 and appropriate mitigation should be put in place including on-site SUDS and / or attenuation.~~ Vehicular access to the site should be taken from Central Avenue, with improvements also made to active and sustainable travel within and around the site to promote active travel and access to the countryside in this part of the borough. There is scope for non-vehicular access to be secured from Poors Lane.
	49	Policy HO16	1. Land at Oak Tree Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 65 new homes by 2033. 2. ~~It is expected that a~~ A master plan should be prepared and submitted to the Council for its approval for ~~approach will be taken to~~ this site using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances. 3. The development should: a. Adopt a contextual approach to urban design which integrates with the existing built form and is also sensitive to the openness of the surrounding farmland and ancient woodland; b. Adopt the sequential approach and ensure that no housing development is proposed on land within flood risk zones 2 and 3 on the site as defined by the most up to date modelling, and taking climate change into account; ~~b~~c. Implement ~~S~~sustainable drainage measures ~~will be implemented~~ to ensure no increase in the risk of surface water flooding to the site or nearby properties; d. Adopt an approach to wildlife that protects and enhances the adjacent SSSI, and results in a measurable net gain in biodiversity. Where greenways are provided as part of the design for this site, they should avoid or otherwise manage recreational disturbance in the adjacent SSSI including access from Poors Lane to the SSSI. Access should be provided to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; ~~c~~e. Respects and retains, as far as possible the established hedge and tree-lined field boundaries; and ~~d~~f. ~~Main v~~Vehicular access will be taken from Central Avenue only, with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment.~~;~~ 4. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. ~~4~~5. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.
MM21	50	Paragraph 10.55	Control of the land is vested in the County Council and Borough Council, both of whom aspire to bring forward mixed use redevelopment in order to support the town centre. The site will be subject to a development brief ~~master plan~~ which sets out how the new development can be integrated into the existing fabric of the town centre; seek to retain if viable the old fire station; retain and provide facilities for the community uses on the site; provide commercial ground floor opportunities; and residential development. The proposals for this site will seek to support and contribute towards opportunities to promote active and sustainable travel in this already accessible location.
	50	Paragraph 10.56	This site is identified as being within a Critical Drainage Area and within the Southend Water Recycling Centre catchment area, and it is necessary to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. Anglian Water has also identified the presence of existing surface water sewers on this site, and these will need to be considered in the layout of the development. This existing infrastructure is protected by easements and should not be built over or located in private areas where access for maintenance and repair could be restricted. The existing sewers should be located in the highway or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

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	50	Policy HO17	1. Land at Hadleigh Island, Hadleigh, as identified on the Policies Map, is allocated for mixed use residential purposes, to deliver ~~up to~~ around 52 new homes by 2033. 2. ~~It is expected that a planning and development brief approach will be taken to this site,~~ A development brief will be prepared for this site and applications must have regard to the development brief in order to ensure that the development is of a high quality and responds to local circumstances. The development brief will use ~~ing~~ a contextual urban design approach. 3. A ~~master plan~~ development brief for the site should deliver: a. A high-quality design and layout which complements the existing urban environment and seeks to enhance the character of the town centre; b. Enhancements to the public realm within the site and along the A13 frontage, including contributions towards active and public transport provision within the vicinity of the site to promote modal shift in a town centre location; c. Enhancements to the public realm within the site and along the A13 frontage; ~~and~~ d. Provide access to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; ~~d~~e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties~~.~~; and f. Safeguarding of suitable access for the maintenance of surface water drainage infrastructure, and any other utility infrastructure identified within this site. 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.
MM22	51	Paragraph 10.58	Grasmere Road Pastures (PLoWS 8) is a potential wildlife site that lies immediately north and west of the site, therefore it is important for any new development to take into account and achieve an~~d~~ overall net gain in biodiversity. An existing Public Right of Way passes through the site in the form of a bridleway.
	51	Policy HO18	1. Land north of Grasmere Road and Borrowdale Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 30 new homes by 2033. 2. ~~It is expected that a~~ A development brief ~~approach~~ will be prepared for this site ~~will be taken to this site~~ using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances. Applications for this site must have regard to the development brief. 3. The development should: a. Adopt a contextual approach to urban design which integrates with the existing built form and is also sensitive to surrounding uses; b. Implement s~~S~~ustainable drainage measures ~~will be implemented~~ to ensure no increase in the risk of surface water flooding to the site or nearby properties; c. Respects and retains, as far as possible the established hedge and tree-lined field boundaries; d. Retain the existing Public Right of Way passing through the site, and ensure it remains suitable for use as a bridleway; ~~g~~e. Take ~~A~~an approach to wildlife that results in a measurable net gain in biodiversity; f. Provide access to natural greenspace within walking distance needed for daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; and ~~h~~g. Vehicular access will be from Grasmere Road~~, Borrowdale Road,~~ and Silverdale with improvements also made to active and sustainable travel infrastructure, facilities and services nearby the site to promote modal shift and improve connectivity to services, jobs and to the natural environment. 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.
MM23	52	Paragraph 10.65	Access for this site is taken from residential side roads which also serve two primary schools. Public transport services and facilities should also be improved near to the development site on the A13 London Road and Rushbottom Lane. The transport assessment for this site should include the Tarpots junction in order to identify the extent of any improvements needed as a result of the development of the site.

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	52	Policy HO19	1. Land at Glebelands, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 155 new homes by 2033. 2. A master plan should be prepared and submitted to the Council for its approval for this site ~~approach to this site will be taken~~ to ensure that the development is attractively designed, contributing to environmental quality, and that contributions to health and school infrastructure is made to support growth in this location. The master plan must deliver the following: a. An urban design framework using a mix of urban design approaches built around the Arcadia approach with elements of the Village Green and Landscape Square approaches, to create an attractive green, parkland environment, integrated into the landscape; and b. A landscape strategy for the site that includes: i. The provision of a strategic landscaped buffer along the whole of the sites western boundary, to create a green and attractive character to the entrance into the borough; ii. The provision of a strategic greenway running along the whole of the site's western boundary, incorporating and linking to existing network of public footpaths, cycleways, public open space, natural features, and green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; iii. An approach to wildlife that results in a measurable net gain in biodiversity; iv. An increase in public open space provision across the site consistent with the requirement of policy HS3; and v. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties 3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. ~~3~~4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. ~~4~~5. A contribution will be made towards the improvement of active and sustainable transport infrastructure, facilities and services within and nearby the site in order to encourage modal shift. This includes improvements to public transport waiting facilities and services near to the site ~~in order to promote sustainable travel~~. ~~5~~6. Main vehicular access will be from Glebelands.
MM24	53	Paragraph 10.69	Throughout the remainder of the site it is considered that the principles of an Arcadia urban design approach, as set out in appendix two should be applied to create an attractive green, parkland environment where the natural environment and residential homes co-exist side by side. This environment should include open spaces and greenways which create links and build on the existing public rights of way network which already exists in this location. It should also integrate sustainable drainage techniques given that the site is within a Critical Drainage Area, and there is potential for a small area of surface water flooding towards the north of the site. The *SHLAA 2018* indicated that the site could deliver 476 new homes. Having regard to the most appropriate design approach taking account of landscape constraints, it is considered that approximately 430 ~~350~~ homes could be accommodated on the site.
	54	Paragraph 10.70	Part of the site already has planning permission for 18~~0~~ units, therefore this policy will look to accommodate the remaining ~~340~~ 412 units.
	54	Paragraph 10.70	*INSERT A NEW PARAGRAPH AFTER 10.70, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* Due to the existing development in this area, there are existing foul and surface water sewers in Anglian Water's ownership within the boundary of the site. The site layout will therefore need to be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.
	54	Paragraph 10.71	*INSERT A NEW PARAGRAPH AFTER 10.71, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* Main vehicular access to the site from the south of The Chase will primarily be from Kiln Road, and land to the north of The Chase will primarily be accessed from Runnymede Chase or Rayleigh Road. There may be limited access from other roads to small pockets of development.
	54	Paragraph 10.72	The site also contains playing fields used by the nearby USP College. These are remote from the college which limits their use. It is intended that these are relocated to facilitate greater use by the community. To enable greater use, it is intended that the relocated provision will principally be in the form of a full size flood lit 3G pitch capable of use for both football and rugby. The location of the new pitch should be determined through the master planning process and ensure that the flood lighting and noise does not give rise to amenity issues for existing or future residents. ~~Any development of these playing fields should be supported by the provision of a new 3G pitch to serve the needs of the college.~~ The relationship between the site and adjoining land uses is critical and the master plan should set out how the site integrates with, inter alia, the USP college campus and the Council Offices and leisure uses off Kiln Road. Land for a new pre-school will also be required to increase capacity within the area as a result of this development.
	54	Paragraph 10.72	*INSERT TWO NEW PARAGRAPHS AFTER PARAGRAPH 10.72 AND RENUMBER ALL SUBSEQUENT PARAGRAPHS ACCORDINGLY* The IDP indicates that specific improvements to community infrastructure are required to support the growth arising at this site. There is a requirement for a 26-place pre-school to be provided. This is in addition to the pre-school which already operates out of Runnymede Hall. There is also a need, as identified by the NHS, for a new healthcare hub in this location comprising between 750sq m and 1,000 sq m of floorspace. It is anticipated that these requirements will be secured alongside the residential development through a master planned approach. It may be that this could be through the reuse of existing buildings if they are available, and if they are suitable for the intended purpose.

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			The site is in multiple ownership and lends itself to a multi-phased scheme. In order to ensure a co-ordinated response to development across the site a master plan will be prepared by the Council within six months of adoption of the Local Plan. The master plan will be informed by the development aspirations for the various parcels within the site. The role of the master plan will be strategic place-making, establishing parameters for development and dealing with site wide issues such as drainage, flooding, infrastructure and net biodiversity gain.
	54	Policy HO20	*DELETE WORDING OF POLICY HO20 AND REPLACE WITH THE BELOW TEXT* ~~1. 28ha of land off Kiln Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 340 new homes by 2033. It is expected that a comprehensive master plan approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality, and that enough infrastructure is provided to support growth in this location.~~ ~~2. A master plan will be required to deliver:~~ ~~a. An Arcadia urban design approach, to create an attractive, green, parkland environment, integrated into the existing landscape;~~ ~~b. An approach to wildlife that results in a net gain in biodiversity;~~ c. ~~Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;~~ ~~d. The provision of greenways through the site, linking to the existing network of green infrastructure;~~ ~~e. The provision of open space and where appropriate, playing fields within the site consistent with the requirement of policy HS3, delivering additional accessible natural green space;~~ ~~f. Identify means of access to the site without the creation of a through route and highways improvements to the unmade highway sections within the allocated area to ensure the accessibility of new development and junction improvements on Kenneth Road;~~ ~~g. Integration with the USP College and Council Offices and adjoining leisure uses off Kiln Road. This includes the re-provision of a 3G pitch to compensate for the loss of the USP playing pitch if required;~~ ~~h. Land (circa 0.058 ha) for a stand-alone 26 place Pre-school (Use Class D1); and~~ ~~i. Main vehicular access to the south of the Chase will be taken from Kiln Road, and land to the north of The Chase from Runnymede Chase or Rayleigh Road.~~ ~~3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.~~ ~~4. Public transport waiting facilities and services will be improved near to the site on Kiln Road, Rayleigh Road and Kenneth Road in order to promote sustainable travel patterns.~~ 1.28ha of land off Kiln Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver around 412 new homes by 2033. 2. A master plan covering the allocated 28ha will be prepared for the site to ensure that the development is attractively designed, contributing to environmental quality, and that the identified infrastructure is provided to support growth in this location. The master plan will set out how applications for different development parcels within the site can come forward. 3. A master plan will be prepared within six months of the adoption of the Plan, which will establish the capacities of development parcels within the overall site. Each development parcel should have regard to the master plan which will secure: a. Urban design which echoes the principles of the Arcadia approach as defined in Appendix 2, to create an attractive, green, parkland environment, integrated into the existing landscape; b. An approach to wildlife that results in a measurable net gain in biodiversity; c. The retention of existing Public Rights of Way through the site, and the provision of greenways through the site, linking to the existing network of green infrastructure; d. The provision of open space and where appropriate, playing fields within the site consistent with the requirement of policy HS3, delivering additional accessible natural green space to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; e. An approach to playing pitch provision which fully compensates for any losses arising on site or in an accessible location nearby, and provides for any additional need arising from growth at the site, in consultation with Sport England and the relevant sport governing bodies; f. Main vehicular access to the south of the Chase from Kiln Road, and land to the north of the Chase from Runnymede Chase or Rayleigh Road; g. Coordinated access to the development areas within the site without the creation of a motorised vehicular through route. As appropriate, the need for highways improvements, including to unmade sections of highway within the site will be secured to enable access to new development; h. Active travel connections through the site linking through the new development to the USP College and Council Offices and adjoining leisure uses off Kiln Road; i. The provision of a new stand-alone 26 place Pre-school, and the provision of a building to accommodate 1,000sqm of space for healthcare services. This may be provided in-kind, or through the provision of land

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			comprising 0.058ha for the pre-school and 0.3ha for the healthcare building, with proportionate financial contributions towards the delivery of the facilities; j. Sustainable drainage measures to ensure no increase in the risk of surface water flooding to the site or nearby properties; and k. The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utility infrastructure identified on site. 4. Applications for individual development parcels within the allocated site must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that development parcel acceptable in planning terms. Any applications received in advance of the master plan must incorporate the requirements of part 3 of this policy as appropriate and must not undermine the comprehensive development of the wider allocated site. 5. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. 6. In order to mitigate impacts of the development at this site on the surrounding road network necessary contributions will be secured towards junction improvements on Kenneth Road, and towards public transport waiting facilities and services nearby the site on Kiln Road, Rayleigh Road and Kenneth Road in order to promote sustainable travel patterns.
MM25	55	Paragraph 10.73	*INSERT AN ADDITIONAL PARAGRAPH AFTER PARAGRAPH 10.73 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* This site is adjacent to the Rayleigh Road and has regular bus services passing by and experiences high traffic flows. There is therefore a need for any development in this location to support localised improvements to active travel and enable mode shift to public transport in order for occupants of this site to be able to travel by these means, reducing the impact of this development on local congestion.
	55	Policy HO21	1. Land fronting Rayleigh Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 60 new homes, by 2033. 2. A master plan should be prepared and submitted to the Council for its approval for this site ~~approach will be taken to this site~~ using a contextual urban design approach to ensure that the development is of a high quality and responds to the local circumstances. 3. The development must: a. Deliver a high-quality design and layout which complements the existing urban environment and reflects the surrounding character given the prominence of the site. In particular, the site layout must seek to mitigate against noise impacts arising from surrounding junctions and main roads and respect the surrounding land uses; b. Provide access to natural greenspace within walking distance for daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; ~~b~~c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and ~~c~~d. Take m~~M~~ain vehicular access ~~will be taken~~ from Kingsley Lane, and contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift. This includes improvements to public transport waiting facilities and services near to the site. 4. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. ~~4~~5. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.
MM26	56	Paragraph 10.75	This site is approximately 0.16 ha in size and is bounded by residential development on the western, northern and eastern boundaries. Kiln Road offers the southern boundary and will act as the main access to the site. There are existing active and sustainable travel opportunities on Kiln Road, which this development should contribute toward the improvement of in order to support a shift to these modes of travel.
	56	Paragraph 10.76	The site is comprised of a manufacturing commercial business, but located within a predominately residential area, and close to residential property. The site is adjacent to three storey terraced town houses to the west and two storey chalet style homes to the east, with large semi-detached homes on the opposite side of Kiln Road. Based on the scale of surrounding development it is considered that this site can accommodate around 12 new homes.
	56	Paragraph 10.76	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.76 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* There is an existing surface water sewer in Anglian Water's ownership within the boundary of this site, and consequently the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highway or in public open space. If this is not possible a formal application to divert the asset may be required.

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	56	Policy HO22	1. Land at Thames Loose Leaf, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 12 new homes by 2033. 2. A ~~planning and~~ development brief will be prepared for this site and applications must have regard to the development brief. ~~approach will be taken to this site,~~ This site will use~~ing~~ a contextual urban design approach. 3. The development must deliver: a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; ~~and~~ c. Provide access to natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; ~~c~~d. Main vehicular access from Kiln Road, and contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift; and e. Safeguarding of suitable access for the maintenance of surface water drainage infrastructure, and any other utility infrastructure identified on this site. 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.
MM27	57	Paragraph 10.78	The site is located on Canvey Island, and as such is located within Flood Risk Zone 3. The *Strategic Flood Risk Assessment (SFRA) Level Two 2018* indicates that this site is at high risk of flooding and therefore its development needs to be considered against the Sequential Test, and Exception Test. The Sequential Test, prepared to accompany this plan, indicates that the site would pass the Sequential Test in attempting to deliver the objectively assessed need for housing ~~and when it can be demonstrated that there is an insufficient five-year land supply from sites with a lower flood risk~~. It will ~~however~~ be necessary for any planning application to demonstrate that any proposals are designed to meet the Exceptions Test, particularly in relation to flood resistance and flood resilience.
	57	Paragraph 10.79	The *Essex County Council Interactive Flood and Water Management Map* identifies areas of high risk of surface water flooding including areas on Canvey Island. The Canvey Island Six Point Plan is a multi-agency plan which sets out how surface water flood risk on Canvey should be managed. This includes increasing the capacity of the drainage network and investing in green surface water storage. On this site there are existing drainage ditches running along the southern and part of the eastern boundary of the site. It will therefore be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. This can be achieved through the provision of open space and Green Infrastructure that will also provide benefits in terms of recreation, active travel and nature conservation, including helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site by assisting in the management of water quality. ~~and active travel~~.
	57	Paragraph 10.79	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.79 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* There are also built drainage assets on this site. There is an existing foul sewer and a number of discharge points (both foul and surface water) in Anglian Water's ownership within the boundary of the site. The site layout will therefore need to be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in a highway or public open space. If this is not possible a formal application to divert this asset may be required. There is also a foul sewerage pumping station adjacent to this site. Improvements may be required to this pump to accommodate the development of this site. To avoid odour complaints arising from any new residents, a 15m buffer should be applied around the pumping station.
	57	Paragraph 10.80	This site is nearby the Canvey Wick SSSI, valued for its invertebrate species. Due to the sites ~~its~~ undeveloped nature it is necessary for ecological survey work to be undertaken having regard to invertebrates, flora, reptiles and nesting birds. Consideration should be given as to how any biodiversity can be effectively integrated into the development proposals to achieve a net gain.
	57	Paragraph 10.80	*INSERT TWO NEW PARAGRAPHS AFTER PARARAPH 10.80 AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY* A Scheduled Monument comprising the remains of a Roman saltern is located to the north-east of this site. A Heritage Impact Assessment has been undertaken in order to understand the implications of development on this heritage asset. There is the potential for development of this site to harm the setting of this scheduled monument, and to disturb archaeology related to the saltern within the wider area. To this end, it is necessary for further archaeological assessment to be undertaken prior to master planning, and for master planning to seek to conserve the scheduled monument, its setting and any archaeological remains of significance related to the saltern. In order to minimise potential impacts to the setting of the Roman Saltern, the openness of the area to the west and north of the Saltern should be retained as far as possible. Development to the boundary would isolate the Roman Saltern from the wider historic marshes to the west. It is recognised that a new access from Canvey Road is required for this development and any such highway should be designed into the landscape respecting the character of the historic setting and reducing the visual impact from the highway. Development should take opportunities to sustain, enhance and protect the significance of the Scheduled Monument, this could include diverting pedestrians away from the historic asset, provision of information boards and fencing.

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	58	Policy HO23	1. 16.7 ha of Land east of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 300 new homes by 2033. ~~2. Housing development may be brought forward on this development site only at a time where these is an insufficient supply of land to ensure a five-year housing land supply, thereby passing the sequential test for flood risk.~~ ~~3~~2. A master plan should be prepared and submitted to the Council for its approval for this site ~~approach to this site will be taken~~ to ensure that the development is attractively designed, contributing to environmental quality and that infrastructure is provided to support growth in this location. The master plan must deliver the following: a. Protection of the Scheduled Monument located to the north-east of the site and the preservation and enhancement of its setting. To secure this, any development of the land to the west and the north of the Scheduled Monument which would result in substantial harm to the setting of the Scheduled Monument, or will lead to less than substantial harm to the setting of the Scheduled Monument, will be determined in accordance with national planning policy as set out in the NPPF. b. Preservation of any archaeological remains of significance related to the Scheduled Monument identified within the wider site. This should be informed by detailed heritage assessment work, the scope of which should be agreed with the Council and inform the master plan; ~~a~~c. An urban design framework using a mix of urban design approaches ~~built around the Boulevard urban design approach, complemented with the design of a Major Entry Point to the site~~, to create an attractive, green environment that complements the local landscape; ~~b~~d. A landscape strategy for the site that includes: i. The provision of a strong landscaped buffer along the whole of the sites northern boundary; ii. The provision of greenways running through the site connecting the development with existing residential areas and with open spaces and green infrastructure nearby to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; iii. An approach to wildlife that protects and enhances the nearby SSSI and results in a measurable net gain in biodiversity; iv. The provision of public open space within and on land adjacent to the site including a new community park with play equipment at the southern end of the site. This will be accessible to the new and existing communities; and v. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. This may include the provision of attenuation and conveyance of water on land adjoining the allocation, provided such measures do not harm the Green Belt except in very special circumstances. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan and the requirements of part 2a of this policy. ~~c~~e. Homes designed to be resistant and resilient to flooding from tidal and surface water sources, ~~and~~ with the provision of safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted; ~~and~~ f. The safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and other utilities infrastructure identified on the site, and the provision of a 15m buffer around the foul sewerage pumping station located on the south western corner of this site to avoid odour nuisance to any adjoining properties; and ~~d~~g. As identified on the Policies Map, ~~T~~the provision of 6 ha of ~~an area of~~adjacent land to the north east of the site be made available for community uses ~~at the north east corner of the site, adjacent to a new access, of 6 ha in extent~~. 3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. 4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. 5. Homes on this site may not be occupied until such time as: a. A new access to Canvey Road has been created to serve the site ~~comprising a roundabout~~, which is designed to respect the landscape, to preserve the openness of the Green Belt and conserve the significance of the adjacent Scheduled Monument and its setting. Access from Dyke Crescent will be for emergency vehicles only; b. A safe pedestrian crossing route has been provided from the site to the open space located on the western side of Canvey Road; and c. A secondary vehicular access has been created from the site to serve the adjacent secondary school. 6. A contribution towards the improvement of active and sustainable transport infrastructure, facilities and services within and nearby the site in order to encourage modal shift. This includes improvements to public ~~Public~~ transport waiting facilities and services ~~should be improved~~ on Canvey Road ~~in order to promote sustainable travel patterns~~. 7. The main vehicular access to the site will be from Canvey Road.
MM28	59	Paragraph 10.86	The site is located on Canvey Island, as such is located within Flood Risk Zone 3. The *Strategic Flood Risk Assessment Level Two 2018* indicates that this site is at high risk of flooding and therefore its development needs to be considered against the Sequential Test, and Exceptions Test. The *Sequential and Exceptions Test* prepared to accompany this plan indicates that the site would pass the Sequential Test in attempting to deliver the objectively assessed need for housing ~~and when it can be demonstrated that there is an insufficient five-year land supply from sites with a lower flood risk~~. It will ~~however~~ be necessary for any planning application to demonstrate that any proposals are designed to meet the Exceptions test, particularly in relation to flood resistance and flood resilience.
	59	Paragraph 10.87	The *Essex County Council Interactive Flood and Water Management Map* identifies existing drainage ditches running through the site and along the southern and part of the eastern boundary of the site. It will therefore be necessary to demonstrate integration of sustainable drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site and ensure that land is safeguarded either side of these drainage ditches to allow for enhancements of the associated flood defences. This can be achieved through the provision of open space and green infrastructure that will also provide benefits in terms of recreation, nature conservation and active travel. The Canvey Island Six Point Plan is a multi-agency plan which sets out how surface water flood risk on Canvey should be managed. This includes increasing the capacity of the drainage network and

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			investing in green surface water storage, as suggested above. In managing surface water in this way, the development will be helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site through improved water quality.
	59	Paragraph 10.88	This site is nearby the Canvey Wick SSSI, valued for its invertebrate species, and is itself identified as a Local Wildlife Site (CPT4) in the *Local Wildlife Site Register 2019.* It is therefore necessary for ecological survey work to be undertaken having regard to invertebrates, flora, reptiles and nesting birds for this site. Consideration should be given as to how any biodiversity can be effectively integrated into the development proposals to achieve a net gain and ~~or~~ investment made to support biodiversity and the protection of species rich areas in west Canvey. This should include improving access for pedestrians, cyclists and horse riders across Canvey Way to link the site with the West Canvey Marshes and Canvey Wick Nature Reserves. This crossing should include provision for horse riders.
	59	Paragraph 10.88	*INSERT A NEW PARAGRAPH AFTER 10.88 AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY* A Grade II listed building, the Dutch Cottage is located adjacent to Canvey Road. A Scheduled Monument comprising a Roman saltern is located further away also to the west. A *Heritage Impact Assessment* has been prepared for this site which recommends that the master plan for this site preserves and enhances the setting of the Dutch Cottage, which historically sat in a rural setting. It also recommends that further archaeological work is undertaken to determine if any significant remains associated with the Roman saltern are present within this site, *albeit* it is removed from the Scheduled Monument. This work should be undertaken prior to the master planning in order to ensure the preservation of any significant assets which may exist.
	60	Paragraph 10.90	Part of the site already has outline planning permission for a 57 bed care home, ~~units,~~ therefore this policy will look to accommodate the remaining 196 units.
	60	Policy HO24	1.Land west of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 196 new homes and a residential care home by 2033. ~~2. Housing development may be brought forward on this development site only at a time when there is an insufficient supply of land to ensure a five-year housing land supply, thereby passing the sequential test for flood risk.~~ ~~3~~2. A master plan should be prepared and submitted to the Council for its approval for this site ~~approach to this site will be taken~~ to ensure that the development is attractively designed, contributing to environmental quality and health and education infrastructure is provided to support growth in this location. The master plan must deliver the following: a. An urban design framework using a mix of urban design approaches built around the Boulevard urban design approach, complemented with the design of a Major Entry Point to the site, to create an attractive, green environment; b. A landscape strategy for the site that includes: i. An appropriate setting for the Grade II Listed Dutch Cottage, and appropriate settings for any archaeological assets of significance identified within this site. This should be informed by detailed heritage assessment work, the scope of which should be agreed by the Council; ~~i~~ ii.The provision of a strong landscaped buffer to the western boundary; ~~ii~~ iii. The provision of greenways running through the site connecting the development with existing residential areas and with open spaces and green infrastructure nearby, including a link across Roscommon Way to the Canvey Wick and West Canvey Nature Reserves for pedestrians, cyclists and horse riders to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites; ~~iii~~ iv. An approach to wildlife that protects and enhances the nearby SSSI, and makes space for priority and protected species within the development design and layout, resulting ~~results~~ in a measurable net gain in biodiversity; ~~iv~~ v. The provision of public open space within the site consistent with the requirement of policy HS3; ~~and~~ ~~v~~ vi. Sustainable drainage measures will be implemented to ensure no increase in the risk of flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and vii. A 19m wide protected zone either side of the Hill Hall Dyke, in order to accommodate any potential enhancements required to the defences along that Dyke over the lifespan of the development. c. Homes designed to be resistant and resilient to flooding from tidal, fluvial and surface water sources, ~~and~~ with the provision of safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted. 3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms. 4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD. 5. Public transport waiting facilities and services should be improved on both Canvey Road, and Northwick Road in order to promote sustainable travel patterns. 6. Homes on this site may not be occupied until such time as a new access to the site from either Canvey Road and/or Northwick Road has been created to serve the site.
MM29	61	Paragraphs 10.91 – 10.97	*REPLACE THE REASONED JUSTIFICATION FOR POLICY HO25 IN ITS ENTIRETY* ~~10.91 This site is approximately 28 ha in size. The land is currently in use as a caravan park. However, it benefits from a resolution to grant outline planning consent for housing development and has capacity in the region of 600~~

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			~~homes plus a residential institution. A further resolution to grant full planning permission for 118 houses on what is in effect Phase 1 is also in place. The eastern boundary of the site adjoins public open space. Since the start of the Plan period, 1 April 2018, 90 new 'park homes have been built on the site. These are registered for council tax purposes as first homes and occupied all year round. These new homes contribute to the overall supply of housing and are not double counted in this allocation.~~ ~~10.92 The western part of the site falls within the Health and Safety Executive consultation zone drawn around the nearby Calor Gas terminal. This effectively precludes any new residential development at this part of the site, unless the Health and Safety Executive (HSE) advice were to change in the life of the Plan.~~ ~~10.93 As the site is located on Canvey, it was considered against the sequential test, and as far as possible against the exception test as part of the planning application process as well as through the *Sequential and Exceptions Test* to support the Plan. It will however be necessary to demonstrate flood resilience and resistance through the application for detailed matters.~~ ~~10.94 It will also be necessary to demonstrate on-site surface water management when considering detailed matters ensuring that surface water is managed appropriately. This can be achieved through the provision of open space and Green Infrastructure.~~ ~~10.95 The site is adjacent to the coast, and there are opportunities through the design of the development on this site to improve the relationship between the existing urban area and the coast. Boulevards and greenways which integrate Green Infrastructure should be used within the design of this development to draw people towards the coast. Furthermore the entrances to this site lend themselves to being designed using elements of the Major Entry Point urban design approach.~~ ~~10.96 As people are currently living within caravans on this site, it is unlikely that the replacement of these caravans with fewer houses will impact on the capacity of healthcare providers or schools significantly. It is necessary to ensure that public transport provision is extended to service this part of Canvey Island to encourage sustainable travel patterns.~~ ~~10.97 The proposed extension to Roscommon Way runs through the northern part of this site. This road is proposed in order to relieve existing east-west routes on Canvey Island, and it is therefore important that land is safeguarded to enable the delivery of this route to the benefit of all Canvey residents.~~ This site is approximately 28 ha in size. At April 2018 this site was in use as a caravan park having been consented for such use during the 1950's through to the 1970's. At April 2018 this took the form of static caravans stationed in fields across the site. Whilst some of these are traditional holiday lets, a number have fallen into residential use and permanently occupied as such. As of April 2018 there were 590 static caravans providing residential accommodation on the site according to Council Tax data. Since the start of the Plan period, 1 April 2018, work has been undertaken under the existing consents for the siting of caravans to deliver new park homes for permanent occupation as retirement accommodation for the over 55's on the site. The street plan provided for Council Tax purposes indicates that there will be around 820 park homes delivered on this site overall, gradually replacing the existing static caravans and their occupants. At April 2020, 146 new park homes had already been delivered on this site, with construction underway for further provision at that time. This has resulted in the loss of static caravans providing residential accommodation on the site and will continue to do so as further park homes are provided. This site will therefore deliver a net gain of around 230 homes. Given the consents that already exist, the principle of this development, and indeed many of the detailed requirements normally secured through the Local Plan and the subsequent planning consents cannot be addressed through this Local Plan. However, as the site will benefit from a residential allocation going forward, it is important to ensure that critical requirements for this site, if an application for alternative proposals was brought forward during the plan-period, are identified. This will ensure the wellbeing of future residents of the site, the wider population of Canvey Island, and also the wellbeing of the natural environment. A significant issue for this site is its proximity to the Calor Gas terminal located on the site's western boundary. Parts of the site falls within the Health and Safety Executive consultation zone drawn around this terminal. This would normally preclude any new residential development at this part of the site, unless the Health and Safety Executive (HSE) advice were to change in the life of the Plan. Additionally, the Canvey Water Recycling Centre, in the ownership of Anglian Water, is located to the north-west of this site. To avoid impact on residential amenity arising from odours emanating from such facilities it is normal for a buffer of 400m to be maintained around these facilities. Policy 2 of the Waste Local Plan supports this approach and seeks for a Waste Impact Assessment to be prepared where there is a risk of conflict between a waste facility and proposed development to help determine whether the development is appropriate. Such an assessment would normally be required for development on this site. Furthermore, there are other Anglian Water drainage assets within the boundaries of this site. There is an existing rising main (pressurised foul sewer) and the site layout should be designed to take this into account. This sewer is protected by easements and should not be built over of located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located on highway or public open space. If this is not possible, a formal application to Anglian Water to divert the sewer may be necessary. As the site is located on Canvey, it would normally be the case that development proposals be considered against the sequential test, and the exception test. To comply with the exceptions test buildings would normally need to demonstrate that they are flood resilient and resistant. A site level flood risk assessment will be required for any development proposed for this site. In additional to tidal flood risk, there are also issues associated with fluvial flood risk and surface water management in relation to this site, with the fluvial risk arising from the Marine Parade Delph ditch. Surface water management, including the provision of open space, especially close to the ditch, and other Green Infrastructure throughout the site is therefore necessary to reduce risk to properties within the site, and to manage water quality, and consequently the quality of nearby Habitats sites such as the Benfleet and Southend Marshes SPA. The Canvey Island Six Point Plan amongst other measures seeks to implement increased drainage capacity and investment in green surface water storage, both of which should be a consideration for the development of this site. It should be noted that ditch forms ponds to the north of the site, and the ponds and associated reed beds are identified as a priority habitat in the Biodiversity Assessment 2018. The provision of homes on this site should therefore avoid harm to this wildlife asset. Any application for housing on this site will be required to contribute towards affordable housing and community infrastructure provision in line with the requirements of policy, and the needs of infrastructure providers. For clarity policy HO4 will apply to the gross number for any permanent homes provided on this site, as park homes are not

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			eligible for vacant building credit as they are not permanent structures. Other contributions will be determined on a case-by-case basis depending on the impact of the proposed development. It should however be expected that family homes will need to make a full contribution towards early years, childcare and education provision, as the current park home development does not generate demand for such services due to its limitations on occupation. In order to ensure good and sustainable access to this site, and to support the wider sustainability of Canvey Island, there is a need for transport improvements associated with this site, which the Council will take every opportunity to secure. The site is located on an existing bus route. Waiting facilities need to be improved in this location to promote take up. This could be supplemented with on-site real time information for residents to promote use of local public transport services.
	62	Policy HO25	*REPLACE POLICY HO25 IN ITS ENTIRETY* ~~1. Land at Thorney Bay Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, except for areas shown as the Health and Safety Executive consultation zone, the area reserved for the construction of Phase 3 of Roscommon Way, and the area shown as reserved for future flood defences. It is expected to deliver up to 510 new homes and a residential care home by 2033.~~ ~~2. A master plan approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality, and contributions are made to health and education infrastructure to support growth in this location. The master plan must deliver the following:~~ ~~b. A Boulevard urban design approach, complemented with the design of Major Entry Points to the site, to create an attractive green, coastal environment;~~ ~~c. Resilience and resistance to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities;~~ ~~d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;~~ ~~e. The provision of greenways through the site, linking to the existing network of green infrastructure and the coast;~~ ~~f. The provision of open space, and an increase in open space across the site consistent with the requirement of policy HS3;~~ ~~g. The provision of greenways throughout the site, with links to existing and proposed green infrastructure and the coast;~~ ~~h. Main vehicular access from Thorney Bay Road;~~ ~~i. A protected line of land for delivery of the Roscommon Way Phase 3;~~ ~~h. A protected zone alongside the existing sea defences, in order to accommodate any potential future enhancements; and~~ ~~i. No development in the Health and Safety Executive consultation Zone~~ ~~3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.~~ ~~4. Public transport services and facilities will be improved in Thorney Bay Road and Craven Avenue nearby to provide opportunities for sustainable travel patterns.~~ ~~5. The land safeguarded for Roscommon Way within the site, should be provided for the construction of the new road and to provide access to the new development.~~ 1.Land at Thorney Bay Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, except for areas shown as the Health and Safety Executive consultation zone and the area shown as reserved for future flood defences. 2.This site is being redeveloped for the provision of around 820 park homes in the period to 2033 under existing consents for the siting of caravans on this land. This development will secure 230 homes net. 3. Where the Council receives planning applications for residential development on this site, the Council will seek to secure the following: a. No residential development within the Health and Safety Consultation Zone, for the benefit of and safety of future residents; b. No unacceptable impact on future residents arising from odour, and no residential development located so as to act as a determinant to the continuous operation of the Canvey Island Water Recycling Centre. A detailed odour assessment based on summer time emission rates should be used to inform an appropriate distance to be maintained by residential development on this site, and should be submitted with relevant planning applications; c. Sufficient space in order to accommodate any potential future enhancements to the sea defences over the lifespan of the development as required by Policy CC2; d. Safeguarded access for the maintenance of foul drainage infrastructure and any other utilities infrastructure identified on the site; e. Homes designed to be resistant and resilient to flooding from tidal and surface water sources, with the provision of safe, on-site refuge facilities;

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			f. Sustainable drainage measures implemented across the site to ensure no increase in the risk of flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; g. A measurable biodiversity net gain at and around the Marine Parade Delph ditch; h. A contribution towards affordable housing provision consistent with the requirements of policy HO4; i. A contribution towards necessary infrastructure provision as determined by infrastructure providers at the time of application having regard to the impact of the proposal; j. Applications for this site must be accompanied by relevant site level flood risk assessments which address the tidal, fluvial and surface water flood risks affecting this site; and k. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.
MM30	63	Paragraph 10.100	It will ~~also~~ be necessary to demonstrate on-site surface water management when considering detailed applications as the *Essex County Council Interactive Flood and Water Management Map* identifies areas at risk of surface water flooding within the site. The Canvey Island Six Point Plan is a multi-agency plan which sets out how surface water flood risk on Canvey should be managed. This includes increasing the capacity of the drainage network and investing in green surface water storage. On this site, surface water management should ~~This can~~ be achieved through the provision of open space and Green infrastructure that will also provide benefits in terms of recreation, active travel and nature conservation, including helping to ensure the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site by assisting in the management of water quality. ~~and active travel~~.
	63	Paragraph 10.101	The site is adjacent to the coast, and there are opportunities through the design of the development on this site to improve the relationship between the existing urban area and the coast. This site is nearby to Smallgains Marina which provides opportunity for water sports. The creek in proximity to this site is designated as a Sport Opportunity Zone through the *Thames Vision*, and development at this site will need to retain access to the Marina. *SPLIT PARAGRAPH 10.101 INTO TWO PARAGRAPHS AND START A NEW PARAGRAPH WITH THE TEXT BELOW AND RENUMBER SUBSEQUENT PARAGRAPHS THEREAFTER* Given the limited size of the site, its partial containment by the seawall to the north, and its close relationship with the existing residential area to the east, west and south, it is not considered appropriate to apply any of the specific urban design approaches in this instance. The design and development of the site should follow the context appraisal approach, drawing on the analysis of the surrounding built form and constraints, and seeking to integrate any schemes into the existing environment.
	63	Paragraph 10.101	*INSERT A NEW PARAGRAPH 10.101 (AS AMENDED) AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* In considering the layout of development on this site, it should be noted that there is an existing foul sewer in Anglian Water's ownership on the boundary of this site. This sewer is protected by easements and should not be built over or located in private gardens where access for maintenance or repair could be restricted. The existing sewer and water main should be located in the highway or public open space. If this is not possible a formal application to divert these assets may be required.
	64	Policy HO26	1.Land at Point Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 100 new homes by 2033. 2. ~~It is expected that a development brief approach will be taken to this site,~~ A development brief will be prepared for this site and applications must have regard to the development brief. This site will use~~ing~~ a contextual approach to urban design, in order to ensure the development integrates with the existing built form and the coastal environment. 3. In order to ensure that the development is of a high quality and responds to local circumstances the development must: a. Make provision for open spaces within the development, linking to existing green infrastructure to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites. In addition, maintain ~~and the coast,~~ access to Smallgains Marina for water based recreation; b. Be resistant and resilient to flooding from tidal and surface water sources, and make provision for safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted; c. Provide main vehicular access from Point Road; d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; ~~and~~ e. Safeguard suitable access for the maintenance of foul sewerage and mains water infrastructure, and any other utilities infrastructure identified on this site; and ~~e~~ f. Provide sufficient space for ~~a protected zone alongside of the existing sea defences, in order to accommodate~~ any future potential enhancements to the sea defences over the lifespan of the development in accordance with Policy CC2. 4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.

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			5. Contribute towards active and sustainable transport infrastructure, facilities and services nearby the site in order to encourage modal shift. Specifically, this site must deliver improvements to public ~~Public~~ transport waiting facilities and services ~~must be improved~~ nearby in Point Road ~~to provide opportunities for sustainable travel patterns.~~ 6. A project level HRA will be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
MM31	65	Paragraph 10.105	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 10.105, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* There is an existing surface water sewer in Anglian Water's ownership within the boundary of this site and the site layout determined through the detailed application should be designed to take this into account. The existing infrastructure is protected by an easement and should not be built over or located in private gardens where access for maintenance or repairs may be restricted. The existing sewer and water main should be located in the highway or in public open space. If this is not possible a formal application to divert existing assets may be required.
	65	Policy HO27	1.Land at Walsingham House, off Lionel Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 32 new homes by 2033. 2. It is expected that a ~~planning and~~ development brief approach will be taken to this site, using a contextual urban design approach. 3. Deliver a landscape strategy for the site that includes: a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. The provision of a strategic landscaped buffers as necessary, to create a green and attractive character; ~~and~~ c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and d. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites. 4.Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, ~~and~~ with the provision of safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted. 5. Detailed design proposals for the site must safeguard suitable access for the maintenance of surface water drainage and mains water infrastructure, and any other utilities infrastructure identified on site, and deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD. 6. Main vehicular access from Lionel Road.
MM32	66	Paragraph 10.106	The site is approximately 0.35ha in size and is currently ~~derelict~~ vacant following the ~~closure~~ demolition of the public house and removal of the associated car park~~ing~~. It is located between Winterswyk Avenue and High Street. There is an Anglian Water foul water sewer within the eastern part of the site, a pumping station within the south-east corner of the site, residential development on both the eastern and western boundaries of the site~~,~~ and some commercial uses on High Street.
	66	Paragraph 10.107	The SHLAA 2018 estimates the site has capacity for 40 new residential dwellings. The site has a resolution to grant permission for up to 40 dwellings, but as of 15.06.2021 the Section 106 Agreement has not been completed and no decision notice issued.
	66	Paragraph 107	*INSERT THE FOLLOWING PARAGRAPHS AFTER PARAGRAPH 10.107 AND RENUMBER PARAGRAPHS THEREAFTER ACCORDINGLY* Planning permission was granted for the development of the northern half of the site with eight detached houses on 23rd March 2021. There is an existing foul water sewer in Anglian Water's ownership within the boundary of this site and the site layout determined through the detailed application should be designed to take this into account. The existing infrastructure is protected by an easement and should not be built over or located in private gardens where access for maintenance or repairs may be restricted. The existing sewer should be located in the highway or in public open space. If this is not possible a formal application to divert existing assets may be required. Subject to the appropriate protection and retention of access to the existing foul water sewer crossing the site and the mitigation of the impact of the operation of the foul water pumping station, it is considered that the southern half of the allocated site could accommodate around six additional dwellings of a similar form to that provided to the north.
	66	Policy HO28	1.Land at the Admiral Jellicoe, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to 40~~ around 14 new homes by 2033. ~~2. It is expected that a planning and development brief approach will be taken to this site, using a contextual urban design approach.~~ ~~3~~ 2. In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver: a. A high-quality design and layout which complements the existing urban environment, ~~and~~ reflects the character of adjacent uses and provides suitable access for the maintenance of foul water infrastructure; b. Ve~~a~~hicular access from Point Road and/or Winterswyk Avenue; ~~and~~

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			c. Sustainable drainage measures ~~will be implemented~~ to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; ~~.~~ d. Appropriate mitigation of the impact of the operation of the adjoining foul water pumping station on future residentsl and ~~.~~ e. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites. ~~4~~ 3. Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities; ~~5~~ 4.Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD.
MM33	66	Paragraph 10.109	~~10.109~~ 10.124 The *SHLAA 2018* estimates the site has capacity for 10 new residential dwellings. A resolution to grant planning consent on this site for a sheltered accommodation scheme comprising 24 apartments was issued in July 2020.
	67	Policy HO29 Part 1	1. Land south of Haron Close, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to 10~~ around 24 new homes by 2033.
	67	Policy HO29 Part 2	2. It is expected that a ~~planning and~~ development brief approach will be taken to this site, using a contextual urban design approach.
	67	Policy HO29 Part 3	Deliver a landscape strategy for the site that includes: a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. The provision of strategic landscaped buffers is necessary, to create a green and attractive character; ~~and~~ c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and d. Access for natural greenspace within walking distance needed to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.
MM34	67	Paragraph 10.111	The *SHLAA 2018* estimates the site has capacity for 14 new residential dwellings. Full planning consent for a mixed-use scheme comprising retail units at ground floor and 14 residential apartments above is extant for this site.
	67	Policy HO30 Part 1	1. Land at Haystack car park, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 14 new homes by 2033.
	67	Policy HO30 Part 2	2. It is expected that a ~~planning and~~ development brief approach will be taken to this site, using a contextual urban design approach.
	68	Policy HO30 Part 3	In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver: a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. Main vehicular access from Long Road; ~~and~~ c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; and d. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites.
MM35	68	Paragraph 10.113	The *SHLAA 2018* estimates the site has capacity for 50 new residential dwellings. Access to the site would be by way of the adjoining Kings Park Village using a route set away from the Benfleet and Southend Marshes SPA and Ramsar site to the north to avoid air quality impacts. It is anticipated that this development will form an extension to Kings Park Village.
	68	Paragraph 10.113	*INSERT THE FOLLOWING TWO NEW PARAGRAPHS AFTER PARAGRAPH 10.113 AND RENUMBER PARAGRAPHS THEREAFTER ACCORDINGLY* As this site is within flood risk zone 3, and adjacent to the flood defences, the outcomes of the *SFRA* and the *Sequential and Exceptions Test 2018* are relevant. Development on this site will need to be designed to be resilient and resistant to flood risk and will also need to leave a gap with the existing flood defences to enable those defences to be enhanced in line with the *Thames Estuary 2100 Plan.* The Benfleet and Southend Marshes SPA and Ramsar site is located adjacent to the site, and therefore development on this site needs to be supported by a project level Habitats Regulations Assessment which shows that the integrity of the site is not harmed by the development. This includes, but is not limited to matters of noise disturbance, recreational disturbance, air pollution and water pollution. Measures should be taken within the developments design to avoid impacts including directing vehicle movements to the south of the site and incorporating sustainable drainage in accordance with the Canvey Island Six Point Plan. Furthermore, this greenfield site is adjacent to Canvey Heights Country Park, consideration will also need to be given to securing a biodiversity net gain as part of the development. The site is adjacent to a historic landfill site. It has also been the subject of fly tipping in the past, which was removed at the time. Any planning application would need to have regard to the potential for ground and/or water contamination and meet the requirements of Strategic Policy NE8, and where necessary, deliver a comprehensive remediation strategy prepared in consultation with ECC, as the Waste Disposal Authority.

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	68	Policy HO31	1. Land to the east of Kings Park Village, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver ~~up to~~ around 50 new homes by 2033. 2. ~~It is expected that a planning and development brief approach will be taken to this site,~~ A development brief will be prepared for this site and applications must have regard to the development brief. This site will use~~ing~~ a contextual urban design approach. 3. In order to ensure that the development is of a high quality and responds to local circumstances the development must deliver: a. A high-quality design and layout which complements the existing urban environment and reflects the character of adjacent uses; b. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties. Any sustainable drainage measures taken should take into account the Canvey Island Six Point Plan; c. Sufficient space ~~A protected zone alongside the existing sea defences~~ in order to accommodate any potential future enhancements to the sea defences over the lifespan of the development as required by Policy CC2; d. An approach to wildlife that results in a measurable net gain in biodiversity; ~~and~~ e. Vehicular access through the existing Kings Park Village~~.~~ ;and~~;~~ f. Provide access to the adjacent Canvey Heights Country Park to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites. 4. Homes must be designed to be resistant and resilient to flooding from tidal and surface water sources, ~~and~~ with the provision of safe, on-site refuge facilities. Self-contained residential accommodation at ground level and bedrooms at ground level are not permitted. 5. Development will be expected to deliver an appropriate comprehensive remediation strategy, in consultation with ECC, as the Waste Disposal Authority, to address any outstanding historic contamination issues, and to prevent any new contamination pathways arising. Consistent with the NPPF, the responsibility for delivering the remediation including any ongoing measures will fall to the developer. ~~5~~ 6. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD. 7. A project level HRA will be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
MM36	69	Paragraph 10.115	This site falls within Hadleigh town centre and as such the development should be fully integrated into the fabric of the town centre, providing an appropriate mix of ground floor commercial opportunities with residential development above. This site is located opposite the Grade I Listed St James the Less Church and there is therefore the opportunity for the redevelopment of this site to enhance both the quality of Hadleigh town centre, and also the setting of this significant heritage asset. A *Heritage Impact Assessment* has been prepared for this site and highlights this opportunity. It is also the case that the development site itself is located on the site of former medieval and post medieval buildings. Archaeological investigation of this site is therefore recommended in between demolition of the existing building and construction of any new development. ~~that create high quality redevelopment in Hadleigh town centre.~~

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	69	Policy HO32	1. Land at 244 – 258 London Road, Hadleigh, as identified on the Policies Map, is allocated for mixed use residential purposes, to deliver ~~up to~~ around 50 new homes by 2033. 2~~ It is expected that a planning and development brief approach will be taken to this site,~~ A development brief will be prepared for this site and applications must have regard to the development brief. This site will use~~ing~~ a contextual urban design approach. 3. A ~~planning and~~ development brief for the site should deliver: a. A high-quality design and layout which complements ~~the existing urban environment~~ and ~~seeks to~~ enhances the setting of the Grade I Listed St James the Less Church and contributes overall to an enhancement of the character of the town centre. b. A mixed-use development of residential and commercial uses; c. Main vehicular access from Castle Lane; d. Enhancements to the public realm within the site and along the A13 frontage,~~;~~ including a contribution towards active and public transport provision within the vicinity of the site to promote modal shift; ~~and~~ e. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and~~.~~ f. Provide access for natural greenspace within walking distance to meet daily recreational needs of new residents and to divert and deflect visitors from Habitats sites. 4. Detailed design proposals for the site must deliver a mix of high quality, sustainable homes, having regard to the Council's Residential Design Guidance SPD. 5. In the period between demolition of the existing building and construction of any new development on this site, archaeological investigation of the site must be undertaken, and any findings recorded in accordance with best practice. The scope of these investigations must be agreed with the Council.
MM37	71	Paragraph 11.4	The key strengths were identified as: low unemployment; reasonable transport links; above average business formation rates and high levels of self-employment indicating entrepreneurial activity; low cost base (premise and wages); and resilient manufacturing base less affected by global pressures. The *South Essex Grow-on Space Study 2019* also concludes that Castle Point has a sufficient supply of start-up and grow-on space accommodation for small businesses looking to establish and grow in the borough. The need to diversify the employment stock to cater for these types of business was assessed as low.
	71	Paragraph 11.5	The key weaknesses were identified as: lack of modern employment premises; out commuting for work; below average skills and workplace wages; low representation in growth and knowledge based sectors; cutbacks in public sector employment; ~~no strong sectors with growth potential businesses;~~ limited attraction to inward investment; and competition from larger centres nearby. The EDNA identifies the main sectors driving growth in South Essex. There are a number of businesses and facilities within Castle Point that contribute to these main sectors and are therefore important to both the Castle Point and wider South Essex economies.
	72	Paragraph 11.8	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 11.8 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* Details of two potential employment sites are set out in the supporting text to policy EC2. Depending on the mix of commercial and industrial uses secured on those sites, they have the potential to deliver between 1,260 and 2,500 additional jobs within the borough over the plan period assuming a mix of B1c/B2 and B8 uses and using the HCA Density Guide Third Edition, 2015.
	72	Paragraph 11.9	It is necessary for this plan to protect ~~both~~ the existing employment sites in Castle Point and to bring forward the potential employment sites, since the EDNA 2017 ~~also found that~~ concluded that there is a need for additional 9ha of employment land in Castle Point. The EDNA 2017 was informed by the emerging Local Plan and the proposed allocations at Canvey Island which are carried forward from the 1998 Local Plan. By allocating the sites on Canvey previously identified in the 1998 Local Plan, there is new employment land provision amounting to 20ha. Whilst this exceeds the need identified through the EDNA 2017, it ensures local business needs are catered for and sustainable access to jobs is secured. It provides a flexible supply of land for commercial purposes to respond to unidentified demands, ensuring that Castle Point provides opportunities for economic investment. ~~there is an additional need of 1 hectare of employment land and 6,605 square metres of space to support employment growth of 462 jobs in Castle Point. including the re-location of industrial needs from London.~~

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	72	Policy EC1	1. In order to support the wider economy in South Essex, the economy of Castle Point will be enhanced through: a. The protection of the existing employment land as shown on the policies map for uses principally falling within ~~the~~ Classes B2, B8 and E(g) ~~Use Classes~~ of the Use Classes Order, as far as possible having regard to permitted development rights; b. The retention of the port and port related facilities at South Canvey for the purposes of commercial and industrial activity; and ~~b~~ c. The provision of ~~at least~~ an additional 20~~4~~ hectares of land identified for employment development falling within the ~~B~~ Use Classes B1, B2 and E(g) of the Use Classes Order. ~~; and~~ ~~c. Support for the provision of at least an additional 1 hectare of land and 6,605 square metres of floorspace elsewhere in the borough for employment development falling within the B Use Classes of the Use Classes Order.~~ 2. This will be achieved by: a. Working with partners to deliver improvements to the quality of public space within employment areas in Castle Point, including the quality of open spaces, landscaping, roads, drains and communication infrastructure, and improvement of access for those travelling by active and sustainable modes; b. Encouraging the improvement and redevelopment of private land within existing employment areas in order to enable business growth and improve the attractiveness of these areas; c. Maintaining a flexible employment land supply within established and proposed employment sites identified on the Policies Map, to provide or deliver employment floorspace for employment development falling within the ~~B~~ Use Classes B2, B8 and E(g) of the Use Classes Order; d. Seeking the provision of suitable, flexible floorspace that can be used by office or knowledge-based businesses; and e. Seeking the provision of small business units and specific start-up facilities to support indigenous business growth. 3. Applications for uses falling outside Use Classes B2, B8 or E(g) of the Use Classes Order will be permitted within the employment areas of this plan where they accord with all other relevant policies within this plan, and the following criteria: a. It can be demonstrated that the use will provide an equivalent or greater number of jobs compared to an employment development falling within Use Classes B ~~of the Use Classes Order use of~~ on the site; ~~and~~ b. It can be demonstrated that the ongoing operation of existing businesses nearby will not be adversely affected, and any amenity impacts on the proposals from those existing businesses can be suitably mitigated; and ~~b~~ c. It can be demonstrated that the location of the use within an employment area will not undermine the vitality or viability of local town centres or local shopping parades.
MM38	73	Paragraph 11.13	The South Essex EDNA 2017 identified a need for additional ~~24~~ 9 hectares of employment land to be made available throughout the borough.
	74	Paragraph 11.14	This plan identifies two ~~three~~ locations where new employment uses are proposed: • ~~East of the Manor Trading Estate in Thundersley~~ • Extension to Charfleets Industrial Estate • South of Northwick Road
	74	Paragraphs 11.15 – 11.19	~~East of Manor Trading Estate~~ ~~Land to the east of Manor Trading Estate has been promoted to the Council for employment purposes and appears to be deliverable. It is expected that access to the site will be achieved through the existing estate, or through the redevelopment of some land within the existing estate.~~ ~~The land was designated as Green Belt in the 1998 Castle Point Adopted Local Plan. The Green Belt Review indicated that this site could be removed from the Green Belt without undermining the purpose of the Green Belt in this location.~~ ~~The site was identified as a Potential Local Wildlife Site in the Local Wildlife Site Review as the NPPF expects a net gain in biodiversity, compensation for the loss of biodiversity from the Local Wildlife Site must be provided.~~ ~~Land in this area falls within a Critical Drainage Area (CDA) as identified in the Essex County Council Interactive Flood Map. It is therefore necessary for any development within this area to include appropriate drainage arrangements that do not increase the risk and ideally reduce the risk of flooding to other properties in the area, consistent with criteria set out in the NPPF.~~ ~~This site should be accessed from the Manor Trading Estate only. Highway improvements may be required in the area to support the additional commercial traffic.~~
	74	Paragraph 11.20	The phase 2 extension to Roscommon Way proposed in the 1998 Local Plan has been delivered, which provides access for the site~~, has now been completed~~. There is extant ~~P~~planning ~~permission has also now been granted,~~ consent for a mixed use development on this site, and elements of the scheme have been delivered since 2018. This

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			~~and so this~~ site is ~~now~~ therefore considered to be reasonably available for employment development and is considered to be deliverable.
	74	Paragraph 11.21	The *South Essex EDNA 2017* recognises this site as suitable for meeting Castle Point's employment needs. It concludes that this site is appropriate for industrial uses falling within use classes B2 and B8. The extant consent for this site secures 18,300 sq m for industrial uses on this site. Ancillary to this, the site also makes provision for 7,100 sq m of commercial development falling within use class E.
	74	Paragraph 11.24	This site was allocated in the *1998 Castle Point Adopted Local Plan*. Although it has not been developed to date, ~~applications and approvals support employment provision on this site~~ it benefits from detailed extant consent for a mixed use development. To this end, the *EDNA 2017* recognises this site as suitable for meeting Castle Point's employment needs. It concludes that this site is appropriate for industrial uses falling within use classes B2 and B8. The extant consent for this site secures 14,537 sq m for industrial uses on this site. Ancillary to this, the site also makes provision for 9,128 sq m of commercial development falling within use class E and a hotel.
	75	Policy EC2	New employment land as shown on the policies map, is proposed at: ~~Extension to Manor Trading Estate – 3.7 ha~~ Extension to Charfleets Industrial Estate – 10.5 ha South of Northwick Road – 9.7 ha ~~1.With regards to the extension to Manor Trading Estate, the site is an extension to the east of Manor Trading Estate will be made available for employment development falling within Use Classes B1b, B1c and B2, of the Use Classes Order where it can be demonstrated that:~~ ~~a. Access suitable for commercial vehicles has been secured for the extension to the site via the adjacent industrial estate and that appropriate highways improvements are made to the estate roads and junction to accommodate the increased commercial traffic;~~ ~~b. Sufficient and suitable provision has been made for the loss of habitats in order to result in an environmental net gain; and~~ ~~c. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties.~~ ~~2~~1. The Extension to Charfleets Industrial Estate will be delivered in accordance with extant consents to supply at least 18,300sqm of B Class industrial floorspace, 6,400sqm of E(g) Class business use floorspace, and other commercial premises with a floorspace of up to 1,900sqm. ~~to the south of Charfleets Industrial Estate will be made available for employment development falling within Use Classes B1b, B1c and B2 of the Use Classes Order, where it can be demonstrated that:~~ ~~a. Access suitable for commercial vehicles has been secured for the site via Roscommon Way;~~ ~~b. Sufficient and suitable compensatory provsion has been made for the loss of wildlife in order to result in a net gain in biodiversity;~~ ~~c. Development proposals are resilient and resistant to flooding from tidl and surface water sources, and provide safe, on site refuge facilities in the event that a flood does occur;~~ ~~d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties; and~~ ~~e. Drainage capacity will be improved as necessary to accommodate additional foul water flows.~~ ~~3~~2. Land to South of Northwick Road, the site will be delivered in accordance with extant consents to supply at least 14,537sqm of B Class industrial floorspace, 928sqm of E(g) Class business use floorspace, other commercial premises with a floorspace of up to 2,890sqm, and a hotel. ~~Made available for employment development falling within the B Use Classes of the Use Class Order where it can be demonstrated that:~~ ~~a. An enterprise centre or similar facility will be delivered on this site, providing accommodation for start-up businesses;~~ ~~b. Development proposals will ensure that there is no adverse harm to the Canvey Wick SSSI, and that any biodiversity loss on site is fully mitigated or compensated for, with the result in an environmental net gain;~~ ~~c. Development proposals are resilient and resistant to flooding from tidal and surface water sources, and provide safe, on site refuge facilities in the event that a flodd does occur;~~ ~~d. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;~~ e. ~~Drainage capacity will be improved as necessary to accommodate additional foul water flows; and~~ ~~f. Development proposals are designed to reflect the prominent location of the site as the gateway to West Canvey.~~

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MM39	77	Policy EC3	1. The Council will prepare a Master Plan for the Canvey Seafront Entertainment area. The Plan will set out a clear vision and objectives for the area, translating those into realistic investment plans to provide new entertainment facilities, improvements to the public realm and protection of key features such as the beach areas and historic assets. 2. Within the allocated seafront entertainment area, as shown on the Policies Map, commercial and leisure development proposals that can be demonstrated to ~~that~~ support the tourist industry will be permitted, subject to compliance with all other relevant policies. ~~Proposals for development falling within Use Classes A3, A4, A5 and D2 of the Use Classes Order at ground floor level will be supported. Additionally, proposals for development falling within Use Class A1 of the Uses Classed Order will be supported where:~~ ~~a.The proposed Use Class A1 floorspace is less than 100m2 in size; and~~ ~~b. The purpose of the Use Class A1 floorspace is to sell comparison goods associated with seaside / tourist activities.~~ 3. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
MM40	78	Paragraph 11.37	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 11.37 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* The South East Inshore Marine Plan is also relevant in respect of any changes to the port facilities on Canvey Island, as consideration needs to be given on how any such changes impact on the marine environment or its use, including any conflicts arising with other users. Separate consents from the Marine Management Organisation will be required for certain types of activity. Along with the Vision for the Tidal Thames, the South East Inshore Marine Plan seeks to increase the use of port facilities in the Thames Estuary, where appropriate, in order to boost jobs and boost the movement of freight by water as a sustainable alternative to road transport. The port facilities on Canvey Island have a role to play in this vision.
	78	Paragraph 11.39	Ships access these facilities via the Thames Estuary. There are numerous ~~European designated~~ Habitats sites (SPA and SAC) ~~of nature conservation interest~~ designated in and around the Thames Estuary that may be affected by ~~direct and non-direct disturbance from~~ shipping activity. In accordance with the ~~Habitat Directive~~ Conservation of Habitats and Species Regulations 2017 (as amended), it will be necessary for ~~the significant~~ any adverse effects on the integrity of these protected sites arising from new port activities, including shipping access, to be ~~minimised~~ avoided.
	79	Paragraph 11.42	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 11.42 AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* The policy seeks to address issues arising from both the continuation of the existing operations and future proposals for the re-use of the site. For the avoidance of doubt, in the application of Policy EC4, Part 1 should be applied to those proposals which concern the continued use of the sites for the purposes for which they were operated at the date of the adoption of the Local Plan and where the hazardous material(s) listed on the hazardous substances consent is not changing. At some point in the future however, it is possible that the existing uses may no longer be required and the opportunity to use the sites for a different purpose, not associated with the storage of hazardous materials, or to use the sites for the storage of different types of hazardous materials for which hazardous substance consent was required and was not extant at the date of the adoption of the Plan, may present themselves. Such proposals would be considered under Part 2 of the Policy.
	79	Policy EC4	1. Existing operations ~~Applications for development at~~ ~~w~~Within the allocated Port Related Facilities Area shown on the Policies Map, applications for development at existing facilities in connection with the existing operations of the site as of the date of adoption of this Plan will be permitted, provided that they are compliant with, ~~at the existing port facilities at South Canvey will be permitted subject to compliance with~~ Policy NE7 and the following criteria: a. There must be no unacceptable change ~~increase~~ in the level of hazard or risk posed by the facility as a consequence of the proposals. The advice of the Health and Safety Executive will be sought in relation to this matter; b. The design of the proposed development must not cause significant harm to the landscape, having regard to the scale of existing development on the site; c. Public access to the coastal path adjacent to the site must be retained; ~~and~~ d. ~~The future operation of the site will not result in adverse impacts on water quality in the Thames Estuary, or have a significant adverse effect on protected nature conservation sites.~~ Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. In addition to this and where appropriate, proposals will be required to deliver a biodiversity net gain; and e. The design of the proposed development will incorporate measures to manage current and future flood risk, ensuring development is appropriately resilient and resistant to all sources of flood risk, including careful consideration of emergency planning procedures and areas of refuge for site users. 2. Proposed operations Applications for the change of use, a change in the type of materials handled, or for redevelopment of the existing port facilities at South Canvey will be permitted subject to compliance with Policy NE7 and the following criteria: a. Where the proposal includes a change of materials handled, and those materials are classified as hazardous, ~~I~~it can be demonstrated that the proposal is in the national interest;

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			b. ~~The level of hazard and risk posed by the site is no greater than existing levels. The advice of the Health and Safety Executive will be sought in relation to this matter;~~ . There must be no unacceptable change in the level of hazard or risk posed by the facility as a consequence of the proposals. The advice of the Health and Safety Executive will be sought in relation to this matter; c. The design of the proposed development must not cause significant harm to the landscape, having regard to the scale of existing development on the site; d. Public access to the coastal path adjacent to the site must be retained; ~~and~~ e. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. In addition to this and where appropriate, proposals will be required to deliver a biodiversity net gain; ~~The future operation of the site will not result in adverse impacts on water quality in the Thames Estuary, or have significant adverse effects on protected nature conservation sites.~~; and f. The design of the proposed development will incorporate measures to manage current and future flood risk, ensuring development is appropriately resilient and resistant to all sources of flood risk, including careful consideration of emergency planning procedures and areas of refuge for site users. 3. In the event that a proposal in relation to port facilities on Canvey Island is of a sufficient size to be considered a Nationally Significant Infrastructure Project for determination by the ~~Planning Inspectorate~~ Secretary of State, the Council will consider its response in accordance with the requirements of this ~~policy~~ Development Plan. 4. Any new development within the consultation zones identified by the Health and Safety Executive around the Hazardous Installation sites shall be considered within the context of Policy NE9 of this Plan.
MM41	81	Paragraph 12.3	The *NPPF* is clear that retail and other forms of town centre commercial developments should be located according to a sequential test and out of centre locations should only be considered if suitable sites in the town centre are not available, or not expected to become available, within a reasonable period. If a proposal cannot be located within a town centre, the impact of locating a proposal outside of a town centre must be assessed against and must not have an adverse impact on town centre vitality and viability.
	82	Paragraph 12.13	*ADD A NEW PARAGRAPH AFTER 12.13 AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY* In seeking to encourage a broader food and drink offer, it is important that we create a healthy food environment in our town centres and local communities. The national *Obesity Strategy* highlights that eating out can contribute towards obesity through the consumption of more calories. Takeaways and promotions in food stores can also add to the number of calories consumed. This is significant in Castle Point where obesity levels are higher than the national average. It is therefore necessary to ensure that the mix of uses, and the way in which buildings and spaces in town centres are designed promote active lifestyles and a healthy food environment. Health Impact Assessments are a useful tool in ensuring that the wellbeing of the community is considered as part of the design process, and will be required to ensure that proposals for development selling foodstuffs contribute to the creation of a healthy food environment.
	83	Policy TC1 Part 2	2. Within ~~Development within Use Classes A1 to A5 must be provided within~~ the Primary Shopping Frontages, listed below, only development proposals falling within Use Classes E and F, and compatible sui generis uses which are assessed to have a similar impact on amenity and on town centre vitality as a development in Use Class E will be permitted. The requirements of policy NE7 will be used to determine amenity impact. Active frontages must be maintained at the ground floor of these premises: Canvey Town Centre: 14-64 Furtherwick Road 68-90 ~~94~~ Furtherwick Road 3-59 Furtherwick Road Units 1-16 Knightswick Centre, Furtherwick Road Sainsbury, Knightswick Centre Hadleigh Town Centre: 207-253 London Road, Hadleigh 255-319 London Road, Hadleigh 2-28 Rectory Road 1-7 Rectory Road South Benfleet Town Centre: 261-311 High Road Tarpots Town Centre: 109-145 London Road, Benfleet 120-140 London Road, Benfleet
	83	Policy TC1 Part 4	4. Applications for ~~retail~~ development falling within Use Class E will normally be permitted in town centres. Outside of the town centres new ~~retail~~ development ~~and related uses~~ falling within Use Class E will be permitted if the following criteria can be met:…
	83	Policy TC1 Part 4a	a. A sequential test has been applied, and it has been robustly demonstrated that the proposed development cannot reasonably be accommodated within a town centre or local shopping parade, or as a second preference within an existing out of centre shopping area ~~or~~;…
	83	Policy TC1 Part 4	*INSERT A NEW POLICY REQUIREMENT AFTER PART 4* 5. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.

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MM42	85	Policy TC2 Part 3	3. Hadleigh Town Centre will be regenerated with the aim of providing an enhanced retail supply alongside a mix of other business, community/cultural, residential and open space uses~~.~~ ~~I~~in order to create a pleasant town centre that is attractive to residents, retail businesses, and makes the best use of land~~, the vision set out in the Hadleigh Town Centre Master Plan will be taken into account as material consideration in considering development proposals~~.
MM43	86	Paragraph 12.24	*ADD A NEW PARAGRAPH AFTER 12.24 AND RENUMBER SUBSEQUENT PARAGRAPHS THEREAFTER* For those reasons set out for policy TC1, a health impact assessment will be required for proposals which involve the sale of foodstuffs in local shopping parades. These parades are at the heart of local communities and have the potential to contribute to the exposure of residents to healthy food environments which will impact on their wellbeing.
	87	Policy TC3 Part 2	2. Proposals ~~Uses~~ for uses falling within Use ~~Classes A1, A2, A5 and D1~~ Class E of the Use Classes Order will normally be permitted at ground floor level within local shopping parades, subject to compliance with all other relevant policies in this plan.
	87	Policy TC3 Part 3	*INSERT A NEW POLICY REQUIREMENT AFTER PART 3* 4. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.
MM44	87	Paragraph 12.28	The *South Essex Retail Study 2017* states that convenience shopping within Castle Point currently supports a local population. New convenience floorspace in addition to current provision should only be permitted when there is a mismatch between population and level of convenience floorspace as a result of new development. However, as set out in Policy TC1, new retail development should be focussed in the town centres. The Council acknowledges that both the Stadium Way and Canvey Retail Parks play a crucial role in meeting the retail needs of the Borough. They provide employment and support a supply chain network. Some of the premises at Stadium Way are now old and many converted from previous commercial uses and therefore, it is likely that redevelopment will need to take place. Where these redevelopments do occur, the Council will seek applications for the sale of foodstuffs to be accompanied by health impact assessments in order to ensure the creation of healthy food environments which support the wellbeing of local residents and other users.
	88	Policy TC4	1. There are two out of centre shopping areas in Castle Point, as identified on the Policies Map, at: Stadium Way, Thundersley; and Canvey Retail Park, Northwick Road, Canvey Island 2. Re-development for uses falling within Use ~~Classes A and D~~ Classes E and F of the Use Classes Order, and compatible sui generis uses which are assessed to have a similar impact on amenity and neighbouring developments as a development in Use Class E, assessed in accordance with policy NE7, will be permitted within these out of centre shopping areas where both sequential and impact assessments have indicated that it is appropriate to do so, and all other relevant policies in this plan have been complied with. An impact assessment will be required for proposals of 1,500 sqm or greater, consistent with the requirements of policy TC1. 3. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment.
MM45	88	Paragraph 12.31	There are a small number of units that continue to operate as shops within this area. There is the potential that these may be brought forward as restaurants or bars over time. It would be important for any such development to complement the existing range of uses, given the reasonable quality of provision that has been achieved already. In bringing forward such proposals, the Council will seek to ensure a healthy food environment and will expect applications to be accompanied by a health impact assessment.
	89	Policy TC5	1. South Benfleet Leisure Quarter is identified on the Policies Map and comprises the following properties: 1-7 (odd numbers) Essex Way 8-10 (even numbers) Essex Way 1-27 (odd numbers) High Street, South Benfleet 24-42 (even numbers) High Street, South Benfleet 2. Within this area, development proposals for~~uses falling within Use Classes A3 and A4 of the Use Classes Order~~ cafes, restaurants and bars will be supported~~.~~, subject to compliance with other relevant policies on design, the historic environment, flood risk and residential amenity being fully addressed. 3. Where an application is for a development intended for the sale of foodstuff, or could be used for such purpose, a health impact assessment will be required. Where this shows that the development has the potential to impact on health outcomes, measures should be included within the proposal to mitigate harm and create a healthy food environment
MM46	89	Paragraph 12.35	Hot food takeaways are now a common feature of town centres, high streets, and local centres because they fulfil an increasing demand for instant food access and convenience. Traditionally, hot food takeaways (~~A5~~ sui generis use class) differ in purpose from restaurants or cafés (~~A3~~ use class E(b)), however, some businesses classified as restaurants ~~(A3 use class)~~ also offer takeaway services…. *INSERT A NEW PARAGRAPH AFTER 12.35 MOVED FROM 12.38. RENUMBER SUBSEQUENT PARAGRAPHS THEREAFTER* Whilst local shopping parades are a sustainable location for hot food takeaways because they are close to where people live, in some instances the number of takeaways in such parades dominates over use class E(a) shopping provision, reducing the diversity of retail available.
	89	Paragraph 12.37	England has one of the highest rates of obesity in Europe and in the developed world. A Public Health England report *Adult Obesity (2018)* acknowledges obesity is one of the most widespread threats to health and well-being in the

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			country and that there is a link between excess body weight and diseases such as type 2 diabetes, cancer and heart disease. This impacts on the cost of health care provision and the ability of health services to support local communities.
	90	Paragraph 12.38	~~Whilst local shopping parades are a sustainable location for hot food takeaways because they are close to where people live, there are, in some instances where the number of takeaways in such parades dominates over A1 shopping provision, reducing the diversity of local retail available.~~
	90	Paragraph 12.39	~~Furthermore, hot food takeaways can contribute towards unhealthy lifestyles, which in turn impact on the cost of health care provision and the ability of health services to support local communities.~~ The *Castle Point and Rochford Locality Estates Strategy 2018* classified 27% of adults and 20.4% of children in Castle Point as obese with fewer people eating healthily, this puts Castle Point at a higher than average level of obesity. Obese children are more likely than children of a healthy weight to become an obese adult with associated health problems later in life. ~~Policies restricting children's access to takeaway shops can act to discourage unhealthy eating and seek to stop the rising levels of obesity in the borough.~~
	90	Paragraph 12.40	Therefore, the proliferation of hot food takeaway provision in Castle Point is not only affecting the diversity of retail offer in Castle Point, it is also contributing towards poor health amongst the resident population. There is therefore a clear basis for seeking to limit further increases in the provision of hot food takeaways in Castle Point. In particular, policies restricting children's access to takeaway shops can, amongst other measures, act to discourage unhealthy eating and seek to stop the rising levels of obesity in the borough.
	90	Policy TC6 Part 1	1. In order to ensure that excessive concentrations of particular types of food and drink uses are avoided, applications for hot food takeaways falling within sui generis ~~U~~ use ~~C~~ class ~~A5~~ will be supported where the following thresholds are not exceeded: a. Within a Town Centre~~s~~, no more than 10% of shop units comprise hot food takeaways;
	91	Policy TC6 Part 2	2. A Health Impact Assessment of the proposal should be undertaken, and the measures identified should be incorporated within the proposal to limit the impact of the proposal on obesity levels within the local community, taking into account the proximity to existing schools, colleges and youth centres. ~~New hot food takeaway shops will only be permitted when they fall outside 400 metres walking distance of gates of new and existing schools, colleges, and youth centres, unless the outlets are within town centres and accord with other policies within this plan~~
MM47	93	Paragraph 13.10	The Castle Point and Rochford Clinical Commissioning Group (CCG) undertook a *Locality Estates Strategy 2018,* at that time it was estimated that at least £48.5 million of capital investment will be required in Castle Point and Rochford over the next ten years. This would support ~~will ensure that the~~ infrastructure requirements to facilitate ~~is in place to enable~~ the delivery of modern and sustainable~~,~~ integrated care services ~~to the~~ for current and future populations. This may include~~s~~ the development of ~~Primary Care~~ Healthcare Hubs on Canvey Island and in Benfleet, Primary Care Spokes and Administrative Hubs. *CREATE NEW PARAGRAPH* All plans for new healthcare facilities and services are subject to appraisal, viability and business case processes. A healthcare infrastructure requirement list has been produced to support this plan and has been integrated into the Infrastructure Delivery Plan (IDP). This list will be subject to iteration, therefore ensuring that requirements are current and align to existing and future strategies for the delivery of health and care services within Castle Point. NHS estates matters are dealt with through the Mid and South Essex STP estates team. A Forum has been established to consider the implications of planned growth to make the best use of the existing NHS estate. Essex County Council (ECC) has the role as a public health advisor. The Director of Public Health is the lead advisor for public health and planning matters. *RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY*
	95	Policy HS1 Part 1a i	Ensuring access to high quality open spaces including the coast, and opportunities to engage in sport and recreation; and
	95	Policy HS1 Part 1c i	Working with NHS England, the Clinical Commissioning Group, ~~Basildon and Southend University Hospitals~~ Mid and South Essex University Hospitals Group and other providers of healthcare services in the Borough to ensure those organisations have the built facilities they need to deliver their service plans; and
	95	Policy HS1 Part 1d	d. Ensure new development is designed and located to promote good health, and avoid sources of harm to health by: i. Requiring good quality design in new developments, including design which ~~incorporates~~ has regard to Sport England's 'a~~A~~ctive ~~d~~Design' principles; and ii. Avoiding development in locations which may cause harm to human health by way of disturbance to the quality of life or pollution having reference to the criteria and requirements of policy NE7.
	96	Policy HS1 Part 2e	e. To ensure new development is designed to promote good health, Health Impact Assessments should be undertaken for all developments involving the sale of foodstuff, and for other developments of over 50 residential units or 1,000 sqm of non-residential development. Mitigation against negative health impacts and opportunities of positive health impacts should be identified. Negative health impacts identified in a Health Impact Assessment must be resolved in the development or secured through a Section 106 Agreement.
MM48	96	Paragraph 13.25	The *Castle Point ~~Playing Pitch Strategy~~ Built Facilities Strategy ~~(PPS)~~ Assessment Report 2018* found that the majority of sports assessed have sufficient facilities in the borough or nearby to support current need, although to improve and preserve participation levels most venues are encouraged to enhance or maintain existing facilities. It is essential that Castle Point provides a variety of different sporting activities to suit all abilities and ages. Furthermore, the *Built Facilities Strategy* concludes that key public sports halls and swimming pools are operating close to capacity and may therefore struggle to accommodate the additional demand generated by growth in this plan. There is therefore a need to enhance or provide new facilities to address any growth in demand. The *Built Facilities Strategy* recommends the use of developer contributions calculated using the Sport England Facilities Calculator to fund needs arising from growth. ~~The assessment found that there is a need to provide additional third generation turf pitches (3G) in the borough, this will help enhance current participation levels as well as reducing strain on current facilities.~~
	96	Paragraph 13.26	It should be noted that indoor physical recreation is not limited to provision within purpose-built leisure centres and gymnasiums. Exercise classes are regularly provided in community halls and school halls across the borough and

Ref	Page	Policy/ Paragraph	Main Modification
			contribute towards the variety of opportunities for residents to take part in physical activity. The *Built Facilities Strategy* recommends the use of community use agreements to secure access for the community to school halls and other such places where indoor activities can take place outside operational hours.
	97	Policy HS2	1. In order to increase participation in physical activity, the Council will seek to secure the following for indoor leisure and sports: a. The retention, and increased access for the public to existing indoor leisure and sports facilities; b. The use of a wider range of facilities for physical activity; c. A community hall with capacity for sports including badminton and short-mat bowls in the Benfleet, Hadleigh and Thundersley area. 2. This will be achieved by: a. Protecting existing indoor sports provision from re-development for other uses as required by Strategic Policy HS6; ~~b. Working with schools and other owners of indoor sport facilities to increase community access to these facilities during non-school hours, through the use of community use agreements.~~ ~~c. Encouraging the use of multi-functional community halls and school halls for the purpose of increasing sports participation within local communities~~ b. Community use agreements will be required where appropriate where a multi-functional community hall, school/college hall or stand-alone indoor sports facility is provided or enhanced, to increase sports participation within local communities and community access to these facilities; ~~d~~c. Where appropriate, developer contributions will be sought including the provision of land to enable the delivery of additional leisure and sport facilities; and ~~e~~d. Working with partners and the community to secure and deliver suitable facilities through the use of planning conditions and/or planning obligations; ~~f. Maximising opportunities to secure investment in the provision of these facilities.~~
MM49	98	Paragraph 13.30	Policy NE1 of this plan sets out requirements for the provision of Green and Blue Infrastructure in Castle Point. This policy seeks to deliver the ambitions of the *South Essex Green Grid Strategy, the South Essex Green and Blue Infrastructure Strategy, and the Essex Green Infrastructure Strategy* and the Greater Thames Marshes Nature Improvement Area through the provision of multi-function green infrastructure projects, which deliver a range of benefits including, recreational benefits for local people, including access to coast.
	98	Paragraph 13.33	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 13.33, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* With regard to formal outdoor sports facilities, the *Castle Point Playing Pitch Strategy (2018) and Castle Point Playing Pitch Assessment (2018)* identified the need for some additional pitch provision in Castle Point to address both existing deficiencies and also the needs arising from growth. It also identified the need to improve the quality of some aspects of provision. The assessment specifically found that there is a need to provide additional third generation pitches (3G) in the borough, this will help enhance current participation levels as well as reducing strain on current facilities. The outcomes of the *Playing Pitch Strategy* are reflected in the IDP. In order to deliver improvements in provision, the use of community use agreements is advocated to secure access to those outdoor sports facilities located in schools. The Council will use Sport England's Playing Pitch Calculator to secure funding for any new facilities required to support growth.
	98	Paragraph 13.34	This plan ~~also~~ provides an opportunity for the Council to aim to increase the amount of open spaces within the Borough in order to address current deficiencies in the range and accessibility of open space provision in Castle Point. There should be additional provision made for: • Outdoor sports pitches and facilities as recommended by the Playing Pitch Strategy; • Additional parks and gardens, (potentially provided within existing amenity green spaces); • Additional natural green space to be provided in Thundersley; • Additional children's play spaces should be provided in several locations throughout the Borough; and • Civic spaces such as civic squares and market places to be secured through the regeneration of Hadleigh and Canvey Town Centres.
	99	Policy HS3 Part 1	1. Public access will be secured to open space in order to support active and healthy communities and to manage recreational pressures on areas of nature conservation interest. This will be achieved by working with partners to deliver open space and green infrastructure projects in the Borough. This will be supplemented by additional provision secured on development sites. The Council will have regard to its residential Design Standards, the Essex Design Guide and the Playing Pitch Assessment and Strategy in assessing the appropriate open space requirements within new development.
	99	Policy HS3 Part 2	2. In order to ensure that there is good access to a variety of open space opportunities within Castle Point, additional provision will be sought as set out in the Castle Point Borough ~~Infrastructure Delivery Plan~~ IDP. Where appropriate developers will be expected to contribute toward this provision as set out in the IDP. This includes: a. One 3G pitch on Canvey Island and two 3G pitches in the Benfleet, Hadleigh and Thundersley area; b. Additional parks and gardens throughout the borough; c. Additional accessible natural green space throughout the borough;

Ref	Page	Policy/ Paragraph	Main Modification
			d. Additional Multi Use Games Areas (MUGAs); e. New and improved ancillary features such as car parking, changing rooms, storage facilities, and floodlighting ~~(where appropriate) and car parking;~~ in appropriate locations where they will not give rise to unacceptable impacts on residential amenity; f. Additional children's play spaces in West Canvey, East Canvey, Central Thundersley and Daws Heath; ~~g. Outdoor bowls provision on Canvey;~~ g~~h~~. Improvements to tennis court provision; h~~i~~. Improvements to hard-court provision; and i~~j~~. Improved playing pitch provision, including the creation of additional pitches in less flood prone locations and 3G pitches.
	100	Policy HS3 Part 3	3. In order to improve the quality of open spaces in Castle Point, and the ability of residents to be able to enjoy them to their fullest potential, the following improvements to the open space network will be sought as part of the open space provision on development sites in appropriate locations, and by working with partners: a. Improved links within and between open spaces; b. Improved accessibility for all users to open spaces and the coast; c. Improved facilities within open spaces; ~~and~~ d. Improved biodiversity within open spaces; and~~.~~ e. Improvements that deliver climate change mitigation and resilience. *ADD THE FOLLOWING NEW CRITERIA BELOW AFTER PART 3* 4. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
MM50	100	Paragraph 13.39	For the purpose of this policy, education facilities include, but are not limited to: early years and childcare (~~nurseries, pre-schools, children's centres~~ full day care, pre-schools, child minders, school run early years provision, and 'wrap around care' – breakfast, after school and holiday clubs), schools (primary, secondary and ~~sixth form~~ Post 16 Education), young people with special educational needs and disabilities, colleges, libraries, youth facilities, employment and skills measures and other community learning spaces.
	103	Policy HS4 Part 2	2. Where a development proposal, ~~by virtue of its scale and/or location~~ either individually or cumulatively with other development, will increase demand for education facilities beyond those available within the local area, new or enhanced facilities will be sought through a Section 106 Agreement, as per by policy SD2.
MM51	104	Paragraph 13.64	The ~~CCG, working with Local Authorities and local stakeholders, addresses Primary Care capacity issues in the area as part of the wider Estates Strategy for~~ Mid & South Essex Sustainability & Transformation Partnership (STP) has indicated that they will seek to deliver capacity improvements to meet existing and future needs within its area through improvements to existing facilities where possible. There may also be a requirement for additional infrastructure to accommodate new models of care as set out within the NHS Long-Term Plan (2019). New homes will increase pressure on existing provision, creating additional demand for healthcare services. As appropriate, new development proposals will therefore be asked for contributions towards the provision of healthcare facilities. The Mid and South Essex STP has also indicated development locations where new facilities may be required. These requirements are identified in the relevant allocation policies and IDP.
	105	Policy HS5 Title	Health and Social Care Provision ~~Facilities~~
	105	Policy HS5 Part 2	2. Where ~~the cumulative impacts of residential~~ a development proposal ~~within a local area~~, either individually or cumulatively with other development, will increase demand for ~~education~~ healthcare and social care facilities beyond those available within the local area, ~~development will be required to make proportionate~~ contributions towards new or enhanced facilities will be sought through a Section 106 Agreement, as per by policy SD2. ~~to support capacity improvements to health and social care infrastructure~~. Where specified in the relevant allocation policy, some development proposals will also be required to make land available for new health care facilities.
MM52	106	Paragraph 13.75	For the purposes of this Policy, community facilities can be found in the Policies Map and are listed in appendix eight, this includes education facilities, sports and leisure facilities, libraries, non-residential health and social care facilities, cultural facilities, community centres, and places of worship.
	106	Policy HS6 Part 1	1. In order to allow communities to meet their day to day needs, proposals for new, extensions, alterations or redevelopment of existing community facilities, as shown on the Policies Map and listed at Appendix Eight, or change of use to another facility will be supported where it can be demonstrated that the development will:
	107	Policy HS6 Parts 1e to 1f	e. Provide greater community benefits; ~~and~~ f. Bring about broader benefits to provide alternative community use, if there is an identified surplus of the existing community service; and ~~.~~ *INSERT A NEW CRITERION AFTER PART 1f OF POLICY HS6* g. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
	107	Policy HS6 Part 2b	b. The loss will be replaced by equivalent or better provision in terms of quantity and quality in accordance with the requirements of part 1 of this policy. Where appropriate a Section 106 Agreement will be used to secure the replacement provision, as per policy SD2.

<table>
<tr><th>Ref</th><th>Page</th><th>Policy/ Paragraph</th><th>Main Modification</th></tr>
<tr><td>MM53</td><td>108</td><td>Paragraph 13.81</td><td>INSERT A NEW PARAGRAPH AFTER PARAGRAPH 13.81, AND RENUMBER PARAGRAPHS THEREAFTER

With regard to sports pitches meanwhile, the Castle Point Playing Pitch Assessment and Strategy (2018) highlighted deficits in relation to several types of sports pitches, especially in relation to football. Therefore, it is imperative that in order to meet current and future needs that existing pitches are not lost, except in circumstances where equivalent or enhanced provision is secured nearby.</td></tr>
<tr><td></td><td>108</td><td>Policy HS7</td><td>REORDER AND AMEND POLICY HS7

~~1. The locations of existing open spaces, allotment gardens and playing fields associated with educational uses are identified on the Policies Map, and a schedule of these sites can be found in Appendix Three.~~

~~2.~~ 1. Limited minor scale ancillary development on open spaces, allotment gardens and playing fields associated with educational uses will be permitted, where it can be demonstrated that:

a. The development will increase opportunity for public recreational use or improve the recreational quality of the space;

b. The overall use of the space is retained for recreational purposes;

~~d~~ c. The reduction in open space will not have an unacceptable impact on the character of the area;

~~c.~~d. The development will not impact on the ability of the open space to provide other environmental services and benefits, including but not limited to, biodiversity, flood storage and the accommodation of future flood defence works; and

~~d.~~ e. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.~~The loss of the open space will not have a detrimental impact on the character of the area.~~

~~3~~ 2. ~~Any d~~ Developments resulting in a loss of any existing or newly created publicly available open space; allotment garden; or playing field associated with educational uses will only be supported where:

a. An assessment has been undertaken which indicates that the existing facility is surplus to requirements; or

b. The loss will be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Where appropriate, a Section 106 Agreement will be used to secure the replacement provision~~.~~; or

c. The development is for alternative sports or recreation provision, the benefits of which clearly outweigh the loss of the current or former use.

~~1.~~ 3. The locations of existing open spaces, allotment gardens and playing fields associated with educational uses are identified on the Policies Map, and a schedule of these sites can be found in Appendix Three.</td></tr>
<tr><td>MM54</td><td>112</td><td>Policy TP1 Part 3</td><td>INSERT AS A NEW PART 3

3. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.</td></tr>
<tr><td>MM55</td><td>113</td><td>Paragraphs 14.13 and 14.14; Table 14.1 and 14.2</td><td>DELETE PARAGRAPHS 14.13 AND 14.14 AND TABLES 14.1 AND 14.2 AND REPLACE WITH THE FOLLOWING PARAGRAPHS. NUMBER PARAGRAPHS AND SUBSEQUENT PARAGRAPHS THEREAFTER

~~14.13 Due to the physical constraints on the highway network in the Borough, new infrastructure provision to the transport network is fundamental to delivering a wider choice of sustainable transport modes. Through the Essex Local Transport Plan, and ongoing engagement with the Highways Authority and local residents, a number of highways schemes have been identified to provide improvements to the highways network within the Borough. The scheme listed in the table below are at early stages of progression, and do not currently have identified funding mechanisms in place to support their implementation. Further details on these schemes is available within the Castle Point Infrastructure Delivery Plan.~~

~~Table 14.1: Strategic Highways improvements~~

<table><tr><th>~~Project~~</th><th>~~Location~~</th><th>~~Reason for improvement~~</th><th>~~Proposed improvements~~</th></tr><tr><td>~~Extension to Roscommon Way (Phase 3)~~</td><td>~~Canvey Island~~</td><td>~~East-west movements are currently restricted to Somnes Avenue and Long Road. As a result, these routes become particularly congested at peak~~</td><td>~~Extension to Roscommon Way from Haven Road to Western Esplanade to provide an alternative east-west route on the island, alleviating~~</td></tr></table></td></tr>
</table>

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						~~times, especially Long Road which services a large number of side streets. There is a need for an increased capacity of east-west routes across the island.~~ ~~Roscommon Way is elevated above projected flood water depths and designed to cope with a 1 in 100-year event. The majority of existing roads on Canvey Island are not built with the capability to withstand a severe flooding event.~~	~~congestion on Long Road and Somnes Avenue.~~ ~~The extension to Roscommon Way would be elevated above projected flood water depths and designed to cope with a 1 in 100-year event. This will provide additional capacity for emergency evacuation access for the island during a severe flooding event.~~
				~~New access for Canvey Island~~	~~Canvey Island~~	~~Access for Canvey Island is from Canvey Road and the A130 Canvey Way. Both accesses join the island at the B1014 / Canvey Road roundabout in the north eastern corner of the island. The limited access for the island results in significant congestion on these routes at peak times, and safety concerns regarding emergency access for the island for instance where the B1014 / Canvey Road roundabout and associated existing access points are inaccessible.~~ ~~Oikos is a nationally important refined petroleum facility located in the south eastern corner of the island. Existing limited access from the island, particularly in an emergency situation where existing access points could be compromised, is a significant concern for the distribution of refined petroleum in the UK.~~ ~~Access to employment opportunities west of Canvey Island for residents on the island, particularly at the DP World London Gateway port in Thurrock, is currently poor, requiring residents to travel north to the A13 on a looped 15-mile journey.~~	~~Construction of a third access for Canvey Island, from Northwick Road, crossing Holehaven Creek, to the Manorway A1014 on the mainland.~~ ~~This would provide access for the island from an alternative route which does not rely on the B1014 / Canvey Way roundabout. This would provide alternative emergency access and would also open up access to employment opportunities to the west for Canvey Island residents.~~
				~~Improved access to Canvey Island~~	~~Canvey Island~~	~~Congestion and queueing on access routes to Canvey Island, in particular on Canvey Way and Somnes Avenue.~~	~~The widening of Somnes Avenue to provide two lanes between Waterside roundabout and Elsinor Avenue roundabout.~~ ~~Provide 'KEEP CLEAR' marking across junction of Long Road / Hawkesbury Road.~~ ~~Provide traffic signals at the junction of Long Road / Thorney Bay Road.~~ ~~Instigate school travel plans / safer journeys to school intervention to discourage trips to school by car at Canvey Junior School, Canvey Island Infant School, William Read Primary School and Castle View School.~~
				~~A127 corridor for growth and route management strategy~~	~~Northern edge of the Borough~~	~~The A127, which passes along the Borough's northern boundary, is a strategic route in South Essex which becomes congested during peak periods. Congestion is experienced at key junctions along its route. Junctions which experience problems include the Fairglen Interchange and the Rayleigh Weir, both located in Castle Point Borough. The capacity of the A127 is expected to be exceeded as a result of growth across South Essex, including key employment growth at Southend Airport and in the Basildon Enterprise Corridor.~~	~~A strategy has been prepared by Essex County Council to address congestion issues for the A127 Corridor. This strategy includes substantive upgrades to the Fairglen Interchange.~~ ~~Short term Fairglen Interchange improvements are proposed for construction in 2020, and include:~~ ~~• A new road linking the A130 to the A1245;~~ ~~• Widening of slip roads on the Fairglen Roundabout;~~

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			~~• Additional and longer slip lanes off the A127;~~ ~~• Traffic lights at Rayleigh Spur Roundabout and an additional lane; and~~ ~~• A new pedestrian and cycle bridge on the A127.~~ ~~Consideration of future improvements to the A127 is being managed by the A127 Task Force and its relationship to the location of future growth within the Borough.~~
~~A129 Route Improvements~~	~~Thundersley~~	~~Significant congestion on the A129 between the A13 / A129 junction and the A129 / A127 Rayleigh Weir junction.~~	~~Essex County Council are currently assessing potential improvement options on this route. No specific projects have been identified at this stage.~~
~~Canvey Way / A13 slip road~~	~~Sadlers Farm Roundabout, westbound (in Basildon Borough)~~	~~Concern that the slip road from Canvey Way to the A13 is too short, creating safety concerns and reducing the flow of traffic to the A13 from Canvey Island.~~	~~No proposals identified. Essex County Council are currently considering improvement options.~~

~~14.14 In addition to the schemes identified in Table 14.1, *Transport Evidence for the New Local Plan 2019 has* identifies the need for additional improvements to the highway network in order to accommodate growth as outlined in the table 14.2 below:~~

~~Table 14.2: Highway Improvements from Growth~~

~~Project~~	~~Location~~	~~Issue and proposed improvements~~
~~New roundabout on the A130~~	~~Benfleet, around 900m south of the Sadlers Farm junction on the A130.~~	~~Provide access to site HO9, land west of Benfleet, while maintaining traffic flows on the A130.~~
~~Dualling of around 900m of the northern section of the A130 Canvey Way~~	~~Benfleet, between the proposed new roundabout (see above) and the Sadlers Farm junction.~~	~~To reduce congestion and improve traffic flows on the A130. To provide the opportunity for improved traffic management leading to the Sadlers Farm junction. While the project is in Benfleet, it will provide significant benefits for vehicles from Canvey Island accessing the Sadlers Farm junction.~~
~~Route improvements on the A129~~	~~Thundersley, A129 route between Rayleigh Weir junction and the Victoria House Corner junction.~~	~~Congestion at all junctions on the A129 and significant congestion at the Woodmans Arms junction currently occurs. Congestion levels will be increased by growth proposed close to the A129 on sites HO13, HO20, and HO21.~~ ~~Options for improvements include undertaking further work with Essex County Council to identify appropriate solutions on the A129 route.~~
~~Victoria House Corner junction improvements~~	~~Hadleigh, A13 / A129 junction~~	~~To improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the *Transport Evidence Mitigation and Sensitivity report 2019*.~~
~~Somnes Avenue / Link Road junction improvements~~	~~Canvey Island, on the B1014~~	~~To improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the *Transport Evidence Mitigation and Sensitivity report 2019*.~~
~~B1014 High Street / B1014 Essex Way / B1006 High Road junction assessment~~	~~Benfleet, near Benfleet train station~~	~~To reduce congestion and improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the *Transport Evidence Mitigation and Sensitivity report 2019*.~~
~~Junction improvements at Kenneth Road~~	~~Benfleet, Kenneth Road / A13 junction~~	~~To improve traffic flows as a result of growth proposed in the Local Plan. Mitigation works identified within the *Transport Evidence Mitigation and Sensitivity report 2019*.~~
~~New roundabout access from Canvey Road to site HO23, land east of Canvey Road~~	~~Canvey Island, Canvey Road~~	~~To provide access to site HO23.~~

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~~Pegasus crossing on Roscommon Way~~	~~Canvey Island, Roscommon Way~~	~~To support equestrian uses in the area and provide improved access to the West Canvey Marshes RSPB site for new and existing local residents.~~
~~Additional public transport provision~~	~~Borough-wide~~	~~New / extended bus services to accommodate new housing development.~~

Due to the physical constraints on the local and strategic highway network in the Borough, new infrastructure provision to the transport network is fundamental, including the provision of a wider choice of sustainable and active travel modes. Through the Essex Local Transport Plan and ongoing engagement in the preparation of the plan with the Highways Authority, site promoters and local residents, a number of schemes have been identified to provide improvements to the transport network by all modes within the Borough. In addition to its Bus Strategy ECC has launched the `Safer Greener Healthier' campaign which seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scootering or taking the bus or train for longer journeys. Its vision seeks to create a road environment that is safer, especially for shorter journeys; deliver sustainable transport solutions to support the reduction in carbon emissions and deliver long-term greener benefits, including long term public health benefits.

The A127 forms part of the Strategic Road network and its importance in Essex, South Essex and Castle Point is set out in the "A127 A Corridor for Growth - an Economic Plan" 2014, through a transport route management strategy. The A127 presently experiences challenges regarding capacity and peak hour congestion. There is a need to manage traffic along the A127 to improve air quality; improve safety and network resilience and provide congestion relief. A cross authority A127 Task Force including ECC, South Essex Authorities and the London Borough of Havering has been established to co-ordinate transport requirements within the A127 corridor. Transport improvements along the A127 Corridor will be made having regard to the A127 A Corridor For Growth: An Economic Plan.

A number of transport improvements, including highway alterations and modal shift initiatives, have been identified through various studies undertaken during the preparation of the Local Plan. Some of these schemes are outlined in the Infrastructure Delivery Plan (IDP), which identifies the infrastructure needed to support development, its phasing and estimated costs. Within the schemes identified, some have differing funding sources and will come forward in different ways including the following:

- Schemes required as a result of growth in the borough. These highway alterations and modal shift initiatives are a direct result of growth and will be funded and delivered through appropriate highway works and developer contributions.
- Schemes that are expected to come forward during the plan period but are not directly linked to planned growth. Where development increases the need for such improvements the Council will seek a proportionate developer contribution from relevant schemes. Additional funding will be sought through other sources, as appropriate, including for example relevant Government bodies and funding streams, ECC, the South East Local Enterprise Partnership and ASELA.
- Schemes that are long held aspirations for the Council but the exact nature of the improvements and funding for them are presently unknown, such as improved access to Canvey Island. This is expressed in greater detail in policy TP3.

Where appropriate a project level Habitats Regulations Assessment (HRA) may be required alongside the consideration of any proposal that seeks improvements or alterations to the highway network as per the requirements set out in policy SD1.

117	Policy TP2	*REPLACE POLICY TP2 IN ITS ENTIRETY WITH THE FOLLOWING TEXT*

~~1. In order to manage congestion on key routes, and at key junctions within the borough and improve the quality of town centre environments, the following improvements and alterations to carriageway infrastructure in Castle Point will be delivered:~~

~~a. A127 Growth Corridor Strategy;~~

b. ~~Highway improvements in Canvey and Hadleigh Town Centres.~~

~~2. In order to manage congestion on key routes, and at key junctions within the borough and improve the quality of town centre environments, the following improvements and alterations to carriageway infrastructure in Castle Point will be delivered through contributions set out in the Infrastructure Delivery Plan and safeguarding areas are shown on the policies map:~~

~~a. Extension to Roscommon Way Phase 3;~~

~~b. Widening of Somnes Avenue;~~

~~c. Route improvements along the A129 Rayleigh Road between the Rayleigh Weir and Victoria House Corner junctions;~~

~~d. Dualling of the northern section of the A130 Canvey Way in the vicinity of Sadlers Farm; and~~

~~e. Minor Junction improvements at both ends of Kenneth Road.~~

Local Policy TP2
Improvements and Alterations to ~~Carriageway~~ Highway Infrastructure

1. The Council will seek to manage congestion on key routes and improve network resilience through the design and delivery of the projects identified within this policy, implementation of active and sustainable transport measures, improving the quality of town centre environments, namely Canvey and Hadleigh and other improvements identified through the master planning and planning application process.

2. Transport improvements along the A127 Corridor will be made having regard to the A127 A Corridor For Growth: An Economic Plan.

3. To deliver the local plan growth, the following highway and transportation infrastructure improvements will be required:

Ref	Page	Policy/ Paragraph	Main Modification
			a. New roundabout access from the A130 to site HO9 b. Additional highway capacity including improvements to the northern section of the A130 Canvey Way and improvements to A13 slip road c. Route improvements on the A129 transport corridor including public transport and active travel d. Victoria House Corner junction improvements e. Somnes Avenue / Link Road junction improvements f. B1014 High Street / B1014 Essex Way / B1006 High Road junction improvements g. Minor Junction improvements at Kenneth Road especially at the junction with the A13 h. New roundabout access from Canvey Road to site HO23 i. Pegasus crossing on Roscommon Way linking HO23 to West Canvey Marshes j. Pedestrian and cycle access to Benfleet railway station k. Provision of new and enhanced public transport services and infrastructure 4. Where necessary, the Council will secure highway works (S278) and/or financial contributions (S106) to deliver highway projects necessary to accommodate the growth arising from this plan. 5. The Council will consider the impact of development proposals on the land needed to deliver the highway projects listed within this policy, and where necessary refuse applications for development which would prevent or significantly affect the delivery of those highway projects. 6. All proposals should provide active and sustainable transport measures and comply with other relevant policies in the plan which secure high environmental quality and compliance with relevant environmental legislation. 7. Any improvements or alterations to the highway network may require a project level HRA, where appropriate, as per the requirements set out in policy SD1.
MM56	117	Policy TP2	*INSERT NEW REASONED JUSTIFICATION AND POLICY AFTER POLICY TP2, NUMBER THE BELOW AND SUBSEQUENT PARAGRAPHS AS APPROPRIATE* New and Improved Access to Canvey Island Reasoned Justification The Council is committed to securing better access to Canvey Island for its 40,000 plus residents. In addition to its large resident population, the Island has two top tier Control of Major Accident Hazards (COMAH) sites at ports of national importance to fuel supply; is at risk from tidal flooding although substantially defended in this regard; and at risk from localised flooding due to its topography. Improved access to Canvey Island would assist in relieving peak hour congestion at key access points and improve the resilience of the highway network for the Island's residents and businesses, particularly in the case of an emergency. Currently, access to and from the Island is via two routes. The principal access to and from the Island is via the A130 Canvey Way, which is a purpose-built access road that is elevated in parts. It comprises a single lane in each direction and converges with the B1014 from South Benfleet at the Waterside Farm junction. This junction experiences congestion and delay at peak hours. The northern extent of Canvey Way is the Sadlers Farm junction of the A13 with the A130, which also experiences congestion and delay at peak hours because of pinch points on various arms of the Sadlers Farm junction, including on Canvey Way. A second route is via the B1014 Canvey Road, which passes by Benfleet Railway station (the nearest station to Canvey Island) and through the historic core of South Benfleet. There are presently no plans to improve highway capacity on this route, which whilst being a Priority 1 route, also performs as a local and residential route in places. On the Island traffic is distributed from the Waterside Farm junction, east-west via two main routes – Somnes Avenue and Canvey Road/Long Road. Both routes experience peak time congestion, with delays on Canvey Road/Long Road exacerbated due to the number of access and egress points along its route including residential side roads, schools and other developments. Congestion can impact on the efficiency of public transport services as well as private vehicles. There is the potential to promote modal shift through active travel measures by improving the attractiveness for cycling in the vicinity, and such locations will continue to be considered in the future for cycle corridor upgrades. Journey time delays are experienced on the A130 Canvey Way, at the Waterside Farm junction, along Somnes Avenue and Canvey Road/Long Road. There are also delays in the morning peak through South Benfleet along the B1014 meaning this route does not provide an attractive alternative to traffic seeking to access or leave the island. Improvements are necessary to address the delays presently experienced by the existing population and to provide improved highway network resilience. The Access to Canvey Study (2017) sought to identify potential options to improve highway and multimodal access and egress to Canvey Island along with improvements to other traffic flows. In addition, to seeking to improve east-west movements along Somnes Avenue and Canvey Road/Long Road, it is an aspiration to bring forward the final section of the extension to Roscommon Way which extends the route from Haven Road to Thorney Bay Road. The completion of Roscommon Way would provide alternative routes to Long Road and Somnes Avenue during peak congestion, and provide an alternative route for residents and visitors on or near the seafront areas to access or egress the island, who at present have little choice but to use Long Road. The Council is committed to working with key stakeholders in preparing an access to Canvey feasibility study that looks at the potential highway and sustainable mode options for improved access to and from the Island, but also within the island to improve traffic flows and sustainable transport on Somnes Avenue and Long Road. To improve capacity on these two routes, including capacity for sustainable modes, it is vital that additional capacity on the island is provided. Roscommon Way Phase Three could be a key component in this regard.

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			Due to the location of the Benfleet and Southend Marshes SPA and Ramsar site and the Thames Estuary and Marshes SPA and Ramsar site in relation to Canvey Island the Habitats Regulation Assessment process will be followed for this policy. *INSERT NEW POLICY TP3 AND RENUMBER SUBSEQUENT POLICIES THEREAFTER* Strategic Policy TP3 New and Improved Access to Canvey Island 1. The Council will undertake a feasibility study to identify options for improving access to and from and within Canvey Island, including consideration of any wider strategic implications on and off the Island. 2. This will be prepared in collaboration with key partners including ECC, adjoining district and unitary Council's, Transport East, Government Departments such as the DfT and DLUHC and relevant agencies as well as engagement with the local community. 3. The recommendations from the feasibility study will inform the first review of the Local Plan. 4. Options in the feasibility study for improvements to access to Canvey Island will be subject to Habitats Regulations Assessment.
MM57	119	Heading – Local Policy TP3 Improvements to Footpaths, Bridleways and Cycling Infrastructure	*REPLACE ALL POLICY TP3 REFERENCES WITH THE FOLLOWING HEADING* Local Policy TP4~~3~~ Improvements to ~~Footpaths, Bridleways and Cycling~~ Active Travel Infrastructure
	118	Paragraph 14.18	The *NPPF* also encourages the pursuit of planning policies which enable and support healthy lifestyles, for example the provision of safe and accessible green infrastructure. This includes bridle paths in Castle Point. *The South Essex Green and Blue Infrastructure Strategy* details how access to the Green and Blue infrastructure supports the wellbeing of residents and communities in South Essex, including Castle Point and sets out how accessibility to Green and Blue Infrastructure should be improved.
	119	Paragraph 14.24	The *Canvey Town Centre Masterplan 2010* emphasises the potential to enhance cycling access to Canvey Town centre through the provision of cycling infrastructure. In addition to these specific projects, ~~Essex County Council~~ ECC has reviewed the cycle network within Castle Point in the *Castle Point Borough Cycling Action Plan 2018~~7~~* to identify gaps in the network, the need for route improvements and the need for additional ancillary infrastructure such as cycle parking and crossing facilities. A key project to support modal shift, and multi-modal journeys is improvements for pedestrian and cycle access to and around Benfleet railway station.
	119	Paragraph 14.25	The *South Essex Green and Blue Infrastructure Strategy* identifies a network of Public Rights of Way across South Essex, including Castle Point, which provide access to residents to the countryside and open space. These are important for wellbeing but were identified as being fragmented in parts and needing improvements. The Council will work in conjunction with partners in this strategy particularly in relation to cross boundary projects. As part of this PROW network ~~T~~there is a network of bridle paths in Castle Point, which supports the recreational pursuit of horse riding from numerous stables located in the borough. It is important to recognise the value of this network and seek improvements where appropriate.
	119	Policy TP3 Part c	c. Improvements to local footpaths, bridleways and cycling networks across Castle Point linking to the Thames Estuary Path, and any other appropriate green infrastructure links, addressing gaps in the network and ensuring all routes are attractive and well-designed ~~of a high quality~~;
	119	Policy TP3 Part d	d. Provision and enhancement of cycling infrastructure, ~~in accordance with~~ having regard to the latest ~~Essex County Council~~ ECC Cycling Strategy and local action plans for delivery, including cycle parking facilities and crossings, at public transport nodes, especially Benfleet railway station, and other appropriate destinations, including town centres, employment areas, schools and other publicly accessible buildings, within Castle Point.
	120	Policy TP3 Part d	*ADD THE FOLLOWING NEW CRITERIA BELOW AFTER PART 3* Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
MM58	120	Paragraph 14.32	*INSERT A NEW PARAGRAPH AFTER PARAGRAPH 14.32, AND RENUMBER ALL PARAGRAPHS THEREAFTER ACCORDINGLY* As is the case across the UK, the rail services out of Benfleet railway station are operated under a private contract, and the *Essex Local Transport Plan* does not therefore set out detailed requirements in relation to rail provision. These improvements are separately secured via the Franchise Agreement. Trenitalia c2c Limited have a franchise to operate services on the line between London Fenchurch Street and Southend until 2029. As part of the franchise agreement Trenitalia c2c Limited committed to leasing new trains to cope with rising passenger numbers, and to various upgrades around stations and ticketing. Regarding Benfleet railway station, improvements are to be delivered in respect of the booking hall, external access and in creating a secure station information area.
	121	Policy TP4	Strategic Policy TP~~4~~5 Improvements to Public Transport Infrastructure Services *NUMBER THE FIRST SECTION OF POLICY TP4 PART 1 AND AMEND TEXT.* 1. In order to improve journey time reliability for public transport, and make services more favourable to residents and employees in Castle Point, the following improvements to public transport infrastructure and services will be delivered through the implementation of the Infrastructure Delivery Plan. Grant funding, Community Infrastructure Levy, and as appropriate in planning terms S106 Agreements will be used to secure this delivery. ~~, by Section 106 Agreements from appropriate development, Community Infrastructure Levy or grant funding.~~ … *INSERT PART 2 TO THE POLICY*

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			2. The Council will also work with Trenitalia c2c Limited and other relevant partners to secure the necessary improvements to Benfleet railway station and rail services as set out in the Franchise Agreement.
MM59	121	Paragraph 14.35	The Essex ~~Local Transport Plan~~ Development Management Policies (2011) set out a clear approach to congestion at policy DM15. This requires there to be no detrimental impact upon the existing or proposed highway in ~~increase to~~ congestion terms as a result of new development. Any detrimental impact is required to be remedied through appropriate mitigation funded by the developer.
	121	Paragraph 14.36	~~Essex County Council~~ ECC ~~have~~ has published ~~established a suite of~~ ~~d~~Development ~~m~~Management ~~P~~policies (2011), the Highways Technical Manual in the Essex Design Guide (2018) and the Developers' Guide to Infrastructure Contributions (2020) to which new development is required to have regard to when preparing development proposals. Developments above the identified thresholds in the Guide and Management Policies, or successor documents, are required to prepare a Travel Plan, Transport Assessment and/or Statement to assess the impact of their development in terms of highway safety and capacity for both access to the proposed development and the wider highway network. Travel Plans are required to be prepared to encourage modal shift through a package of measures to ensure active and sustainable means of travel are available to all new residents or users thereby promoting sustainable transport, reducing the need to travel, and encouraging the use of non-car modes. ~~which it considers as the Highway Authrity when consulted on planning applications. It is recommended that potential applicants for development within Castle Point have regard to these policies when preparing planning proposals.~~
	122	Paragraph 14.37	The Transport Evidence for the New Local Plan 2019 Report demonstrates that the highway ~~road~~ network in Castle Point already experiences congestion on key routes and at key junctions during peak periods. It is therefore necessary ~~essential~~ that the Council requires developers to identify ~~considers~~ the ~~likely~~ impacts of development on ~~the capacity of~~ highway infrastructure in terms of capacity and safety ~~and congestion~~ when assessing planning applications to ~~and~~ ensure~~s~~ that necessary mitigation measures are provided and funded ~~minimises these impacts as far as is reasonably possible~~.
	122	Policy TP5 Part 1	Strategic Policy TP~~5~~6 Highway Impact 1. Developers ~~All development~~ will be required to prepare ~~proposals that are likely to generate amounts of movements must be accompanied by~~ a Transport Assessment or Transport Statement, and a Travel Plan, having regard to the guidance on thresholds published by the Highway Authority. 2. The Transport ~~a~~Assessment ~~/~~ or S~~s~~tatement ~~and plan~~ must demonstrate how the impacts of the development on the highway network will be cost effectively mitigated to limit significant effects on highway and junction capacity and safety. 3. Subject to compliance with all other relevant policies, favourable consideration will be given to ~~those~~ development proposals which fully mitigate their impacts on highway and junction capacity and safety. Applications will be refused where: a. A development is not able to ~~fully~~ mitigate its impacts to an acceptable degree; and b. A junction or link of highway is expected to exceed its designed capacity ~~as a~~ resulting in ~~of~~ residual cumulative impacts which are assessed to be severe; or c. A junction or link of highway that already exceeds its ~~designated~~ designed capacity will see its peak hour capacity exceeded still further and as a result the residual cumulative impacts are severe. 4. Where necessary, ~~In appropriate circumstances~~, the Council will secure ~~use~~ planning conditions, ~~or~~ highway works (s278) and/or financial contributions (s106) ~~a Section 106 Agreement~~ to deliver ~~ensure that highway~~ mitigation works necessary ~~and/or Travel Plan requirements are delivered~~ to accommodate the growth arising from this plan ~~accompany the phasing of development.~~
MM60	123	Paragraph 14.43	With regard to the need for safe access arrangements to new developments, the *Essex Local Transport Plan* highlights the importance of ensuring that new developments can be accessed safely by all types of users including cars, bicycles and pedestrians in order to prevent road traffic accidents. The Essex Design Guide seeks to encourage active design in new developments through a range of measures including establishing walkable communities, connected walking and cycling routes, co-location of community facilities and establishing multi-functional spaces, all of which encourage the use of sustainable modes and promote healthier lifestyles.
	123	Paragraph 14.45	Typically, people are more likely to access public transport if it is located within a reasonable proximity of where they live and the places they are travelling to. Walking distances in excess of ~~ten~~ five minutes normally deter use. The average person can walk up to ~~800m~~ 400m in five ~~ten~~ minutes.
	123	Policy TP6	Strategic Policy TP~~6~~7 Safe and Sustainable Access
	124	Policy TP6 Part c	c. Access to public transport services within ~~800m~~ 400m of the site. Where this is not possible a contribution will be sought to improving access to existing public transport services or residential travel packs.
MM61	125	Policy TP7	Strategic Policy TP~~7~~8 Parking Provision
	125	Policy TP7 Part 1	1. Proposals for development will be expected to make provision for safe and secure car parking, parking for people with disabilities and parking for bicycles, having regard to the Essex Vehicle Parking Standards. Maximum car parking standards will only be applied where there are compelling planning and transport reasons to justify such restrictions. Proposals which make parking provision below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.
MM62	126	Policy TP8	Strategic Policy TP~~7~~8 Access for Servicing
MM63	129	Policy CM1 Part 2	*DELETE PART 2 OF THE POLICY* ~~2. When assessing proposals for new development the Council will seek to ensure that adequate provision has been made to accommodate new communications infrastructure on site. This must include:~~

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			~~a. The extension of broadband fibre optic cable to the serve the development with "fibre to the door" broadband services; or~~ ~~b. The provision of cabinets in suitable locations to provide superfast broadband connectivity speeds to all properties within the new development; and~~ ~~c. Where appropriate, the provision of telecommunications equipment to ensure 5G mobile phone coverage across the site.~~
MM64	131	Paragraph 16.10	The Urban Design Characterisation Study 2013 of the Borough identifies the urban areas ~~it~~ as being dominated by residential development, with a mix of detached, semi-detached and terraced houses, chalets and bungalows, interspersed with two, three and four storey blocks of flats, creating a mixed character across the borough as a whole.
	132	Paragraph 16.17	The Castle Point Residential Design Guidance Supplementary Planning Document (SPD) identifies how the following policies in this chapter will be implemented. Further guidance on a broad range of design matters can also be found in ~~T~~the Essex Design Guide, which supports the delivery of high-quality development that meets the needs of existing and future communities in Essex. A Quality design Panel has been established, with panellists drawn from a range of built environment professions to and provide an independent view on development schemes across Essex and how they may be improved. The Council will support reference to the panel in order to provide a critique of development or make recommendations that improve quality.
	132	Policy DS1	1. Within urban areas ~~T~~the Council will seek to improve the quality and attractiveness of the environment in Castle Point, and its integration with the natural environment, by ~~seeking~~ expecting buildings and places to be of high quality, beautiful and sustainable design that accentuates positive features of the urban environment and contributes positively towards climate change mitigation ~~sustainability~~. 2. The Council will seek a co-ordinated comprehensive approach to public realm enhancements for the borough, particularly within its town centres and employment areas. Development will need to demonstrate how it will contribute to the quality of the public realm. 3. The Council will seek to promote healthy and active lifestyles through design of the built environment. In order to achieve this the Council will work with partners to deliver regeneration and public realm improvements in Canvey and Hadleigh Town Centres. and public realm improvements which includes: a. Street furniture; b. Landscaping, including soft landscaping; c. Infrastructure and services; d. Palette of materials (structures and surfaces); and e. Public art 4. All development should to be designed to a high standard, meeting the design objectives set out at Appendix One, and fully integrating sustainability requirements. Development proposals must be appropriate to the site and its surroundings having regard to: a. Scale b. Density c. Massing d. Height e. Landscape f. Layout g. Materials h. Detailing i. Access j. Security and crime prevention measures k. Flood resilience and drainage l. Adjoining land uses 5. The Council will ~~H~~have regard to the Residential Design Guidance SPD and the Essex Design Guide in its consideration of all proposals for residential development. 6. Proposals for development within the Green Belt will be determined against the provisions of Policies GB1, GB2 and GB3.
MM65	134	Policy DS2 Part 1	1. Where appropriate development must provide hard and/or soft landscaping, appropriate to and suitable for the location and type of development provided. Trees should form a key element of the landscaping of development, with existing trees retained wherever possible and new streets should be tree lined. The approach to landscaping should be ~~As~~ set out in a landscaping scheme.
	134	Policy DS2 Part 2b-2c	b. Native species, suitable to the location, climatic conditions, and to promoting biodiversity, and be appropriate in respect of growth habits; ~~and~~ c. SuDS if required to form an integral part of the landscaping scheme providing opportunities for a variety of habitats, species and biodiversity; and *INSERT NEW CRITERION AFTER PART 2C* d. To contribute towards tackling climate change.
MM66	135	Policy DS3	Where advertisement consent is required, such consent will be permitted if the proposal respects the interests of public safety and amenity, ~~and meets~~ by meeting the following criteria: a. The size, design, materials and location of the advertisement respects the scale and character of the building, site or area on which it is displayed; b. The proposals would not result in proliferation of advertisements; c. Any illumination ~~will be considered in relation to~~ respects the impact on visual amenity, potential light pollution, ~~road safety,~~ character of the area and buildings and functional need; and

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			d. The~~y do~~ Proposal does not have an adverse effect on highway safety.
MM67	141	Paragraph 17.15	Re-alignment of Green Belt boundaries at the following school sites would therefore meet their national and local objectives: • King John School, Benfleet; • The Deanes School, Benfleet; • Glenwood School, Benfleet; • Kents Hill Infants and Junior School, Benfleet; • Holy Family Catholic Primary School, Benfleet; • Robert Drake Primary School, Benfleet; • Canvey Skills Campus~~ / Procat~~, Canvey Island; and • Cornelius Vermuyden, Canvey Island.
	141	Paragraph 17.18	As a result of the changes made in this plan, ~~nearly~~ over 92~~0~~% of the Green Belt extent identified in the 1998 Castle Point Adopted Local Plan is retained. By retaining this extent of Green Belt it will continue to serve its purpose of keeping land permanently open and maintaining a clear visual separation between the individual towns within Castle Point and within South Essex whilst enabling sustainable development to meet the needs of the community to 2033.
	142	Paragraph 17.19	The Green Belt extent, as set out in this plan, is defined on the Policies Map and is over 2,500~~400~~ hectares.
	142	Policy GB1	*REPLACE GB1 IN ITS ENTIRETY WITH THE FOLLOWING TEXT* ~~1. The Council will continue to protect the permanence and openness of land designated as Green Belt. Development within the Green Belt will only be permitted in very special circumstances or if it is not inappropriate development.~~ ~~2. Development that is not inappropriate in the Green Belt, as defined in the National Planning Policy Framework will be subject to consideration against policies within this plan.~~ ~~3. Opportunities that enhance the environmental quality and beneficial use of the Green Belt will be supported by the Council, in particular the provision of formal and informal green infrastructure to support the quality of life of the urban population (provided that it is appropriate development as defined in the National Planning Policy Framework).~~ The Council will determine proposals within the Green Belt in accordance with all relevant provisions of the National Planning Policy Framework and relevant policies within this plan. The Green Belt boundary is defined on the Policies Map.
MM68	142 - 153	Paragraphs 17.21 17.22-17.24; 17.32-17.38; 17.39-17.46; 17.55-17.62	*REPLACE THE REASONED JUSTIFICATION AND TITLE FOR POLICY GB2 WITH THE FOLLOWING AND DELETE THE REASONED JUSTIFICATION FOR POLICIES GB3, GB5, GB6 AND GB8* ~~17.21 The *Green Belt Review* considered carefully the extent of the Green Belt boundary, and the contribution different parts of the Green Belt make to its overall function. Therefore, it is likely that development within the defined extent of the Green Belt will cause harm to the Green Belt either in terms of its openness or its function. The Review provides advice to decision makers on the potential for a development to impact on openness and landscape character, and the likely impact on Green Belt functions.~~ ~~Extensions and Alterations to, and Replacements of Buildings in the Green Belt~~ ~~Policy Context~~ ~~17.22 The *NPPF* states that new buildings are inappropriate in Green Belt. Exceptions to this include:~~ ~~• Extensions and alterations of buildings provided that they do not result in disproportionate additions over and above the size of the original building. (Original building is defined in the NPPF as being a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.)~~ ~~• Replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.~~ ~~Reasoned Justification~~ ~~17.23 Both individually and collectively extensions and alterations to buildings, and the replacement of buildings in the Green Belt can have an impact on the character, appearance and openness of the Green Belt. It is important therefore that such development is well designed in respect of the host building, the plot, and its surroundings. This is particularly important given the differing patterns of development that are found in the Green Belt in the borough, such as built up frontages of development, and more isolated, single plot development.~~ ~~17.24 Appeal decisions, locally and nationally in relation to development in the Green Belt indicates general support in cases where the visual impact in terms of design and massing, the reduction in separation, the loss of isolation spaces between properties and boundaries, and the change in character of a development, such as replacing a single storey, development with a two storey development, were significant. However, developments have been allowed at appeal where the harm has been outweighed by other factors such as design considerations, which result in positive benefits to the Green Belt, including new pitched roofs on top of existing flat roofs or development contained within the existing building footprint.~~ ~~Change of Use of Buildings and Land in the Green Belt~~ ~~Policy Context~~ ~~17.32 The *NPPF* states that certain forms of development are not inappropriate in Green Belt, provided they preserve its openness and do not conflict with the purpose of including land within it. This includes the re-use of buildings provided that the buildings are of permanent and substantial construction and material changes of use of land.~~

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			~~17.33 Some development, may be associated with other appropriate uses of land in the Green Belt such as agriculture, forestry, outdoor sport, outdoor recreation, cemeteries, burial grounds and allotments if any buildings preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.~~ ~~Reasoned Justification~~ ~~17.34 The *Green Belt Review* identifies much of the Green Belt in Castle Point as being rural in nature. Rural areas are typically quiet, with a low development density and low intensity uses.~~ ~~17.35 The re-use or adaption of existing buildings or land in the Green Belt, particularly in respect of commercial, light industrial or recreation uses can aid in reducing the demands for new buildings in the Green Belt.~~ ~~17.36 In order for the re-use of an existing building or land to be compatible with the essential characteristics of the Green Belt, which is its openness and permanence, and with the purposes of including it within the Green Belt, such a re-use must be of a scale and character appropriate to its Green Belt location, its traffic impact should be acceptable, and the building concerned should be of an appropriate structure for the proposed use, in order to avoid substantial redevelopment, such as extensions or alterations.~~ ~~17.37 This can be a problem when the re-use is for residential purposes, where there are pressures to extend and alter the property and to provide residential curtilages which can be associated with activities and structures which can have a harmful effect on the character, appearance and openness of the Green Belt. Furthermore, given the tightly drawn Green Belt boundary of the borough, properties, particularly residential, are in immediate proximity of the Green Belt. The local planning authority can be placed under pressure to allow extensions of gardens into the Green Belt, which if permitted can result in a use of the land, which is not characteristic of the Green Belt, and which can lead to a proliferation of domestic style structures to the detriment of the openness of the Green Belt.~~ ~~17.38 Uses which are associated with external storage can also result in harm to the character, appearance and openness of the Green Belt. The borough has historically experienced the storage of materials and equipment, as well as caravans and boats in its Green Belt, particularly in its more rural and remote locations. This is not a use which it would seek to continue or encourage in the future.~~ ~~Ancillary Buildings and Structures in the Green Belt~~ ~~17.39 Many forms of development often have ancillary buildings associated with them. For example it is common for houses to have garages, sheds and greenhouses located within the curtilage of the house. Business premises meanwhile may have ancillary storage buildings. In many cases the provision of these buildings is permitted under 'permitted development rights' and the Council is not able to control their development.~~ ~~17.40 It is however common for the Council to remove 'permitted development rights' when granting consent for developments within the Green Belt. Additionally, some proposals may be for ancillary buildings too large to be exempt from requiring planning consent, or for ancillary buildings located on land beyond the curtilage of a house. Therefore, it is not uncommon for the Council to receive planning applications for ancillary buildings and structures in the Green Belt.~~ ~~Policy Context~~ ~~17.41 The *NPPF* does not make specific reference to ancillary buildings, however it does list those types of development and uses of development that are exceptionally permitted within the Green Belt. Assuming that those types and uses of development are permissible, it can be assumed that ancillary buildings which are normally associated with these are permissible subject to ensuring that the openness of the Green Belt is maintained and that the Green Belt continues to fulfil its purposes, as set out in the *NPPF*.~~ ~~Reasoned Justification~~ ~~17.42 The provision of buildings and structures described above to serve an acceptable use in the Green Belt, such as a stable for the keeping of horses and hay and tack store to serve the stables, or a building to store equipment or goods related to a commercial business, can be acceptable in principle in the Green Belt. However, the open character and appearance of the Green Belt can be marred by such buildings and structures, both in respect of their design and appearance, and their proliferation.~~ ~~17.43 The borough's Green Belt is occupied by a variety of uses and is susceptible to pressures to allow for the provision of such buildings and structures. If designed and sited appropriately they can result in forms of development which may not be inappropriate in the Green Belt.~~ ~~17.44 However, there are examples of poorly designed and located ancillary buildings and structures which result in harm to the Green Belt. In some parts of the Green Belt a proliferation of caravans and metal storage containers has occurred in association with the storage of hay and tack associated with the stabling of horses and other livestock, as well as for example the storage of materials and equipment in association with other recreational or commercial uses in the Green Belt. In many cases there are multiples of these buildings and structures located at any one site creating a massing effect. This is not an occurrence that the local planning authority wishes to see continue or to be encouraged.~~ ~~17.45 Previously policy has not taken account of the size of the building/structure in relation to the main building on the site or the size of the site itself. The degree to which these buildings/structures are incidental to the main building or use is therefore of great importance. A proportionate approach addresses this issue. As an example, a large house with extensive grounds will require more extensive maintenance. It would therefore be logical that such properties may require a larger outbuilding to accommodate gardening equipment, such as a motorised lawn mower and larger tools specific to works on trees and hedges.~~ ~~17.46 As with other forms of permissible development in the Green Belt, ancillary buildings are most appropriately considered against criteria, as this best ensures that proportionality, design requirements and the impacts of the proposal of the Green Belt, its openness and its purpose are considered in the whole.~~ ~~Enclosure and Boundary Treatment in the Green Belt~~ ~~Policy Context~~ ~~17.55 The *NPPF* states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development and creates better places in which to live and work.~~ ~~17.56 The *NPPF* makes clear that planning policies and decisions should aim to ensure that developments:~~

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			~~• Add to the overall quality of the area, are visually attractive as a result of good architecture;~~ ~~• Establish a strong sense of place, using the arrangements of streets, spaces, and building types;~~ ~~• Respond to local character and history, and reflect the identity of local surroundings, and building types;~~ ~~• Respond to local character and history, and reflect the identity of local surroundings and materials; and~~ ~~• Create places that are safe, inclusive and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.~~ ~~17.57 The *NPPF* states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and the essential characteristics of Green Belts are their openness and their permanence.~~ ~~Reasoned Justification~~ ~~17.58 Clearly identifying the extent of ownership of space around a building defines the boundary between public, semi-private and private spaces. This is frequently through the construction of means of enclosure, which are readily visible in the public realm.~~ ~~17.59 Within the Green Belt of Castle Point the various land uses, such as residential, small holdings, and commercial businesses, have a mix of forms of enclosures, with the properties often set back considerable distances from the highway.~~ ~~17.60 The *Urban Design Characterisation Study 2013* identified that many of the commercial/industrial uses, as well as the small holdings are strongly enclosed by high fencing and palisade fencing, with electronic gates, frequently of stark materials. This creates a poor public realm and has resulted in a sense of isolation and remoteness, which can lead to the perception of not being safe.~~ ~~17.61 The residential properties in the Green Belt are also heavily enclosed, often by similar forms as discussed above, particularly in the case of older properties. There is also high and dense hedging provided in many areas.~~ ~~17.62 There are also successful means of enclosure in some parts of the Green Belt, which whilst providing the necessary demarcation and security measures, are of attractive construction, appropriate to the land use they are associated with. Examples include the provision of ranch style fencing used to enclose land containing livestock, including horses. Such methods provide the necessary enclosure of the animals, but at the same time are of an appearance commonly associated with agriculture and maintain a degree of openness. Furthermore, the provision of decorative railings can provide the necessary security for businesses or residential properties, at the same time as creating an attractive public realm, allowing for natural surveillance to take place, and a degree of openness to be maintained.~~ Development in the Green Belt Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Substantial weight should be given to any harm to the Green Belt, and very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal is clearly outweighed by other considerations. The NPPF makes it clear that the construction of new buildings in the Green Belt should be regarded as inappropriate development, subject to certain exceptions. When considering the existence of very special circumstances or if one of the exceptions set out in the NPPF may apply, the Council will need to determine the harm to the Green Belt that may arise from the proposed development. The *Green Belt Review* carefully considered the extent of the Green Belt boundary, the purposes for including land within the Green Belt and the contribution different parts of the Green Belt made to its overall purpose. It concluded that all parts of the Green Belt in Castle Point contribute to at least one of the purposes of including land within its extent, and therefore it is likely that development in any part of the Green Belt could give rise to harm, either in terms of its openness or purpose. The Review provides advice to decision makers on the potential for development to impact on the openness and purpose of the different parts of the Green Belt and may provide a useful starting point when preparing proposals and considering the likely impacts of development. It notes that there is scope in the different parts of the Green Belt to avoid or reduce harm through the proposed location, layout, scale and design of development and uses, including any landscaping and boundary treatments. These matters will therefore be considered in the determination of applications. In those exceptional instances where development in the Green Belt is approved because the benefits of the proposals clearly outweighing the harm to the Green Belt or any other harm arising, the Council will consider if permitted development rights afforded to the type of development proposed would cause harm to the Green Belt to the extent that the benefits of the development would no longer be outweighed by the harm arising. Where there is a clear justification and the tests for conditions or obligations would be passed, the Council may seek to restrict permitted developments rights where a development proposal would not otherwise be acceptable in the Green Belt. In those instances where there is the potential for the use of permitted development rights to give rise to harm which outweighs the benefits of the proposal, the Council will use a S106 Agreement to remove the relevant permitted development rights. As developments in the Green Belt are exceptional rather than planned for, their full impact could not be assessed through the Habitats Regulations Assessment for this plan. Therefore, proposals for development in the Green Belt will need to demonstrate that they will not have an adverse effect on the integrity of the Benfleet and Southend Marshes SPA and Ramsar site and the Thames Estuary and Marshes SPA and Ramsar site, either alone or in combination with other plans or projects as per Policy SD1.
	143 - 154	Policies GB2; GB3; GB5; GB6; GB8	*REPLACE POLICY GB2 AND WITH THE FOLLOWING AND DELETE POLICIES GB3, GB5, GB6 AND GB8.* ~~Strategic Policy GB2~~ ~~New Development in the Green Belt~~ ~~Where new buildings or structures are proposed within the Green Belt, inappropriate development will be refused by reason of its harm to the Green Belt, except in very special circumstances. Consideration will be given to:~~

Ref	Page	Policy/ Paragraph	Main Modification
			~~a. The Green Belt of and in the vicinity of the proposal will continue to fulfil its purpose/s;~~ ~~b. The proposal is designed to integrate well into the landscape in which it is set and to maintain the openness of the Green Belt;~~ ~~c. The proposed development is an exemplar of high-quality design;~~ ~~d. Whether the land is previously developed, providing that the new building is within the envelop of the land previously developed and not the whole curtilage of the site; and~~ ~~e. The proposal is consistent with all other relevant policies of this plan.~~ ~~Strategic Policy GB3~~ ~~Extensions and Alterations to, and Replacements of Buildings in the Green Belt~~ ~~1. Proposed extensions and alterations to existing buildings in the Green Belt will be permitted, provided that the proposals do not result in disproportionate additions over and above the size of the original building(s), and also subject to fulfilling the following criteria:~~ ~~a. There is no material impact on the character, appearance or openness of the Green Belt;~~ ~~b. The individual and cumulative size, scale, form, massing and height is proportionate to that of the original building and its plot;~~ ~~c. The design and siting ensure sufficient space around the building, between neighbouring buildings and between boundaries;~~ ~~d. The design, siting and materials is sympathetic to the existing building and its surroundings; and~~ ~~e. The design and materials are of high quality.~~ ~~2. Proposals for replacement buildings in the Green Belt, will be permitted, provided that the new building is in the same use and not materially larger than the one it replaces, and subject to fulfilling the following criteria:~~ ~~a. The building to be replaced has not been abandoned for such a period that the site has developed greenfield characteristics;~~ ~~b. There is no material impact on the character, appearance or openness of the Green Belt;~~ ~~c. The individual and cumulative size, scale, form, massing and height reflects the original building and its plot;~~ ~~d. The design and siting ensure sufficient space around the building, between neighbouring buildings and between boundaries; and~~ ~~e. The design, siting and materials is sympathetic to the existing building and its surroundings, unless its re-siting and design would be less obtrusive in the Green Belt and would improve the appearance of the Green Belt.~~ ~~3. Where the replacement building is approved, a condition may be applied to any permission granted removing permitted development rights which might allow for further enlargements to the building, and/or the provision of ancillary buildings within the curtilage of the building, compromising the criteria set out above.~~ ~~Strategic Policy GB5~~ ~~Change of Use of Buildings and Land in the Green Belt~~ ~~1. Proposals for the change of use of buildings or land in the Green Belt will be permitted, subject to fulfilling the following criteria:~~ ~~a. The existing building is of permanent and substantial construction;~~ b. ~~The building or land is suitable for the proposed use, with limited need for extensions or alterations;~~ ~~c. There is no material impact on the character, appearance or openness of the Green Belt;~~ ~~d. It will not result in an intensification of the existing use of the site, by means of the generation of traffic, noise, or other forms of disturbance;~~ ~~e. It will not result in a massing of open storage, parked cars, plant or temporary, ancillary or out buildings/structures greater than existing; and~~ ~~f. The need for the proposed use has been identified.~~ ~~2. Permitted development rights relating to outbuildings will be removed if a garden has been extended into the Green Belt.~~ ~~Local Policy GB6~~ ~~Ancillary Buildings and Structures in the Green Belt~~ ~~1. The provision of ancillary buildings and structures in the Green Belt will not be permitted, unless it is proven to be necessary subject to fulfilling the following criteria:~~ a. ~~There is no material impact on the character, appearance or openness of the Green Belt;~~

Ref	Page	Policy/ Paragraph	Main Modification
			~~b. The individual and cumulative size, scale, form, massing and height is proportionate to that of the original building and its plot;~~ ~~c. It can be clearly demonstrated that they are incidental to the main building or use of the site;~~ d. ~~The use of the main building or use of the site has not been left dormant;~~ e. ~~The design and siting ensure sufficient space around the building, between neighbouring buildings and between boundaries;~~ f. ~~The design, siting and materials are sympathetic to the existing building or use and its surroundings. However, it must not repeat poor forms of development;~~ ~~g. The design and materials are of high quality; and~~ ~~h. It is restricted to use as ancillary accommodation to the main building or use.~~ ~~2. The use of caravans, mobile homes or metal storage containers as ancillary buildings in the Green Belt will normally be refused.~~ ~~Strategic Policy GB8~~ ~~Enclosure and Boundary Treatment in the Green Belt~~ ~~1. For land in the Green Belt, the means of enclosure or boundary treatment should be informed by the prevailing character of the land use, surrounding area, in terms of materials, height and positioning.~~ ~~2. Any means of enclosure or boundary treatment should not dominate the public realm.~~ ~~3. Enclosure and boundaries within rural areas should maintain a semi-openness of the Green Belt.~~ ~~4. In all cases the means of enclosure or boundary treatment must be of high-quality materials, appropriate in terms of appearance and ongoing maintenance to the location, full details of which must form part of any application.~~ ~~5. Where more robust means of enclosure or boundary treatment is required in exceptional circumstances, its visual impact should be minimised by the provision of appropriate landscaping. For landscaping associated with residential development, reference should be made to the Residential Design Guidance Supplementary Planning Document (SPD).~~ Strategic Policy GB2 Development in the Green Belt 1. In determining the harm to the Green Belt arising from development or any material change of use, the planning authority will give consideration to: a. The impact of the proposal on the ability of the Green Belt to fulfil its purpose(s); b. The ability of the proposal to maintain or improve the openness of the Green Belt; c. The impact of the proposal on the character and appearance of the Green Belt d. The design of the proposal, which will be expected to be an exemplar of high-quality; e. Whether the land is previously developed; f. Whether the proposal will result in an unacceptable intensification of traffic movements, noise or other forms of disturbance; and 2. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1. 3. Where there is a clear justification and the tests for conditions/obligations would be passed, the Council may seek to restrict permitted development rights where a proposal would not otherwise be acceptable in the Green Belt.
MM69	145	Paragraphs 17.25 – 17.31 and Policy GB4	*DELETE POLICY GB4 AND ITS REASONED JUSTIFICATION IN ITS ENTIRETY AND RENUMBER SUBSEQUENT PARAGRAPHS AND POLICIES ACCORDINGLY* ~~Limited Infill and Self Build - Special Policy Areas~~ ~~Policy Context~~ ~~17.25 The *NPPF* allows for limited infilling infill in the Green Belt in 'villages.' Furthermore, limited infill is allowed on previously developed land where there is no greater impact on the Green Belt than that arising from the existing or previous development.~~ ~~Reasoned Justification~~ ~~17.26 Green Belt runs through the central mainland area of the Borough, from the Hadleigh Marshes in the south to the A127 in the north, creating a strategically important physical gap between built up urban areas of the Borough. Green Belt in the north east of the Borough also has a strategically important role in maintaining Daws Heath as a separate and distinct settlement and maintaining a physical gap in the built form between the urban areas of Eastwood and Rayleigh outside the Borough, and the settlement of Hadleigh, Daws Heath, and Thundersley.~~

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			~~17.27 These Green Belt areas are predominantly undeveloped and contribute significantly to the local character. The undeveloped areas of the Borough are also important for local flora and fauna and for recreational purposes.~~ ~~17.28 However, the Benfleet Road and Vicarage Hill, Bramble Road and Burches Road areas form semi-rural locations where limited infilling would not cause increased harm to the Green Belt. These areas consist of linear development, creating an almost continuous developed semi-rural character. While the Council supports the protection of Green Belt in these areas, it is acknowledged that due to the developed character and layout of existing buildings, the application of Green Belt policy in these areas is inappropriate and unnecessarily restrictive.~~ ~~17.29 While existing development runs alongside the road in these areas, the density of existing development is low, and existing houses are set back from the road and include large landscaped gardens. The extent of existing development in these areas do not necessitate a change to the Green Belt boundary, so it is appropriate to outline additional policy in order to more appropriately manage development within these particular areas of the Green Belt.~~ ~~17.30 Existing development within these areas is linear, and therefore has a limited impact on Green Belt areas to the rear of the properties beyond the roads. To maintain the openness of the Green Belt in these areas, the Council will therefore not support backland development. Development proposals in these areas should be in the form of limited infill, facing existing roads.~~ ~~17.31 The Council will support bespoke and self-build new dwellings in the Special Policy Areas where the proposed development responds appropriately to character and layout of existing development. The Council will also support extensions and alterations to existing dwellings in these areas where it can be demonstrated that the proposals will not have a significant detrimental impact on the openness of the Green Belt.~~ ~~Local Policy GB4~~ ~~Limited Infill - Special Policy Areas~~ ~~1. The development of new dwellings within the Bramble Road, Benfleet Road, Vicarage Hill, and Burches Road Special Policy Areas (identified on the Policies Map) will be supported where the proposals:~~ ~~a. Respect the existing character of the area;~~ ~~b. Are centrally located on the plot and along existing general building lines;~~ ~~c. Have plot sizes that should generally confirm with those in the area to avoid higher density development;~~ ~~d. Front onto existing roads;~~ ~~e. Maintain the existing layout and form of development in the area;~~ ~~f. Do not result in the significant loss of existing tree coverage;~~ ~~g. Do not involve back land development;~~ ~~h. Provide off street parking; and~~ ~~i. Demonstrate that the scheme will not have a significant detrimental impact on the openness of the Green Belt within the area.~~ ~~2. Extensions and alterations to existing dwellings within the Bramble Road, Benfleet Road, Vicarage Hill, and Burches Road Special Policy Areas (identified on the Policies Map) will be supported where the proposals:~~ ~~a. Respect the existing character of the area;~~ ~~b. Maintain the existing layout, massing, bulk and form of development in the area;~~ ~~c. Do not have a detrimental impact on neighbouring residential amenity; and~~ ~~d. Demonstrate that the scheme will not have a significant detrimental impact on the openness of the Green Belt within the area.~~ ~~3. Where the replacement building is approved, a condition may be applied to any permission granted removing permitted development rights which might allow for further enlargements to the building, and/or the provision of ancillary buildings within the curtilage of the building, compromising the criteria set out above.~~
MM70	153	Policy GB7	*REPLACE POLICY GB7 IN ITS ENTIRETY WITH THE FOLLOWING TEXT* ~~1. The Council will consider proposals favourably which seek to positively enhance the beneficial use of the Green Belt, by providing opportunities for positive use of the Green Belt. Where development is proposed adjacent to the Green Belt, opportunities will be sought to:~~ ~~a. improve access;~~ ~~b. outdoor sport and recreation;~~ ~~c. landscape enhancements;~~ ~~d. improvements to visual amenity;~~

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			~~e. improvements to biodiversity;~~ ~~f. sustainable flood risk management; or~~ ~~g. improvements to damaged and derelict land.~~ ~~2. Such proposals must clearly demonstrate that the following criteria have been fulfilled:~~ ~~a. The Green Belt will continue to fulfil its purposes;~~ ~~b. There will be no material impact on the character, appearance or openness of the Green Belt;~~ ~~c. The design, siting and materials of any buildings are sympathetic to the surrounding built form and landscape;~~ ~~d. The proposal is an exemplar of high-quality design and materials;~~ ~~e. The design and siting of any buildings ensures sufficient space around the building, between neighbouring buildings and between boundaries;~~ ~~f. It will not result in an unacceptable generation of traffic, noise, or other forms of disturbance; and~~ ~~g. The proposal is compliant with all other relevant policies in the plan.~~ ~~3. The Council will consider favourably the provision of other appropriate forms of development in the Green Belt, subject to the fulfilment of the criteria set out above.~~ Strategic Policy GB~~7~~3 Positive Uses in the Green Belt Subject to policy GB2, the Council will seek opportunities to positively enhance the Green Belt for beneficial use. Where development is proposed within or adjacent to the Green Belt, consideration will be given to identified opportunities to: a. improve access; b. improve outdoor sport and recreation provision; c. enhance the landscape; d. improve visual amenity; e. improve biodiversity; f. facilitate sustainable flood risk management; or g. improve damaged and derelict land.
MM71	158	Paragraph 18.25	In order for the sea defences to be improved on Canvey Island it is necessary for land adjacent to these defences to be left free from development as far as possible to provide the space for taller defences with a larger footprint.~~,~~ Accessibility is also essential in delivering such improvements (both for facilitating the construction of new defences as well as for the access to maintain and inspect and repair the defences over their lifetime). The Environment Agency has advised that a maximum of ~~approximately~~ 19m, as measured from the landward edge of the current sea defence structure, should be left free from development for this purpose. ~~This enables the delivery of well-designed and landscaped defences that not only ensure the future safety of residents but are also attractive and contribute to the quality of the environment.~~ *INSERT A NEW PARAGRAPH AFTER 18.25 AND RENUMBER SUBSEQUENT PARAGRAPGHS* Developers are encouraged to enter into discussions with the Environment Agency at a very early stage when formulating development proposals close to or within the safeguarded sea defence area. Flood Risk Activity Permits are separate to the planning application process and are required by the Environment Agency for any activities that fall within 16m of a sea defence. Flood Risk Activity Permits were introduced under the Environmental Permitting (England and Wales) (Amendment) (No.2) Regulations in April 2016. Early discussions with the Environment Agency will avoid the potential for costly development design and layout revisions or to avoid the risk of having a flood risk permit application refused by the Environment Agency. The safeguarding provision helps to enable the delivery of well-designed and landscaped defences that not only ensure the future safety of residents but are also attractive and contribute to the quality of the environment and will reflect the clear aspiration in NPPF for plans to safeguard land that is required, or is likely to be required for current or future flood management.
	160	Policy CC2	Local Policy CC2 Tidal Flood Risk Management ~~Area~~

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			1. The extent of the Canvey, Hadleigh Marshes and South Benfleet Tidal Flood Risk Management Areas is defined on the Policies Map. Within these areas: a. The Council will support the necessary improvements to the sea defences in the Borough as set out in the Thames 2100 Plan. b. New bungalows and other forms of self-contained residential accommodation at ground level will be refused on Canvey Island unless safe refuge areas can be provided within the development, and favourable consideration will be given to the conversion of bungalows to houses, subject to those privacy, amenity and urban design considerations set out in the Residential Design Guidance SPD; c. The Council will work with partners to maintain and improve nature conservation in the Hadleigh Marshes area, with a long-term view of securing appropriate compensatory sites within the Thames Estuary for any loss of ~~particular~~ designated habitats resulting from climate change; and d. South Benfleet Playing Fields will be retained as a flood storage area for both tidal flooding and surface water management. Opportunities to increase the storage capacity of this area will be secured in the long-term. 2. The Council will work with partners in the railway industry to identify economically viable solutions to the potential risk of flooding of local railway lines in the long-term, to ensure the ongoing provision of services. 3. Within flood zones 2 and 3 new development proposals will be permitted only where they meet the following criteria: a. They pass the sequential test and where appropriate the exception test, as set out in the National Planning Policy Framework; b. They have been designed to make space for water and ~~reduce the risk of flooding to prospective users/residents of the site and to neighbouring properties~~ do not increase flood risk elsewhere and where possible reduce~~s~~ flood risk overall; and c. They are designed to be flood resistant and resilient and provide safe refuge for users/residents above predicted flood water depths for a 1 in 1,000 + year climate change flood event. Buildings should also be hydrostatically and hydrodynamically resistant to prevent damage to the structure. In this context resilient includes the ability of the development to be brought quickly back into use after a flood event. 4. A buffer up to 19m wide of ~~L~~land adjacent to the existing flood defences on Canvey Island, as shown on the Policies Map, is safeguarded for future flood defence works and landscaping. The Council will consult with the Environment Agency to determine the extent of land required to be kept free from development from applications falling into this 19m wide buffer ~~Only temporary development will be permitted on this land.~~ Proposals for flood defence works within the safeguarded land, where appropriate, should provide information to support a project level HRA, as per the requirements set out in policy SD1. 5. Where land safeguarded for future flood defence works falls within a development site, opportunities should be taken to integrate future flood defence requirements into the landscaping and open space provision for the site.
MM72	163	Paragraph 18.45	Sustainable Drainage Systems (SuDS) are useful in mitigating the impact of flooding. These take a variety of forms, some of which are more appropriate in certain locations than others. The predominant soil geology underlying Castle Point is London Clay, which is impermeable, and is prone to rapid runoff. Site-specific ground investigation should be undertaken to determine the local variations in soil permeability before discounting infiltration to discharge surface water runoff from the site. If infiltration is not found to be favourable, surface water attenuation using above ground features should be used wherever possible. ~~The use of infiltration systems would not work in most cases; therefore the focus should be on the attenuation of surface water through the use of~~ These source control mechanisms ~~These can~~ would restrict the volume and rates of surface water runoff leaving a site. Underground storage tanks are the least favourable option and should only be used as a last resort.
	164	Paragraph 18.47	~~Within larger~~ For any proposed development schemes such measures can complement site control SuDS techniques. Site control SUDs techniques include the provision of balancing ponds, swales, attenuation tanks and other surface water attenuation features. The runoff from properties and sites can be routed through to such provisions and subsequently re-used for other purposes such as irrigation or as part of a greywater system. Site control SUDS can be integrated into the open spaces within development and can form part of the multi-functional Green Infrastructure network.
	164	Policy CC3 Part 1	1. The Critical Drainage Areas for the borough are defined by ~~Essex County Council~~ ECC as the Lead Local Flood Authority.
	164	Policy CC3 Part 2	2. New development proposals within an area at risk of ~~Flood Risk Zones for~~ fluvial flooding, or within an area at risk from surface water flooding in a 1 in 100 ~~1,000~~-year event, will be considered against the sequential test set out in the NPPF.
	164	Policy CC3 Part 3	3. If the sequential test shows that it is not possible to use an alternative site, the exceptions test will be applied as appropriate. Development would be permitted where through the application of the exceptions test, the sustainability benefits of the development to the community outweigh the flood risk, and that the development will be safe for its lifetime taking into account the vulnerability of its users, and that it will not increase flood risk elsewhere. ~~Built development proposals on sites where the majority of the land is at risk from non-tidal flooding will not normally be permitted unless there is a clear and robust evidence of wider sustainability benefits to the community that outweigh the flood risks.~~
	164	Policy CC3 Part 4	4. Where a development proposal is located in an area at risk of fluvial or surface water flooding and passes the sequential test and, where appropriate, the exception tests, the design and layout of development must be taken to avoid built development on those parts of the site most at risk of flooding. This includes those parts of the site that form natural or pre-existing flow paths for fluvial flood water or surface water. Easements will be required adjacent to designated Main Rivers to allow for future maintenance.
MM73	166	Paragraph 18.55	Part L of the Building Regulations details the minimum requirements for energy efficiency in new buildings. The Council would encourage developers to consider these requirements as a minimum and strive towards Zero Carbon buildings as soon as possible. The Association of South Essex Local Authorities aims to make the area carbon zero by 2040 and will introduce requirements to achieve this which will be reflected in reviews of this plan. In the meantime, there is an opportunity to limit the energy consumption of a building in the first instance through the way it is designed and located. The orientation of development is ~~also~~ important in influencing the potential to reduce energy

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			consumption within the development and maximising the potential energy production from renewable sources. Building design can also provide good opportunities to manage solar gain through non-mechanical means for heating in the winter and cooling in the summer. Careful orientation and arrangement of development can provide good opportunities for solar gain and daylight penetration. Designing for daylight in the form of appropriately located and sized windows, reduces the need for artificial light, and designing for passive solar gain reduces the need for internal space heating.
	167	Paragraph 18.60	Water demand calculations in the *South Essex WCS 2012* indicate that growth in Castle Point could result in over 1 mega-litres per day (Ml/d) of additional water being needed to meet demand by 2031. This could be reduced if best practice regarding water efficiency is sought from new developments. The *South Essex WCS 2012* recommended water use of 105 lpppd. It is however recognised that there may be costs associated with achieving this level of water consumption reduction in the short-term.
	167	Paragraph 18.61	In order to achieve the water efficiency needed in South Essex as identified through the *South Essex WCS 2012*, the Council will apply the optional water efficiency requirements set out in Regulation 36(2)(b) of the Building Regulations 2010 as amended to new residential developments which will secure consumption levels at 110 lpppd, and also encourage~~,~~ measures such as rainwater harvesting, and greywater recycling schemes ~~can~~ to be installed within all developments. The equivalent BREEAM credits will be sought for non-residential developments.
	168	Policy CC4	1. All new development should seek to ~~must~~ minimise its impact on climate change arising from energy consumption by ~~the environment by incorporating the following principles~~: a. Utilising design, siting and layout to maximise opportunities for solar gain and daylight penetration, and reduce energy consumption; and ~~Incorporate measures for achieving high levels of energy efficiency, and the use of decentralised energy sources.~~ b. Integrating measures to achieve high levels of energy efficiency and where feasible and viable, decentralised energy generation, to meet as a minimum, the energy efficiency requirements of the Building Regulations. ~~Demonstrating how its design, siting and layout has maximised the opportunities for solar gain, daylight penetration and the use of decentralised energy sources~~ ~~2. The design of all new development should incorporate measures for achieving high levels of energy efficiency, and the use of decentralised energy sources. Development is expected to demonstrate how its design, siting and layout has maximised the opportunities for solar gain, daylight penetration and the use of decentralised energy sources.~~ ~~3. As a minimum non-residential development should achieve at least 50% of the credits available for reduction in CO2 emissions under the relevant BREEAM very good scheme or its equivalent for the development proposed.~~ ~~4~~ 2. The design of all new development should incorporate measures for achieving high levels of water efficiency. As a minimum: a. Residential development should meet the optional water efficiency requirements set out in part G2 and Regulation 36(2)(b) of the Building Regulations, currently 110litres/person/day; ~~a.~~b. Non-residential development should achieve at least 50% of the credits available for water consumption under the relevant BREEAM very good scheme or its equivalent for the development proposed: and ~~b~~ 3. Space should be made available within the site to enable segregated waste storage for that waste arising from the proposed use of the development. ~~5. The materials, including aggregates, used in the construction of all new buildings should be sustainable in terms of the energy that has been expended in their production, and the energy that is required to transport them to the location of the development.~~ ~~6~~4. The waste resulting from the construction of all new buildings should be managed in a way that maximises the re-use and recycling of materials, including aggregates, onsite where possible. ~~7~~ 5. Sustainability measures installed, and sustainable materials, must be consistent with the overall architectural approach of the development. Their design and siting should be an integral part of the development and must not result in prominent, dominant, alien or incongruous features which detract from the visual appearance of the development or its surroundings.
MM74	170	Paragraph 19.1	Green infrastructure is a strategically planned and delivered network of green spaces and other environmental features. It should be designed and managed as a multi-functional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure, urban and rural, includes playing fields, allotments, woodlands, heathlands, marshlands, wetlands, coastlines, public parks and gardens. Within and alongside green infrastructure within Castle Point are bodies of water which form blue infrastructure. This blue infrastructure is a fundamental part of the natural environment in Castle Point with the undeveloped coast providing a key point of interaction between the terrestrial and marine environment for people and for wildlife.
	171	Paragraph 19.9	The *South Essex Green Grid Strategy* sets out a Green Infrastructure Plan for the sub-region. Strategic elements of the plan are already in place including the restoration of West Canvey Marshes (as part of South Essex Marshlands) and the creation of a nature reserve at Canvey Wick SSSI. These projects will contribute positively to the vision of the NIA. More recently, a *South Essex Green and Blue Infrastructure Strategy* has been developed for the area which looks to the future in terms of Green and Blue infrastructure planning. This includes looking to take forward further proposals to create an Estuary Park, enhancing and better linking up wildlife habitats across the South Essex area, and creating more opportunities for access and recreation for communities in South Essex. This provides a framework for further enhancements to the Green and Blue Infrastructure in South Essex and in Castle Point. Such an approach to planning for Green and Blue Infrastructure is advocated by the published *Essex Green Infrastructure Strategy*.
	171	Paragraph 19.10	The *South Essex Green Grid Strategy 2005*, and more recently the *South Essex Green and Blue Infrastructure Strategy*, identifies the significant green infrastructure assets in the borough including the coastline and coastal features along the Thames Estuary; marshland at West Canvey; Hadleigh Castle and Hadleigh Country Park; and woodlands and ancient landscape areas within Daws Heath Nature Reserves. The *Thames Gateway Historic Environment Characterisation Study 2007* identifies significant areas of historic value within the borough around the marshlands, Hadleigh Castle and Daws Heath.

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	172	Paragraph 19.14	The Greater Thames Marshes Nature Improvement Area extends across the southern part of Castle Point. Within this area, the Council will work with partners to deliver projects which contribute positively to the vision for the Nature Improvement Area. Elsewhere in Castle Point, the Council will work with partners to deliver projects which extend the network of Green Infrastructure and create new habitats, providing links for wildlife and people to the Nature Improvement Area. It will encourage the management and enhancement of existing habitats and the creation of new ones to assist with species migration and to provide ways to adapt and mitigate from climate change, such as shading during higher temperatures. These actions are consistent with the recommendations set out in the *South Essex Green and Blue Infrastructure Strategy*, and the *Essex Green infrastructure Strategy.*
	170 and 172	Heading – Strategic Policy NE1 Green Infrastructure and the Undeveloped Coast	Green and Blue Infrastructure and the Undeveloped Coast
	172	Policy NE1	1. Development which results in the creation, restoration, enhancement, expansion and improved connections between green and blue infrastructure features will be encouraged. The provision of green infrastructure that offers multiple benefits to the environment and local communities will be supported. Through development proposals the Council will seek to secure: a. The preservation and enhancement of green and blue infrastructure, ecological assets, areas of nature conservation and valued landscapes; b. A measurable net increase in biodiversity, with a focus on priority habitats and priority species; c. Management of and a reduction in pollution to air, water and soil through an increased provision of green infrastructure; d. Opportunities for local food production; and e. Recreational benefits for local people, including access to coast. 2. Proposals which will result in the loss, degradation, fragmentation and / or isolation of existing green and blue infrastructure will not be supported, unless it can be demonstrated through the provision of new or enhanced green and blue infrastructure in other areas of the Borough, that there will be no overall adverse impact in the provision of green and blue infrastructure in the area. Where appropriate a project level HRA may be required alongside the consideration of the proposal, as per the requirements set out in policy SD1.
MM75	172	Policy NE2	Local Policy NE2 ~~Protection of~~ Mm27l Landscapes 1. Development which will have an impact on the ~~the~~ Daws Heath, Hadleigh Castle and Marshes, and Canvey Marshes historic natural landscapes (as identified on the Policies Map) will be supported where the proposals: a. Protect and ~~E~~enhance the character and quality of the landscape and its heritage or ecological assets having regard to the level of protection set out in policies HE1 and NE5 respectively for different designations, and the provisions of the NPPF. b. Seek to provide greater public access to and enjoyment of the landscape and its features, where appropriate. ~~c. Do not detrimentally impact the undeveloped character and visual quality of the landscape, heritage and ecological assets.~~ ~~d~~c. Mitigate any residual harm to the quality of the landscape through the provision of landscaping, which should comprise native species and must be sufficiently mature to integrate effectively into the environment and provide effective mitigation.
MM76	176	Paragraphs 19.35 – 19.37	The South Canvey ~~Green Lung~~ Wildlife Corridor Policy Context The NPPF states that planning policies should protect and enhance ~~valued landscapes and~~ biodiversity and establish coherent ecological networks. When determining planning applications local planning authorities should refuse permission if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) adequately mitigated, or, as a last resort, compensated for. Reasoned Justification The Council has identified a 51ha area of green infrastructure (identified on the Policies Map) which provides an undeveloped ~~landscape and~~ ecological corridor across the south of Canvey Island. The area links two Local Wildlife Sites and a Potential Local Wildlife Site that are designated within the ~~Green Lung~~ Wildlife Corridor, namely Thorneycreek Fleet (CPT35) to the east, ~~and~~ Brick House Farm Marsh (CPT38) and extension to Brick House Farm (PLoWS 15) to the west as shown on the Policies Map ~~in the Local Wildlife Site Register 2019~~. Consequently, there is only 7 hectares of ~~Green Lung~~ Wildlife Corridor which is unconstrained. The ~~Green Lung~~ Wildlife Corridor acts as an ~~landscape and~~ ecological corridor across the south of Canvey Island. It links the two designated Local Wildlife Sites and has the potential to enhance habitat creation given the limits to development and public access in the area. Located within the Greater Thames Marshes Nature Improvement Area, this site has the potential to contribute towards improved ecology on farmland and the creation of lowland meadows. The Wildlife Corridor ~~Green Lung~~ also acts a buffer between existing residential development to the north and the hazardous installations to the south.

Ref	Page	Policy/ Paragraph	Main Modification
	176	Policy NE3	Local Policy NE3 The South Canvey ~~Green Lung~~ Wildlife Corridor 1. The Council will not support development within the Wildlife Corridor ~~Green Lung~~ (identified on the Policies Map) which will adversely affect its ~~openness,~~ ecological ~~and landscape~~ value, and the ability of the area to provide a strategically important ecological corridor. 2. Proposals which support the creation of new habitats, having regard to the targets for the Nature Improvement Area, will be supported.
MM77	177	Paragraph 19.40	Local Wildlife Sites (LoWS), are locally designated sites recognised as comprising priority habitats or being home to priority species. There ~~are~~ were 41 LoWSs in the Borough, which were assessed through the *Castle Point Local Wildlife Site Register 2019*. Within this list site CPT44 Poors Lane has not been endorsed through the Essex Local Wildlife Partnership, therefore at this stage can not be designated as a LoWS, as a consequence 40 LoWS can be found on the Policies Map.
	177	Paragraph 19.42	Additionally, ~~there are~~ 5 Potential Local Wildlife Sites (PLoWS) have been identified through the *Local Wildlife Site Register 2019* within the Borough~~, which~~. These are sites that are identified as having the potential to meet the LoWS selection criteria in the future through improvement to the quality of the habitats on site. Site CPT44 Poors Lane in addition to three other sites (extension to Kents Hill Wood; extension to Coombe Wood; extension to Brickhouse Farm) that were identified as forming extensions to existing LoWS but have not been endorsed through the Essex Local Wildlife Partnership, will be added to the list of PLoWS, equating to 9 PLoWS in the borough. Once the Essex Local Wildlife Partnership has recommenced these sites will be put forward to be designated as LoWS.
	177	Policy NE4 Part 3	3. Development proposals which would result in harm to either a Local Wildlife Site or a potential Local Wildlife Site will not normally be permitted unless it can be demonstrated that every reasonable effort has been taken to minimise the harm arising through avoidance. Any harm arising must be fully mitigated, or compensated, resulting in a measurable net gain in biodiversity. ~~the need for the development outweighs the harm to biodiversity.~~
MM78	178	Paragraph 19.45	The NPPF states potential and designated SPAs, Special Areas of Consideration (SACs) and Ramsar sites should be given the highest level of protection. Where a proposal affects a SPA, SAC, or Ramsar site a Habitats Regulation Assessment will be required in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended). Additionally, planning permission should be refused for developments which result~~ing~~ in in the loss of irreplaceable wildlife habitats or landscapes such as Ancient Woodlands ~~due to their irreplaceable features~~, unless there are wholly exceptional reasons and a suitable compensation strategy exists. ~~Where a proposal affects an SPA, SAC or Ramsar site, a Habitat Regulation Assessment may be required in accordance with the Conservation of Habitats and Species Regulations 2010.~~
	178	Paragraph 19.48	Habitats sites include Natura 2000 sites ~~namely Ramsar,~~ (SPA and SAC sites) and Ramsar sites which the NPPF states should be afforded similar protection. ~~Are situated within the Borough and include t~~The Benfleet and Southend Marshes SPA and Ramsar is the only Habitats site that is situated within the borough's boundary however Castle Point is also located within the Zone of Influence ~~The Borough is also within close distance~~ of other internationally designated sites and these cover the majority of the Essex coastline. Land at Holehaven Creek which is functionally linked to the Thames Estuary and Marshes SPA and Ramsar site may also be affected by development within Castle Point borough. These sites are designated for their intertidal ~~h~~Habitats and/or the presence of internationally important numbers of rare and migratory bird species, and therefore consideration must also be given to the impact that development within the borough may have indirectly on these fragile ecosystems as harm to these sites must be avoided as required by the Conservation of Habitats and Species Regulations 2017, as amended. The Habitats Regulations Assessment prepared to support the Local Plan identified a potential for population growth arising in the borough, in combination with that arising elsewhere in Essex, to have ~~a cumulative impact on Natura 2000~~ an adverse effect on integrity of Habitats sites through increased recreational pressure. Whilst on-site green infrastructure provision can offset some of this pressure and impacts from the development alone, the coast will nonetheless be a draw to visitors as it provides an environment which cannot be replicated elsewhere. There is therefore a need for residential development in the ~~B~~borough to contribute towards the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) to ensure these recreational pressures from development are appropriately avoided or mitigated in combination with other plans and projects.
	178	Paragraph 19.49	Following consultation with Natural England, an Essex~~-wide~~ Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) and Supplementary Planning Document ~~is being~~ has been prepared and adopted to include all coastal ~~Eurpoean [designated]~~ Habitats ~~S~~sites. The strategy ~~will identify where recreational disturbance is happening and the main recreational uses causing the disturbance~~ identifies a Zone of Influence (ZOI) around each Habitats site where recreational disturbance is likely to result from residential development, mitigation is required from these developments to avoid adverse effect on the integrity of the relevant Habitats sites from recreational uses. New residential development that is likely to affect the adverse integrity of the ~~European~~ Habitats ~~S~~sites will be required to contribute towards the implementation of the mitigation. ~~At this stage, it is considered that d~~ Development ~~allocations~~ in this ~~location~~ ZOI ~~will be~~ is required to pay for the implementation of mitigation measures to protect the interest features of ~~European designated~~ Habitats sites along the Essex Coast which include the Benfleet and Southend Marshes Special Protection Area and Ramsar Site, the Crouch and Roach Estuaries Special Protection Area and Ramsar site, ~~and Site of Special Scientific Interest, and~~ the Essex Estuaries Special Area of Conservation, the Blackwater Estuary, the Foulness Estuary and Thames Estuary and Marshes SPA and Ramsar site. ~~The appropriate mechanisms will be identified in the Essex Coast RAMS.~~ Applicants who do not contribute to the Essex Coast RAMS will be required to undertake their own visitor surveys to inform the Council's HRA and implement the necessary measures in perpetuity to avoid adverse effects on the integrity of the relevant Habitats sites from recreational uses.

Ref	Page	Policy/ Paragraph	Main Modification
	279	Policy NE5	*AMEND PART 1 OF POLICY NE5 AND RENUMBER SUBSEQUENT CRITERIA ACCORDINGLY* Strategic Policy NE5 Determining Applications affecting Ecologically Sensitive and Designated Sites 1. The Council will support proposals which can demonstrate a measurable net gain in biodiversity. 2. Proposals which ~~have the potential~~ are likely to cause adverse~~ly~~ ~~impact~~ effects on the integrity of (either individually or in combination with other developments) European~~,~~ and internationally designated sites, must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified. Where appropriate, contributions from development will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations. 3. Proposals likely to have an adverse effect on a ~~and locally designated sites including Ramsar sites, Special Protection Areas, Special Areas of Conservation,~~ Site~~s~~ of Special Scientific Interest (SSSI) (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly outweigh both the adverse impacts on the features of the site and any adverse impact on the wider network of SSSIs. 4. Proposals likely to have an adverse effect on irreplaceable Habitats such as~~,~~ Ancient Woodlands ~~Local Nature Reserves~~ ~~and Special Roadside Verges~~, will not be supported unless there are wholly exceptional reasons and an appropriate avoidance, on-site management and on-site mitigation strategy is submitted to and approved by the Council. Any loss must be compensated. 5. Proposals which may result in adverse impacts to biodiversity, protected species, priority species and/or priority habitats, will only be supported if they can meet the following requirements: a. The application must demonstrate that impacts to biodiversity cannot be avoided through the location of development on an alternative site with less harmful impacts; b. Where an alternative site is not available, the development proposal should seek to avoid adverse impact to biodiversity by virtue of the design and layout of the development. The Council must be satisfied that all reasonable opportunities to avoid impact to biodiversity have been taken; c. Where it has not been possible to avoid all impacts to biodiversity, as required by a) and b), the development proposal should seek to apply management and mitigation techniques which retain and enhance biodiversity on site. The Council must be satisfied that all reasonable opportunities to secure on-site management and mitigation have been taken; d. Where it is likely that impacts to a protected species, or Biodiversity Action Plan (BAP) species is not fully addressed through a), b) and c), species relocation within the site, or to a site nearby will be required to address the remaining impacts to that species. The Council must be satisfied that the relocation site will provide a long-term suitable habitat for the species in question. A management plan must be put in place to manage the relocation site as a suitable habitat for a period of at least 20 years; then a. As a last resort, if the impacts to biodiversity in terms of both quantity and quality have not been fully addressed through a), b), c) and d), off-site compensation which would result in a net gain in biodiversity will be required. A compensation site must be identified which has the potential to be broadly equivalent to that habitat being lost, and a management plan prepared. Arrangements must be put in place to deliver that plan over a period of at least 20 years. 6.Proposals affecting ecologically sensitive sites and designated sites should be accompanied by an ecological assessment which should conform with guidance set out by the Chartered Institute of Ecology and Environmental Management (CIEEM) or an equivalent standard. Where insufficient information is provided, the Council will take a precautionary approach to the protection of ecological assets. ~~4. Contributions from relevant developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS).~~
MM79	183	Paragraph 19.64	The Environment Agency's *Thames River Basin Management Plan* identifies that the lower Thames Estuary is of a moderate quality in terms of its ecological status and is failing to achieve a good chemical status. The plan seeks to raise both of these to `good' by 2027, to meet the requirements of the *Water Framework Directive*. The Water Framework Directive aims to secure no further deterioration of waterbodies and aims to ensure that the status of waterbodies is improved. Whilst the Thames Estuary is the main waterbody in Castle Point to which this applies, it also applies to all other main rivers in the borough also.
	183	Paragraph 19.65	The *South Essex Water Cycle Study 2012~~1~~* identifies that new development in South Essex is likely to impact on water quality. However, the Study concludes that with improvements such as through the delivery of the Asset Management Plans of the water supply company and the drainage undertakers, and through the use of Sustainable Drainage there is the capacity to accommodate growth in the borough without exceeding the qualitative and quantitative capacity of the Water Recycling Centres. ~~Measures will~~ It is recommended that the Council seeks to ensure water efficiency is achieved, and Sustainable Drainage Systems (SuDS) measures are incorporated into new development proposals, where necessary and viable, in order to minimise impacts on the drainage infrastructure, as required by the *Thames River Basin Management Plan.* *SPLIT TO CREATE NEW PARAGRAPH AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY*

Ref	Page	Policy/ Paragraph	Main Modification
			The *South Essex Water Cycle Study 2012~~1~~* recommends that improvements in water efficiency levels which reduce consumption levels to at most 105 litres per person per day (lpppd) should be achieved in new development. The application of the optional water efficiency standard in part G of the Building Regulations will help to improve water efficiency to close to this level. This is a requirement of policy CC4. *SPLIT TO CREATE NEW PARAGRAPH AND RENUMBER SUBSEQUENT PARAGRAPHS ACCORDINGLY* The ~~*Essex County Council*~~ *ECC Sustainable Drainage Systems Design Guide* ~~*Guidance 2016*~~ provides guidance on the appropriate use of SuDS in the borough. The Canvey Island Six Point Plan specifies the approach to be taken on Canvey Island in particular to managing surface water flood risk, and consequently any impact on water quality arising from surface water flows. It is especially important for Castle Point that the Six Point Plan is implemented through the Asset Management Plans of drainage undertakers, and that the impact of development on water quality is managed to ensure there is no harm to the integrity of the nearby Benfleet and Southend Marshes SPA and Ramsar site or the Thames Estuary and Marshes SPA and Ramsar site.
	184	Policy NE7	1. Development proposals should be designed to manage and reduce pollution through energy and water efficient design, the installation of sustainable drainage systems, and the delivery or enhancement of green and blue infrastructure. 2. Development proposals should be located, ~~and~~ designed and constructed in such a manner as to not cause a significant adverse effect upon the environment, the health of new and existing residents or surrounding residential amenity by reason of pollution to land, air or water, or as a result of any form of disturbance including, but not limited to, noise, light, odour, heat, dust and vibrations. 3. Development proposals adjacent to, or in the vicinity of, existing businesses or community facilities will need to demonstrate that the ongoing use of the existing businesses or community facilities would not be prejudiced by the proposed development, and that the impact of the continuing operation of the existing businesses or community facilities on the amenity of occupiers of the new development can be satisfactorily mitigated through the development proposals. 4. All major development proposals must be accompanied by a Construction Environment Management Plan prepared with regard to pollution prevention guidance. These plans shall include details of the proposed mitigation measures that will be implemented to prevent undue noise and disturbance to adjoining occupiers and Habitat sites and the entry of pollutants into the environment by all potential pathways including, but not limited to watercourses (including when dry). Where necessary, seasonal working may be required to avoid any adverse effects on the integrity of Habitats sites. ~~3.~~5. Where necessary, the Council will seek to manage and mitigate the effects of pollution and/or disturbance arising from development, (including during site clearance and construction) by means of appropriate planning conditions. Exceptionally, a Section 106 Agreement may be used to secure measures to control pollution and/or disturbance necessary to make the impacts of development acceptable.
MM80	186	Paragraph 19.79	*INSERT NEW PARAGRAPH AFTER 19.79* In terms of roles and responsibilities Anglian Water are responsible for the water discharge consents and the quality of water that is discharged from the WRCs, any exceedances of the standards required would be a matter for Anglian Water. Developers pay Anglian Water a connection fee which should be used by Anglian Water to ensure that any necessary improvements are made to the local system to ensure that there is sufficient capacity in the local drainage network and in the local WRC, as appropriate. Allocated residential sites within this Plan have been assessed by Anglian Water, as identified within the Infrastructure Delivery Plan 2020, and improvements can be made to accommodate the new development through the payment of appropriate connection fees. Any additional development that comes forward will need to be tested by Anglian Water to ensure that there is capacity within the WRCs and appropriate mitigation will be required where relevant.
	187	Policy NE10	1. All new development should demonstrate that adequate foul water treatment and drainage already exists or can be provided in time to serve the development. This must include confirmation that there is adequate quantitative and qualitative capacity at the Water Recycling Centre which would serve the development. Where either the quantitative or qualitative capacity of the Water Recycling Centre would be exceeded, or would otherwise have an adverse effect on the water quality of the nearby Benfleet and Southend Marshes SPA and Ramsar site and Thames Estuary and Marshes SPA and Ramsar site thereby affecting their integrity, either alone or in combination with other plans and projects, the proposal will be refused. ~~1~~ 2. ~~Within these areas t~~ The following types of development must incorporate sustainable drainage systems that prevent surface water entering the foul/combined drainage network: a. All new developments on greenfield land; b. All new developments on land currently in use as residential garden; and c. All developments comprising the redevelopment of previously developed land. ~~2.Any development occurring beyond the extent of these areas may only connect to the foul drainage network, and must manage surface water entirely on-site through the installation of sustainable drainage systems.~~ 3. In order to ensure that the provision of sustainable drainage systems also achieve nature conservation and climate change objectives, regard should be had to policies NE1 and CC3 in their design.
MM81	188	Paragraph 20.9	20.9 All designated heritage assets within the Borough are listed within Appendix Five. At 2019, none of the designated historic assets in Castle Point Borough are included on the Historic England Heritage at Risk Register. The Council will monitor this situation throughout the plan period, and if necessary, work with the owners of assets if they are found to fall onto the Register. However, at this time no such action is required. A schedule of non-designated locally significant heritage assets can also be found in Appendix Five.

<table>
<tr><th>Ref</th><th>Page</th><th>Policy/ Paragraph</th><th>Main Modification</th></tr>
<tr><td></td><td>189</td><td>Policy HE1</td><td>1.~~The Council will seek to conserve and enhance heritage assets in the Borough.~~ ~~New~~ ~~d~~Development proposals affecting a heritage asset (either designated or non-designated) will be expected to conserve, and where appropriate enhance, the setting of the heritage asset, taking into account the contribution which the ~~asset,~~ setting makes to the character and appearance of the surrounding area and the original function of the asset.

2. When assessing applications for development, there will be a presumption in favour of the ~~preservation~~ conservation, and where appropriate enhancement, of ~~designated~~ all heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future ~~protection~~ conservation and enhancement.

3. Development proposals affecting any heritage asset should demonstrate a comprehensive understanding of its significance. This should include an understanding of the contribution made to that significance by the current setting so that it is clear to decision makers how a change would impact on heritage significance. ~~of the importance of the heritage asset, and potential the impacts of the development on the setting of the asset~~. In assessing the impact of a development proposal on a heritage asset or its setting, the Council will consider:

a. The level of any harm or loss;

b. The significance of the asset;

c. The sustainability, economic and conservation benefits of the assets; and

d. The contribution the assets makes to local character and distinctiveness.

4. Development proposals which ~~have a significant detrimental impact on~~ would cause substantial harm to, or total loss of the significance of, a designated heritage asset will be dealt with in accordance with national policy set out in the NPPF. ~~refused unless it can be demonstrated that the public benefits of the development are substantial and would clearly outweigh the harm to the significance of the heritage asset,~~

~~5.Development proposals which result in the loss of a heritage asset will be refused unless it can be demonstrated that:~~

~~a.The nature of the heritage asset prevents any reasonable use of the site;~~

~~b.No viable use of the heritage asset can be identified through appropriate marketing of the site that will enable its conservation;~~

~~d.The loss of the asset is outweighed by the benefits the development proposals.~~

5. The effect of a development proposal~~s~~ on the significance of a non-designated heritage asset should be considered in determining the appropriateness of relevant planning applications. Consideration will be given to scale of any harm or loss, against the significance of the heritage asset.

6. ~~Planning permission will be granted for development affecting archaeological sites providing it protects, enhances and preserves sites of archaeological interest and their settings.~~ Where there is a non-designated heritage asset of archaeological interest which is demonstrably of equivalent significance to scheduled monuments, it will be considered in accordance with the requirements for designated assets as set out in part 4 of this policy. In other cases where archaeological heritage assets are known or have the potential to be present, ~~Development proposals should assess sites in consultation with the Historic Environment Record and should have taken into~~ the Council will expect a desk-based assessment and as necessary a field evaluation to have been undertaken and will take into account the archaeological importance of ~~those~~ any remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site in determining any application for development.</td></tr>
<tr><td>MM82</td><td>190</td><td>Monitoring Framework Objective 1</td><td>
<table>
<tr><td rowspan="2">Balancing the population by making provision for the needs of older people and young people.</td><td>Housing mix includes homes suitable for older people:
• Bungalows
• Specialist accommodation
• Homes built to part M4(2) of the Building Regulations

~~Number of starter sized homes provided (1-2 beds)~~</td><td>At least 10% of supply

~~At least 50 starter sized homes per annum (25% of supply)~~</td></tr>
<tr><td>Number of additional bed spaces provided in residential/nursing homes.</td><td>At least ~~90~~ 300 additional bed spaces</td></tr>
</table>
</td></tr>
</table>

Ref	Page	Policy/ Paragraph	Main Modification
			Housing size mix aligns with the need identified in most recent SHMA. ~~Ensuring housing mix in accordance with Policy HO3.~~ — ~~Sites of between 0.5 and 4ha should comprise at least 35% 1 or 2 bedroom homes for general needs; and sites over 4ha should comprise at least 25% 1 or 2 bedroom homes for general needs.~~ At 2020, that requirement is: 1 Bedroom – 6% 2 Bedrooms – 22% 3 Bedrooms – 43% 4 Bedrooms + - 29%
	190	Monitoring Framework Objective 2	Make provision for additional homes, including affordable housing. — Net number of new homes provided. — In accordance with the Housing Trajectory and the 5- Year Housing Land Supply. equating to at least ~~342~~ 291 per annum on average through the first eight years of ~~out~~ the plan period and 430 per annum for the remainder of the plan period.
	191	Monitoring Framework Objective 4	Reduce the number of people commuting out of Castle Point for work. — Area of additional employment (~~B1~~ E(g), B2 and B8) floorspace provided. — More than 10,000 sqm
	192	Monitoring Framework Objective 7	*ADD A NEW MONITORING INDICATOR* Improved air quality — Number of monitoring points across the borough where NO_2 levels exceed statutory maximum limits (40 ugm-3). — Zero Improved air quality — Number of monitoring points adjacent to the Benfleet and Southend Marshes Special Protection Area where NO_2 levels have increased from base year 2021. — Zero
	192	Monitoring Framework Objective 7	*ADD A NEW MONITORING INDICATOR* To maintain and enhance the Borough's cultural heritage assets and areas, assets of historical and archaeological importance and their settings — Designated Heritage Assets on Historic England's Heritage at Risk Register — Zero
MM83	198	Appendix 3 Table 3.1	*DELETE RUNNYMEDE PADDOCKS FROM THIS TABLE* ~~Runneymede Paddocks~~ — ~~Kiln Road, Thundersley~~ — ~~Cedar Hall~~ — ~~Amenity greenspace~~
MM84	207	Appendix 4 Table 4.1	*DELTE CPT44 POORS LANE FROM TABLE* ~~CPT44 Poors Lane~~ — ~~HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites~~ — ~~Lowland Mixed Deciduous Woodland~~
	207	Appendix 4 Table 4.2	*INSERT THE FOLLOWING POTENTIAL LOCAL WILDLIFE SITES* PLoWS 13 Extension to Kents Hill Wood — HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites PLoWS 14 Extension to Coombe Wood — HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites PLoWS 15 Extension to Brick House Farm Marsh — HC20 Coastal Grazing Marsh SC1 Vascular Plants PLoWS 16 Poors Lane — HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites
MM85	208	Appendix 5 Table 5.3	*ADD A NEW LISTED BUILDING* Benfleet There are ~~19~~20 Listed Buildings located in Benfleet Table 5.1 Benfleet Listed Buildings Tombstone of Sir Charles Nicholson and family, High Street — II — 09-11-2021
	209	Appendix 5 Table 5.3	*ADD A NEW LISTED BUILDING* Hadleigh

<table>
<tr><th>Ref</th><th>Page</th><th>Policy/ Paragraph</th><th>Main Modification</th></tr>
<tr><td></td><td></td><td></td><td>There are six ~~five~~ Listed Buildings in Hadleigh….

Table 5.3 Hadleigh Listed Buildings

<table>
<tr><td>Hadleigh War Memorial, Memorial Recreation Ground, London Road</td><td>II</td><td>15-06-2020</td></tr>
</table></td></tr>
<tr><td rowspan="6">MM86</td><td>214</td><td>Appendix 6 Glossary</td><td>INSERT DEFINITION OF ACTIVE AND SUSTAINABLE TRANSPORT INFRASTRUCTURE

<table>
<tr><td>-</td><td>Active and Sustainable Travel Infrastructure</td><td>Such infrastructure includes, but is not limited to, walking and cycling routes, and bridleways to promote health and wellbeing of communities, cycle storage, bus stops, bus lanes, shelters, seating, real time bus information, and electric vehicle charging points.</td></tr>
</table></td></tr>
<tr><td>216</td><td>Appendix 6 Glossary</td><td>INSERT DEFINITION OF DEVELOPMENT BRIEF AFTER DEVELOPMENT

<table>
<tr><td>-</td><td>Development Brief</td><td>A development brief is a document that is prepared in advance of a planning application and sets out the vision, constraints, opportunities and considerations for the site such as access, biodiversity and infrastructure. Within this Plan development briefs are required for certain residential allocations but are usually for residential development schemes of 10-60 units.</td></tr>
</table></td></tr>
<tr><td>216</td><td>Appendix 6 Glossary</td><td>INSERT RELEVANT ABBREVIATION AND DEFINITION OF ESSEX COUNTY COUNCIL

<table>
<tr><td>ECC</td><td>Essex County Council</td><td>Castle Point Borough is a two-tier authority area, with ECC providing a range of services and infrastructure such as (but not limited to) highways and transportation, education and social services, and surface water management at a county-wide level.</td></tr>
</table></td></tr>
<tr><td>217</td><td>Appendix 6 Glossary</td><td>INSERT RELEVANT ABBREVIATION AND DEFINITION OF INFRASTRUCTURE DELIVERY PLAN AFTER INFRASTRUCTURE

<table>
<tr><td>IDP</td><td>Infrastructure Delivery Plan</td><td>This document sets out the infrastructure requirements for the borough, including but not limited to highways, healthcare, education and open space. It includes timescales, costs and how it will be delivered.</td></tr>
</table></td></tr>
<tr><td>217</td><td>Appendix 6 Glossary</td><td>INSERT DEFINITION OF A MASTER PLAN AFTER MARINE CONSERVATION ZONE

<table>
<tr><td>-</td><td>Master Plan</td><td>A master plan is a document that is prepared in advance of a planning application and sets out the vision, constraints, opportunities and considerations for the site such as access, biodiversity and infrastructure. Preparation of a master plan should include engagement with the community, stakeholders and the Council. Master plans are usually required for residential development schemes of 60+ units. In some instances the Council may adopt a master plan as a Supplementary Planning Document depending on the scale and complexity of the particular site.</td></tr>
</table></td></tr>
<tr><td>219</td><td>Appendix 6 Glossary</td><td>INSERT RELEVANT ABBREVIATION AND DEFINITION OF POTENTIAL LOCAL WILDLIFE SITE AFTER POLICIES MAP

<table>
<tr><td>PLoWS</td><td>Potential Local Wildlife Site</td><td>These are areas of land with potential for wildlife value. Potential Local Wildlife Sites have the potential to support both locally and nationally threatened wildlife, and sites may contain habitats and species that are priorities under the Essex or UK Biodiversity Action Plans that sets out strategies for the conservation of much of our most vulnerable wildlife. Potential Local Wildlife Sites may be endorsed through the plan period by the Essex Local Wildlife Site Partnership, when this occurs these sites will be designated as Local Wildlife Sites.</td></tr>
</table></td></tr>
<tr><td>220</td><td>Appendix 6 Glossary</td><td>UPDATE LATEST USE CLASSES

<table>
<tr><td>-</td><td>Use Classes Order</td><td>The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.
~~The A use classes consist of:~~
~~A1 - shops and retail outlets~~
~~A2 - financial and professional services~~
~~A3 - restaurants and cafes~~
~~A4 - drinking establishments~~
~~A5 - hot food and takeaway~~
The B use classes consist of:
~~B1 - business~~
B2 - general industrial
B8 - storage or distribution:
The C use classes consist of: C1 – hotels
C2 - residential institutions
C2A - secure residential institution
C3 - dwellinghouses
C4 - houses in multiple occupation
~~The D use classes consist of:~~
~~D1 - non-residential institutions~~
~~D2 - assembly and leisure~~
The E use classes consist of
E(a) Display or retail sale of goods, other than hot food
E(b) Sale of food and drink for consumption (mostly) on the premises</td></tr>
</table></td></tr>
</table>

Ref	Page	Policy/ Paragraph	Main Modification
			E(c) Provision of: • E(c)(i) Financial services, • E(c)(ii) Professional services (other than health or medical services), or • E(c)(iii) Other appropriate services in a commercial, business or service locality E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,) E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) E(f) Creche, day nursery or day centre (not including a residential use) E(g) Uses which can be carried out in a residential area without detriment to its amenity: • E(g)(i) Offices to carry out any operational or administrative functions, • E(g)(ii) Research and development of products or processes • E(g)(iii) Industrial processes The F use classes consist of: F1 Learning and non-residential institutions – Use (not including residential use) defined in 7 parts: • F1(a) Provision of education • F1(b) Display of works of art (otherwise than for sale or hire) • F1(c) Museums • F1(d) Public libraries or public reading rooms • F1(e) Public halls or exhibition halls • F1(f) Public worship or religious instruction (or in connection with such use) • F1(g) Law courts F2 Local community – Use as defined in 4 parts: • F2(a) Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres • F2(b) Halls or meeting places for the principal use of the local community • F2(c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms) • F2(d) Indoor or outdoor swimming pools or skating rinks Sui Generis Certain uses do not fall within any use class and are considered 'sui generis'.
MM87	222	Appendix 7	*AMEND APPENDIX 7 TITLE* Appendix Seven: ~~Policy Changes From the Castle Point Local Plan 1998 (Saved Policies 2007)~~ Superseded Policies
	222	Table 7.1	*INSERT THE BELOW TEXT ABOVE TABLE 7.1* Policies in this plan will replace in their entirety the 2007 saved policies from the Castle Point Borough Local Plan adopted in 1998.
	222	Appendix 7	

Saved policies 2007	Relevant policies in the new Local Plan
Green Belt	
GB2 – Re-use of buildings in the Green Belt	~~GB3, GB5, GB6~~ GB2
GB4 – Rebuilding of existing dwellings in the Green Belt	~~GB3, GB5, GB6~~ GB2
GB5 – Extensions to dwellings	~~GB3~~ GB2
GB6 – Garden extensions	Not included
GB7 – Agricultural dwellings	~~GB6~~ GB2
Environment and conservation	
EC2 - Design	DS1
EC3 – Residential amenity	NE7
EC4 - Pollution	NE1, NE7
EC5 – Crime prevention	DS1
EC7 – Natural and semi-natural features in urban areas	HS1, HS7, NE1, NE2, NE6
EC8 – The green lung	NE3
EC9 – Development affecting commercial farmland	Not included
EC10 – Protection of high quality agricultural land	Not included
EC13 – Protection of wildlife and their habitats	NE1, NE3, NE4, NE5
EC14 – Creation of new wildlife habitats	NE1, NE3, NE5
EC15 – Control of permitted development in sensitive areas	NE5
EC16 – Protection of landscape	NE2, NE6

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EC17 – Special landscape area	NE2
EC18 – Permitted development in the special landscape area	NE2, NE6
EC19 – Ancient landscapes	NE2, NE6
EC20 – Landscape improvement area	Not included
EC21 – Woodland management and tree preservation orders	HS7, HS3, NE6
EC22 – Retention of trees, woodland and hedgerows	NE6
EC23 – Tree and shrub planting	DS2
EC25 – Principles of control	HE1, HS7, NE5
EC26 – Design and development	HE1
EC27 – Planning applications	Not included
EC28 – Restrictions on permitted development	HE1
EC29 – Control of demolition	HE1
EC30 – Shopfront design	DS4
EC31 - Advertisements	DS3
EC32 – Protection from demolition	HE1
EC33 – Alterations to listed buildings	~~Not included~~ HE1
EC34 – Setting of listed buildings	Appendix 5
EC35 – Re-use of listed buildings	HE1
EC36 – Grant aid	Not included
EC37 – Local list of buildings	Appendix 6
EC38 – Archaeological sites and monuments	HE1, Appendix 5
EC39 – Seafront entertainment area	EC3
Housing	
H2 – Residential land	HO1
H3 – New development sites	HO30 (Remaining ~~S~~sites no longer relevant)
H4 – Safeguarding of land for long term housing needs	Sites no longer relevant
H5 – Safeguarding of land for long term housing needs	Sites no longer relevant
H6 – Safeguarding of land for long term housing needs	Sites no longer relevant
H7 – Affordable housing	HO4
H9 – New housing densities	HO1, DS1
H10 – Mix of development	HO3
H11 – Accessible and wheelchair housing	~~Not included~~ DS1
H12 – Piecemeal development	Not included
H13 – Location of development	HO1, HO9-HO32
H14 – Living over the shop	HO1, TC2
H16 – Winter gardens	Not included
H17 – Housing development – design and layout	DS1, chapter 10
Employment	
ED1 – Provision of land to the south of Northwick Road	EC2
ED2 – Long term employment needs	EC2
ED3 – Protection of employment areas	EC1
ED5 – Piecemeal development	Not included
ED6 – Parking and servicing	~~TP7,~~ TP8, TP9
ED7 – Environmental improvements	DS1, CC1, NE5
ED9 – Hazardous installations	NE9
Shopping	
S1 – Location of retail development	TC1, TC3, TC5, TC6, TC7
S2 – Shopping facilities at Rayleigh Weir	TC4
S3 – Primary shopping frontages	TC1
S4 – Non-retail development	TC1, TC2
S5 – Parking and servicing	~~TP7,~~ TP8, TP9
S7 – Environmental improvements	DS1, TC2
S9 – Local shopping parades	TC3
S10 – Supermarket and retail warehouse development	TC4
S12 – Design, siting and illumination of advertisements	DS3
S13 – Proliferation of advertisements	DS3
S14 – Advertisements and public safety	DS3

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S15 – Hoardings and poster panels	DS3
Transport	
T1 – Strategic highway network	TP1, TP2
T2 – Intensification of access use	TP4
T5 – New link road access to employment land	Not included
T6 – Access to employment land	EC2
T7 – Unmade roads	Not included
T8 – Car parking standards	TP8~~7~~
T10 - Cycleways	TP1, TP4~~3~~, TP5~~4~~, TP7~~6~~
T11 – Cycleway construction	TP1, TP4~~3~~, TP5~~4~~, TP7~~6~~
T12 – Bus services	TP1, TP5~~4~~
T15 – Water-borne freight	Not included
Recreation	
RE2 – Golf courses	HS3
RE4 – Provision of children's play space and parks	HS3
RE5 – Public open space	HS7
RE6 - Allotments	HS7
RE7 – Romsey Road allotments	HS7
RE8 – Hadleigh Castle Country Park	Not included
RE9 – Informal recreation in the countryside	Not included
RE10 – Water recreation	Not included
RE12 – Public rights of way	HS3, TP4~~3~~
RE14 – Planning agreements and recreational development	HO1, SD2
Community facilities	
CF1 – Social and physical infrastructure and new developments	Infrastructure Delivery Programme (IDP)
CF2 – Education facilities	HS4
CF4 – Workplace nurseries	Not included
CF6 – Places of worship and community centres	HS6
CF7 – Health facilities	HS5
CF8 – Non-residential health care	HS5
CF9 – Access and non-domestic development	Not included
CF12 – Powerlines and cables	CM1
CF13 – Phasing of development	Chapter 9 and 10
CF14 – Surface water disposal	CC3
CF15 – Water supply	CC4
CF16 - Telecommunications	CM1
CF17 – Waste recycling	CC4, TP9~~8~~

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INSERT A NEW APPENDIX AFTER APPENDIX 7 SETTING OUT A SCHEDULE OF COMMUNITY FACILITIES

Appendix Eight: Community Facilities

The Table below lists the community facilities as identified on the Policies Map. These community facilities are subject to Policy HS6.

Table 8.1: List of Community Facilities

Community facility	Address	Type of community facility
Glenwood School	Rushbottom Lane, Thundersley	Education
Montgomerie primary School	Rushbottom Lane, Thundersley	Education
Woodham Ley Primary School	Rushbottom Lane, Thundersley	Education
St Georges Church	Rushbottom Lane, Thundersley	Religious establishment
St Georges Medical Practice	Rushbottom Lane, Thundersley	Healthcare
Hesten Day Centre	Off Church Road, Thunderlsey	Community centre
The Robert Drake Primary School	Off Church Road, Thunderlsey	Education
Great Tarpots Library	London Road, Thundersley	Library
Thundersley Methodist Church	Kennington Avenue, Thudnderlsey	Religious establishment
Kingdom Hall of Jevoah's Witnesses	Selbourne Road, Thundersley	Religious establishment
St Peters Church	Off Church Road, Thunderlsey	Religious establishment
St Peters Pre-School	Off Church Road, Thunderlsey	Education
Kingston Primary School	Off Church Road, Thunderlsey	Education
Thundersley Primary School	Dark Lane, Thundersley	Education
Little Footprints Nursery	Dark Lane, Thundersley	Education

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Hart Road Surgery	Off Hart Road, Thundersley	Healthcare
Cedar Hall School	Off Hart Road, Thundersley	Education
Thundersley Congregational Church	Kenneth Road/ London Road, Thundersley	Religious establishment
SEEVIC (USP) College	Kiln Road, Thundersley	Education
Castle Point Borough Concil	Kiln Road, Thundersley	Community centre
Runnymede Leisure Centre	Off Kiln Road, Thundersley	Sport and recreation
Runnymede Pre School	Off Kiln Road, Thundersley	Education
Runnymede Hall	Off Kiln Road, Thundersley	Community Hall
The Deanes School	Off Daws Heath Road, Thundersley	Education
The Enchanted Wood Pre School	Off Daws Heath Road, Thundersley	Education
The Deanes Sports Centre	Off Daws Heath Road, Thundersley	Sport and recreation
Rayleigh Weir Fire Station	Rayleigh Road / Stadium Way, Thundersley	Emergency Services
Rayleigh Ambulance Station	Claydons Lane, Thundersley	Emergency Services
Daws Heath Social Hall	Off Daws Heath Road, Daws Heath	Community Hall
Daws Heath Evangelical Church	Off Daws Heath Road, Daws Heath	Religious establishment
St Michael and All Angels Church	St Michael's Road, Daws Heath	Religious establishment
St Michael's Church Hall	St Michael's Road, Daws Heath	Community Hall
Virgin Active	Rayleigh Road, Thundersley	Sport and recreation
Westwood Academy	Beresford Close, Hadleigh	Education
The Hollies Surgery	Rectory Road / Softwater Lane, Hadleigh	Healthcare
Hadleigh URC Church	Off Church Road, Hadleigh	Religious establishment
Hadleigh Infants and Nursery School	Off Bilton Road, Hadleigh	Education
St Barnabas Church	Woodfield Road, Hadleigh	Religious establishment
St James the Less	London Road / High Street, Hadleigh	Religious establishment
The Salvation Army	London Road, Hadleigh	Religious establishment
St Thomas More Church Hall	High Street, Hadliegh	Community Hall
Hadleigh Methodist Church	Chapel Lane, Hadleigh	Religious establishment
TGH Evangelical Church	Kiln Road, Thundersley	Religious establishment
The King John School	Shipwrights Drive / Benfleet Road, Thundersley	Education
Holy Family Church Benfleet	High Road, South Benfleet	Religious establishment
Jotmans Hall Primary School	High Road, South Benfleet	Education
The Appleton School	Croft Road, South Benfleet	Education
Holy Family Catholic Primary School	Kents Hill Road, South Benfleet	Education
Kents Hill Infants and Junior School	Kents Hill Road, South Benfleet	Education
St Mary's Church Hall	High Road, South Benfleet	Community Hall
South Benfleet Primary School	Off Richmond Avenue, South Benfleet	Education
Richmond Pre-School CIC	High Road, South Benfleet	Education
Richmond Hall	Off Richmond Avenue, South Benfleet	Community Hall
Benfleet Theatre School	Off Richmond Avenue, South Benfleet	Sport and recreation
Benfleet Baptist Church	Kents Hill Road / Constitution Hill, South Benfleet	Religious establishment
Benfleet Surgery	Constitution Hill, South Benfleet	Healthcare
South Benfleet Library	Constitution Hill / High Road, South Benfleet	Library
Oasis Christian Fellowship	High Road, South Benfleet	Religious establishment
Benfleet Methodist Church	High Road, South Benfleet	Religious establishment
Church of St Mary the Virgin, South Benfleet	High Road, South Benfleet	Religious establishment
Wesley Pre School	Hall Farm Road, South Benfleet	Education
Essex Way Surgery	Essex Way, South Benfleet	Healthcare
Waterside Farm Leisure Centre	Off Somnes Avenue, Canvey Island	Sport and recreation
The Cornelius Vermuyden School	Off Dinant Avenue, Canvey Island	Education
Northwick Park Primary and Nursery Academy	Off Third Avenue, Canvey Island	Education
Third Avenue Healthcare Centre	Third Avenue, Canvey Island	Healthcare
Canvey Island Heritage Centre and Museum	Canvey Road, Canvey Island	Sport and recreation
St Katherine's Church of England Primary School	Off Hilton Road, Canvey Island	Education
Winter Gardens Academy	Link Road, Canvey Island	Education
Winter gardens Baptist Church	Hilton Road, Canvey Island	Religious establishment
Kingdom Hall of Jehovah's Witnesses	Off Meppel Avenue, Canvey Island	Religious establishment
Jewish Congregation of Canvey Island	Off Meppel Avenue, Canvey Island	Religious establishment
South Essex College - PROCAT	Off Meppel Avenue / Somnes Avenue, Canvey Island	Education
Canvey Village Surgery	Long Road, Canvey Island	Healthcare
The Surgery	Hawkesbury Road, Canvey Island	Healthcare
Canvey Junior School	Off Long Road, Canvey Island	Education

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Hawkesbury Pre-School	Off Long Road, Canvey Island	Education
Canvey Island Infant School	Off Long Road, Canvey Island	Education
Our Lady of Canvey and The English Martyrs R C Church	Long Road, Canvey Island	Religious establishment
St Nicholas Anglican Church	Long Road, Canvey Island	Religious establishment
William Read Primary School and Nursery	Long Road, Canvey Island	Education
Canvey Island Police Station	Long Road, Canvey Island	Emergency Services
Canvey Island Fire Station	Long Road, Canvey Island	Emergency Services
Little Tewkes Pre-School	Dovervelt Road, Canvey Island	Education
Methodist Church	Waarden Road, Canvey Island	Religious establishment
Little Nippers Pre School	Waarden Road, Canvey Island	Education
St Joseph's Catholic Primary School	Vaagen Road, Canvey Island	Education
The Paddocks Community Centre	Off Long Road, Canvey Island	Community Hall
Central Canvey Primary Care Centre	Off Long Road, Canvey Island	Heathcare
Castle View School	Furtherwick Road, Canvey Island	Education
Willow Pre School Playgroup	Blackthorne Road, Canvey Island	Education
Canvey Island Youth Project	Poplar Road, Canvey Island	Community centre
Canvey Island Library	Elder Tree Road, Canvey Island	Library
Canvey Island War Memorial Hall	High Street, Canvey Island	Community Hall
Canvey Island Baptist Church	High Street, Canvey Island	Religious establishment
The Salvation Army	Mitchells Avenue, Canvey Island	Religious establishment
Smallgains Hall	Off Creek Road, Canvey Island	Community Hall
Lubbins Park Primary School and Nursery	Off May Avenu, Canvey Island	Education
Saint Annes Church	Off St Annes Road, Canvey Island	Religious establishment
Leigh Beck Junior School	Off Point Road, Canvey Island	Education
Leigh Beck Infant and Nursery Academy	Off Point Road, Canvey Island	Education
Thundersley Clinic	Kenneth Road, Thundersley	Healthcare
Benfleet Clinic	High Road, South Benfleet	Healthcare
Hadleigh Junior School	Church Road / The Avenue, Hadleigh	Education
Hadleigh Clinic	London Road, Hadleigh	Healthcare
Sandscastles Nursery	London Road, Hadleigh	Education
Georgie Porgie Ltd	London Road, Hadleigh	Education
Queen Bee's Day Nursery and Pre School	London Road, Thundersley	Education
Thundersley Christian Spiritualist Church	London Road, Thundersley	Religious establishment
Canvey Island Transport Museum	Point Road, Canvey Island	Sport and recreation
Canvey Island Rugby Union Football Club	Dovervelt Road, Canvey Island	Sports and Community