



Pre Publication Local Plan November 2018

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1 Foreword

To be added upon adoption of the New Local Plan

2 Introduction

2.1 Castle Point Borough Council has prepared this Plan in order to set out how the development and growth requirements of Castle Point for the period 2018 to 2033 will be met. It also sets out the policies that will be applied to ensure that individual development proposals contribute positively towards the achievement of the vision set out in this Plan. It covers all planning matters with the exception of waste and minerals development which are planned for separately by Essex County Council as the waste and minerals planning authority. This Plan, along with the current Essex Minerals Local Plan and Essex and Southend-on-Sea Waste Local Plan, form the Development Plan for Castle Point Borough. Policies in this plan will replace the 2007 saved policies from the Castle Point Borough Local Plan adopted in 1998.

2.2 This document comprises the full suite of strategic policies, allocation policies and development management policies. The vision and objectives for future development and change within the Castle Point Borough are accompanied by policies that set out the strategic approach to growth and distribution of development across the Borough in order to achieve sustainable development.

2.3 The **strategic policies** set out a strategic framework of how the Council, in partnership with others, will respond to the vision and objectives for development and change within the Borough in the period to 2033. These policies set the framework for joint working, managing development and supporting service provision. They also provide a borough-wide approach for guiding development to designated parts of the Borough, and for putting in place mechanisms for delivering infrastructure and protecting and enhancing the built and natural environment.

2.4 The **allocation policies** meanwhile identify the specific locations where development and change will occur. In order to ensure that development occurs in a way which supports the vision and objectives, criteria have been developed for each allocation, setting out the types of development which may occur, and any mitigation and infrastructure provision necessary to support development, including phasing its delivery.

2.5 The **development management policies** are intended to be applied through the development management (i.e. planning application) process. They set out how development will be managed to ensure that it contributes towards the vision and objectives, via the strategic policies.

2.6 The policies in the Local Plan may in turn, be supported by **Supplementary Planning Documents (SPD)** which will provide further local guidance on specific elements of development (such as the application of Vehicle Parking Standards or the use and design of Sustainable Drainage Systems), or may assist in coordinating or managing development in specific areas, such as Town Centres or Conservation Areas. An SPD can be prepared at any time to supplement the Local Plan and its delivery.

2.7 In order to ensure that this plan is robust and responds positively to local issues, an evidence based approach has been taken in its preparation. This evidence includes studies and assessments undertaken in order to understand both the needs for development and growth, their likely impact, and the physical constraints on development and growth in Castle Point Borough.

2.8 The evidence for this Local Plan also consists of the work undertaken on, and the consultation responses to the Castle Point draft Local Plans which were previously under preparation between 2014 and 2016. This local plan has also been informed by the responses received during the *Issues Consultation* undertaken in 2018. Having regard to the consultation responses, the Council aims to secure improvements to road infrastructure and community facilities alongside the delivery of the development allocated in this Plan.

2.9 Evidence reveals locations where there are constraints on growth in the Borough, including areas of specific nature conservation value, areas of higher landscape value and areas at risk of flooding. Castle Point Borough's settlements are also enveloped by a substantial swathe of Green Belt that has worked positively to maintain the separation between towns within and beyond the Borough. The retention of strategic corridors of Green Belt continues to present a constraint on development and how future growth can reasonably be accommodated.

2.10 Whilst there are notable constraints to development within the Borough, sufficient sites have been identified for inclusion within this plan to meet the development needs identified. This requires some land which was identified by the Castle Point District Local Plan 1998 as falling within the Green Belt to be reallocated for development purposes. In reallocating such land great care has been taken to identify sites which are less environmentally sensitive and which allow for the strategic corridors of Green Belt to continue to fulfil their important and valued function

2.11 This plan will run alongside the South Essex emerging *Joint Strategic Plan (JSP)*. The strategic area includes input from Essex County Council, Basildon, Brentwood, Castle Point, Rochford, Southend-on-Sea and Thurrock District and Borough Councils. The *JSP* will provide large scale housing, employment and infrastructure to support growth in the South Essex sub-region.

2.12 Along with consultations with the public and local residents, ongoing engagement on a wider strategic scale with relevant public bodies under the Duty to Cooperate has been undertaken. This has included neighbouring authorities, the County Council, infrastructure providers, site promoters and key statutory consultees such as the Environment Agency, Historic England and Natural England. This has enabled the Council to plan more effectively for development, whilst being fully aware of the range of infrastructure, environmental and delivery considerations surrounding the proposals in the Local Plan.

Strategic Approach to Plan-making in Castle Point

This plan has been prepared in a positive manner with the aim of supporting sustainable economic growth within the South Essex sub-region at a local level.

This plan supports sustainable development in Castle Point aimed at meeting the needs of current and future residents and businesses. It has however been prepared in a way that reflects the Borough's environmental capacity, taking into account the need to protect and enhance areas of nature conservation and the unique landscape of Castle Point. It also has regard to the environmental limits the Thames Estuary places on Castle Point.

It is the intention of this plan to retain as much of the strategic Green Belt in Castle Point as possible in order to ensure that settlements retain their individual identities.

It is also the intention of this plan that new development is supported by the provision of the roads, services and facilities that communities need to be active and healthy.

3 Policy Context

3.1 When planning for Castle Point, it is important to understand the context in which the borough finds itself. There are many drivers, internationally, nationally and at a sub-national level that influence Castle Point, and will continue to do so into the future. By understanding these drivers, it is possible to maximise the benefits, and limit their impacts through the New Local Plan.

Legislative Context

3.2 This Local Plan has been prepared by the Local Planning Authority in accordance with the requirements of the *Town and Country Planning Act 1990* (as amended), and the *Town and Country Planning (Local Planning) (England) Regulations 2012*.

3.3 Since 2010, the Government has been reforming the planning system, major changes of which were brought into effect by the *Localism Act 2011*, and subsequent Regulations. Through the *Localism Act*, communities have been given the power to have a greater influence over what happens to the areas where they live and work. They can bring forward Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders, which must conform to the Local Plan and national planning policy, but do allow for communities to have a greater say over managing development.

3.4 The planning system has also been reformed to reduce the administrative burden of planning on businesses and households, and increase the supply of housing by reusing existing buildings. Amendments have been made to the General Permitted Development Order and the Use Classes Order negating the need for planning permission for certain alterations to business premises, certain alterations to residential dwellings and certain changes of use

National Policy Context

3.5 The *National Planning Policy Framework (NPPF)* sets out the Government's planning policies for achieving sustainable development, plan making and taking decision on planning applications. Local Plans are seen as key to delivering sustainable development and must therefore be prepared in accordance with the principles and policies set out in the updated 2018 NPPF and with the Government's *National Planning Practice Guidance (NPPG)* which consolidates and updates technical advice and guidance on planning matters.

3.6 In accordance with the *NPPF*, Local Plans should create a vision for the future of the Borough and a positive framework for addressing housing, economic social and environmental priorities. In particular, they should include strategic policies to deliver:

- An overall strategy for the pattern and scale of development;
- The homes and workplaces needed, including affordable housing;
- Appropriate retail, leisure and other commercial development;

- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Climate change mitigation and adaptation, and conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure.

3.7 The *NPPF* requires that Local Plans are prepared positively, in a way that is aspirational but deliverable. Local Plans should cover, as a minimum, a 15 year period to anticipate and respond to long term requirements and opportunities. Local Plans should be prepared using a proportionate and up to date evidence base addressing cross boundary strategic matters with neighbouring authorities.

3.8 At the heart of the *NPPF* is the presumption in favour of sustainable development. The achievement of sustainable development requires consideration of a number of themes, including but not limited to economic growth, infrastructure, housing, biodiversity and health. The Local Plan addresses these themes in policies throughout the Plan.

3.9 Alongside the *NPPF* the Government published a separate *Planning Policy for Traveller Sites*. As with the *NPPF*, this documents sets out the requirements for local planning authorities when preparing Local Plans and taking decisions on planning applications. The requirements of this separate document will be drawn out in the housing section of the New Local Plan.

Sub-national Policy Context

3.10 There is considerable work at a sub-national level on a variety of policy matters. The following section identifies those fundamental cross-cutting areas of policy that impact on the wider plan-making context. Thematic policies are addressed separately as part of the relevant section in this report.

The South East Local Enterprise Partnership

3.11 The South East Local Enterprise Partnership (SELEP) was approved by the Coalition Government in November 2010 and it is the largest in England covering East Sussex, Essex and Kent including the unitary authorities of Medway, Southend and Thurrock. The area has a combined population of over 4m people, with over 344,300 businesses. The SELEP forecasts 105,000 job growth by 2020, which they anticipate to double in the same period. Roughly 10.7% of the working age population work in London, this figure significantly increases in the districts closest to London.

3.12 The SELEP exists to enable the conditions for business growth at a strategic level by bringing together leaders from business, local government and further and higher education providers to articulate strategic priorities for the area and work in partnership to “create the most enterprising economy in England”.

3.13 The SELEP has an important role to play in allocating Government resources including funding from the Department for Transport and the Growing Places Fund. It also provides a mechanism for coordination on strategic matters. A *Strategic Economic Plan* for the SELEP area identifies the funding priorities for the SELEP area and sets out a programme for delivering economic growth and change.

The County Policy Context

Integrated County Strategy

3.14 Castle Point Borough is a two tier authority area, with Essex County Council providing a range of services and infrastructure such as highways, education and social services at a county-wide level. The County Strategy focuses the provision of services to achieve the greatest benefit to delivering a buoyant economy for both the existing and future residents and businesses in Essex.

3.15 The Economic Plan for Essex (2014) remains consistent with this strategic ambition and was developed in conjunction with the district, borough and city councils in Essex. It identifies the steps that local partners will take together, alongside the private sector and the Government to accelerate local growth over a seven year period (2014-2021) and lays the foundation for long-term sustainable growth in the years to follow. The Plan states the capacity of key transport corridors within Essex is a key challenge to securing growth; a challenge that partners are working together to meet.

3.16 The A127 is one of these key transport corridors, and therefore a specific strategy for that route has been put in place. The A127 Corridor for Growth: An Economic Plan (March 2014) is a joint strategy between Essex County Council and Southend-on-Sea Borough Council and was adopted to provide greater journey time reliability along the length of the corridor to sustain the economic advantage of the A127, as well as to facilitate future growth and prosperity in the region. A similar plan is now being prepared for the A13 with Southend-on-Sea and Thurrock Borough Councils.

3.17 Essex County Council has also published a number of other policies and guidance documents relevant to development and growth in the Borough. These will be referenced throughout the Local Plan where relevant.

Essex Local Transport Plan

3.18 The *Essex Local Transport Plan (2011)* sets out the 15 year vision to improve travel in the county and underlines the importance of the transport network in achieving sustainable, long term economic growth and enriching the life of residents. It is supplemented by delivery strategies for public transport, highways, cycling and public rights of way.

Strategic Policy for Greater Essex

3.19 The *Economic Plan for Essex 2014* provides a vision for Essex, to identify the priorities needed to achieve increased economic growth. The purpose of the *Plan* is to help ensure that available funding is invested towards priorities which are most likely to generate long-term economic growth. The *Plan* has three ambitions:

- improve skills
- infrastructure investment in four strategic growth corridors
- enhance productivity

Essex Minerals Local Plan and Essex Waste Local Plan

3.20 The Essex Minerals Local Plan was adopted in July 2014, and sets out a county wide approach to the use of mineral resources and the protection and extraction of mineral deposits in a sustainable way. It forms part of the Development Plan for Castle Point. There are no significant minerals deposits in Castle Point that require protection or extraction. However, sustainable building methods are essential to ensuring that there are sufficient resources to go round.

3.21 Essex County Council is the waste planning authority for the Borough, and is responsible for preparing planning policies, and also for assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (2017) is a statutory Development Plan which should be read alongside this Local Plan. It sets out where and how waste management developments can occur, and is the planning policy against which waste management development planning applications are assessed against.

Strategic Policy for South Essex

South Essex

3.22 The *Planning and Transport Strategy* for Thames Gateway South Essex sets out a shared vision and shared priorities for the Thames Gateway South Essex area, and its component districts, boroughs and county authorities. The vision of the strategy is:

To support the strategic objective to raise the overall prosperity levels of Thames Gateway South Essex to the average of the Greater South East, and provide a better quality of life for the population by developing and maintaining a sustainable transport system that promotes growth and strengthens provision for all users whilst minimising impacts on the built and natural environments.

3.23 In achieving this vision, the strategy seeks to deliver against four objectives which are as follows:

Economic Growth. Facilitate sustainable employment, economic and housing growth focussed on key regeneration areas in particular on the key urban centres of Southend-on-Sea, Basildon and Thurrock. Optimise the use of the existing transport networks through active management and making improvements to attract employment led development and regeneration across the area.

Environment. Minimise the impact of development and transport on the environment by making efficient use of the existing networks through active management, minimising carbon emissions, tackling congestion and promoting sustainable travel choices.

Accessibility. Enhance connectivity internationally, nationally and within TGSE to jobs, education and services and deliver reliable and predictable journey times by strengthening the networks for all modes across the sub-region to support the economy, major regeneration and promote more sustainable travel patterns.

Quality of Life, Safety and Health. To enhance the quality of life across TGSE by providing a sustainable transport system that helps to raise the prosperity levels of residents and workers within the area and promotes personal safety and healthier travel choices.

3.24 The vision and objectives of the Thames Gateway South Essex Planning and Transport Strategy are highly relevant to the New Local Plan, as they provide the basis for joint working on cross-boundary issues which cannot be solved by any one district or organisation alone.

3.25 In order to promote economic growth in South Essex, Opportunity South Essex has been formed, aligned to the SELEP. It comprises partners from the private and public sector, and seeks to highlight the issues and opportunities facing businesses based and operating in South Essex.

South Essex Joint Strategic Plan

3.26 As a replacement to the regional tier of planning which existed prior to 2013, all councils and specific consultation bodies must now collaborate on strategic cross boundary issues; this is commonly called the "Duty to Cooperate".

3.27 Through the Council's participation in the boards and forums at a County and South Essex level, opportunities have arisen to develop a coordinated approach to the preparation and delivery of Development Plans at the County and South Essex levels, as well as preparing joint evidence bases, strategies and sharing experiences and best practice.

3.28 Significant work has been carried out across South Essex by all local planning authorities and Essex County Council on a range of matters. In January 2018, agreement was reached to form the Association of South Essex Local Authorities (ASELA). Its ambition is to develop a long-term place-based growth ambition. A joint strategic approach will enable the South Essex sub-region to collectively support economic growth and respond to external pressures such as the Thames Estuary 2050 Commission and the London Plan.

3.29 Part of the South Essex growth ambition will be realised through the preparation and adoption of a Joint Strategic Plan (JSP). The JSP will be a high level planning framework covering the whole South Essex area. It will set out the overarching spatial strategy, housing target and distribution, strategic employment areas, key transport and other infrastructure priorities and strategic development opportunity areas. It is set to deliver a minimum of 90,000 new homes and 52,000 new jobs by 2038. Along with housing and employment the vision aims to deliver large scale infrastructure that will permit long term growth for the region.

3.30 In accordance with NPPF, a statement of common ground has been prepared to support the preparation of the JSP, to ensure that there is not only a proactive and positive approach to strategic planning matters across housing market areas, but that there is a clear (and agreed) approach to how these will be delivered in all relevant local plans.

Local Policy Context

3.31 As with the sub-national level, Castle Point works with a number of partners to address policy matters at a local level. Again, the following section identifies those fundamental cross-cutting areas of policy that impact on the wider plan-making context. Thematic policies are addressed separately as part of the relevant section in this report.

Castle Point Regeneration Framework

3.32 The *Regeneration Framework* for Castle Point was published in 2008 and sets out how partners will work together to deliver regeneration ambitions in Castle Point in the period to 2021. The framework addresses a range of themes including town centre regeneration, regeneration of employment areas, skills development and environmental improvements. The Regeneration Partnership has already made considerable progress in delivering against the framework, and has begun work on an updated Framework for 2018; support in the Local Plan is needed to deliver some of the development related proposals.

Castle Point and Rochford Local Strategic Partnership

3.33 Castle Point and Rochford share a strategic partnership with a joint vision for communities within this part of South Essex. The partnership comprises different parts of the public sector, as well as representatives from the business community and voluntary sectors, so that different initiatives and services support each other and work together.

3.34 The work of the partnership is co-ordinated under a number of thematic strands, including 'health and wellbeing' 'crime and anti-social behaviour', 'children and young people' and 'business, skills and training'.

Castle Point Leisure and Recreation Strategy

3.35 The Council has undertaken renovations to Runnymede Swimming Pool, a complete refurbishment of Waterside Leisure Centre, refurbishment of the Borough's community halls, and the provision of new children's play areas across the Borough. The Council has achieved a Green Flag award, and brought more land into use as public open space.

3.36 Issues associated with the quality of provision have been addressed. The Council is now moving forward with a *Leisure and Recreation Strategy* that will ensure that these assets are maintained to a good standard, and residents are encouraged to use facilities to the benefit of their health and well-being.

4 Spatial Portrait

4.1 Castle Point is a relatively small local authority area just 45 square kilometres in size, with a population of 88,000 people. It sits at the heart of the South Essex sub-region on the northern bank of the Thames Estuary between the larger settlements of Basildon and Southend. It is these larger settlements, along with London, on which Castle Point relies for a great deal of its employment, services and leisure opportunities.

Figure 4.1 Thames Gateway South Essex



4.2 Castle Point is well connected with the wider south Essex area, and London by the highway and railway network. The A13, A127 and A130 pass through Castle Point linking the borough with opportunities in south Essex, London and other locations nearby. The railway service meanwhile is well rated for customer satisfaction and provides fast, direct connections to Basildon, London and Southend, and also connecting services to employment growth locations in Thurrock.

4.3 The Thames Estuary is a significant feature in the landscape of Castle Point. It has, and will continue to play an influential role in the natural environment and scope of development within the borough. It also acts to separate the towns in south Essex with those in north Kent, with data indicating that there is a resultant low level of connectivity between these places despite being relatively close in proximity.

4.4 Castle Point itself comprises of the towns of Carvey Island, and South Benfleet, Hadleigh and Thundersley.

Canvey Island

4.5 Canvey Island is separated from the other towns in Castle Point by a series of creeks and other natural features which provide it with a unique character. The western part of the Island is largely undeveloped and largely covered by an ancient marshland system recently enhanced by the RSPB as a nature reserve. Holehaven Creek is designated as a SSSI, and has been identified as a Special Protection Area (SPA). Canvey Wick is also designated as a SSSI. There are also several Local Wildlife Sites to the west of Canvey Island, making it an important location for rare species including rare species of invertebrates, and also for the Great Crested Newt - a protected species. These areas of nature conservation importance contribute towards the quality and diversity of the Greater Thames Marshes Nature Improvement Area.

4.6 Canvey Island is the largest town in Castle Point with a population of around 40,000 people. The borough's largest town centre and largest employment estate (Charfleets Industrial Estate) are both located on Canvey Island. However, there are significant levels of commuting off the Island to access jobs and services.

4.7 Compared with other parts of the borough Canvey Island is relatively more deprived, with pockets of income and employment deprivation, and wider issues associated with the education and skills of residents. However there is a robust community spirit and this has been recognised by partner organisations who have worked together to deliver new infrastructure on Canvey Island to address deprivation issues. This new infrastructure includes a new healthcare centre, two new secondary schools, a new vocational college and works to improve the quality of the public realm within the employment area. Additionally, investment has also been secured for projects related to the well-being of the community on Canvey including the creation of a new nature reserve covering a large area of west Canvey and the refurbishment of Waterside Farm Leisure Centre. At present opportunities are also being explored to deliver regeneration of Canvey Town Centre to ensure it better meets the needs of local residents.

4.8 Whilst there has been substantial investment on Canvey Island over the last few years, infrastructure remains a constraint on growth upon the Island. Canvey Island is peripheral to the public transport network and therefore many residents rely on the private car to access jobs and services. East-west routes across the Island become heavily congested as a consequence. Additionally, there are only two single carriageway routes on and off the Island which converge at a single junction (Waterside Farm). This results in peak time congestion and is a significant issue for local residents.

4.9 Canvey is also constrained as a consequence of its topography. The Island is flat and largely below sea level. As a result of severe flooding of the Island in 1953 which resulted in the loss of many lives, the Island now benefits from a very high standard of tidal flood risk management infrastructure. Whilst it is the intention of agencies involved to maintain and improve the sea defences on Canvey Island funding needs to be secured for this purpose. There is also a need to ensure that the residents and the properties on Canvey Island are resilient to any residual risk that may remain.

4.10 The flat, low lying topography of Canvey Island also creates issues associated with surface water management and the ability to drain water away during heavy rainfall events. As a result, Canvey Island is identified as a critical drainage area which experiences localised issues of surface water flooding during heavy rainfall events.

4.11 Another source of risk to Canvey Island is the presence of two top tier COMAH Hazardous Installations on Canvey Island. These facilities are the receptors of fuel products entering the UK, and are therefore of national significance; however due to their proximity to the resident population are a cause for concern amongst residents, and act as a constraint on neighbouring development.

Benfleet, Hadleigh and Thundersley

4.12 These towns sit on the mainland between settlements in Basildon and Southend boroughs and have a combined population of 48,000 people. The land in this area is more varied in terms of topography and landscape, and these features acts to create an attractive and green environment, and also form the separation between the three towns. Included within this landscape is a number of ancient woodland and grassland systems including three sites of special scientific interest (SSSIs) and the Benfleet and Southend Marshes SPA/Ramsar site, important for its assemblage of migratory bird species. Due to its elevated topography, tidal flood risk is less of an issue in Hadleigh and Thundersley compared to Canvey, although there are some low-lying areas still at risk in South Benfleet. Surface water flood risk however presents a more significant issue, particularly in parts of South Benfleet and Thundersley.

4.13 Each of these towns has its own shopping area, which in the main are relatively successful in terms of local shopping provision. There has however been a need identified to regenerate Hadleigh Town Centre in order to improve the quality of the shopping experience for local residents. There are also two main employment areas at Manor Trading Estate in Thundersley and at Stadium Way in Hadleigh. Stadium Way is also the location of the borough's main out of centre shopping area.

4.14 Compared with Canvey Island, Benfleet, Hadleigh and Thundersley are relatively less deprived, with some pockets of significant wealth. However out-commuting rates are high, and as a result highway infrastructure capacity is also an issue in this part of the borough. There has been notable investment in improvements to the road network including the new junction at Sadlers Farm on the A13 and associated works to the Tarpots Junction in Thundersley. Additionally, initial works have been undertaken to create a public transport corridor along the A13. Investment has also been secured in community wellbeing projects including the refurbishment of Runnymede Pool in Thundersley and through various projects to enhance public open space provision including the creation of an Olympic Legacy mountain biking course at Hadleigh Farm.

4.15 Whilst there has been substantial investment in the highway network over the last few years, there remain capacity issues around the A13 and A129 Rayleigh Road in particular. Furthermore, the highway network is highly sensitive to incidents and adverse conditions which can result in severe congestion if occurring at peak times. This congestion impacts not only on people in private vehicles but also on the reliability of public transport provision. This is a significant issue for local residents.

5 Key Drivers of Change

Economic Growth Agenda

5.1 The Government is pursuing an economic growth agenda in order to ensure that Britain has an innovative and open economy. Local Plans are expected to help create conditions in which businesses can invest expand and adapt.

Demographic Change and Population Growth

5.2 The population of Castle Point is ageing, with the proportion of people over the age of 65 expected to increase from 21.5% in 2011 to 34% in 2031. This proportion will however vary depending on the number and type of new homes planned for in the New Local Plan. The greater the provision of new homes, especially if a significant proportion of smaller homes are provided, would help to ensure that Castle Point maintains a more balanced community. A balanced community is important for economic growth. Older communities have fewer economically active people and are therefore unable to provide the labour supply needed for businesses to grow and develop.

5.3 A population that includes a higher proportion of older people will need a different mix of services compared to that evident in the borough today. For example, it is expected that there will be an increasing level of vacant school places, whilst pressure on healthcare services, social services and daytime clubs and leisure facilities will grow. There will also be a need for more specialist accommodation to be provided as the number of elderly people increases.

Improving the Quality of Life

5.4 Engagement has identified a number of issues that are important to residents in terms of ensuring a good quality of life:

- Many residents are frustrated by the levels of congestion experienced in the borough, particularly at peak times, and therefore a reduction in the levels of congestion should be a key driver for change. Opportunities presented through the Local Transport Plan, the emerging South Essex Joint Strategic Plan and through new development proposals will enable this to occur.
- Residents value the sense of openness and greenness that is present in the borough, and therefore this should be enhanced and protected as appropriate. The Green Grid Strategy provides a tool for enabling this to occur.
- Residents value local services and shopping areas/town centres. Again these should be enhanced and protected as appropriate. The town centre masterplans for Canvey and Hadleigh Town Centres are tools which will enable this to occur.

Protecting the Environment

5.5 The environment in Castle Point is fundamental to the quality of life of residents as an amenity, and is also intrinsically important for its ecological and heritage assets, and landscape value. As a consequence, the enhancement and protection of the environment is a key driver for change in Castle Point.

5.6 Such enhancements may include opportunities to use green areas in a multi-functional way to for example, reduce flood risk whilst also providing opportunities for recreation and biodiversity. This is promoted as part of the *Thames Estuary 2100 (TE2100) Plan*.

5.7 The need to protect the environment meanwhile may drive changes to the way in which new developments are built and serviced in order to reduce the amount of pollution to the air and to watercourses. These changes are promoted through the Building Regulations, and will also be required to help ensure that water quality achieves the requirements of the *Water Framework Directive*.

Climate change and flood risk

5.8 Whilst sceptics continue to challenge the causes of climate change, it is clear from empirical evidence that the climate is changing, and that this has long-term implications for coastal locations such as Castle Point.

5.9 Sea-level rises are expected to increase the risk of flooding in low lying areas, and it is expected that the defences on Canvey will need to be improved before the end of the century in order to ensure that they continue to protect against over-topping at high tides.

5.10 Sea-level rises also have consequences for coastal habitats. As the sea-levels rise coastal habitats become squeezed between the sea and any defences, resulting in their decline and eventual loss. There are legal duties to plan for, and where possible to limit such losses.

5.11 There is also evidence of the occurrence of more extreme weather events. Extreme rainfall events for example have become more prevalent resulting in issues of surface water flooding and increase fluvial flood risk in Castle Point. There have also been prolonged dry spells in recent years resulting in water shortages. Such events will have effects on the health and well-being of people, particularly the elderly and vulnerable people. It will also impact on people's homes, businesses and on the cost of insurance. Additionally, it may impact on food supply. There is a need to ensure that development and communities are resilient to the impacts of extreme weather events.

Significant Projects in the Borough

5.12 There are some significant projects already underway within the Borough which will drive change over the plan period. These include:

5.13 Canvey Seafront - Canvey Seafront has enjoyed a resurgence in terms of visitor numbers and now needs the facilities to match this interest. The Council is promoting the regeneration of the seafront area with existing and prospective businesses and with the support of the Coastal Communities Fund.

5.14 Hadleigh Town Centre - the Hadleigh Island site in the town centre is occupied by a number of buildings, owned by Essex County Council and the borough council. This prominent site offers an exciting opportunity for regeneration with town centre uses, and landowners are working to bring forward proposals.

Significant Projects in South Essex

5.15 There are a number of significant projects elsewhere in South Essex that will influence the patterns of life in Castle Point. Some of these projects will create new jobs, and will therefore create new commuting patterns, create opportunities in new spin-off industries and create new skill requirements. Others will create new shopping and leisure opportunities for residents that will need to be addressed in order that local town centres continue to grow and thrive to serve local people:

- **London Gateway (DP World)**- The UK's newest deep-sea container port is now open for business on the northern bank of the Thames in Thurrock. It is expected that once fully operational, and with all associated development on the logistic park complete, London Gateway will create 12,000 direct jobs and over 20,000 indirect jobs.
- **Southend Airport**- Over the past years the runway at Southend Airport has been extended, a new train station has been opened and the airport has commenced operation of commercial flights to a number of destinations across Europe, including regional flights to Dublin that enable onward connection to destinations in the USA. *The Southend Airport and Environs Joint Area Action Plan* anticipated that the airport will be dealing with 2 million passengers a year by 2030, and that the surrounding area will be developed with airport related businesses creating around 6,000 jobs.
- **A127 Enterprise Parks Corridor** – Within Basildon Borough, there are over 8,000 businesses including multi-national companies such as Ford Motor Company, Selex Galileo, First Data, MK Electric, Case New Holland and IFDS located within the A127 Enterprise Corridor. These businesses provide over 35,000 jobs. *The Basildon Borough Council Draft Local Plan* identifies this corridor as a primary area of development and change, envisaging further growth in the number of businesses and jobs that will be located in this area.
- **Basildon Town Centre** – A masterplan has been prepared for the regeneration of Basildon Town Centre to enhance its role as a regional centre. The masterplan envisages 65,300m² of commercial leisure and comparison floorspace, and a new 2,000 student college campus amongst other things.
- **Southend Central Area** – An *Area Action Plan* has been prepared for the Southend Central Area, comprising Southend Town Centre and the seafront central area. In accordance with the Core Strategy, the area action plan seeks to regenerate and

transform the existing Town Centre, as a fully competitive sub-regional centre led by the development of the University Campus, securing a full range of quality sub-regional services to provide for 6,500 new jobs. Substantial progress has been made in delivering key sites within Southend Town Centre to achieve this ambition.

- **Lakeside Basin** –The *Thurrock Core Strategy* (2011) plans for the future of the Lakeside Basin including the industrial parks, retail parks and shopping centre. It is proposed that transformation will bring about between 7,000 to 9,000 new jobs, primarily through the substantial expansion of retail floorspace (50,000m² net comparison floorspace) to serve sub-regional needs, and additional convenience, service retail, office and leisure floorspace to broaden the mix of uses.
- **The Lower Thames Crossing** - The route for a Lower Thames Crossing has been published. This will provide an alternative route at Dartford and have the potential to improve the accessibility of the borough.

6 Vision for the Future

6.1 Having regard to the context for Castle Point and the key drivers for change, a vision for the future has been developed that focuses on Castle Point's communities and high quality natural environment.

Vision for the Future

By 2033, Castle Point will play a pivotal role in the South Essex sub-region by providing communities where people want to live, and a high quality environment, supporting economic growth opportunities in both Castle Point and neighbouring districts.

Communities will have been improved through appropriate, high quality development that provides a good mix of homes to support citizens throughout the different stages of their lives. These communities will have good access to services and facilities that respond to the needs of all generations, and local town centres and local shopping parades will provide a range of shopping facilities that local people want to visit.

The environment for business within Castle Point will have been improved through appropriate investment in education and training, the public realm, and new and improved business premises. Employment opportunities within Castle Point will be more competitive, and support a good quality of life for those local residents that need or prefer to work close to home.

In order to improve the quality of life within the communities in Castle Point, the public transport network will have been enhanced to provide links for all of the borough's residents to education, employment, shopping and leisure opportunities within Castle Point and in neighbouring districts, so that public transport is a realistic alternative to the private car. It will also be possible to make more local journeys by foot or bicycle through enhancements to the network of footpaths and cycle ways.

Castle Point will benefit from an enhanced network of formal open spaces, accessible natural green spaces and open land. Where appropriate, having regard to nature conservation concerns, access to green and open spaces will have been increased so that the local communities, communities in neighbouring districts and visitors can further enjoy the diverse landscape of Castle Point and the Thames Estuary waterfront.

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. Opportunities to improve the quality of land, air and water will have been realised in order to ensure that the environment is healthy and more resilient to the risks of climate change.

The design and location of new development will have ensured that additional pressures on the natural environment are minimised, and that the threats posed to communities by climate change, and all types of flood risk and man-made hazards are suitably managed and reduced.

7 Objectives of the New Local Plan

7.1 In order to deliver the vision of this plan in a way that responds to the concerns of local residents, as expressed through the *Issues Consultation and Draft New Local Plan Consultation*, the Council will seek to achieve the following objectives:

Objective 1: To promote more sustainable travel patterns within Castle Point through the location of development, and the provision of public transport and cycling infrastructure to complement the existing highway network.

Objective 2: To protect and enhance the network of high quality, accessible green and open space throughout Castle Point.

Objective 3: To protect and enhance the range of services that support healthy and active communities within Castle Point.

Objective 4: To make the town centres in Castle Point places where local people want to shop.

Objective 5: To create an environment that supports business growth, and creates local job opportunities.

Objective 6: To provide high quality homes in sustainable locations that meet the needs of local people through an appropriate mix of housing sizes, types and tenures.

Objective 7: To protect and enhance the quality of the natural, built and historic environment within Castle Point, having particular regard to features of ecological, landscape and heritage importance.

Objective 8: To promote high levels of sustainability and resilience to natural and man-made risks through the location and design of development, having particular regard to the implications of climate change, including flood risk from all sources.

8 The presumption in favour of sustainable development and effective use of land

Strategic Policy SP SD 1: Presumption in Favour of Sustainable Development

Policy Context

8.1 The *NPPF* sets out a presumption in favour of sustainable development which expects that where development proposals conform with an up to date Local Plan they should be approved without delay. Where a Local Plan is out of date or silent on the matters related to a proposal, the presumption in favour of development should be applied unless material considerations indicate otherwise, or specific policies such as Green Belt policies indicate development should be restricted.

Evidence Base

8.2 Castle Point has a record of engaging with developers to bring forward development proposals that support the ambitions of the Council, its partners and the community. A clear example of this is the work that was undertaken to deliver the London 2012 Olympic Mountain Biking Venue at Hadleigh Farm, and the subsequent legacy proposals. The Council will work with all developers to seek proposals that conform with the policies set out in this plan and deliver sustainable development that the community can be proud of.

Policy

Achieving Sustainable Development

1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b. Specific policies in that Framework indicate that development should be restricted.

Strategic Policy SP SD 2 : Making Effective Use of Land

Policy Context

8.3 The NPPF expects local plans to promote the effective use of land in order to meet identified needs, and strategic policies should describe a strategy for meeting those needs by making the most of previously-developed or “brownfield” land.

Evidence Base

8.4 The Council affords significant weight to the principle of developing “brownfield” land in order to make the most efficient and effective use of land in a small borough such as Castle Point, and to reduce the need to develop other sequentially less preferable sites. It has carried out a Strategic Housing Land Availability Assessment each year since 2011, all of which have taken a forensic approach in examining all potential sites regardless of size, particularly in the built-up area, to ensure that all opportunities are identified.

8.5 Furthermore it has previously and will continue to seek to work with developers and land owners of proposals sites to put in place master plans or planning/development briefs to ensure that all policy requirements are delivered from key sites, including optimising the development opportunity, and that these also reflect any particular local requirements.

8.6 Through its support for master plans for both Canvey and Hadleigh town centres it has also endorsed the principle of the use of upper floors for residential accommodation to enhance the vitality of town centres.

8.7 The Council has also taken a pragmatic approach to the application of standards where it can be demonstrated that the adherence to a prescriptive approach undermines the effective use of land or buildings.

8.8 Through the annual publication of its Brownfield Land Register the Council is also committed to not only identify appropriate land but also where possible agree to Permission in Principle.

Policy

Making Effective Use of Land

1. The Council will seek to make the most effective use of the scarce resource of development land in the borough by the consistent application of the policies in this Plan.
2. 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, permission will be granted.
3. Where detailed proposals come forward for development on sites allocated in this Plan for a different purpose, notwithstanding that they may comply with all other relevant policies in the Plan, permission will be refused.
4. The Council, through this Plan seek to meet its objectively assessed needs as far as is possible, without creating conflict with other areas or assets identified of particular importance through the National Planning Policy Framework. It does this by directing as much development as possible to sites within the existing urban areas in the borough, and in particular under-utilised sites or spaces at upper levels above commercial uses in town centres.
5. In order to ensure the optimum use of such land, the Council will favour a design-led approach to development, ensuring that proposals are of high quality, make effective use of scarce development land and are compatible with the prevailing character of the surrounding area. The Council will oppose development which is constrained by the rigid application of standards or densities with no consideration of context.
6. Recognising this as a potentially important source of supply, the Council will also support proposals for development on previously developed land in the Green Belt, where those proposals are consistent with national policy and Green Belt policy in this Plan.
7. Having reviewed Green Belt boundaries for this Plan, in accordance with national policy and guidance, in order to ensure that further land is available through the Plan to make a contribution to objectively assessed needs in sustainable locations, the Council is committed to protecting the remaining Green Belt in the borough and seeks to ensure where appropriate that the Green Belt is made more accessible to local communities.
8. The Council will use its full range of planning powers to ensure that the objectives and policies in this plan are achieved, and that development that will help to meet objectively assessed needs is facilitated through the development management and brown field land register process. The Council will also commit to a regular review of land availability and monitoring to ensure that all opportunities for the promotion of appropriate sustainable development are explored.

Strategic Policy SP SD 3: Development Contributions

Policy Context

8.9 The NPPF makes clear that plans should set out the contributions expected from development, including affordable housing provision, along with other infrastructure needed such as for education, health, transport, flood and water management and green infrastructure.

Evidence Base

8.10 The viability work for this plan shows that the proposals sites are viable, and the policies in the plan do not undermine this. Contributions to infrastructure will therefore be sought, and infrastructure will be considered to mean:

- a. Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or well-being including (but not exclusively):
 - i. footways, cycleways and highways
 - ii. public transport
 - iii. drainage and flood protection
 - iv. waste recycling facilities
 - v. education and childcare
 - vi. healthcare
 - vii. sports, leisure and recreation facilities
 - viii. community and social facilities
 - ix. cultural facilities, including public art
 - x. emergency services
 - xi. green infrastructure
 - xii. open space
 - xiii. affordable housing
 - xiv. live/work units and lifetime homes
 - xv. broadband
 - xvi. facilities for specific sections of the community such as youth or the elderly

8.11 The types of contributions that will be sought from qualifying development will vary according to the nature of the development and from site to site. Further guidance is set out in the Council's adopted Developer Contributions SPD 2008. The particular infrastructure delivery mechanisms will be identified through the master planning/planning brief process for these sites. However in order to ensure that appropriate infrastructure is in place to serve

the development needs identified in this plan, planning obligations will be sought. In the event that this approach does not secure the necessary infrastructure during the first five years of this plan, as identified at First Review, the Council will then consider the introduction of a Community Infrastructure Levy.

Policy 3

Development Contributions

1. The Council will seek appropriate contributions from qualifying developments in order to support the delivery of new or improved infrastructure necessary to deliver the sustainable development promoted in this plan. The threshold for qualifying development and the nature and levels of contributions will be set out in supplementary planning guidance as may be updated or amended by national policy.
2. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms.
3. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Council and the appropriate infrastructure provider. Such measures may include (not exclusively):
 - financial contributions towards new or expanded facilities and the maintenance thereof;
 - on-site construction of new provision;
 - off-site capacity improvement works; and/or
 - the provision of land.
4. Developers and land owners are expected to work positively with the Council, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with their published policies and guidance.
5. Planning obligations/agreements will remain the appropriate mechanism for securing land and works along with financial contributions.
6. For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in this plan.
7. Exceptions to this policy will only be considered whereby:
 - it is proven that the benefit of the development proceeding without full mitigation outweighs the collective harm;
 - a fully transparent open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and land owner receipt necessary for the development to proceed;

- full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and
- obligations are entered into by the developer that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

9 Delivering a sufficient supply of homes

Strategic Policy SP HO 1: Housing Strategy

Policy Context

9.1 NPPF requires local planning authorities to boost significantly the supply of housing. It expects evidence to be used to ensure that the objectively assessed needs for market and other forms of housing including affordable housing is met in full through planning policy, as far as is consistent with the other policies set out in the NPPF.

9.2 The NPPF also sets out requirements for securing an appropriate mix of housing. Local planning authorities to identify the size, type, tenure and range of housing that is required, reflecting expected local demand.

9.3 National planning policy in relation to Gypsies, Travellers and Travelling Showpeople (PPTS) establishes the objective for fair and equal treatment for Gypsies, Travellers and Travelling Showpeople in terms of securing their accommodation needs, which facilitates their traditional and nomadic way of life, whilst respecting the interests of the settled community and to be able to identify a five year supply of sites for this purpose.

Evidence Base

Housing Need

9.4 The Addendum to the *South Essex Strategic Housing Market Assessment (SHMA Addendum) (2017)* predicts that there will be an increase in the population in the Borough of 9,723 people between 2014 and 2037. The standard method for calculating housing needs (part of national planning policy/guidance through the new NPPF) sets the objectively assessed housing need (OAN) for Castle Point at 342 dwellings per annum.

9.5 Based on the standard method of calculating housing needs supported by NPPF, there is a need for 5,130 new homes between 2018 – 2033. To ensure a 5 year supply at the end of the Plan period, it is necessary to consider housing needs over 20 years, which increases the total requirement to 6,840 homes.

9.6 There are concerns around supply which mean it may only be possible to deliver around 4,322 of these homes in the period to 2033, rising to 4,892 by 2038. This means that there is a potential unmet need for housing of just over 800 homes, when both supply and delivery issues are taken into account. Over a 20 year period, supplies increase slightly to 4,892 homes, resulting in a shortfall of almost 2,000 homes.

9.7 The Strategic Housing Market Assessment (SHMA) (2016) identifies the need for different house sizes to meet the changing needs of the Borough's population. There is a demand amounting to 32% of total supply for smaller units (1 - 2 bedroom housing), reflecting the demographic trends of the Borough and the desire amongst younger residents to get on the housing ladder. There is also a strong demand, accounting for 42% of need, for 3 bedroom properties reflecting the need of growing families. The need for properties of 4 bedrooms or

more is limited to 27% of supply. However, it is important that these homes are provided as they will help to attract more professional people to live in the area. This is particularly important for both business growth and also in sustaining public services, in particular healthcare.

9.8 The SHMA also identifies a housing pressure arising from the growing population of older people. This has implications for the turnover of existing homes within the housing stock, and for the demand for specialist accommodation for older people who may need to live in supported housing. The SHMA identifies the annual need for 52 units of specialist housing accommodate for older people, and also the annual need for 25 bedspaces in residential/nursing homes.

9.9 Whilst the need for housing in the Borough is high, simply making provision at current market values (or higher) will not address the issue, as average house prices within the Borough are in excess of six times the average income of the resident population. This makes it difficult for first time buyers to access the local property market and for families to meet their accommodation needs as they grow and change.

9.10 The SHMA identifies a need for a significant number of affordable homes, as defined by the NPPF, this need is identified as greater than the Objectively Assessed Housing Needs but this cannot be achieved and is not sustainable. The delivery of affordable housing depends on the development of key strategic sites, where market housing is needed to support the delivery of affordable homes. The quantum of affordable housing on such sites can affect viability. Viability evidence shows that market values are lower on Canvey Island than in Benfleet, Hadleigh and Thundersley. This affects the viability of development and also the ability to seek contributions to pay for infrastructure requirements. Evidence shows that market housing sites become unviable if more than 15% on Canvey Island or 25% on the mainland in Benfleet, Hadleigh and Thundersley are affordable.

9.11 It is therefore extremely important that those homes provided within the Borough effectively respond to local demand issues, as there is no slack in the supply to allow for the provision of homes local people do not need, or cannot afford.

9.12 In terms of the need for Gypsy, Traveller and Travelling Showpeople accommodation, this is identified in the *Castle Point Borough Gypsy and Traveller Local Needs Accommodation Assessment (CPLNAA)*. This has been prepared in accordance with the Planning Policy for Traveller Sites and the Housing and Planning Act 2016, and forecasts the needs for Gypsies, Travellers and Travelling Showpeople in the Borough to 2034.

9.13 Due to the different requirements of the PPTS and the Housing and Planning Act 2016, the CPLNAA identifies two groups of Gypsies, Travellers and Travelling Showpeople, depending on whether they meet the 'planning definition':

- **Do not meet the planning definition:** Those who should be planned for in accordance with their specific cultural needs for living accommodation in accordance with the Equality Act 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, but no longer exercise a nomadic lifestyle and where the PPTS does not apply (ethnic Gypsies, Travellers and Travelling Showpeople).

- **Do meet the planning definition:** Those Gypsies, Travellers and Travelling Showpeople who continue to travel and for whom the policy requirements of the PPTS apply (nomadic Gypsies, Travellers and Travelling Showpeople).

9.14 No households were identified as meeting the planning definition, therefore no additional pitches are required throughout the plan period. There is need for up to 1 additional pitch for Gypsy and Traveller households that may meet the planning definition; and a need for 5 additional pitches for Gypsy and Traveller households who do not meet the planning definition but nevertheless, have an ethnic right to live in culturally appropriate accommodation. There were no Travelling Showpeople identified living in Castle Point so there is no current or future need for additional plots (*Castle Point Gypsy and Traveller Accommodation Assessment, 2018*). These needs should be met as part of the overall housing provision and have therefore been added to the full objectively assessed need for housing.

9.15 The wider group of Essex authorities has prepared an Essex LNAA into which the findings of the Castle Point Borough LNAA have been integrated. At this time, it has not been possible to robustly assess the need for transit sites in Essex, with data on unauthorised encampments collected to date insufficient to establish a requirement. Changes have been made to the data collection process, but it will not be possible to undertake an assessment until 2019/20 at the earliest.

9.16 Should that assessment identify the need for a transit site within the Borough in the future, this will need to be considered through the next review of the Local Plan.

9.17 The objectively assessed housing needs of Castle Point Borough are therefore confirmed as 5,136 homes between 2018 – 2033.

Housing Capacity

9.18 The Council has prepared a *Housing Sites Options Topic Paper*. This sets out the constraints in the Borough in terms of being able to deliver housing. This paper concludes that due to the small size of Castle Point, the extent of environmental constraints within the borough including nature conservation designations, significant areas of historic and natural landscape value and flood risk, and the importance of protecting the strategic functions of the Green Belt, it is not possible to meet the full, objectively assessed need for housing in Castle Point.

9.19 Alongside the SHLAA 2018, the Housing sites Options Topic Paper confirms that the borough has capacity to accommodate in the region of 4,892 homes, the vast proportion of which are in the Green Belt as defined by the 1998 Adopted Local Plan Proposals Map. This capacity is drawn from the following:

- The urban area is small with limited opportunities for large scale residential development; the capacity provided within the urban area, including within town centres, stands at a total of 1,467 homes.
- Historically, a large proportion of the supply of homes in Castle Point has been provided through small, windfall developments. Therefore, in addition to the delivery of sites in the urban area, an estimation of windfall provision has been undertaken to inform likely

provision through the plan period. This provision is likely to supply 20 homes per year beyond the first 5 years (as per NPPF requirements).

- A Green Belt Topic Paper concludes that there is an exceptional need to amend the Green Belt boundaries, as defined by the 1998 Adopted Local Plan Proposals Map, in order to meet the need for housing provision, especially as the need for housing is greater than that which the borough has capacity to accommodate without such an amendment. In order to ensure that the strategic functions of the Green Belt have been retained through this Plan, a Green Belt Review has been used to inform policies in this Plan and additionally to support the allocation of sites which minimise harm to the Green Belt as a whole whilst identifying additional sites for development. This approach has enabled the identification of sites in the Green Belt with capacity in the region of 3,125 homes
- Given the requirement to ensure a 5 year housing land supply at the end of the Plan period, the supply must be considered over a 20 year period, to cover the 5 years beyond the end of the Plan period. Supply from all sources is estimated to be 4,892 homes in total for the period 2018 to 2038, an average of around 245 per annum. It is recognised that this does not represent objectively assessed need, but reflects the capacity of the borough to accommodate growth. A proactive approach to reviewing the Green Belt has been taken which has brought forward a significant proportion of this supply.

Delivery and Viability

9.20 The approach taken by this Plan utilises the *SHLAA 2018* to identify the capacity of deliverable and developable sites in Castle Point. It is these deliverable and developable sites that are identified through this Plan.

9.21 The *SHLAA* identifies the likely time frame in which each of the deliverable and developable sites could come forward. However, such time frames are subject to change having regard to issues associated with constraints, the timing of ecological assessments and landownership arrangements and legal agreements. Build rates are also significant, and can impact on the level of provision even once construction has commenced. In order to reduce the impact housing land supply has on the delivery of homes, a market led approach is advocated. In this approach the Council does not seek to phase site delivery, except in cases where it is required to ensure infrastructure provision or is otherwise advocated by national policy i.e. the sequential test for flood risk. This will allow the market to bring forward sites to respond to demand from the market.

9.22 In terms of viability, this plan identifies a range of sites and therefore the risks associated with viability causing non-delivery are reduced. The plan has been the subject of a Whole Plan Viability Assessment, and overall the policy requirements of the plan, excluding considerations of affordable housing provision, should not cause housing sites to become commercially unviable.

9.23 With regard to affordable housing provision, it is recommended 25% affordable housing provision is sought in Benfleet, Hadleigh and Thundersley, and 15% affordable housing provision sought on Canvey Island. This will result in borough-wide delivery of the order of 20% affordable housing. This means that the full, objectively assessed need for affordable

housing will not be delivered. It is therefore imperative that actions are taken to diversify the housing market in Castle Point to include more first time buyer properties, improving supply for property types in high demand.

Housing Trajectory

9.24 The supply and delivery of homes over the Plan period and beyond has been established based on the SHLAA, a review of historic trends and importantly engagement with the development industry.

Table 9.1 Housing trajectory

Sources of Housing Supply	Years 1 – 5	Years 6 – 10	Years 11 – 15	Years 15+
Policy compliant sites in urban area and town centres	93	92	93	92
Strategic Site Allocations-urban area	362	367	218	150
Windfall development	0	100	100	100
Strategic Site Allocations – designated as Green Belt in 1998 Local Plan	914	1408	575	228
Totals	1369	1967	986	570

Policy

Housing Strategy

1. In order to deliver at least 4,322 new homes within Castle Point Borough during the period 2018 to 2033, following the trajectory set out above, which respond to local needs now, and in the future, the Council will:
 - a. Encourage the effective re-use of land within existing residential areas for the provision of new homes;

- b. Encourage development in town centres to incorporate residential development on upper floors, and in locations on the edge of town centres;
 - c. Identify specific strategic sites for additional housing growth across the Borough, with the aim of creating sustainable communities supported by sufficient infrastructure (see Policies LP HO 7 - LP HO 35);
 - 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 down-size 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.
2. For local people whose housing needs are not met by the market, the Council will seek to ensure that provision is made for 20% 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 (see policy SP HO 4);
 - 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 (see policy LP HO 39).
3. 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 formal 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.

Strategic Policy SP HO 2: Master Planning

Policy Context

9.25 The NPPF explains that local planning authorities should approach proposed development in a positive and creative way. It considers that early engagement has significant potential to improve the efficiency and effectiveness of planning, and that good quality pre-application discussion improves outcomes.

9.26 The NPPF also explains that the creation of high quality buildings and places is fundamental to what the planning process should achieve. It goes on to state that design quality should be considered throughout the evolution and assessment of proposals. Early discussion between developers, the local planning authority and the local community is important for clarifying expectations. Proposals that demonstrate early, proactive and effective engagement should be looked on more favourably.

9.27 Planning Practice Guidance further explains that master plans can set out a strategy for a new development, including its general scale. The process of developing masterplans can include testing options and considering the most important parameters.

Evidence Base

9.28 Where proposals are supported by masterplans or planning/development briefs, the Council has found these to be helpful in the past. It strongly supports the position set out in the NPPF regarding early engagement since its experience has been that these proposals are generally better understood by local communities.

9.29 It is the Council's intention to require all major developments to be subject to scale and context. The Council will work with those promoting development and with local communities to ensure that masterplans accurately reflect the policy requirements in this Plan but also local aspirations and preferences concerning layout, style, character and relationship to adjoining land uses.

Policy 2

Master Planning

1. The Council will expect and welcome masterplans and/or planning/development briefs for all major housing development proposals.
2. The Council will consider entering into voluntary planning performance agreements with promoters of such development, to cover matters such as 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 masterplan process, the council will in appropriate cases, adopt masterplans/planning development briefs as supplementary planning documents and will then accord significant weight to them in the determination of any subsequent planning applications.

Strategic Policy SP HO 3: Housing Mix

Policy Context

9.30 The NPPF requires planning policies to deliver a wide choice of high quality homes and create mixed and balanced communities. It expects local planning authorities to identify the size and types of new homes that are required in particular locations, reflecting local demand.

Evidence Base

9.31 The *SHMA 2016* and *SHMA Addendum 2017* examined the current dwelling characteristics for all authorities across South Essex.

9.32 In response, 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.

Type of accommodation required

Detached	Semi Detached	Terraced	Flat
43.6%	41.7%	5.5%	9.2%

Size of accommodation required

1 Bed	2 Bed	3 Bed	4 Bed
7%	25%	42%	27%

9.33 The evidence base indicates that there is a clear need for a more 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 for an increasing number of older people. By securing an appropriate mix of homes on development sites, these particular difficulties can be addressed.

9.34 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.

9.35 The *Essex Design Guide* considers densities for sustainable development, areas that are located within sustainable locations are encouraged to produce 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.

Policy 3

Housing Mix

1. In order to achieve a more diverse local housing supply that responds to local housing need, the following sizes and types of homes should be including within the property mix of housing and mixed use development proposals:
 - a. Sites of between 0.5 and 4ha should comprise at least 35% 1 or 2 bedroom homes for general needs, or at least 35% specialist accommodation for older people; and
 - b. Sites over 4ha should comprise at least 25% 1 or 2 bedroom homes for general needs, and at least 10% specialist accommodation for older people.
2. The requirements of this policy will be weighed against other regeneration objectives where the proposal under consideration is for a mixed use development comprising an element of housing provision and is within either:
 - a. A town centre location, as identified on the Policies Map; or
 - b. Canvey Seafront Entertainment Area.

Strategic Policy SP HO 4: Securing more Affordable Housing

Policy Context

9.36 NPPF expects local planning authorities to plan for a range of tenure types and to set out policies for meeting affordable housing needs on development sites. Such policies should be flexible to account for changes in market conditions.

Evidence Base

9.37 The *SHMA 2017 Addendum* concludes that 110% of new homes delivered in the Borough should be affordable.

9.38 However, the *Whole Plan Viability Assessment* clearly indicates that the provision of affordable housing will affect the commercial viability of development. Therefore, policy SP HO 1 seeks for 20% of affordable housing provision in Castle Point to be affordable. The *Whole Plan Viability Assessment* recommends separate rates for Canvey Island - 15% and for Benfleet, Hadleigh and Thundersley - 25%.

9.39 This level of provision clearly does not meet the full need for affordable housing. It is therefore necessary to seek a mix of affordable housing provision that best meets the needs of the community, including social housing provision.

9.40 The *SHMA* meanwhile indicates that there will be significant demand from young people who cannot access the housing market due to issues with the availability of first time homes and wider issues in the housing market associated with mortgage availability. Diversification of the housing stock to include a greater number of smaller properties, and also the Government's mechanisms to support first time buyers will assist these people access the general housing market.

9.41 The Council will therefore seek the affordable housing element of development proposals to provide at least 50% social or affordable rented accommodation, available to those in need of social housing, and no more than 50% intermediate housing aimed at helping local first time buyer access the housing market.

9.42 It is necessary to secure affordable housing within the mix of development on each individual development site. Off-site provision will only be accepted where the total provision of affordable housing is equivalent to the affordable housing requirement of both sites combined ⁽¹⁾. 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 ⁽²⁾ proposals as well as large housing proposals. However, in accordance with the NPPF affordable housing will only be sought for proposals of 11 units or more.

9.43 In terms of the types and size of affordable housing that should be provided the *SHMA* indicates that 11% of affordable housing properties should be 1 bedroom units, 32% should be 2 bedroom units and 57% should be 3 or 4 bedroom units. However, it is recognised that it may not be possible to deliver this specific mix on each development site, particularly in high density schemes that do not include any 3 bedroom units.

1 Example calculation for off-site provision in Benfleet, Hadleigh and Thundersley: (Total homes on-site + 25%)*25%. On Canvey Island 25% would be substituted with 15%

2 Example calculation for payments in lieu of on-site provision in Benfleet, Hadleigh and Thundersley: (Total market value of homes on-site * 25%)*30%. 25% represents the affordable housing requirement. 30% represents the difference between market values and the amount a registered provider would normally be willing to pay for an affordable property. On Canvey 25% would be substituted with 15%

Policy 4

Securing more Affordable Housing

1. In order to improve the affordability of accommodation in Castle Point, all proposals for housing development, and mixed use proposals that include an element of housing, resulting in 11 or more net additional homes will be required to make the following level of provision of affordable housing:
 - a. Canvey Island - at least 15%
 - b. Benfleet, Hadleigh and Thundersley - at least 25%
2. Affordable housing provision will normally be provided on-site, however 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 across both sites. 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.

Strategic Policy SP HO 5 - Identified land for homes

Policy Context

9.44 The NPPF expects local plans to identify locations where development is encouraged, and where development will be restricted. This should be based on the strategic priorities for the area.

9.45 Paragraph 51 of the NPPF expects local planning authorities to approve applications for the change of use of commercial buildings to residential, unless there are good economic reasons for not doing so.

Evidence Base

9.46 A significant part of the borough's existing urban area is allocated in the Local Plan for residential purposes. Employment, retail and community uses make up a very small proportion of the borough's land use in comparison, but are essential for ensuring a sustainable community because of the relatively small size of the borough, there are no areas which are undesignated.

9.47 The employment and retail areas in Castle Point are very well used with very low vacancy rates (1% industrial, 10% office and 8% retail). Therefore, permitting residential use of any vacant units within these areas would undermine the local market for commercial floorspace, and may undermine the vitality and viability of any local or town centre shopping parade in the borough. Additionally, there are likely to be instances, particularly in areas

allocated for employment, where residential development is unlikely to be compatible with surrounding uses, and may ultimately undermine their economic activity if new residents are affected and make complaints.

9.48 There is therefore an economic imperative for limiting housing development to those locations allocated for such purposes, and for protecting allocated commercial areas from residential development.

9.49 It is however recognised that town centres and other areas such as the seafront area on Canvey can benefit from mixed use developments. It is known that homes above shops and other uses can contribute towards the vitality and success of town centres and this could be applied to the seafront area also. Both the Canvey Town Centre Masterplan and the Hadleigh Town Centre Masterplan advocate the provision of additional homes within these town centres.

Policy 5

Identified Land for Homes

1. Proposals for housing development will be supported in the following locations, subject to compliance with all other relevant policies within this plan:
 - a. Areas allocated for residential purposes on the Policies Map, in accordance with policies LP HO 7 to HO 35;
 - b. Above shops within shopping frontages in town centres and local shopping parades, as identified on the Policies Map; and
 - c. Above ground floor uses within the Canvey Seafront Entertainment Area, as identified on the Policies Map.

2. Proposals for housing development elsewhere within the urban area will be supported where it can be demonstrated that:
 - a. The site is unlikely to be re-used for its allocated purpose;
 - b. The site would not disrupt an active shopping frontage within a town centre or local shopping parade; and
 - c. The use of the site for housing is compatible with other uses within the surrounding area and would provide a good level of amenity to future residents.

Introduction to site specific policies

9.50 The sites identified in policy LP HO 7 to LP HO 35 of this Plan have a combined capacity of approximately 4,222 homes to 2038. When combined with the capacity of the existing urban area and windfall opportunities the likely capacity totals around 4,322 homes to 2033, and up to 4,892 to 2038. This is lower than the objectively assessed needs of the borough. In order to boost the supply of housing within Castle Point closer to that required

to meet the full, objectively assessed need for housing, consistent with the NPPF, it has therefore been necessary to seek to identify additional broad locations for the accommodation of housing growth.

9.51 The Green Belt boundary is drawn very tightly around the existing urban area in Castle Point as can be viewed on the 1998 Proposals Map and the replacement Policies Map accompanying this plan. It has therefore been necessary to further examine locations within the Green Belt in order to identify any additional broad locations for housing growth.

9.52 Furthermore, this plan utilises much of the capacity within the existing urban area. It is therefore also necessary to safeguard land for housing for the period beyond 2033 in order to meet housing needs in that period also.

Strategic Policy SP HO 6: Area of Search - North West Thundersley

Policy Context

9.53 In accordance with the NPPF, the Council has examined where longer term development needs could be met beyond the plan period.

9.54 Paragraph 47 of the NPPF expects, where possible for local planning authorities to identify broad locations for growth for later parts of the plan period, beyond the initial five year housing land supply period. It is expected that where broad locations are identified they are developable. To be developable the broad location should be suitable for housing development and there should be a reasonable prospect that the site will become available and can be viably developed during the plan period.

9.55 Paragraph 85 of the NPPF states that in relation to the definition of Green Belt boundaries local planning authorities should, where necessary, identify in their plans areas of safeguarded land between the urban area and the Green Belt, in order to meet longer term development needs stretching beyond the plan period. They should make clear that safeguarded land is not allocated for development at the current time. Planning permission for the development of such land should only be granted following a local plan review which proposes such development.

Evidence Base

9.56 Land to the North West of Thundersley has been promoted by some landowners and is favoured by some residents as a development location. However, there are multiple landowners in this area, and there is currently no comprehensive development plans that are deliverable. Additionally, significant investment in infrastructure would be required to support growth in this location such as water supply, drainage and energy infrastructure and community services) affecting the viability and likelihood of development at this time.

9.57 The major barrier to delivery of housing development in this location is two fold: the site is presently significantly constrained by a lack of appropriate access and risks to the strategic network and the land is within multiple ownership with as yet no commitment to bring forward a comprehensive development. The major highway improvements which would be required to support development at NW Thundersley are yet to secure funding, although

initial discussions have taken place between Essex County Council as the highways authority, landowners and developers. Furthermore, the governments commitment to the Lower Thames Crossing, which is to be built during the period of this Plan, will have a significant impact on the strategic highway network (A13, A127, A130). Essex County Council have advised that further development which affects the network will not be supported until funding for the A127/A130 Fairglen Interchange is committed and in place.

9.58 Furthermore this location fulfils an important Green Belt function, as set out in the *Green Belt Review 2018* by acting to separate towns within Castle Point from those beyond Castle Point. It also connects areas of Green Belt within and beyond Castle Point such as Wickford, Rayleigh and North Benfleet. Development in this location would significantly affect this function at a strategic level.

9.59 Nevertheless, this land is relatively unconstrained. There are no known ecological sites, although ecological investigation is advised by the Local Wildlife Site Review 2012. The area is within Flood Risk Zone 1, although there is a surface and groundwater flow across the land, identified through the South Essex Surface Water Management Plan, which would need to be avoided. The landscape is not of significant historic value, although investigation is again advised by the Thames Gateway Historic Characterisation. Furthermore, the landscape is not of a high value in aesthetic terms, although its nature would be fundamentally changed by development as noted in the Green Belt Landscape Assessment.

9.60 In addition, the southern part of this location is currently public open space. Woodside Park is a Green Flag open space, and provides a number of playing pitches. The Open Space Appraisal does not recommend that such space is lost, and there is the potential to increase the opportunities for outdoor recreation in this open space due to its scale. Proposals for development would need to avoid or otherwise re-provide open space within this location, including ancillary facilities such as the bowling greens, pitches and club houses/changing facilities.

9.61 In order to provide for growth beyond the plan period, the remainder of the land in this location is safeguarded for housing provision beyond 2033, for inclusion within a review of the Local Plan or the emerging Joint Strategic Plan for South Essex, subject to the matters of access, green belt and open space mentioned above. It is estimated that land in this location has the capacity to deliver approximately 1,200 additional homes alongside transport and community infrastructure and open space provision. Due to the important role the Green Belt fulfils in this location, high quality landscaping is required across this part of the site also in order to ensure that a visual separation between settlements is retained.

Policy 6

Area of Search: North West Thundersley

1. Approximately 127ha of land to the North West of Thundersley has been identified on the policies map as an area of search for housing provision in the period up to 2033. This land will only be made available for housing development either through a review of the Local Plan or the emerging Joint Strategic Plan for South Essex.

The proposal must be accompanied by a comprehensive masterplan for the area agreed by the Council to meet the following criteria:

- a. Appropriate access arrangements have been agreed with the highway authority, with funding available to deliver the transport infrastructure required;
 - b. Proposals for housing development are accompanied by proposals that will deliver the necessary and appropriate utilities, infrastructure and community services;
 - c. The proposals within the masterplan include open space provision in conformity with policy LP HS 1 of this plan;
 - d. Proposals avoid surface water flow paths and areas of high groundwater vulnerability, and incorporate surface water management as required by policy LP CC 6;
 - e. Detailed ecological surveys have been undertaken, and reflected in the proposals set out in the masterplan in order to ensure a net gain in biodiversity as required by policy SP NE 1;
 - f. Detailed historic asset surveys have been undertaken and reflected in the proposals set out in the masterplan in order to ensure appropriate conservation, management and recording of such assets;
 - g. Proposals for landscaping maintain features characteristic of the plotland environment, and ensure separation between towns within Castle Point and beyond Castle Point. Landscaping should screen development from the A130 and A127 Corridors to support the strength of separation.
2. Until such time as a masterplan has been prepared and agreed for the broad area of search identified in clause 1, any proposals for development in this area will be treated in accordance with Green Belt policies as set out in section 17 of this plan.

Local Policy LP HO 7: Land west of Benfleet

Evidence Base

9.62 This site is approximately 47 ha in size, which is designated Green Belt in the 1998 Adopted Local Plan. Public open space and allotment provision amounting to 11.2 ha overlays the Green Belt designation. The site comprises mainly agricultural land divided into fields of varying sizes separated by hedgerows. An area of scrub is located in the far northern section of the site and a small complex of farm buildings is located centrally in the southern section of the site. The southern section of this area of Green Belt is bounded by residential development to the east, with the northern section bounded by public open space to the east, with residential development beyond. To the west is the A130 and beyond this is further Green Belt in the Basildon borough comprising extensive open farmland. To the south is the C2C railway line with further Green Belt beyond.

9.63 The topography of the site is undulating and varies considerably both along the north south axis and east west axis, resulting in parts of the central section of the site being highly prominent.

9.64 The *Green Belt Boundary Review* concludes that the majority of the Green Belt in this location is located within the neighbouring borough of Basildon, which is open farm and marsh land. The retention of Green Belt within Basildon is therefore essential to the ensuring the separation of towns in South Essex, with the land located along Castle Point's western boundary making a limited contribution. This being said, development up to the A130 would create a very stark edge to Castle Point's urban area. The Green Belt Boundary Review therefore advocates the retention of vegetation, including mature trees and hedgerows around the northern part of this site, and the creation of a green landscape buffer extending down the entire length of the A130 from Sadlers Farm to the railway line. The development of the site also needs to take into account the sites topography, which includes some prominent hill tops within the middle section of the site.

9.65 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 strategic landscaped buffer along the whole of the western boundary of the borough, both to the north and south of the A130. Furthermore such a landscape buffer provides the opportunity to create a strategic greenway running north south along this western 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.

9.66 It is considered that given the diverse nature of the site as a whole, it should be developed through a masterplan approach. Such an approach can ensure that any public open space and allotment provision lost through development is re-provided on site in addition to the requirements of Policy LP HS 3, and can also establish how the public open spaces throughout the site are to be utilised. Furthermore a masterplan can take into account 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 Greenway.

9.67 It will also be necessary to demonstrate integration of sustainable urban drainage techniques, particularly given the site's topography, its location in close proximity to two Critical Drainage Areas (CAS 1 & CAS 2) to the north and east, as identified in the Surface Water Management Plan, and to Flood Zones 2 and 3 to the south east of the site, in order to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site. Having regard to this design approach, it is considered that approximately 900 homes could be accommodated on the site.

9.68 Furthermore because of the size of the site (the largest allocated in the New Local Plan), the scale of development envisaged, the identified need for residential care generally, and educational capacity in this part of the borough particularly. It is considered that there is sufficient capacity on this site to seek the provision of a residential care and nursing home offering a minimum of 60 spaces, to address the shortage in residential care beds in the

borough. Meanwhile evidence indicates a need for additional early years and primary school provision in the Benfleet area. Due to the scale of development proposed for this site, it is appropriate to secure this additional provision on-site.

9.69 The Transport Evidence for the New Local Plan indicates that junctions in the proximity of this site already experience congestion issues, and are expected to exceed their designed capacity with additional development in the area. The Tarpots junction is a particular issue in the regard. In order to overcome this issue, a new access and egress onto the A130 Canvey Way from this site will need to be provided as part of this development within the land of the highway authority and the landowner. This junction will need to take the form of a roundabout, with a segregated northbound carriageway for existing traffic from Canvey Island. The provision of this access should also be complimented with the dualling of Canvey Way from Sadlers Farm to the new junction in order to facilitate congestion relief and improve traffic flows. Additionally, public transport provision is to be improved near to the development site with the provision of additional services and and improved bus stop waiting and information facilities.

Policy 7

Land west of Benfleet

1. Land West of Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 940 new homes, a nursery and primary school, a residential care home by 2033, and the retention of existing allotments and the existing field on site.
2. It is expected that a masterplan approach to this site will be taken to ensure that the development is attractively designed, contributing to environmental quality, and that sufficient infrastructure in the form of pedestrian links and linked vehicular access from existing adjoining roads in the form of cul-de-sacs is provided to support growth in this location. The masterplan must deliver the following:
 - a. An urban design framework using a mix of urban design approaches having regard to the local context to create an attractive, green, parkland environment, integrated into the existing landscape and topography;
 - 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 sites western boundary, incorporating and linking to existing network of public footpaths, cycleways, public open space, natural features, and green infrastructure;
 - iii. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;

- iv. Respects and retains, as far as possible, the established hedgerow field boundaries;
 - v. The retention of 1.5ha of allotments and 4.3ha of open space, and an increase in public open space provision across the site consistent with the requirement of policy LP HS 3, delivering additional children's play equipment; and
 - vi. Surface water management on and adjacent to the site ensuring no increase in the risk of surface water flooding to the site or nearby properties.
- c. Access to the site from the A130 Canvey Way, comprising a roundabout junction and a segregated northbound carriageway for existing traffic, and also access from the existing urban area;
 - d. 2.9ha of D1 use class land, meeting the criteria set out in the Developers Guide to Infrastructure Contributions, to deliver a new primary school with commensurate Early Years and Childcare provision, with associated play space.
3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.
 4. Development of more than 250 homes on this site may not occur until the new access to the A130 has been created to serve the site.
 5. During the delivery of homes on this site, traffic calming measures should be considered on neighbouring side roads, and public transport waiting facilities and services must be improved along Benfleet High Road and on the A13 in order to promote sustainable travel patterns.

Local Policy LP HO 8: Land between Felstead Road and Catherine Road, Benfleet

Evidence Base

9.70 This site is approximately 12 ha in size, and is designated as Green Belt in the 1998 Adopted Local Plan. The northern section of the site fronting London Road has been developed for housing over the past 5 years. The remainder of the site is heavily wooded, interspersed by sporadic dwellings and unmade roads. A 0.6 ha area has a Local Wildlife Site designation. This is in relation to a Lowland mixed deciduous woodland.

9.71 The *Green Belt Boundary Review* considers that the redevelopment of this site could contribute towards controlling potential harmful impacts to the Green Belt in the future and provide positive environmental contributions. A realigned boundary in this location was considered to enable the remaining Green Belt in this location to continue to contribute towards the strategic function of the wider Green Belt.

9.72 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.

9.73 It is therefore considered that the masterplanned 'Arcadia' urban design approach should be applied to provide 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. Having regard to this design approach, it is considered that approximately 183 homes could be accommodated across the whole site.

9.74 It will also be necessary to demonstrate integration of sustainable urban drainage techniques, as the site is identified as being in a Critical Drainage Area (CAS 1) in order 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.

9.75 Given the close 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. The need for improving public transport facilities and services to encourage their use are required.

Policy 8

Land between Felstead Road and Catherine Road, Benfleet

1. Land between Felstead Road and Catherine Road, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 183 new homes by 2033.
2. It is expected that a masterplan 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 masterplan 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 is consistent with policy LP NE 8 and 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 through the site, linking to the existing network of green infrastructure;
 - e. An increase in public open space provision across the site consistent with the requirement of policy LP HS 3, delivering additional accessible natural green space and children's play equipment; and
 - f. Surface water management on and adjacent to the site ensuring 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 should be contemporaneous with improvements to public transport waiting facilities and services must be improved on Kents Hill Road and the A13.

Local Policy LP HO 9: Land off Glyders, Benfleet

Evidence Base

9.76 This site is approximately 1.95 ha in size, and was designated as Green Belt in the 1998 Adopted Local Plan. The site is bounded on three sides by residential development, with the Hadleigh Castle and Marshes Historic Natural Landscape to the east. The site 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.

9.77 This area of Green Belt is bounded by residential development on three sides. The Green Belt Boundary Review considers that a redefined boundary to fully enclose this parcel of land would still allow for the wider Green Belt in this location to fulfil its purposes. However the impact on the openness of the remaining Green Belt to the eastern boundary of this site would need to be significantly mitigated against, given its elevated position.

9.78 Given the 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 given the close proximity to the Historic Natural Landscape and the nature of the topography in the location, it is essential that any development is appropriately integrated into this important landscape, and visual impacts are suitably mitigated.

9.79 It will also be necessary to demonstrate integration of sustainable urban 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 (CAS 3), 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.

9.80 Given the site's close relationship with the existing residential area to the north, west and south, and the Historic Natural Landscape to the east, a context appraisal is considered the most appropriate design approach to be taken for this site. Such an approach can ensure that the scheme integrates with the more dense form of residential development to the west, and more spacious residential development to the north and south, and incorporates measures

and features to ensure an appropriate transition and mitigation to the surrounding landscape. Having regard to this design approach, it is considered that up to 30 homes could be accommodated across the site.

Policy 9

Land off Glyders, Benfleet

1. Land off the Glyders, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 30 new homes by 2033.
2. It is expected that a masterplanning/development brief approach to this site 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, in particular 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;
 - d. Adopt an approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity; and
 - e. Manage surface water on and adjacent to the site, ensuring 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.

Local Policy LP HO 10: Former WRVS Hall, Richmond Avenue, Benfleet

Evidence Base

9.81 This site is approximately 1.3 ha in size and was designated as community facilities in the 1998 Adopted Local Plan. The site is predominantly surrounded by residential development with access from Richmond Avenue. The majority of the site is designated open space, the former Women's Royal Voluntary Service on site occupied a cabin like structure which is now vacant, there has been no expression of interest in it's re-use, and an alternative public hall exists nearby. The Council's car park takes up the remainder of the site.

9.82 The site is classed as flood storage by the Environment Agency, is within the South Benfleet Critical Drainage Area (CAS 1) and is located in flood zones 2 and 3, therefore it is essential that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site.

9.83 The SHLAA estimated that 39 dwellings could be provided at the site, subject to careful consideration of flood risk.

Policy 10

Former WRVS Hall, Richmond Avenue, Benfleet

1. Former WRVS Hall, Richmond Avenue, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 39 new homes by 2033.
2. It is expected that a planning and development brief approach will be taken to this site, and should follow a village green urban design approach. The development must deliver the following:
 - a. High quality design and layout which integrates into the existing landscape;
 - b. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - c. The provision of open space across the site consistent with the requirement of policy LP HS 3, delivering accessible natural green space and greenways through the site, linking to the existing network of green infrastructure;
 - d. Surface water management on and adjacent to the site ensuring 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.

Local Policy LP HO 11: Land at Kents Hill Road, Benfleet

Evidence Base

9.84 This site is approximately 0.4 ha in size and was designated within the town centre boundary in the 1998 Adopted Local Plan. The site is currently occupied by commercial units between one and two storeys in height. Kents Hill Road that provides access to the site is mainly a residential street that leads to the High Road and shopping centre.

9.85 This site is identified as being within the South Benfleet Critical Drainage Area (CAS 1), and it is necessary to ensure that surface water is managed appropriately in order to prevent flooding of properties of properties on or nearby the site.

9.86 The SHLAA estimates an additional 34 dwellings could be provided on site, and this is supported by the capacity and density evidence which estimates that the site has a capacity for 32-35 additional dwellings made up of flats and maisonettes.

Policy 11

Land at Kents Hill Road, Benfleet

1. Land at Kents Hill Road, Benfleet, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 35 new homes by 2033.
2. It is expected that a planning and development brief approach will be taken to this site, and should follow a mews court urban design approach.
3. The development must deliver surface water management on the site ensuring no increase in the risk of surface water flooding to the site or nearby properties.
4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.

Local Policy LP HO 12: Land east of Rayleigh Road, Hadleigh

Evidence Base

9.87 This site is approximately 28 ha in size, and was designated as Green Belt in the 1998 Adopted Local Plan. In the eastern part of the site, 3.5ha was also designated as part of a Historic Natural Landscape. The site 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 a number of small commercial uses, as well as some stables located to the southern part of the site. There is also an existing community use fishing lake contained within the site.

9.88 This area of Green Belt is surrounded by residential development to the west and south, and commercial development to the north. The Green Belt Review considers that a realigned boundary in this location would still allow for the wider Green Belt in this location to fulfil its purposes. It does highlight a potential narrowing linked to the eastern part of the site. Any development in this location should seek to follow urban design approaches, which ensure low density and integration into the existing landscape.

9.89 Given the mainly undeveloped nature of the site, and in particular the ancient landscape area any development of this site would need to consider how biodiversity, 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.

9.90 Given the size of the site, its varying landscape and neighbouring land uses there is the opportunity to integrate a number of 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 set the framework for the site, the remainder of development could result from a combination of the other urban

design approaches set out in Appendix 2. All approaches should be linked together by public open spaces, and greenways which provide access to all and to the wider network. Having regard to these design approach, it is considered that approximately 430 homes could be accommodated across the whole site.

9.91 It will also be necessary to demonstrate integration of sustainable urban 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.

9.92 In order to support the provision of open space, greenways and the ongoing maintenance of the fishing lake, a community building should be provided on site linked closely to the provision of public open space. Additionally, access arrangements for the site should seek to ease peak time congestion at nearby junctions as indicated by the Transport Evidence for the New Local Plan. Bus waiting facilities and services should be improved within proximity of this site.

Policy 12

Land east of Rayleigh Road, Hadleigh

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. It is expected that a masterplan 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 masterplan must deliver the following:
 - a. Access arrangements for the site, which also address 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 the spine road through the site, to create an attractive green, parkland environment, integrated into the existing landscape and topography;
 - c. Respects and retains as far as possible the hedge and tree-lined boundaries established;
 - d. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - e. The provision of greenways through the site, linking to the existing network of green infrastructure;

- f. An increase in public open space provision across the site consistent with the requirement of policy LP HS 3, delivering additional accessible natural green space and children's play equipment;
 - g. Surface water management on and adjacent to the site ensuring no increase in the risk of surface water flooding to the site or nearby properties; and
 - h. The provision of a multi-use community building on site.
3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance.
 4. Access arrangements for the site, before the first 250 homes are occupied.
 5. Public transport waiting facilities and services must be improved on Rayleigh Road and Daws Heath Road.

Local Policy LP HO 13: Land at Brook Farm, Hadleigh

Evidence Base

9.93 This site is approximately 8 ha in size, and was designated as Green Belt in the 1998 Adopted Local Plan. The majority of the site is open farmland compartmentalised by established hedge and tree lined field boundaries. There is a cluster of existing farm buildings centrally located in the site serving both farms, with some caravan storage located around the farm on the western part of the site.

9.94 This area of Green Belt is bounded by residential development to the north. The Green Belt Review considers that a realigned boundary in this location would remove 'blurred' edges to this part of the Green Belt and provide opportunities to improve landscape features, and still allow for the wider Green Belt in this location to fulfil its purposes.

9.95 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.

9.96 The northern part of the site has a close relationship with the existing residential area to the east, which is fairly compact in nature, however the southern part of the site is adjacent to other open farmland and sporadic residential development. In these circumstances, a transition between the two development patterns would be appropriate. A context appraisal should inform the urban design approach to be taken for the northern parts of the site immediately adjacent to the existing development and a transition into elements of the Arcadia approach should be taken for the design of the southern parts of the site.

9.97 The overall design for the site should ensure linkages to nearby public open spaces, and greenways. It will also be necessary to demonstrate integration of sustainable urban drainage techniques, as the site is identified as being in a Critical Drainage Area (CAS 3). This can be achieved through the provision of open space and Green Infrastructure. Having regard to these design approaches, it is considered that approximately 173 homes could be accommodated across the whole site.

9.98 This site is not within easy walking distance of local services and facilities and it is therefore important that public transport services are improved, in terms of routing and frequency, in this part of the borough.

Policy 13

Land at Brook Farm

1. Land at Brook Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 173 new homes by 2033.
2. It is expected that a masterplan approach will be taken to this site, using multiple urban design approaches to ensure that the development is of a high quality and responds to local circumstances.
3. The development must:
 - 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 greenways through the site, linking to the existing network of green infrastructure;
 - f. Adopt an approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity; and
 - g. Manage surface water on and adjacent to the site, ensuring no increase in the risk of surface water flooding to the site or nearby properties.
4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.
5. Public transport services should be improved along Daws Heath Road.

Local Policy LP HO 14: Land south of Scrub Lane, Hadleigh

Evidence Base

9.99 This site is approximately 1.5 ha in size and was designated as a long-term housing site and public open space in the 1998 Adopted Local Plan. 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.

9.100 The front of the site sits within an existing residential streetscene, which exhibits elements of the Boulevard urban design approach, with tree lined grass verges along its length, and properties on wider plots. Such an approach should be used within the design of the frontage of this development to integrate it into the immediate surroundings. A greater degree of flexibility is considered suitable for the remainder of the site, considering the design approach to a number of the surrounding roads off of Scrub Lane. This overall approach is likely to result in a capacity of approximately 49 homes on this site.

9.101 This site is identified as being within a Critical Drainage Area (CAS 4), and it is necessary to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site.

Policy 14

Land south of Scrub Lane, Hadleigh

1. Land south of Scrub Lane, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 55 new homes by 2033.
2. It is expected that a masterplan 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 masterplan must 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, including safe drop-off, waiting space, and linked to identified walking and cycling routes;
 - c. Surface water management on and adjacent to the site so that there is no increase in the risk of surface water flooding to the site or nearby properties; and
 - d. Provision for open space within the development in accordance with the requirements of policy LP HS 3.
3. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.

Local Policy LP HO 15: Land at Oak Tree Farm, Hadleigh

Evidence Base

9.102 This site is approximately 3.6 ha in size, and was designated as Green Belt in the 1998 Adopted Local Plan. The site is mainly contained farmland, compartmentalised by established hedge and tree lined field boundaries. Residential development can be found to the west and an ancient woodland and SSSI can be found to the east of the site. The southern and south easterly periphery is lined with mature trees that have Tree Preservation Orders (TPOs).

9.103 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 ensure integration of sustainable urban 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 recreation, nature conservation and active travel. Having regard to these design approaches it is considered that 65 homes could be accommodated on this site.

9.104 Given the mainly undeveloped nature of this site and the proximity to a Local Wildlife Site and Site of Special Scientific Interest (SSSI), 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. 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.

9.105 The site is approximately 3.6 ha in size. The *SHLAA* estimates an additional 61 dwellings and this is corroborated by the *Castle Point Capacity* evidence 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.

Policy 15

Land at Oak Tree Farm, Hadleigh

1. Land at Oak Tree Farm, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 65 new homes by 2033.
2. It is expected that a masterplan 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. 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. Manage surface water on and adjacent to the site, ensuring no increase in the risk of surface water flooding to the site or nearby properties; and
 - c. Respects and retains, as far as possible the established hedge and tree-lined field boundaries.
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.

Local Policy LP HO 16: Land north of Scrub Lane, Hadleigh

Evidence Base

9.106 This site is approximately 0.6 ha in size, and was previously designated as residential use in the 1998 Adopted Local Plan. The majority of the site is surrounded by residential development and access to the site is from Scrub Lane. The existing site comprises three detached dwellings with large front and rear gardens.

9.107 The site lies in the Hadleigh Critical Drainage Area (CAS 4), but falls within the Southend Water Recycling Catchment Area.

9.108 The site is approximately 0.6 ha in size. The *SHLAA* estimates an additional 16 dwellings could be delivered, and this is corroborated by the capacity and density evidence which estimates that the site has a capacity for 15 dwellings made up of semi-detached and detached houses.

Policy 16

Land north of Scrub Lane, Hadleigh

1. Land north of Scrub Lane, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 15 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. The development must deliver:
 - a. A high quality design and layout which complements the existing urban environment and accentuates the existing boulevard effect that exists of Scrub Lane.
 - b. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - c. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties;
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.

Local Policy LP HO 17: Land at Park Chase, Hadleigh

Evidence Base

9.109 This site is approximately 0.35 ha in size and has received planning permission. The *SHLAA* 2018 confirms the suitability of the site for the delivery of 21 additional dwellings.

9.110 The site is bounded by existing residential development to the west and to the east across Park Chase. The northern boundary consists of car parking that supports commercial businesses that front onto London Road which offer upper storey residential housing. The southern part of the site neighbours farmland and the 1998 Green Belt boundary.

9.111 This site is identified as being within the Hadleigh Critical Drainage Area (CAS 4) 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.

Policy 17

Land at Park Chase, Hadleigh

1. Land at Park Chase, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 21 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. The development must deliver:
 - a. A high quality design and layout which complements the existing urban environment and reflects the surrounding character given the prominence of the site.
 - b. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties;
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.

Local Policy LP HO 18: Hadleigh Island, Hadleigh

Evidence Base

9.112 This site is approximately 0.6 ha within Hadleigh town centre and the *SHLAA* 2018 confirms the suitability of the site for the delivery of 52 additional dwellings. The site is currently occupied by buildings in community use (including a library) associated car parking, and a vacant former public house. London Road lies on the north of the site and the southern boundary is defined by the High Street.

9.113 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.

9.114 This site is identified as being within the Hadleigh Critical Drainage Area (CAS 4) 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.

Policy 18

Hadleigh Island, Hadleigh

1. Land at Hadleigh Island, Hadleigh, as identified on the Policies Map, is allocated for mixed use residential purposes, to deliver up to 52 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. The development must 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 including retention or suitable relocation of community facilities; and
 - c. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties.
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.

Local Policy LP HO 19: Land east of Downer Road North, Thundersley

Evidence Base

9.115 The site is approximately 1.8ha in size and was designated Green Belt in the 1998 Adopted Local Plan.

9.116 The site is located adjacent to existing residential development and comprises a scattering of residential dwellings and dense tree covered land. Given the largely undeveloped nature of the site, it is important for any new development to take into account and achieve and overall net gain in biodiversity.

9.117 The site is not within easy walking distance of local services and facilities and it is therefore important that public transport services are improved.

9.118 It is estimated that the site has a capacity of 30 residential dwellings which is supported by the evidence from the capacity and density review which confirms that the site has capacity for 30 new dwellings made up of semi-detached and detached properties.

Policy 19

Land east of Downer Road North, Thundersley

1. 1.8ha of land off Kiln Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 30 new homes by 2033.
2. It is expected that a planning and development brief approach will be taken to this site, and should follow an Arcadia urban design approach, to create an attractive environment to reflect the topography and retain mature vegetation where possible, integrated into the existing landscape.
3. Deliver a landscape strategy for the site that includes:
 - a. The provision of a strategic landscaped buffer along the whole of the sites eastern boundary, to create a green and attractive character to the Green Belt boundary;
 - b. The provision of greenways running through the site connecting the development with existing residential areas and with open spaces and green infrastructure nearby;
 - c. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity; and
 - d. The provision of public open space within the site consistent with the requirement of policy LP HS 3.
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 along the A13 London Road, Church Road, and Kents Hill Road North.

Local Policy LP HO 20: Land at Glebelands, Thundersley

Evidence Base

9.119 This site is approximately 7.5 ha in size, and was designated Green Belt in the 1998 Adopted Local Plan. The site comprises agricultural land divided into three fields of varying sizes separated by hedgerows. This area of Green Belt is surrounded by residential development to the east and south, and a school complex to the north. To the west is the A130 and beyond this further Green Belt in the Basildon borough comprising open farmland.

9.120 The Green Belt Review identifies this site as a narrow piece of Green Belt located at the western edge of the borough, with the majority of the Green Belt in this location being located within the neighbouring borough of Basildon. If the extent of the Green Belt in this location within Basildon is retained as such, it would continue to fulfil the purpose of separating towns within South Essex from one another.

9.121 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 strategic landscaped buffer along the whole of the western boundary of the borough, both to the north and south of the A13. Such an approach would serve to create a green and attractive character to the entrance into the borough. Furthermore such a landscape buffer provides the opportunity to create a strategic greenway running north-south along this western boundary, incorporating 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.

9.122 It is considered that any built development on site should adopt elements of the Arcadia urban design approach, together with elements of the Village Green and Landscape Square approaches, to complement the strategic landscape buffer and greenway. Having regard to this design approach, it is considered that approximately 155 homes could be accommodated on the site.

9.123 It will also be necessary to demonstrate integration of sustainable urban drainage techniques, to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site, particularly given the site's location within an area of high susceptibility to groundwater flooding, and its location within Critical Drainage Area (CAS2).

9.124 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.

Policy 20

Land at Glebelands, Thundersley

1. Land West of Glebelands, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 155 new homes by 2033.
2. It is expected that a masterplan 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 masterplan 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 sites western boundary, incorporating and linking to existing network of public

- footpaths, cycleways, public open space, natural features, and green infrastructure;
 - iii. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - iv. An increase in public open space provision across the site consistent with the requirement of policy LP HS 3; and
 - v. Surface water management on and adjacent to the site ensuring 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. Public transport waiting facilities and services should be improved nearby to the site in order to promote sustainable travel patterns.

Local Policy LP HO 21: Land east of Manor Trading Estate & rear of Robert Drake School, Thundersley

Evidence Base

9.125 This site is approximately 3.26 ha in size and was designated as Green Belt within the 1998 Local Plan. The site is adjacent to the urban limit of Thundersley and is bound by existing woodland to the north with industrial units to the east. The site is open and affected by noise generated from the neighbouring industrial uses, this impact means the eastern part of the site is not suitable for residential development but is allocated elsewhere in this plan for employment purposes, with access to be taken from the adjacent industrial estate. The part of the site allocated for residential development benefits from an existing access from Keswick Road and Church Road. Although there are no protected trees within the site boundary, there are several protected trees at the boundary.

9.126 The *SHLAA* estimated that the site has a capacity of 109 homes which is tempered by the evidence from the capacity and density review which confirms that the site has capacity for 95 dwellings made up of semi-detached, detached and a small proportion of terraced housing and open space.

Policy 21

Land east of Manor Trading Estate & rear of Robert Drake School, Thundersley

1. Land east of Manor Trading Estate & rear of Robert Drake School, Thundersley as identified on the Policies Map, is allocated for mixed use for employment and residential purposes.
2. It is expected that a masterplan 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 masterplan must deliver:

- a. Employment space up to 1.44ha, with access taken from the existing adjacent industrial estate and should also provide for improvements to the access roads in that estate as well as the refurbishment and/or re provision of existing employment floorspace..
- b. Residential development up to 3.26ha to deliver up to 95 new homes by 2033, with a separate access to the new residential area from either Church Road or Keswick Road;
- c. A landscape strategy for the site that includes:
 - i. The provision of a strategic landscaped buffer along the whole of the sites eastern boundary, to create a green and attractive character to the Green Belt boundary. Also, an appropriate landscaped buffer between the new residential development and the commercial/industrial uses in the east of the site and beyond;
 - 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;
 - iii. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - iv. An increase in public open space provision across the site consistent with the requirement of policy LP HS 3; and
 - v. Surface water management on and adjacent to the site ensuring 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. Public transport waiting facilities and services should be improved near to the site on Church Road in order to promote sustainable travel patterns.

Local Policy LP HO 22: The Chase, Thundersley

Evidence Base

9.127 This site is approximately 28 ha in size and was designated as Green Belt within the 1998 Local Plan. The site is surrounded by residential development although there is a narrow link across the Rayleigh Road to the wider Green Belt to the east. The Chase and parts of local roads leading to it are unmade roads for a proportion of their length.

9.128 A Local Wildlife Site designation covers most of the site, although does not relate to any particular population of species or special habitat. The designation relates to the mosaic of habitats that exist within this area, which together are considered to be special

and worthy of protection. Any development of this site would need to carefully consider how biodiversity could be effectively integrated into the development, and how an overall net gain in biodiversity could be achieved through the application of the nature conservation hierarchy.

9.129 The site includes an abundance of mature trees and a landscape comprising of paddocks, which need to be reflected in any development proposal that comes forward. There is a particular abundance of trees towards the north-east of this site, and the removal of these trees could have a negative impact on biodiversity and on the quality of the landscape in this area.

9.130 Throughout the remainder of the site it is considered that the Arcadia urban design approach 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. It should also integrate sustainable urban drainage techniques given that the site is within Critical Drainage Area (CAS 3), and there to be the potential for a small area of surface water flooding towards the north of the site. The *SHLAA* 2018 indicated that the site could deliver a large number of new homes, however this is not supported by the more detailed capacity and density evidence. Therefore having regard to the most appropriate design approach, it is considered that approximately 350 homes could be accommodated on the site.

9.131 Local junction and highway improvements should be delivered in order to ensure that the site is accessible and that impacts on the existing highway network are minimised. Land to the south of The Chase should be access via Kiln Road, with land to the north of The Chase accessed via Runnymede Chase or Rayleigh Road. The Transport Evidence for the New Local Plan indicated the need for improvements to junctions near this site including those on Kenneth Road. Additionally, there is need for improvements to public transport near to this site in order to encourage sustainable transport services and facilities movements.

Policy 22

The Chase, Thundersley

1. 28ha of land off Kiln Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 350 new homes by 2033. It is expected that a comprehensive masterplan 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.
2. The masterplan must 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 is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - c. Surface water management on or adjacent to the site with 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 LP HS 3, delivering additional accessible natural green space;
 - f. Highways improvements to the unmade highway sections within the allocated area to ensure the accessibility of new development and junction improvements on Kenneth Road; and
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 should be improved near to the site on Kiln Road, Rayleigh Road and Kenneth Road in order to promote sustainable travel patterns.

Local Policy LP HO 23: Land at Weir House, Thundersley

Evidence Base

9.132 This site is approximately 0.35 ha in size and has a capacity for 12 dwellings. The site is bounded by residential development to the west and south. The northern and eastern boundaries follow the A127 Southend Arterial Road dual carriageway. Access could be achieved through Kingsley Crescent.

Policy 23

Land at Weir House, Thundersley

1. Land at Weir House, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 12 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. The development must deliver:
 - a. 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
 - b. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties.
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.

Local Policy LP HO 24: Land fronting Rayleigh Road, Thundersley

Evidence Base

9.133 The site is approximately 0.7 ha in size and is currently comprised of both commercial and residential development. It is surrounded by residential dwellings to the south west and north, including bungalows to 2 storey properties. Rayleigh Road runs along the eastern boundary with retail development concentrated to the east of the site. The ambient noise levels therefore require consideration in any development proposal.

9.134 The *SHLAA 2018* estimated that the site has capacity for 53 new residential dwellings which is tempered by the evidence from the capacity and density review which confirms that the site has capacity for 60 dwellings and potentially flats.

Policy 24

Land fronting Rayleigh Road, Thundersley

1. Land fronting Rayleigh Road, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 60 new homes, by 2033.
2. It is expected that a masterplan 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. Manage surface water on and adjacent to the site, ensuring no increase in the risk of surface water flooding to the site or nearby properties;
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.

Local Policy LP HO 25: Land at Thames Loose Leaf, Kiln Road, Thundersley

Evidence Base

9.135 This site is approximately 0.16 ha in size 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.

9.136 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.

Policy 25

Land at Thames Loose Leaf, Kiln Road, Thundersley

1. Land at Thames Loose Leaf, Thundersley, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 12 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. 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. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties;
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.

Local Policy LP HO 26: Land east of Canvey Road, Canvey Island

Evidence Base

9.137 This site is approximately 27ha in size, and was designated Green Belt in the 1998 Adopted Local Plan. The site comprises open fields, with a vegetated boundary to the north. The site is surrounded on three sides by residential development and a school.

9.138 The *Green Belt Review* considers that a realigned boundary in this location to fully enclose this parcel of land would continue to allow the wider Green Belt to fulfil its purposes. However the impact on the openness of the remaining Green Belt to the northern boundary of this site would need to be mitigated against, given the extensive views across the site from the north.

9.139 The site is located on Canvey Island, as such is located within Flood Risk Zone 3. The Strategic Flood Risk Assessment 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.

9.140 The *Surface Water Management Plan* identifies a Critical Drainage Area covering Canvey Island (CAS 6). On this site there are existing drainage ditches running along the southern and part of the eastern boundary of the site. It will therefore also be necessary to demonstrate integration of sustainable urban 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.

9.141 The *Local Wildlife Site Review* indicates that this site is not of high ecological value at present. However, due to its un-developed nature it is necessary for ecological survey work to be undertaken having regard to 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.

9.142 The site is adjacent to a number of residential developments, as well as a school, and its development should ensure high quality linkages to these neighbouring forms of development, as well as through the site itself. Boulevards and greenways which integrate Green Infrastructure can enable such linkages to occur, and should form part of the overall design concept for the site, particularly for the main routes through and within the site. The entrance to the site lends itself to be designed using elements of the Major Entry Point urban design approach.

9.143 Given the range of residential development surrounding the site, including single storey detached dwellings, and three storey terraced houses, it is considered that a combination of a number of other urban design approaches linked by the boulevards and greenways should form the remainder of the design approach for this site. Having regard to this design approach, it is considered that 300 homes can be delivered in this location, along with additional space for community uses.

9.144 The site is adjacent to a bus route, and improvements to nearby bus waiting facilities are important to encouraging sustainable transport choices.

Policy 26

Land East of Canvey Road, Canvey Island

1. 13.3ha of Land east of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 300 new homes 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. It is expected that a masterplan 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 masterplan 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. 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;
 - iii. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - iv. The provision of public open space within the site consistent with the requirement of policy LP HS 3; and
 - v. Surface water management within the site ensuring no increase in the risk of surface water flooding to the site or nearby properties.
 - c. Homes designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities in the event that a flood does occur;
 - d. The provision of an area of land to be made available for community uses at the north west corner of the site, adjacent to a new access, of 13.5 ha in extent;
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. 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. Public transport waiting facilities and services should be improved on Canvey Road in order to promote sustainable travel patterns.

Local Policy LP HO 27: Land west of Canvey Road, Canvey Island

Evidence Base

9.145 This site is approximately 15 ha in size and was designated as Green Belt through the 1998 Local Plan. The site currently comprises a garden centre and a number of commercial businesses and residential properties. The site is enclosed by three roads, Canvey Road to the east, Northwick Road to the south and Roscommon Way to the western and northern edges.

9.146 The site is located on Canvey Island, as such is located within Flood Risk Zone 3. The Strategic Flood Risk Assessment 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.

9.147 The *Surface Water Management Plan* identifies a Critical Drainage Area covering Canvey Island (CAS 6). On this site there are existing drainage ditches running along the southern and part of the eastern boundary of the site. It will therefore also be necessary to demonstrate integration of sustainable urban 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.

9.148 The *Local Wildlife Site Review* indicates that this site is not of high ecological value at present. However, due to its un-developed nature it is necessary for ecological survey work to be undertaken having regard to 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.

9.149 The SHLAA 2018 estimated that the site has capacity for 275 new residential dwellings which is tempered by the evidence from the capacity and density review which confirms that the site has capacity for 253 dwellings made up of semi-detached, detached and a small proportion of terraced dwellings.

Policy 27

Land west of Canvey Road

1. Land west of Canvey Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 253 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. It is expected that a masterplan 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 masterplan 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. The provision of a strong landscaped buffer to the western 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;
 - iii. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;
 - iv. The provision of public open space within the site consistent with the requirement of policy LP HS 3; and
 - v. Surface water management within the site ensuring no increase in the risk of surface water flooding to the site or nearby properties.
 - c. Homes designed to be resistant and resilient to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities in the event that a flood does occur.

4. Homes on this site may not be occupied until such time as:
 - a. A new access to the site from either Canvey Road and/or Northwick Road has been created to serve the site.
5. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.
6. Public transport waiting facilities and services should be improved on both Canvey Road, and Northwick Road in order to promote sustainable travel patterns.

Local Policy LP HO 28: Land at Thorney Bay Caravan Park, Canvey Island

Evidence Base

9.150 This site is approximately 28 ha in size, and was allocated for residential development in the 1998 Adopted Local Plan. 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 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.

9.151 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 HSE advice were to change in the life of the Plan.

9.152 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. It will however be necessary to demonstrate flood resilience and resistance through the application for detailed matters.

9.153 It will also be necessary to demonstrate on-site surface water management when considering detailed matters since Canvey Island is identified as a Critical Drainage Area (CAS 6), and it is necessary to ensure that surface water is managed appropriately. This can be achieved through the provision of open space and Green Infrastructure.

9.154 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.

9.155 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. However, it is more likely that the residents of the new houses will travel to work during peak hours. It is therefore necessary to ensure that public transport provision is extended to service this part of Canvey Island to encourage sustainable travel patterns. 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.

Policy 28

Land at Thorney Bay Caravan Park, Canvey Island

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 600 new homes and a residential care home by 2033.
2. It is expected that a masterplan 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 masterplan must deliver the following:
 - a. A Boulevard urban design approach, complemented with the design of Major Entry Points to the site, to create an attractive green, coastal environment;
 - b. Resilience and resistance to flooding from tidal and surface water sources, and the provision of safe, on-site refuge facilities in the event that a flood does occur;
 - c. Surface water management on or adjacent to the site with 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 and the coast;
 - e. The provision of open space, and an increase in open space across the site consistent with the requirement of policy LP HS 3;
 - f. The provision of greenways throughout the site, with links to existing and proposed green infrastructure and the coast;
 - g. 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 HSE 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 should be improved in Thorney Bay Road and Craven Avenue nearby to provide opportunities for sustainable travel patterns.

Local Policy LP HO 29: Land at The Point

Evidence Base

9.156 This site is approximately 2.5 ha in size, and was designated for residential development in the 1998 Adopted Local Plan. The western part of the site is currently in use as a building materials supplier and the eastern part is occupied by a number of small commercial and industrial businesses. The western part of the site, some 1.7 ha, was the subject of an outline planning application for housing development totalling 99 homes. This was refused since progress could not be made on a legal agreement. Nonetheless, discussions have continued with land owners.

9.157 The site is located on Canvey, and the western part of the site was considered against the sequential test, and as far as possible against the exception test as part of the planning application process. The outline application also contained details on flood resilience and resistance and adopted a design led approach which sought parking provision at ground floor level with habitable accommodation above. It will be necessary for development across the whole site to demonstrate satisfaction of the exceptions test and flood resilience and resistance.

9.158 It will also be necessary to demonstrate on-site surface water management when considering detailed applications since Canvey Island is identified as a Critical Drainage Area (CAS 6). 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.

9.159 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. 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.

9.160 The site is currently occupied by employment uses which provide jobs and resources locally. Whilst long standing businesses in this location, such uses are not considered compatible with the residential properties which characterise the surrounding area, in respect of both their day to day operations on the site and movement to and from the site. The relocation of such uses is therefore considered beneficial.

9.161 This site is close to a bus route, and therefore improvements to nearby bus waiting facilities and the improved provision of services on this route are important to encourage sustainable transport choices.

Policy 29

Land at The Point

1. Land at Point Road, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 100 new homes by 2033.
2. It is expected that a contextual approach to urban design will be taken on this site 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 and the coast;
 - b. Be resistant and resilient to flooding from tidal and surface water sources, and make provision for safe, on-site refuge facilities in the event that a flood does occur;
 - c. Manage surface water on and adjacent to the site so that there is no increase in the risk of surface water flooding to the site or nearby properties; and
 - d. Provide a protected zone alongside the existing sea defences, in order to accommodate any future potential enhancements.
4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance SPD.
5. Public transport facilities and services must be improved nearby in Point Road to provide opportunities for sustainable travel patterns.

Local Policy LP HO 30: Walsingham House

Evidence Base

9.162 The site is approximately 1.6 ha in size. It backs onto St Joseph's Catholic primary school and playing fields on the west and north and there is residential development on the Lionel Road frontage where access to this site could be established. The north eastern part of the site is covered by trees and shrubbery.

9.163 The SHLAA 2018 estimates the site has capacity for 32 new residential dwellings.

Policy 30

Walsingham House

1. Land at Walsingham House, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 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. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties.
4. 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 in the event that a flood does occur;
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.

Local Policy LP HO 31: Land at the Admiral Jellicoe

Evidence Base

9.164 The site is approximately 0.35ha in size and is currently derelict following the closure of the public house and associated car parking. It is located between Winterswyk Avenue and High Street. There is residential development on both the eastern and western boundaries of the site, and some commercial uses on High Street.

9.165 The SHLAA 2018 estimates the site has capacity for 40 new residential dwellings.

Policy 31

Land at the Admiral Jellicoe

1. Land at the Admiral Jellicoe, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 40 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. 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
 - b. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties.
4. 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 in the event that a flood does occur;
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.

Local Policy LP HO 31: Land south of Haron Close

Evidence Base

9.166 This site is approximately 0.25 ha in size and is located at the end of Haron Close. The site is bounded by Long Road to the south with residential uses to the west and commercial uses to the east. The site is currently covered by trees, some of which are subject to Tree Protection Orders, and shrubbery.

9.167 The SHLAA 2018 estimates the site has capacity for 10 new residential dwellings.

Policy 32

Land south of Haron Close

1. Land south of Haron Close, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 10 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. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties.
4. 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 in the event that a flood does occur;
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.

Local Policy LP HO 33: Land at Haystack car park

Evidence Base

9.168 This site is approximately 0.17 ha in size and was formerly in use as a car park. The eastern edge of the site includes a range of commercial uses which front onto Furtherwick Road and to the west lies a residential development of flats.

9.169 The SHLAA 2018 estimates the site has capacity for 14 new residential dwellings.

Policy 33

Land at Haystack car park

1. Land at Haystack car park, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 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. 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
 - b. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties.
4. 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 in the event that a flood does occur;
 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.

Local Policy LP HO 34: Land adjacent to Solby Wood Farm

Evidence Base

9.170 This site is approximately 0.7 ha in size and was designated as Green Belt in the 1998 Adopted Local Plan. The site would deliver a small extension to the permitted development at Solby Wood Farm to the east. The north western part of this site is within close proximity of the ancient woodland, West Wood.

9.171 The SHLAA 2018 estimates the site has capacity for 46 new residential dwellings.

Policy 34

Land adjacent to Solby Wood Farm

1. Land adjacent to Solby Wood Farm, Daws Heath, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 46 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, influenced by Arcadia to create an attractive environment to reflect the topography and retain mature vegetation where possible, integrated into the existing landscape.
3. Deliver a landscape strategy for the site that includes:
 - a. The provision of a strategic landscaped buffer along the whole of the sites western and southern boundary, to create a green and attractive character to the Green Belt boundary;

- b. The provision of greenways through the site, linking to the existing network of green infrastructure; and
 - c. Surface water management on and adjacent to the site ensuring no increase in the risk of surface water flooding to the site or nearby properties.
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.

Local Policy LP HO 35 Land at Kings Park

Evidence Base

9.172 This site is approximately 1.9 ha in size and was designated as Green Belt in the 1998 Adopted Local Plan. The site sits to the eastern edge of Kings Park Village which houses park homes. To the north the Benfleet and Southend Marshes Ramsar and Special Protection Area and Hadleigh Marshes SSSI which are of national and international importance.

9.173 The SHLAA 2018 estimates the site has capacity for 50 new residential dwellings.

Policy 35

Land at Kings Park

1. Land at Kings Park, Canvey Island, as identified on the Policies Map, is allocated for residential purposes, to deliver up to 50 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. 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. Surface water management on or adjacent to the site with no increase in the risk of surface water flooding to the site or nearby properties; and
 - c. A protected zone alongside the existing sea defences, in order to accommodate any potential future enhancements.
 - d. An approach to wildlife that is consistent with policy LP NE 8 and results in a net gain in biodiversity;

4. 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 in the event that a flood does occur;
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.

Local Policy LP HO 36: Preventing loss of housing

Policy Context

9.174 Given the significant pressure for new housing in Castle Point Borough, it is important to retain existing residential uses. Planning applications for change of use from residential should not normally be approved, whilst there remains an identified need for additional housing in the borough.

Evidence Base

9.175 The SHLAA indicates that there is insufficient housing land supply in Castle Point to accommodate the identified housing target within the existing urban area. This is placing pressure on the Green Belt for development. Additional pressure can be avoided by keeping residential properties in residential use.

9.176 There are relatively few empty homes in Castle Point, and these empty homes are distributed across the borough and not concentrated. There is therefore no evidence of areas within Castle Point that are experiencing residential decline, where redevelopment for other uses would be appropriate.

Policy 36

Preventing loss of housing

1. The redevelopment of residential properties for alternative uses will only be permitted if the proposal furthers other sustainable development objectives promoted in this plan such as:
 - a. employment proposals, where it can be demonstrated that the loss of residential accommodation in the location is outweighed by and is critical to the success of a significant business case and promotion/protection of local jobs which cannot be located elsewhere;
 - a. health and social care proposal, where it can be demonstrated that the loss of residential accommodation in the location is outweighed by and critical to the provision of a significant health or social care facility which cannot be located elsewhere.

Local Policy LP HO 37: Bringing empty homes into use

Policy Context

9.177 Paragraph 118 of the NPPF requires local planning authorities to make effective use of land by supporting efforts to identify and bring back into residential use empty homes and other buildings.

Evidence Base

9.178 At October 2011, there were 452 homes in Castle Point that had been empty for more than 1 year. Whilst representing a very small proportion of the borough's total housing supply (1.21%), these homes quite often detract significantly from the quality of the locality and could be more effectively used to meet local housing needs.

Policy 37

Bringing empty homes into use

Subject to compliance with other relevant policies within this plan, the Council will support planning applications that will result in empty homes being brought back into residential use.

Local Policy LP HO 38: Caravan & Park Homes

Policy Context

9.179 The NPPF does not set out a specific policy in relation to planning for the need for caravan parks. It does however emphasise the importance of meeting the needs of specific groups, and explains the size, type and tenure of housing needed for different groups in a community should be assessed and reflected in policies.

Evidence Base

9.180 There are currently four caravan parks in Castle Point. These are:

- Holehaven Caravan Park, Canvey Island
- Kingsley Park, Thundersley
- Kings Park, Canvey Island
- Thorney Bay, Canvey Island

9.181 Kings Park and Thorney Bay Park were originally holiday parks. However, in recent years there has been a decline in traditional holiday tourism on Canvey Island, and these parks have therefore converted to residential caravan parks. Holehaven Caravan Park and Kingsley Park have provided residential accommodation for a longer period.

9.182 Kingsley Park and Kings Park provide owner occupied accommodation in modern park homes within gated environments. Kings Park provides accommodation solely for those aged over 55. These two residential caravan parks operate and integrate into the wider community.

9.183 Holehaven Caravan Park provides a similar form of accommodation but in a more open format. It is relatively small scale and integrates with surrounding development.

9.184 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.

9.185 The evidence clearly indicates that residential caravan parks contribute towards the choice of accommodation, for those who are in a position to choose. However, the use of holiday type caravans for residential use can impact on the health and well-being of occupiers during winter months and they do not therefore represent an appropriate form of residential accommodation in the long-term.

9.186 It should be noted that Holehaven Caravan Park, Kings Park and Thorney Bay are located within Flood Risk Zone 3, and therefore the policies set out in the NPPF and its technical guidance regarding flood risk therefore apply, as set out above.

Policy 38

Caravan and Park Homes

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.
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.

Local Policy LP HO 39: Gypsy & Traveller Provision

Policy Context

9.187 The NPPF makes it clear that local planning authorities should consider the Government's Planning Policy for Traveller Sites (PPTS), in conjunction with the NPPF, when preparing plans or making decisions on Traveller sites in their area. The PPTS makes clear that the Government's overarching objective is to ensure fair and equal treatment for Gypsies and Travellers, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. To deliver this it has established seven policies in the PPTS. In addition it sets out how the planning system defines Gypsies, Travellers and Travelling Showpeople.

9.188 For the purposes of planning policy, Gypsies and Travellers are defined in the PPTS as being:

9.189 *Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*

9.190 It goes on to say when assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community. In terms of Green Belt, the PPTS reiterates the NPPF that inappropriate development including Traveller uses is harmful to the Green Belt and should not be approved, except in very special circumstances.

9.191 Regard should also be had to the need for mixed use yards for Travelling Showpeople to allow residential accommodation and storage of equipment.

Evidence Base

9.192 In support of Council's legal duties in respects of the Housing and Planning Act 2016, the needs of Gypsies and Travellers in the Borough have been assessed through a Gypsy, Traveller and Travelling Showpeople Local Needs Accommodation Assessment (CPLNAA) completed in January 2018.

9.193 There is a need for no additional pitches in Castle Point over the GTAA period to 2033 for Gypsy and Traveller households that meet the planning definition as none were identified; a need for up to 1 additional pitch for Gypsy and Traveller households that may meet the planning definition; and a need for 5 additional pitches for Gypsy and Traveller households who do not meet the planning definition.

9.194 There were no Travelling Showpeople identified living in Castle Point so there is no current or future need for additional plots.

9.195 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. This has been added to the OAHN. 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.

Policy 39

Gypsy & Traveller provision

1. Gypsy and traveller accommodation within the urban area will be permitted in Castle Point where proposals meet the following criteria:
 - a. The applicant can robustly demonstrate that they comply with legal definition of a gypsy, traveller or travelling showperson;
 - b. It can be robustly demonstrated that a full site search has been undertaken both within the local area and, if appropriate, also within the area in which the applicant currently resides, and the proposal site is the only site that is reasonably available and can meet all other criteria in this policy;
 - c. The proposed site is located in order to ensure good access to healthcare and schools;
 - d. The location of the proposed site is safe 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.
 - e. The privacy and amenity of neighbouring properties would not be adversely affected; and
 - f. 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. Where a proposal for gypsy and traveller accommodation is for land within the Green Belt, the following additional criteria must also be met:
 - a. It can be demonstrated that very special circumstances justify an exception to national and local green belt policies; and
 - b. The proposal would have limited impact on the openness and purpose of including land within the Green Belt by virtue of its location and design.

10 Building a strong, competitive economy

Strategic Policy EC 1: Economic Strategy

Policy Context

10.1 The *NPPF* sets out the Government's policies in relation to planning for a strong and competitive economy. It makes clear that local planning policies should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local needs and wider opportunities for development.

10.2 The *NPPF* sets out that local planning policies should set out a clear economic vision and strategy which positively and proactively encourages sustainable growth. They should also set criteria for local and inward investment to match the strategy, address potential barriers to investment be flexible enough to accommodate needs not anticipated in the Plan, allow for new flexible working practices, and enable a rapid response to changing economic circumstances.

Evidence Base

10.3 Evidence in relation to the economy, employment and economic growth in Castle Point is set out in the 2017 *South Essex Economic Development Needs Assessment*. This report identifies the key strengths and weaknesses in the economy within Castle Point.

10.4 The key strengths were identified as being: 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.

10.5 The key weaknesses were identified as being: 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.

10.6 The consequence of these weaknesses is a low level of business output. As a key measure of productivity gross value added (GVA) per head in Castle Point is low, with the area ranking in the bottom 40% of districts nationally. In 2014 GVA per head in Castle Point was £12,996.70, this is almost half of the GVA experienced in the neighbouring authority of Basildon. Due to low local wages, many of Castle Point's residents commute out of the borough for work. 19% commute to London, whilst 12.7% and 14.7% commute to the local centres of Basildon and Southend-on-Sea respectively.

10.7 Modelling was undertaken in the *South Essex Economic Development Needs Assessment* to determine the future demand for employment. The study concluded that an additional need of 1 hectare of employment land is necessary to support Castle Point up until

2036. Re-location of industrial needs from London to outer areas is a catalyst for this additional growth. The majority of this need is for B2 (general industrial) and B8 (storage or distribution) class employment.

10.8 There are six active and three potential employment sites included within the assessment of Castle Point's employment land supply, totalling 103ha.

10.9 In order to make Castle Point a more attractive location for businesses and a local workforce, there is a need to improve the quality of employment areas and provide a greater flexibility in the supply of premises in order to attract investment and encourage indigenous companies to stay in the borough as they grow. To address the current issues with the skill level of the local labour force, training provision should be aligned with the needs of local businesses. The office market in Castle Point is under-developed and is unlikely to feature as a destination for non-indigenous businesses. There is a need to develop this market overtime to provide the necessary range of accommodation to support a diverse local economy.

10.10 The Castle Point Regeneration Partnership is well placed to address some of the issues mentioned above. Around the environmental quality of the estates, new gateways and signage has already been delivered at Charfleets Industrial Estate and Manor Trading Estate. However, there remains an issue with the quality of the private realm in these areas. With regard to training meanwhile, two new secondary schools and a Skills Campus to deliver further education courses have been delivered on Canvey Island. The ambitions of partners in the South Essex sub region, from the South East Local Enterprise Partnership to the Castle Point Regeneration Partnership, is to develop a series of measures related to education and skills provision that will ensure that there is greater alignment between the needs of local businesses and the training on offer. In particular, there will be new investment in training for advanced engineering, logistics and digital media within the sub-region with specialist advanced engineering opportunities at USP (SEEVIC) college in Thundersley.

Policy 1

Economic Strategy

1. In order to support the wider economy in South Essex, during the period 2018 to 2033, the economy of Castle Point will be enhanced through:
 - a. The provision of at least an additional 23 hectares of land for employment development falling within B Use Classes of the Use Classes Order;
 - b. Improved local wages, in line with wages elsewhere in South Essex; and
 - c. Increased levels of productivity in Castle Point, by increasing GVA to the Essex average.

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;
 - 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, which has the potential to deliver at least 6,600m² of additional employment floorspace for employment development falling within Use Classes B1a, B1c and B2 of the Use Classes Order;
 - d. Seeking the provision of suitable, flexible floorspace that can be used by office or knowledge based businesses;
 - e. Seeking the provision of small business units and specific start-up facilities to support indigenous business growth; and
 - f. Establishing and maintaining relationships between local businesses and local training and education providers to improve local skills levels.

Strategic Policy SP EC 2 : Protecting Existing Employment Land

Policy Context

10.11 The *NPPF* expects that policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.

10.12 It also states that planning policies should avoid the long-term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose.

Evidence Base

10.13 The *South Essex Economic Development Needs Assessment* indicates that the existing employment estates identified in policy SP EC 3 are well occupied and should be protected and maintained. Therefore, the ongoing protection of these areas for employment purposes is appropriate.

10.14 However, the majority of employment floorspace in Castle Point is currently used for industrial purposes. Several of the scenarios considered in the *South Essex Economic Development Needs Assessment* indicated that there may be a decrease in demand for industrial floorspace as a consequence of a potential decline in manufacturing, however new demand is likely to arise from the London Industrial Land Re-location Scenario. A flexible approach to the re-use of sites within employment areas is needed in order to support the changing demands of the local economy.

10.15 It should however be recognised that permitting some uses in employment areas, such as shops (especially supermarkets) is likely to detract from the vitality and viability of local shopping parades and town centres and should be avoided by applying the sequential approach set out in the *NPPF*.

10.16 It should also be recognised that some uses may not be compatible with one another. For example, an employment area that comprises many industrial units would not be a suitable location for a children's nursery, despite the jobs or residential uses a nursery may provide.

Policy 2

Protecting Employment Land

Applications for uses falling outside Use Classes B of the Use Classes Order will be permitted within those employment areas identified in policies SP EC 3 and LP EC 5 to 8 of this plan where they accord with the following criteria:

- a. It can be demonstrated that the use will provide an equivalent number of jobs compared to a employment development falling within Use Classes B of the Use Classes Order use of the site, meeting the requirements of policy LP EC 11 in terms of skills;
- b. 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;
- c. The proposed use is compatible with other existing uses within the employment area, having regard to any potential harm to productivity levels, or to the health and well-being of employees or potential users; and
- d. All other relevant policies within this plan are also complied with.

Strategic Policy SP EC 3: Identified Land for Employment

Policy Context

10.17 The *NPPF* requires local planning policies to set criteria, or identify strategic sites for local and inward investment to match the strategy and to meet anticipated needs over the plan period. Additionally, local planning policies are expected to seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.

Evidence Base

10.18 The *South Essex Economic Development Needs Assessment* indicates that six existing employment sites in Castle Point are well occupied with very low levels of vacancy. They are all assessed as being good or average quality employment sites within the borough.

10.19 Four of the six sites identified make an important contribution to the stock of available employment land in the borough, and should therefore be protected for this purpose. Land by the River Thames a South Canvey is used for port-related hazardous installations, and policies for this area found in other Chapters. Land at and surrounding Lychgate Farm is identified as Green Belt, but also as a safeguarded area for potential strategic development and therefore subject to a different policy approach.

Policy 3

Identified Land for Employment

1. The existing employment locations, listed below, will be retained for employment development falling within Use Classes B1a, B1c, B2 and B8 of the Use Classes Order:

- a. Charfleets Industrial Estate, Canvey Island
 - b. Manor Trading Estate, Thundersley
 - c. Stadium Way Estate, Rayleigh
 - d. Land at Council Offices and UPS, Thundersley
2. The extent of these allocations are shown on the Policies Map.

Local Policy LP EC 4: Unidentified Locations for Employment

Policy Context

10.20 The NPPF requires local planning authorities to set criteria, or identify strategic sites for local and inward investment to match the strategy and to meet anticipated needs over the Plan period.

Evidence Base

10.21 The South Essex Economic Development Needs Assessment indicates that the locations allocated for employment development (B Class Uses) in policy SP EC 3 and LP EC 5 to 8 provide sufficient space to accommodate the predicted economic growth needs of the borough, as well as needs arising from any loss of smaller employment sites within residential areas for residential purposes. There is therefore no known requirement for permitting economic development outside allocated employment locations identified. However, consistent with the requirements of the NPPF, criteria identifying where such development may be deemed suitable have been developed in the event such applications are made.

10.22 Policy SP EC 4 should be read alongside all other relevant policies within this plan. This includes, but is not limited to, policy LP EC 11 regarding higher skilled jobs, policies related to transport within chapter 13, policy LP DS 5 regarding the design of business premises, policies related to climate change in chapter 18, in particular policy LP CC 6 regarding the Surface Water Management, and policies in the chapter 19 regarding the natural environment in particular policies LP NE 8, LP NE 10 and LP NE 11 regarding nature conservation, pollution control, and contaminated land respectively.

Policy 4

Unidentified Locations for Employment

Applications for employment development falling within Use Classes B of the Use Classes Order will be given favourable consideration in those locations allocated for employment purposes on the Policies Map. Uses falling within Use Class B1a of the Use

Classes Order will also be given favourable consideration above shops within town centres. Uses falling within Use Classes B of the Use Classes Order will only be permitted elsewhere when the following criteria can be met:

- a. The proposed development is for a building or land already used for employment purposes, or it is proposed that the existing use of the building or land is retained alongside the employment use;
- b. The proposed development will not have an impact on the residential amenity of nearby properties greater than the existing or most recent use of the building or land; and
- c. Other relevant policies within this plan are also complied with.

Local Policy LP EC 5: Extension to Manor Trading Estate

Evidence Base

10.23 The *South Essex Economic Development Needs Assessment* identified a need for additional employment land to be made available throughout the borough.

10.24 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.

10.25 The land was designated as Green Belt in the *1998 Adopted Local Plan*. The *Green Belt Review 2018* indicated that this site could be removed from the Green Belt without undermining the purpose of the Green Belt in this location.

10.26 The site was identified as a Local Wildlife Site in the *Local Wildlife Site Review 2012*. The loss of biodiversity from a *Local Wildlife Site* must be compensated for as the *NPPF* expects a net gain in biodiversity.

10.27 Land in this area falls within a Critical Drainage Area for a Potential Surface Water Flooding Hot Spot, as identified in the *South Essex Surface Water Management Plan 2012*. Ongoing surface water flooding issues are known on Manor Trading Estate and adjacent residential areas. Numerous cases of internal property flooding have been recorded by the Lead Local Flood Authority. It is therefore necessary that any development within this area includes 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*.

Policy 5

Extension to Manor Trading Estate

The 1.58ha site identified on the Policies Map as 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 site via the adjacent industrial estate;
- b. Sufficient and suitable compensatory provision has been made for the loss of wildlife in order to result in a net gain in biodiversity;
- c. Appropriate drainage infrastructure improvements can be delivered on the Trading Estate that result in a reduction in surface water flooding risk to properties within the vicinity of the site; and
- d. The proposal meets all other requirements of this plan.

Local Policy LP EC 6: Extension to Charfleets Industrial Estate

Evidence Base

10.28 This site was allocated for employment purposes in the *1998 Adopted Local Plan*. The extension to Roscommon Way, which provides access for the site has also recently been completed. Due to the new access provision, this site is now reasonably available for employment development, and is considered to be deliverable.

10.29 The *South Essex Economic Development Needs Assessment* recognises this site as suitable for meeting Castle Point's employment needs; the site has received planning permissions and construction work has begun.

10.30 Whilst the site was identified for employment purposes in the *1998 Adopted Local Plan*, a Local Wildlife Site designation affects the site. The loss of biodiversity from a Local Wildlife Site must be compensated for as the *NPPF* expects a net gain in biodiversity.

10.31 This site is on Canvey Island and is therefore located within flood risk zone 3. Additionally, due to its low lying nature, land on Canvey is subject to surface water flooding with the entire Island identified as a Critical Drainage Area in the *South Essex Surface Water Management Plan 2012*. Development proposals at this site need to be designed to achieve resilience and resistance to flood risk. They also need to be designed to manage surface water drainage issues on site and prevent an increased risk of flooding by surface water to other land and properties nearby. Surface water arising from development should be managed

sustainably, and should not require connection to the piped drainage network. The piped drainage network should be upgraded as appropriate to accommodate additional foul water flows.

Policy 6

Extension to Charfleets Industrial Estate

The 10.5ha site identified on the Policies Map as an extension 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 provision 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 tidal and surface water sources, and provide safe, on-site refuge facilities in the event that a flood does occur;
- d. Surface water is fully managed on-site, and on adjacent land within the same ownership, with no increase in the risk of surface water flooding to other land and property nearby;
- e. Drainage capacity will be improved as necessary to accommodate additional foul water flows; and
- f. The proposal meets all other requirements of this plan.

Local Policy LP EC 7: Land for Employment South of Northwick Road

Evidence Base

10.32 This site was allocated in the *1998 Adopted Local Plan*. However, it has not been developed to date. Applications and approvals support employment provision on this site, including the potential provision of an enterprise centre to support indigenous business growth.

10.33 The allocation in the *1998 Adopted Local Plan* covered 18ha of land. However, the designation of the Canvey Wick SSSI in 2005 covered approximately half the site and 9.7ha. are now available for development purposes. Development proposals must not have an adverse impact on the SSSI and must provide mitigation and compensation for any biodiversity impacts on site. Due to the proximity of this site to a SSSI, development proposals will require a screening opinion from the Council with regard to the need for an Environmental Impact Assessment, and where requested produce such an assessment to accompany any planning application they submit.

10.34 The site is at a prominent location at the junction of Roscommon Way with Northwick Road. It is therefore important that the design of this development reflects this location, and that any buildings located to the north-east of the site are of sufficiently high quality to act as a landmark for Canvey.

10.35 As this site is on Canvey Island, it is located within flood risk zone 3. Additionally, due to its low lying nature, land on Canvey is subject to surface water flooding with the entire Island identified as a Critical Drainage Area in the *South Essex Surface Water Management Plan*. Development proposals at this site need to be designed to achieve resilience and resistance to flood risk. They also need to be designed to manage surface water drainage issues on or adjacent to the site and prevent an increased risk of flooding by surface water to other properties nearby. Ideally, surface water will be managed sustainably and will not require connection to the piped drainage network. The piped drainage network should be upgraded as appropriate to accommodate additional foul water flows.

Policy 7

Land for Employment South of Northwick Road

The 9.7ha site identified on the Policies Map as land for employment South of Northwick Road will be made available for development for employment development falling within Use Classes B1b, B1c and B2 of the Use Classes Order where it can be demonstrated that:

- a. An enterprise centre or similar facility will be delivered on the 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 of a net gain in biodiversity;
- 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 flood does occur;
- d. Surface water is fully managed on or adjacent to the site, with no increase in the risk of surface water flooding to nearby properties;
- e. Drainage capacity will be improved as necessary to accommodate additional foul water flows;
- f. Development proposals are designed to reflect the prominent location of the site as the gateway to West Canvey; and
- g. The proposal meets all other requirements of this plan.

Local Policy LP EC 8: Land South of Farmhouse

Policy Context

10.36 *National Planning Policy for Waste* explains that positive planning plays a pivotal role in delivering the country's waste ambitions by ensuring that, amongst other things waste management is considered alongside other spatial planning concerns.

Evidence Base

10.37 The Household Waste and Recycling Centre and adjacent Council Depot at Canvey Island perform important functions in the collection and management of waste for the borough. However both the waste collection authority and the waste disposal have indicated that the sites are significantly restricted by their limited size, so that the functionality of the centre and depot are impaired.

Policy 8

Land South of Farmhouse

The Household Waste and Recycling Centre, and Council Depot at Canvey Island are shown on the Policies Map. The allocation shows the extent of the existing sites and space to the south for potential enlargement over the plan period. The Council will work with the waste collection and waste disposal authorities to seek improvements, alterations and potential enlargement to the household waste and recycling centre, and council depot at Canvey Island, in order to provide improvements to these important waste management facilities. Where enlargement to the site onto adjoining Green Belt land is considered to be the optimal proposal, the council will seek to ensure that this can only be permitted provided other relevant Green Belt policies in this Plan are satisfied. Where enlargement of the site(s) is being promoted to cover the extent of the allocation in this plan, the use or development of that enlarged site must have regard to the amenity of wider surrounding Green Belt land. In particular the design of any new building, structure or outdoor storage should reflect the character of its semi-rural setting and its height be limited and provided with natural screening.

Local Policy EC 9: Canvey Seafront

Policy Context

10.38 There are no specific policies in the NPPF with regard to the role of tourism in the non-rural local economy. However, the Government's Tourism Strategy 2011 highlights the importance of tourism to the economy and is clear that good planning policies can support growth in the tourism sector.

Evidence Base

10.39 The *Employment and Retail Needs Assessment* indicates that around 6% of the borough's jobs are in hotel and catering, and a further 5% are in cultural and recreational jobs. This indicates that tourism/leisure form a reasonable proportion of the borough's job provision.

10.40 The fact that the seafront area on Canvey is in need of regeneration. Despite some investment from the public sector and redevelopment of vacant previously developed land, the area requires further improvements to the quality of the private and public realms, and the range of leisure services on offer.

10.41 There are also pressures emerging from convenience retailers to occupy units within the seafront parade. This would undermine the role of the town centre and retail parades, and potentially dilute the attractiveness of the seafront as a leisure and tourism destination and undermine its rejuvenation.

Policy 9

Canvey Seafront

Within the allocated seafront entertainment area, as shown on the Policies Map, favourable consideration will be given to high quality development proposals that support the tourist industry. In particular, 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 Use Classes 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.

Local Policy EC 10: Canvey Port Facilities

Policy Context

10.42 The NPPF places an expectation on local planning authorities to create the conditions in which businesses can invest, expand and adapt, to support existing business sectors and be flexible enough to accommodate needs not anticipated in their plan. However, it should be noted that the NPPF also expects that in order to prevent unacceptable risks from pollution, including the effects on health, new developments should be appropriately located. The NPPF is clear that the Health and Safety Executive (HSE) consultation distances apply to mitigating the consequences of public safety from major hazard sites, installations and pipelines.

10.43 With regard to port developments, the Government has published a National Policy Statement (NPS) for Ports. This document forms the primary basis for decisions on applications for development consent for nationally significant port developments that fall to be determined by the Secretary of State, but can also be a material planning consideration for local planning authorities in considering planning applications for such development. Paragraph 3.3.1 sets out the Government's fundamental policy in relation to ports. This states that the Government will:

- Encourage sustainable port development to cater for long-term forecast growth in volumes of imports and exports by sea with a competitive and efficient port industry capable of meeting the needs of importers and exporters cost effectively and in a timely manner, thus contributing to long-term economic growth and prosperity;
- Allow judgements about when and where new developments might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment; and
- Ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives, including those in the relevant European Directives and corresponding national regulations.

10.44 In relation to ports used for energy supply, paragraph 3.1.5 of the NPS confirms that ports have a vital role to play in the import and export of energy supplies. It goes on to state that ensuring security of energy supplies through our ports will be an important consideration, and that ports will need to be responsive both to changes in different types of energy supplies needed and to possible changes in the geographical pattern of the demand for fuel.

Evidence Base

10.45 There are two port facilities located adjacent to each other in Castle Point at South Canvey. These port facilities include the Calor terminal located to the west of Thames Road for the importation and storage of liquefied petroleum gas and the Oikos terminal to the east of Haven Road, which receives and stores oil and a range of Hydrocarbon products. Both terminals have jetties that are used to receive fuel imports by ship. These fuels are exported from the terminals by pipelines and also in the case of the Calor terminal by road tanker. The Calor and Oikos terminals are considered to be nationally significant and have a role to play in ensuring the security of energy supplies in the UK.

10.46 Ships access these facilities via the Thames Estuary. There are numerous European designated sites of nature conservation interest 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, it will be necessary for the significant affects on these protected sites arising from new port activities, including shipping access, to be minimised.

10.47 The port facilities occupy a substantial frontage of the waterfront at South Canvey. This limits access to a narrow strip of the waterfront in this location, creating an enclosing effect for users. This route is not bicycle or equestrian friendly. In order to improve flood defences in the future it will be necessary for land adjacent to the waterfront to be maintained free from development, with access provided to carry out public works consistent with policy LP CC 3.

10.48 Correspondence with the owners of these facilities has indicated that they intend to continue with their operations at South Canvey for the foreseeable future. There has been significant recent investment at the Oikos terminal to the East of Haven Road in order to adapt to the changing demands related to fuel supply in the UK, while a new access road has been constructed between the Calor terminal and Haven Road. This provides a route for LPG tankers to and from the Calor terminal avoiding residential areas.

10.49 Both port facilities are registered as COMAH sites due to the hazardous nature of the goods that they receive and store. The Health and Safety Executive (HSE) are responsible for regulating activities at these sites, and also provide advice on the level of hazard the installations pose to nearby development. Both installations have HSE consultation zones identified around them, in which it is expected that other development is controlled to prevent unnecessary harm to life and property. The extent of these zones is determined by the nature of the good received and stored on site, and the technical measures employed to ensure safety at the sites. It is therefore possible that the level of hazard posed to other developments nearby can be reduced, both by limiting development nearby, and also by seeking improvements to the level of hazard posed by these sites.

10.50 It should be noted that a small number of residential properties on Canvey Island fall within the current extent of the HSE Consultation Zones surrounding the hazardous installations at South Canvey.

Policy 10

Canvey Port Facilities

1. Applications for development within the allocated Port Related Facilities Area shown on the Policies Map that support existing operations at the existing port facilities at South Canvey will be permitted subject to compliance with the following criteria:
 - a. There must be no 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 affect on protected nature conservation sites.
2. Applications for the change of use, change of materials handled, or for redevelopment of the existing port facilities at South Canvey will be permitted subject to compliance with the following criteria:
 - a. It can be demonstrated that the proposal is in the national interest;
 - b. The level of hazard and risk posed by the site must be reduced compared to existing levels at the time of application, 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. 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.

- 3. In the event that a proposal in relation to port facilities on Canvey Island is of a sufficient size to be considered a National Infrastructure Project for determination by the Planning Inspectorate, the Council will support applications that comply with the requirements of this policy.

Local Policy LP EC 11: Promoting Higher Skilled Jobs

Policy Context

10.51 The *NPPF* expects local planning authorities to proactively encourage sustainable economic growth and to plan positively for the expansion of the knowledge based economy.

Evidence Base

10.52 The *South Essex Economic Development Needs Assessment* indicates that the knowledge based economy is significantly under-represented in Castle Point. The Borough has a low skills base amongst its residents with nearly 30% of residents having no qualifications. Those with skills are often attracted to higher paying jobs in London and surrounding boroughs such as Basildon and Southend-on-Sea. As a consequence, the pool of labour remaining to employers in Castle Point is typically lower skilled. This limits the economic productivity of the local economy meaning that local wages are low. This is not a sustainable position and leads to out-commuting to other parts of south Essex creating congestion and causing harm to the environment.

10.53 Improvements have been made to the education facilities in Castle Point to promote higher skills levels. Changes need to occur in the local employment market if these skills are to benefit local businesses.

Policy 11

Promoting Higher Skilled Jobs

Applications for all new or replacement employment developments, or extensions to existing employment developments in excess of 1,000m² will be encouraged to provide higher skilled jobs which require at least NVQ Level 3 qualifications. Favourable consideration will be given where:

- a. Where an end-user/s is defined, it will either create higher skilled jobs, or else commit through a legally binding agreement to providing recognised training to future employees; or
- b. Where there is no defined end-user, units are sufficiently flexible to suit a range of uses, including office or knowledge based activities.

Local Policy EC 12: Supporting the Local Construction Industry

Policy Context

10.54 The *NPPF* places significant weight on the need for planning policies to support economic growth in local and existing business sectors.

Evidence Base

10.55 The *South Essex Economic Development Needs Assessment* indicates that the construction sector in Castle Point employs 7.5% of residents which is higher than the national (4.3%) and regional (5.4%) figures. This is a sector within Castle Point that therefore needs support.

10.56 Whilst smaller developments will provide local businesses with work, larger development proposals brought forward by larger development companies many seek to utilise businesses and labour from elsewhere. Involvement in larger projects would assist in developing the skills and expertise of local businesses, enabling them to be more economically productive.

10.57 In order to ensure that local businesses can benefit from development within the borough, work has been undertaken by the Castle Point Regeneration Partnership to increase awareness of the local supply chain. Additionally, the Canvey Skills Campus offers construction related courses, increasing the pool of skilled local labour.

Policy 12

Supporting the Local Construction Industry

Developers will be encouraged to support the local construction industry by making use of the local supply chain and local labour during the delivery of development proposals.

11 Ensuring the vitality of town centres

Strategic Policy SP TC 1: Town Centre Retail Strategy

Policy Context

11.1 The *NPPF* expects that planning policies should support the role that town centres play at the heart of local communities.

11.2 Policies should define a network and hierarchy of town centres and promote their long term vitality and viability, in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses, including residential, and reflects their distinctive characters. Where appropriate, the re-introduction or creation of markets is also encouraged.

Evidence Base

11.3 The *South Essex Retail Study 2017*, has considered the need for retail provision in Castle Point, as well as other types of leisure and commercial needs.

11.4 Castle Point is well provided for in terms of supermarkets. As a consequence, 74% of convenience (food shopping) spending is retained within the borough. There is an inflow of convenience expenditure into Castle Point from neighbouring authorities to out-of-centre foodstores located in the northern part of the borough.

11.5 The *South Essex Retail Study* indicates that only new population will generate additional convenience goods expenditure, which is why distribution of new population is critical in allocating convenience floorspace. As there are commitments in the pipeline there is little or no quantitative need identified. It will therefore be important to monitor the location of housing growth relative to these planned new stores. In the event of a mismatch between location of supermarket floorspace and population, it may be appropriate to plan for growth in addition to quantitative needs.

11.6 Town centres in Castle Point perform a local function, with larger centres in Basildon and Southend acting as key hubs for retail and leisure provision in South Essex. Additionally, Lakeside Shopping Centre and Retail Park, as well as retail parks in Basildon are within reasonable commutable distance of Castle Point, and are key retail investment priority for many of the major retail chains. As a consequence, there is significant leakage of comparison (non-food) retail spend from Castle Point. Only 14% of comparison retail spend is retained within the borough.

11.7 Within the south Essex area Castle Point experiences the highest amount of expenditure leakage at 60% for the food and drink sector. This highlights the lack of provision within the borough compared to surrounding areas. Due to this level of leakage there is an opportunity for Castle Point to increase their food and drink offer to retain expenditure. In the recreation sector Castle Point also experiences a high level of expenditure leakage at 64%.

11.8 Due to the increase of online shopping and a change in consumer habits, town centres now have a reduced demand for traditional retail space. Commercial leisure such as cafes, bars, restaurants, health and fitness, children's play areas personal services and cinemas will constitute a growing share of town centre floorspace. Many retailers have reduced their numbers of smaller less profitable stores, generally found in small-medium sized towns such as Hadleigh and Canvey Town Centres, and focused on larger centres like Southend and Basildon.

Policy 1

Retail Strategy

1. During the period 2018 to 2033, town centres in Castle Point will be enhanced with the aim of:
 - a. Delivering additional convenience floorspace aligned to local demand within local town centres in order to retain a high proportion of local convenience retail spending;
 - b. Increasing the proportion of local comparison spend retained within Canvey and Hadleigh Town Centres by delivering additional comparison floorspace aligned to local demand in these locations; and
 - c. Increasing the range of other economic and community activities in town centres.

2. This will be achieved by:
 - a. Following the vision and objectives set out within the Canvey and Hadleigh Town Centre Masterplans;
 - b. Supporting mixed use proposals for sites in all town centres where they make effective use of land to provide both an active shopping frontage and other forms of business, leisure, community or residential accommodation;
 - c. Promoting town centres as sustainable transport hubs through the delivery of cycling infrastructure and public transport infrastructure and services as set out in policies LP TP 3 and LP TP 4; and
 - d. Ensuring that where retail proposals are made for out of centre locations appropriate consideration is given to their impact on the vitality and viability of town centres in Castle Point.

Strategic Policy SP TC 2: Unidentified locations for Retail Development

Policy Context

11.9 The NPPF is clear that the role that town centres play at the heart of the community should be supported and that planning policies should seek to ensure the vitality of town centres. Retail 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.

11.10 The NPPF does however go on to state that the anticipated needs for retail, leisure, office and other main town centre uses should not be compromised by limited site availability. A sequential approach to assessing applications for retail development beyond town centre locations is set out in order to ensure that development is directed towards the most appropriate location. Furthermore, the NPPF requires an impact assessment to be carried out in respect of retail, leisure and office proposals for out of centre locations where the development proposed is 2,500m² or greater. This threshold may be altered at a local level to reflect local circumstances.

Evidence Base

11.11 The South Essex Retail Study does not indicate a requirement for additional retail provision beyond existing town centres, and the out of centre shopping areas already identified.

11.12 In terms of establishing a threshold for impact assessment, the Employment and Retail Needs Assessment showed the existing levels of retail floorspace within town centres in Castle Point. Canvey Island has the greatest amount with approximately 12,000m², Hadleigh has approximately 7,000m², Tarpots 2,500m² and South Benfleet has just 1,500m².

11.13 An impact assessment threshold of 2,500m² does not therefore appear appropriate in Castle Point, as it is greater than the total floorspace for one of the borough's town centres, equivalent to the total floorspace in a second centre and is equivalent to 35% of a third centre. Out of centre retail, leisure and office developments smaller than 2,500m² are therefore likely to have a significant impact on the vitality and viability of local town centres due to their relative size. A more appropriate threshold for Castle Point would therefore be 1,500m², which is no greater than any of the local town centres total floorspace, but is nonetheless of a sufficient size to ensure that small business development is not unnecessarily affected by the requirement for an impact assessment.

Policy 2

Unidentified Locations for Retail

Applications for retail development will normally be permitted in those locations specified in policies LP TC 3 to LP TC 9 of this plan, having regard to the uses as proposed and the policy requirements and criteria associated with those allocations. Beyond those locations allocated in policies LP TC 3 to LP TC 9 of this plan, retail development and related uses will be permitted if the following criteria can be met:

- 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;
- b. The proposed development will not have a significant adverse impact on the vitality and viability of town centres in Castle Point. An impact assessment is required for proposals of 1,500m² in size or greater;
- c. The proposed development will not have a significant adverse impact on its immediate environment, including residential amenity of any nearby properties, by virtue of disturbance, noise or as a consequence of increased traffic, car parking or congestion; and
- d. Other relevant policies within this plan are also satisfied.

Local Policy LP TC 3: Town Centres

Policy Context

11.14 The *NPPF* states that local planning policies should define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre.

Evidence Base

11.15 The *South Essex Retail Study* defined four main settlements that provide town centre functions.

Policy 3

Town Centres

1. There are four town centres in Castle Point, as identified on the Policies Map, at:
 - a. Canvey Island
 - b. Hadleigh

- c. South Benfleet
 - d. Tarpots
2. Development falling within Use Classes A1 - A5, B1a, D1 and D2 of the Use Classes Order will normally be permitted at ground floor level within these town centres, having regard to policy LP TC 4 regarding primary shopping frontages, and all other relevant policies in this plan.

Local Policy LP TC 4: Primary Retail Frontages in Town Centres

Policy Context

11.16 The NPPF states that local planning policies should define the extent of primary shopping areas, and make clear the range of uses permitted in such locations as part of a positive strategy for the future of each centre.

Evidence Base

11.17 Primary shopping frontages were defined in the 1998 Adopted Local Plan. These have been reviewed in order to ensure that they continue to fulfil a shopping function. The extent of primary shopping frontages is shown on the Policies Map.

Policy 4

Primary Shopping Frontages

1. The following parades of shops, as identified on the Policies Map, are allocated as primary shopping frontages:
 - a. Canvey Town Centre:
 - 14-64 Furtherwick Road
 - 68-94 Furtherwick Road
 - 3-59 Furtherwick Road
 - Units 1-16 Knightswick Centre, Furtherwick Road
 - b. Hadleigh Town Centre
 - 207-253 London Road, Hadleigh
 - 255-319 London Road, Hadleigh
 - 2-28 Rectory Road
 - 1-7 Rectory Road

- c. South Benfleet Town Centre
 - 261-311 High Road
 - d. Tarpots Town Centre
 - 109-145 London Road, Benfleet
 - 120-140 London Road, Benfleet
2. Within these primary shopping frontages the mix of uses must comprise at least 55% of the frontage at ground floor shall comprise uses falling within Use Class A1 of the Use Classes Order. Development for uses falling within Use Classes A2-A5, B1a, D1 and D2 of the Use Classes Order will normally only be permitted at ground floor within the primary shopping frontage where the proportion of non-Use Class A1 frontage at ground floor does not exceed 45%, and the proposed use would provide an active shopping frontage.

Local Policy LP TC 5: Local Retail Parades

Policy Context

11.18 There is no specific policy in the *NPPF* in relation to local shopping parades, with the emphasis being on ensuring the vitality of town centres. However, the *NPPF* states that planning policies should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, an example of this being the provision of local shops. The *NPPF* additionally states that planning policies should support an appropriate mix of uses across an area, and within larger scale sites to help minimise the number and length of journeys needed for shopping and other activities. The provision of small local shops near where people live may well prevent people using their cars to access shops for top-up shopping and promote sustainable transport aims.

Evidence Base

11.19 The *1998 Adopted Local Plan* allocated Local Shopping Parades. One of the parades has been redeveloped for residential purposes. The remaining parades are clearly well supported and offer local shopping opportunities near where people live. Since 1998 an additional parade has been identified on Meppel Avenue to support housing growth in this location.

Policy 5

Local Shopping Parades

1. There are 18 local shopping parades in Castle Point, as identified on the Policies Map, at:

- 159-173 (odd numbers) Church Road and 1-16 Roseberry Walk, Thundersley
 - 61-83 (odd numbers) Hart Road, Thundersley
 - 76-130 (even numbers) Hart Road, Thundersley (excluding Aston Place)
 - 357-363 (odd numbers) Rayleigh Road and 297 Hart Road, Thundersley
 - 288-302 (even numbers) Kiln Road and 2-28 (even numbers) Benfleet Road, Thundersley
 - 255-275 (odd numbers) Kiln Road, Thundersley

 - 16-32 (even numbers) High Road, South Benfleet
 - 501 to 503 (odd numbers), High Road, South Benfleet
 - 15-23 (odd numbers) Third Avenue, Canvey Island
 - 1-5 Haven Road, 1-9 (odd numbers) Canvey Road, the King Canute Public House Canvey Road, and 348-362 (even numbers) Long Road, Canvey Island
 - 353-365 (odd numbers) Long Road, Canvey Island
 - 169-179 (odd numbers), 162-176 (even numbers) Long Road and 2 Craven Avenue, Canvey Island
 - 192-196 (even numbers) High Street, Canvey Island
 - 193-215 (odd numbers) High Street, Canvey Island
 - 269 - 275 (odd numbers), 270-276 (even numbers) and 286-290 (even numbers) High Street, Canvey Island
 - 86-98 (even numbers) Point Road, Canvey Island
 - 8-12 (even numbers) Pauls Court, Meppel Avenue, Canvey Island
 - 93-99 Woodfield Road, Hadleigh
2. Uses for uses falling within Use Classes A1, A2, A5 and D1 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.

Local Policy LP TC 6: Out of Centre Retail

Policy Context

11.20 The *NPPF* is clear that the role that town centres play at the heart of communities should be supported and that local policies should seek to ensure the vitality of town centres. Retail developments should be located according to a sequential test and out of town 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 the 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 effect on town centre vitality and viability.

11.21 Where sufficient land is not available within town centres to accommodate retail growth, then other accessible locations should be identified that are well connected to town centres. The *NPPF* states that main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Evidence Base

11.22 There are two out of centre shopping areas in Castle Point, as identified in the *1998 Adopted Local Plan* that provide a mix of convenience and bulky comparison goods. The supermarket at the Stadium Way shopping area provides a high proportion of convenience retail spend in the borough and according to the *South Essex Retail Needs Assessment* attracts residents from outside of the borough. It should be noted that a significant number of the comparison retail units in the area comprise bulky goods such as furniture and DIY, which are not always suited to town centre sites.

11.23 The second out of centre shopping area is at Northwick Road on Canvey Island. Current shopping provision on this site comprises a supermarket, one comparison retail unit and a fast food outlet. There is extant permission for additional retail floorspace at this site.

11.24 The *South Essex Retail Needs Assessment* states that convenience shopping within Castle Point currently supports a local population. New convenience floorspace on 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.

Policy 6

Out of Centre Retail

1. There are two out of centre shopping areas in Castle Point, as identified on the Policies Map, at:

- a. Stadium Way, Rayleigh
 - b. Northwick Road, Canvey Island
2. Development for uses falling within Use Classes A and D of the Use Classes Order 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 1,500m² or greater, consistent with the requirements of policy SP TC 2.

Local Policy LP TC 7: Canvey Town Centre Regeneration

Policy Context

11.25 The *NPPF* states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

Evidence Base

11.26 The *South Essex Retail Study* defined Canvey Town Centre as an important service centre which serves the local population. It found that the majority of its turnover at 93% was from the local population. Canvey Town Centre also has the largest amount of retail floorspace in Castle Point. Although the study found that there was no additional need arising in Castle Point up until 2037 in comparison floorspace the *Canvey Town Centre Masterplan* aims to enhance the viability and vitality whilst improving the offer of Canvey Town Centre without altering the role of the town centre.

11.27 The *Canvey Town Centre Masterplan* was developed following a detailed review of the town centre and considerable community consultation. It is considered that the vision and objectives of the masterplan remain valid, even though its illustrative concepts have not been able to be progressed at this time, and that these will have positive benefits for the town centre.

Policy 7

Canvey Town Centre Regeneration

Canvey Town Centre will be regenerated with the aim of providing an enhanced retail offer alongside a mix of other business, community, residential and open space uses. In order to create a pleasant town centre that is attractive to residents and retail businesses, and

makes the best use of land, the vision and objectives set out in the Canvey Town Centre Masterplan will be taken into account as material considerations in considering development proposals.

Local Policy LP TC 8: Hadleigh Town Centre Regeneration

Policy Context

11.28 The *NPPF* states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

Evidence Base

11.29 The *South Essex Retail Study* stated that Hadleigh Town Centre had a high proportion of convenience floorspace due to the presence of three large foodstores. It is the second largest town in Castle Point and mainly serves the local population.

11.30 Work on the *Hadleigh Town Centre Masterplan* meanwhile has given consideration to the physical issues affecting Hadleigh Town Centre. In particular, the road layout impacts on the quality of the shopping environment and segregates parades within the town centre from one another. There are also a number of sites within the town centre that are dated, or make ineffective use of land. The redevelopment of these sites could not only improve the environment, but also present the opportunity to introduce mixed use developments within the town centre, improving its vitality and vibrancy. There is considerable interest from developers in Hadleigh Town Centre.

Policy 8

Hadleigh Town Centre Regeneration

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. In order to create a pleasant town centre that is attractive to residents and retail businesses, and makes the best use of land, the vision set out in the Hadleigh Town Centre Masterplan will be taken into account as material considerations in considering development proposals.

Local Policy LP TC 9: South Benfleet Leisure Quarter

Policy Context

11.31 The *NPPF* expects local planning authorities to allocate a range of suitable sites to meet a range of anticipated needs including leisure needs.

Evidence Base

11.32 The old centre of South Benfleet comprises a number of pubs and retail units around the High Street area, close to the railway station. The three pubs in this area have been successful in adapting to a changing market. The retail units within this area have over time been adapted with a proportion of them now operating as restaurants and a bar. As a consequence, South Benfleet has grown as a place where people go to socialise and can now be classified as a "leisure quarter".

11.33 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.

11.34 There is also a need for any development to reflect the historic character of the area. There are eleven listed buildings located in this area including the Grade I Church of St. Mary the Virgin and the Grade II* Anchor Inn. The area is therefore designated as a conservation area, and includes other buildings of local heritage importance.

11.35 Additionally, there are a number of residential properties nearby, and therefore any proposal will need to have regard to the amenity of residents in terms of opening hours and the provision of entertainment. Finally, a small part of the area is within flood risk zones 2 and 3, although most of the area is at a low risk of flooding (flood risk zone 1). Therefore, development will in certain circumstances need to be designed to ensure flood resilience and flood resistance. Plans will also need to be put in place to ensure the safety of customers in the event of a flood.

Policy 9

Commercial Leisure in South Benfleet

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 that complement the existing range of provision within the area will be supported, subject to compliance with other relevant policies on design, the historic environment, flood risk and residential amenity being fully addressed.

Local Policy LP TC 10: Encouraging the Re-use of Empty Shops

Policy Context

11.36 The *NPPF* expects local planning policies to promote and create conditions for a strong competitive economy. Planning policies should promote the long term vitality and viability of town centres by allowing them to grow and diversify in a way that can respond to rapid changes in the retail industry to encourage economic activity.

Evidence Base

11.37 Vacant units can impact on the perception of town centres as places to go, and can affect their vitality and viability. It is therefore desirable to minimise the number of vacant shop units.

11.38 It appears that the four town centres in the borough have low vacancy rates and empty units return to active use relatively quickly. However, alternative uses in the short term may help to ensure the vitality of the shopping frontage. In particular, D2 uses and B1a uses may be able to make use of vacant shop units either temporarily or, in certain locations, permanently.

Policy 10

Encouraging the Re-use of Empty Shops

1. Where a property formerly used as shop for uses falling with Use Class A1 of the Use Classes Order has been vacant for 6 months or longer, and it can be demonstrated that all reasonable endeavours have been made to promote its re-use consistent with policies LP TC 3 to LP TC 9 of this plan, consideration will be given to permitting the re-use of the property for an alternative use to that prescribed by the aforementioned policies, subject to the following criteria:
 - a. The use must be compatible with other existing uses adjacent to the property; and
 - b. The proposed re-use must not interrupt an active shopping frontage. It must be:

- i. Peripheral to the shopping parade or area in which it is located; or
 - ii. Provide an active frontage itself by virtue of the proposed use.
2. Where this policy is applied in relation to a shop unit within a primary shopping frontage, any permission granted will be temporary and last no longer than 12 months. Where permission is sought to renew such a temporary permission within a primary shopping frontage, details must be submitted demonstrating that a thorough further search for a policy compliant use has been undertaken.

Local Policy LP TC 11: Food and Drink uses

Policy Context

11.39 The NPPF states that planning policies should, amongst other things, promote the long term vitality and viability of town centres by allowing them to grow and diversify in a way that can respond to rapid changes in the retail industry to encourage economic activity. Policies should make clear the range of uses permitted in such locations.

11.40 Additionally, local planning should take account and support local strategies to improve health, social and cultural well-being for all.

Evidence Base

11.41 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 use class) differ in purpose from restaurants or cafés (A3 use class), however, some businesses classified as restaurants (A3 use class) also offer takeaway services. This is the case for many fast food restaurants, and also for many restaurants serving Indian or Chinese style cuisine. This increased proliferation of hot food takeaways over recent decades is reducing the diversity of retail offer, as well as having significant influence over food consumption patterns.

11.42 Hot food takeaways can contribute towards unhealthy lifestyles. Research shows that increased exposure and opportunity to buy fast food (including proximity and opening hours) results in increased consumption levels which can have negative effects on health. This is because some hot food takeaways offer energy-dense food with high levels of saturated fat, sugar, salt and preservatives which are linked to obesity and related health conditions.

11.43 England has one of the highest rates of obesity in Europe and in the developed world. Public Health England report *Adult Obesity (2018)* acknowledges obesity is one of the most widespread threats to health and well-being in the country and that there is a link between excess body weight and diseases such as type 2 diabetes, cancer and heart disease.

11.44 Whilst local shopping parades are a sustainable location for hot food takeaways because they are close to where people live, there are some instances where the number of takeaways in such parades dominates over A1 shopping provision, reducing the diversity of local retail available.

11.45 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* 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.

11.46 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.

Policy 11

Food & Drink Uses

In order to ensure that excessive concentrations of particular types of food and drink uses are avoided, applications for hot food takeaways falling within Use Class A5 will be supported where the following thresholds are not exceeded:

- a. Within Town Centres, no more than 10% of shop units comprise hot food takeaways;
- b. Within local shopping parades comprising 6 or less shop units, no more than 50% of the shop units comprise hot food takeaways;
- c. Within local shopping parades comprising 7 to 14 shop units, no more than 30% of the shop units comprise hot food takeaways; and
- d. Within local shopping parades comprising 15 or more units, no more than 20% of the shop units comprise hot food takeaways.

12 Promoting healthy and safe communities

Strategic Policy SP HS 1: Strategy for Healthy and Safe Communities

Policy Context

12.1 The *NPPF* states that the planning policies should aim to achieve healthy, inclusive and safe communities which promote social interaction and create opportunities for meetings between people and community cohesion. Planning policies should promote the provision of safe and accessible facilities, infrastructure, public spaces and local services to improve health, social and cultural wellbeing for all sections of the community.

12.2 The *NPPF* expects planning policies to plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments. Policies should guard against the unnecessary loss of valued facilities and services and look to ensure that they are able to develop and modernise for the benefit of the community.

12.3 The *NPPF* states the importance of ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Additionally there should be access to a network of high quality open spaces and opportunities for sport and physical activity for the health and well-being of communities.

12.4 Locally, the *Local Strategic Partnership* which consists of statutory bodies and voluntary community groups help deliver positive change within the South Essex area. These partnerships include: Health & Wellbeing, Community Safety, Community Development and Local Children's Commissioning & Delivery.

Evidence Base

12.5 The *Essex Joint Strategic Needs Assessment (JSNA) A profile of people living in Castle Point* sets out information on the health and well-being of residents in Castle Point. Smoking, obesity and increasing physical activity are seen as areas that need to be improved. Castle Point has the highest smoking prevalence in Essex at 26.9% which is considerably higher than the national average (18%). The study shows that Castle Point has the highest level of overweight and obesity amongst adults across Essex at 70.2%. Meanwhile, only 16.8% of adults in Castle Point take part in the recommended amount of physical activity to benefit their health. Childhood obesity is the focus of public health teams across the country, as excess weight in childhood is a major risk factor for obesity and health related problems in adulthood. Roughly 35.1% of 10 and 11 year old's in Castle Point are considered to be obese or overweight. Opportunities to encourage physical activity therefore have an important role to play in making the community in Castle Point healthier and will help lower the risk of cardiovascular disease, stroke and coronary heart disease.

12.6 The impacts of smoking, obesity and low levels of physical activity are reflected in the health of the population. There has been an increased amount of diabetes recorded in the borough in the years proceeding 2014/15, with 7.3% of the GP registered population being diagnosed with diabetes, this makes Castle Point the second highest in Essex. Although

the levels of people that died prematurely from cardiovascular disease has decreased to 56.9 per 100,000 people, it is important for this trend to continue and prevention, treatment and lifestyles are all important in achieving this.

12.7 The number of residents aged 65 and over is expected to increase by 19% between 2015 and 2025, this will equate to roughly 28% of the population in the borough. As Castle Point has an ageing population, this is another factor affecting the health profile of the population in the area. As well as affecting the level of poor health reported above, it is also linked to specific illnesses that affect older people such as dementia. In 2014 1,410 people aged over 65 in the borough were thought to have dementia, this number is expected to rise by 70% to 2,390 by 2030.

12.8 The *JSNA A profile of people living in Castle Point* highlights clear inequalities in health across the borough. The study found that within the 57 Lower Super Output Areas (LSOAs) in Castle Point one LSOA fell within the 10% most deprived areas in England and four fell in the 20% most deprived. In contrast one LSOA was in the top 10% most affluent areas and 11 were in the top 20% most affluent areas in England. Canvey Island South, Canvey Island Central and Canvey Island Winter Gardens are the most deprived wards in the borough and are areas with high deprivation and health inequalities. In seeking an active and healthy community it is therefore necessary to consider how policies can benefit areas of inequality in particular.

12.9 The Castle Point and Rochford Clinical Commissioning Group (CCG) undertook a *Locality Estates Strategy*, it found (subject to further feasibility work / options appraisal and businesses cases) that an estimated \$48.5 million of capital investment will be required in Castle Point and Rochford over the next ten years to ensure that the state infrastructure is in place to enable the delivery of modern, integrated care services to the population. This includes Primary Care Hubs on Canvey Island and Benfleet, Primary Care Spokes and Administrative Hubs.

12.10 *An Open Space Appraisal* has meanwhile identified the current and future needs for different types of open space provision within Castle Point. This identified issues more in terms of the quality and accessibility of open space provision in Castle Point rather than with the overall quantity which broadly aligns with established targets for such provision. Particular areas of improvement were the provision of more formal parks and gardens, which may be popular amongst older people, and the quality of sports facilities, which will have a role to play in encouraging greater physical activity amongst the adult population. Disabled access was also an issue for some areas, which may need to be addressed given the ageing population and increased occurrence of disability and mobility problems that will accompany this growth. An issue with accessibility to children's play spaces was also identified which will require increased provision at west and east Canvey, and in Thundersley and Daws Heath to be addressed.

12.11 The provision of community facilities and open spaces can also assist in increasing community resilience.

12.12 Open spaces are part of the network of green infrastructure in Castle Point, which provides a range of environmental services contributing towards better health such as pollution mitigation, flood risk management and providing a green attractive environment that assists with mental well-being as well as physical well-being. Green infrastructure includes green corridors such as cycle ways and footpaths which can help people fit activity into their normal day without too much compromise i.e. walking to the shops or cycling to work.

12.13 The provision of community facilities meanwhile provide the opportunity for people to come together enhancing community inclusion and cohesion, and providing the ability for people to support one another during normal day to day life, and also during unusual events.

12.14 The *Thames Estuary 2100 Plan* values the provision of open spaces for their ability to assimilate flood waters, whilst also recognising the opportunities presented by community facilities to provide refuges and safe havens in the event of a flood or other hazardous event.

12.15 One of the *Essex Joint Health and Wellbeing Strategy 2018-2022* action points is to reduce the numbers of people becoming dependant on health and adult social care by facilitating the best conditions for carers to operate. This includes increasing the proportion of carers who find it easy to find information about support.

12.16 The *Essex Adult Social Care Market Position Statement 2015* indicates that there were 7,550 people aged over 65 with care needs which equates to roughly a third of all residents aged over 65 in Castle Point. Throughout Essex there is expected to be an increase in the amount of older people that experience poor physical and mental health, especially where there is a greater concentration of older people with social care needs in the less deprived areas, as found in Castle Point. It is important that community services are developed which encourage social activity and community cohesion in order to reduce dependency on social care services amongst older people, as a result of social isolation.

12.17 The current social care budget for Essex is £181 million. This is expected to increase year on year by between £11 million and £15 million. Ongoing increases of this kind are unsustainable. Currently, £92 million is spent on residential care each year (approximately 50% of the social care budget). Through increased investment in community care, and community and voluntary services it is aimed to reduce expenditure on residential care. Opportunities for people to meet, and places for community and voluntary organisations to provide services within the community are therefore essential to the long-term strategy for adult social care within Castle Point.

Policy 1

Strategy for Healthy and Safe Communities

1. In order to ensure that the communities in Castle Point are active and healthy, and adult social care services are sustainable into the future, the Council will seek to deliver the following:
 - a. A high quality, healthy, living environment;

- b. A more physically active population;
- c. Greater community cohesion, reducing social isolation, particularly amongst older people;
- d. Greater community resilience, and increased ability within the community to run facilities, services and events for itself;
- e. Reduced levels of deprivation and health inequalities on Canvey Island, and at west Canvey in particular; and
- f. Opportunities for all young people to meet their potential and flourish.

2. This will be achieved by:

- a. Working with partner organisations, including community groups and the voluntary sector, to deliver multi-functional open spaces and green infrastructure projects consistent with policy SP NE 1;
- b. Working with partner organisations, including community groups and the voluntary sector, to deliver community infrastructure projects and services that meet current and future needs, and support wider community resilience;
- c. Identifying development locations which provide opportunities to secure additional open space, green infrastructure and community infrastructure; and
- d. Maximising opportunities to secure investment in open space, green infrastructure and community infrastructure provision.

Local Policy LP HS 2: Indoor Sport, Leisure and Recreation

Policy Context

12.18 The NPPF expects planning policies to plan positively for the provision and use of a range of shared spaces and community facilities including, amongst other things sports venues, meeting places and cultural buildings.

12.19 The NPPF is clear that access to opportunities for sport and physical activity is important to the health and well-being of communities.

12.20 Locally, the Health and Wellbeing Partnership aim to increase adult physical activity in the Borough; which has been identified as an issue in the borough.

Evidence Base

12.21 As set out for the previous policy, Castle Point has the highest level of obesity amongst the adult population in Essex, and relatively low levels of adult participation in regular physical activity. Compared to the county average Castle Point has a higher level of physical activity in terms of organised sport participation at 39.6% of adults and club membership at 28.1% of adults. Although these levels are higher than the Essex average, it is important that the borough enhances, maintains and where appropriate create facilities in order to encourage active lifestyles.

12.22 The *Castle Point Playing Pitch Strategy Assessment Report* found that the majority of sports within Castle Point has sufficient facilities 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. 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.

12.23 In 2018 the Council invested £1 million into the refurbishment of Runnymede Leisure Centre in Thundersley, the centre now provides state of the art facilities and encourages participation for the local community.

12.24 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 contribute towards the variety of opportunities for residents to take part in physical activity.

Policy 2

Opportunities for Indoor Leisure and Sports

1. In order to increase participation in physical activity, the Council will seek to secure the following provision in terms of 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. One 3G pitch on Canvey Island and two 3G pitches in the Benfleet, Hadleigh and Thundersley area; and
 - d. A community sports hall 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;

- b. Working with schools and other owners of indoor sport facilities to increase community access to these facilities during non-school hours;
- c. Encouraging the use of multi-functional community halls and school halls for the purpose of group exercise classes;
- d. Seeking from development proposals in appropriate locations the provision of land to enable the delivery of additional leisure and sport facilities;
- e. Working with partners and the community to deliver suitable facilities; and
- f. Maximising opportunities to secure investment in the provision of these facilities.

Local Policy LP HS 3: Outdoor Sport, Leisure and Recreation

Policy Context

12.25 The *NPPF* recognises that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well being of communities, Local planning policies should identify the need for open space and opportunities for new provision. Existing open spaces should not be built on unless an assessment has been undertaken which clearly shows the open space to be surplus to requirements or that the loss resulting would be replaced by an equivalent, better or alternative provision which clearly outweighs the loss of the current or former use. except where an assessment shows it is surplus to need, or else the development proposed would enhance the use of the open space for sport and recreation, or the open space is replaced by a suitable or better alternative.

12.26 Additionally, the *NPPF* expects planning policies to protect and enhance public rights of way and access and take opportunities to provide better facilities for users.

12.27 Finally, in relation to open spaces, the *NPPF* expects local planning policies to enable and support healthy lifestyles and address local health and wellbeing needs through the provision of safe and accessible green infrastructure.

12.28 *Policy SP NE 1* of this plan sets out requirements for the provision of Green Infrastructure in Castle Point. This policy seeks to deliver the ambitions of the *South Essex Green Grid 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.

Evidence Base

12.29 The *Open Space Appraisal Update 2012* set out six policy recommendations for the improvement of open space provision in the borough:

- promote links within and between open spaces;

- improve accessibility of open spaces;
- encourage participation in sport and outdoor recreation;
- increase open space provision where needed;
- improve facilities in open spaces; and
- improve biodiversity.

12.30 The Council's Leisure & Recreation Strategy 2015 recognises that there are a wide range of leisure and active recreation opportunities currently available in the borough and also that there are some gaps in current provision. In addressing these issues the strategy considers the wider use of current partnerships, different service delivery options and the extension of network opportunities to share the scope and possibility for enhanced delivery across organisations.

12.31 The strategy focuses on the facilities in place, how to work effectively to maintain and improve those and how to work more effectively with alternative providers, clubs, voluntary groups, health and educational partners to deliver the vision.

12.32 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:

- additional parks and gardens, (potentially provided within existing amenity green spaces);
- additional natural green space to be provided in Thundersley;
- additional children's playspaces should be provided in a number of 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.

12.33 New development can increase recreational pressures on those areas of open space that have a nature conservation value, and so additional public open space for all new development is important to address this issue.

12.34 The Canvey Wick Nature Reserve on Canvey Island will provide additional open space in the Borough and will create new walking and cycling trails extended to the south west of Canvey Island better linking the existing 'round Island' network of footpaths and cycle ways.

Policy 3

Opportunities for Outdoor Recreation

1. Public access will be secured to open space in Castle Point during the period 2018 to 2033 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 Castle Point and where appropriate across boundaries to neighbouring settlements. This will be supplemented by additional provision secured on development sites. Residential development sites in excess of 3ha will be required to provide 80m² of high quality public open space per home.⁽¹⁾
2. In order to ensure that there is good access to a variety of open space opportunities within Castle Point, the following provision will be sought, as part of the open space provision on development sites in appropriate locations, and by working with partners:
 - a. Additional parks and gardens throughout the borough;
 - b. Additional accessible natural green space throughout the borough;
 - c. Additional Multi Use Games Areas (MUGAs)
 - d. New and improved ancillary features such as changing rooms, floodlighting (where appropriate) and car parking;
 - e. Additional children's play spaces in:
 - i. West Canvey
 - ii. East Canvey
 - iii. Central Thundersley
 - iv. Daws Heath
 - f. Outdoor bowls provision on Canvey;
 - g. Improvements to tennis court provision;
 - h. Improvements to hard-court provision; and
 - i. Improved playing pitch provision, including the creation of additional pitches in less flood prone locations and 3G pitches.

¹ This requirement will apply to application sites of less than 3ha where they form part of a residential allocation identified in Chapter 13 which is 3ha in size or greater

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;
 - c. Improved facilities within open spaces; and
 - d. Improved biodiversity within open spaces.
4. Opportunities to maximise funding to deliver this provision will be pursued.

Local Policy LP HS 4: Education, Skills and Learning

Policy Context

12.35 The *NPPF* stresses the importance of local authorities ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The local planning authority should take a proactive, positive and collaborative approach to meeting the requirement, and to development that will widen choice in education.

12.36 The Castle Point and Rochford Local Strategic Partnership identifies education and skills as a priority, and has a specific Children's Board and a specific board for Skills and Business.

Evidence Base

12.37 There are many ways in which people can be engaged in education, skills and learning. The need for each type of provision varies depending on the age group served and the flexibility in the type of provision under consideration.

Schools

12.38 Essex County Council has the statutory responsibility for ensuring that there are sufficient school places across the County. Its *Commissioning School Places in Essex 2017-2022* document forecasts a surplus from 2016-17 of 84 primary and 402 secondary school places across the Borough to the school year 2021-22 when pupil numbers arising from new housing are considered. This has significantly reduced from the *Commissioning School Places 2013-2018* version which estimated a surplus of 476 primary and 730 secondary school places across the Borough in the school year 2017-18. The reduction in surplus predicted is a positive outcome and will improve the opportunity for children within the Borough to attend their local schools.

12.39 The *JSNA A profile of people living in Castle Point* found that 54.6% of pupils attending a secondary school in Castle Point achieved five or more GCSE's at grades A*-C including English and Maths which is below the Essex average of 57.6%. Within Castle Point 88.5% of all primary and secondary school children attend a good or outstanding school as judged by OFSTED, the government's inspector of schools. Previously, the secondary schools on Canvey had not performed as well as their counterparts in Benfleet and Thundersley, however following significant investment in new school provision these schools have seen substantial improvements.

12.40 The good quality secondary schools in Benfleet and Thundersley attract pupils from beyond Castle Point. It is common for children living within Basildon and Southend to seek secondary school places within these schools. The *Open Space Appraisal* shows that these schools also provide additional ancillary facilities to the community including publicly accessible sports facilities.

12.41 In addition to mainstream schools, there are two schools for pupils with special educational needs in Castle Point - the Glenwood School and Cedar Hall School. These schools provide places for pupils from an extended catchment area, and have an important role to play in responding to parent choice for those pupils with special educational needs.

Further and Higher Education

12.42 There are currently four locations providing post-16 education provision in Castle Point. USP (SEEVIC) college, located in Thundersley, is the largest provider offering a range of academic and vocational courses. The King John School and Appleton School, in Thundersley and Benfleet, have sixth forms which also offer a range of academic and vocational courses for a smaller number of students. Finally, the Canvey Skills Campus, which opened to students in 2013, offers a range of vocational courses in conjunction with partner Colleges in South Essex.

12.43 Students living in Castle Point can also access the South Essex College campus in Southend with relative ease by public transport. This offers a range of academic and vocational courses, with a specialism in art based subjects. It is proposed to open a South Essex College in Basildon town centre. This may therefore prove a more attractive destination to Castle Point students in the future.

12.44 The Council does not anticipate a significant increase in demand for additional further education provision within Castle Point in the long-term and it is unlikely that additional facilities will be needed to address short term demand, as further education can be offered in a more flexible way than school based education. The Council are aware of changing requirements of further education fields and the Council is working with its partners in order to ensure that there are appropriate facilities for post-16 education.

12.45 The *JSNA A profile of people living in Castle Point* found that aspirations in Castle Point are particularly low compared to the Essex average (54%), with just 35% of secondary school pupils wanting to go to university. It is possible to access higher education courses

at USP (SEEVIC), and over the past decade, there have been increased opportunities to undertake higher education studies within commuting distance of Castle Point in Southend, Chelmsford, Colchester and East London in particular.

Adult Community Learning

12.46 The adult population in Castle Point has a relatively low qualification base. Only 14.6% of the residents in the Borough have level 4 qualifications or above (degrees and their equivalents) compared with 25.7% in the East of England. The proportion of people with no qualifications is meanwhile very high. 29.9% of the population have no qualifications compared to the East of England average of 22.5%. Education deprivation, as measured by the Indices of Multiple Deprivation, is particularly high on Canvey Island, reflecting the inequalities that exist in Castle Point.

12.47 Adult education has a role in play in addressing issues associated with a low skills base and inequalities in educational attainment. Essex County Council have increased the profile of Adult Community Learning in both supporting the economy, and in providing opportunities for people to learn new skills. Adult learning therefore has a role to play in addressing deprivation and inequalities in the population by helping people become more employable, and able to take on better paying jobs. It also has a role to play in reducing social isolation by providing opportunities for the active older population to get involved in new activities and meet new people.

12.48 The demand for adult education may therefore grow over time, although this will not necessarily be linked to demographic change. In general, Adult Community Learning can make use of existing facilities, and multi-use facilities such as community halls and community spaces in libraries. However, at present there is an issue with identifying spaces available during the day-time in Castle Point.

Early Years and Childcare

12.49 The Essex Early Years and Childcare service report a likely increase in the demand for the provision of spaces in nurseries and pre-schools as the Extended Funding Entitlement (EFE) changes took effect in September 2017, which now enable working families to an additional free 15 hours for 3-4 year olds.

12.50 In addition to nurseries and pre-schools play an important role within the early years and childcare service. They provide the opportunity for families to access services and support that assist in ensuring the well-being of children and young people.

12.51 Essex County Council provides yearly sufficiency data for Early Years and Childcare on an interactive mapping system. Their 2017 data found that with the exception of South Benfleet all areas in Castle Point have an average cost per term less than £2,905 with the majority of Canvey Island being less than £1,375 per term. The Borough appears to have a relatively good supply with most areas having vacancies for 2, 3 and 4 year olds. East Canvey and South Benfleet have the least amount of spaces available compared to the rest of the Borough. Although there is a good supply there is scope to improve facilities as less than 50% of all providers are classed as good or outstanding.

Youth Services

12.52 There are a number of organisations that provide young people the opportunities to extend their skills and abilities beyond traditional education through community engagement and activity, and through participation in extra curricula activities such as the Duke of Edinburgh scheme. These organisations usually require additional facilities to run these services, but require the regular and continuing use of existing facilities within the community. Other military, community and charity based groups also operate within Castle Point to offer opportunities for young people to develop their skills and fulfil their potential.

Libraries

12.53 There are currently four libraries within the Borough. These provide opportunities for the whole community to access self learning tools including books, computers and other types of media. The way people access library services is changing, and will continue to change as a result of technology, although the need for libraries is likely to remain in Castle Point as a result of the ageing population, and the need to encourage young people to read and engage with books. There is therefore likely to be a need to support libraries in responding to the changing demands of the community.

Policy 4

Education, Skills and Learning

1. The Council will support, in principle, proposals which seek to improve the quality and choice of education and learning opportunities in Castle Point. In particular, it will support in principle proposals which:
 - a. Provide parental choice, having regard to both the local area, and other areas from which pupils or students may come;
 - b. Support a successful local economy;
 - c. Enable local people to better access employment opportunities; and/or
 - d. Provide opportunities for community activity and engagement, reducing social isolation.
2. Where a residential or mixed use development proposal, by virtue of its scale and/or location will increase demand for education facilities beyond those available within the local area, additional facilities may be sought on site through a Section 106 Agreement.

3. Where the cumulative impacts of residential development within a local area increase demand for education facilities beyond those available, the Council will use a proportion of any Community Infrastructure Levy raised within that local area to support capacity improvements to education infrastructure.
4. For the purpose of this policy, education facilities includes, but are not limited to: nurseries, pre-schools, children's centres, schools, colleges, libraries, youth facilities and other community learning spaces.

Local Policy LP HS 5: Health and Social Care

Policy context

12.54 An overarching objective of the *NPPF* is that the planning system and local planning policies should support strong, vibrant and healthy communities and plan to meet current and future need to support communities health and wellbeing.

12.55 Health and social care are essential community services with provision delivered through both the public and voluntary sectors. In April 2013 responsibility for public health transferred to the County Council from the NHS. Essex County Council therefore have a statutory duty to 'improve the health of their local populations'. A Health and Wellbeing Board has been established to determine how this will be achieved across Essex, and work is underway to establish a strategy for achieving this statutory duty. Locally, the work of the Castle Point and Rochford Health and Wellbeing Partnership seeks to deliver specific projects in Castle Point. The priorities of this partnership are dementia and vulnerable older people, long term chronic illness and conditions and mental health.

12.56 The provision and commissioning of primary and secondary healthcare services is the responsibility of NHS England in liaison with Clinical Commissioning Groups. The Castle Point and Rochford Clinical Commissioning Group cover Castle Point, and are currently developing a strategy for the delivery of high quality healthcare services within the area.

12.57 Essex County Council are responsible for social care provision in Essex. Various strategies have been produced in order to ensure that social care provision responds to the various needs of different groups within the population including both young people and older people. Typically, community based initiatives which reduce the need for costly residential based responses are favoured by the County Council.

Evidence Base

12.58 Growth, in terms of housing and employment, is proposed across a wide area and would likely have an impact on future healthcare service provision. Existing GP practices in the area do not currently have capacity to accommodate significant growth.

12.59 In terms of optimal space requirements to encourage a full range of services to be delivered within the community there is an overall capacity deficit, based on weighted patient list sizes, within the 14 GP Practices providing services in the area.

12.60 The CCG, working with Local Authorities and local stakeholders has begun to address Primary Care capacity issues in the area as part of the wider Estates Strategy for the Mid & South Essex Sustainability & Transformation Partnership (STP). On this basis, new homes will increase pressure on existing provision, creating additional demand for healthcare services.

12.61 NHS England & the CCG have indicated that they will seek to deliver capacity improvements to meet existing and future needs through improvements to existing surgeries where possible. There may also be a requirement for additional infrastructure to accommodate new models of care as set out within the Five Year Forward View.

12.62 Existing surgeries in Castle Point are, in the main, of a good standard and generally perform well when assessed by the Care Quality Commission (CQC) and through patients' surveys.

12.63 In terms of social care provision, the Essex County Council *Adult Social Care Market Position Statement* shows that the demand for social care support amongst older people is likely to increase by 66% in the period to 2030. This will impact on the sustainability of social care services, particularly if residential care provision continues to be required at its current level, requiring around 50% of the adult social care budget. There is therefore a drive towards people staying in their homes and receiving domiciliary care, greater levels of community and voluntary sector involvement in care provision and in reducing social isolation and the need for care.

12.64 As set out in the evidence base for policy SP HS 1, there are considerable issues associated with inequalities in health in Castle Point that need to be addressed through the provision of health and social care services. Women living towards the west of Canvey Island experience life expectancy significantly below the national average.

Policy 5

Health and Social Care Provision

1. The Council will support, in principle, proposals which seek to improve the quality of health and social care provision in Castle Point. In particular, it will support in principle proposals which:
 - a. Improve the quality and level of provision of primary and secondary healthcare services within Castle Point;
 - b. Enable the provision of social care services within the community;

- c. Seek to reduce social isolation, particularly amongst older people; and/or
 - d. Aim to reduce health inequalities, at west Canvey in particular.
2. Where the cumulative impacts of residential developments within a local area increase demand for healthcare services beyond those available, the Council will use a proportion of any Community Infrastructure Levy raised within that local area to support capacity improvements to healthcare infrastructure.

Local Policy LP HS 6: Identified Community Areas

Policy Context

12.65 The *NPPF* states that planning policies should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. The *NPPF* also states that local planning authorities should allow established community facilities and services to be able to develop and modernise and to be retained for the benefit of the community.

Evidence Base

12.66 Many of the schools, community halls and GP surgery buildings within the Borough are ageing and have issues accommodating the services required. There is a need to retain sites for community uses, but enable improvements to facilities on these sites so that they can meet the needs of local people into the future.

12.67 The Paddocks Community Facility at Long Road Canvey Island is an asset highly valued by the local community, and has a long history of providing cultural, leisure and social events. However the building is reaching the end of its design life and evidence shows that if the community facility is to continue within the lifetime of this plan, the building will need to be renewed. The renewal of the building is supported together with any appropriate and proportionate enabling development as well as rearrangements to car parking on site.

Policy 6

Community Areas

1. The locations of Community Areas are identified on the Policies Map.
2. Community Areas will be retained for use as education facilities; sports and leisure facilities; non residential health and social care facilities; cultural facilities; community centres; and places of worship.

3. Within Community Areas, favourable consideration will be given to high quality developments which improve existing community facilities, provide new community facilities, or change the use to another community facility, where it can be demonstrated that:
 - a. The new or improved facility or use will provide greater community benefits; or
 - b. There is an identified surplus of the existing community service or facility in the area and it would be bring about broader benefits to provide an alternative community use.

4. The extent of the Paddocks Community Area is shown on the Policies Map. Within this Community Area, proposals for the renewal of The Paddocks community building for community, sports and leisure activity, health and social care, and cultural activities will be supported, together with appropriate enabling development and a revised car park layout.

Local Policy LP HS 7 - HS 9: Identified Open Spaces; Identified Allotment Gardens; and Identified Playing Fields

Policy Context

12.68 The *NPPF* is clear that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities. Existing open spaces should not be built on unless an assessment has been undertaken which clearly shows the open space to be surplus to requirements or that the loss resulting would be replaced by an equivalent, better or alternative provision which clearly outweighs the loss of the current or former use.

Evidence Base

12.69 The existing open space network includes country parks, nature reserves, woodlands, parks, cemeteries, children's play areas, amenity green spaces, green corridors, marshes, the seafront and coastal pathways. Other open spaces which are not publicly available include allotment gardens and playing fields associated with educational uses; these offer important opportunities for outdoor recreation, leisure and educational uses. *The Open Space Appraisal* identified 1,219ha of open space in the borough. This assessment classified the 142 open spaces in the borough into 10 types of open space. The *Open Space Appraisal* identified that all open spaces including allotment gardens and playing fields should be preserved and where possible increased.

Policy 7

Open Spaces

1. The locations of existing open spaces are identified on the Policies Map, and a schedule of these open spaces is included at Appendix 4.
2. Existing open spaces, identified on the Policies Map, will be retained and opportunities to improve them will be pursued having regard to policy LP HS 3.
3. Regard should be given to Policy LP HS 11 when determining proposals for development on open space.

Policy 8

Allotment Gardens

1. The locations of existing allotment gardens are identified on the Policies Map, and a schedule of these allotment gardens is included at Appendix 4.
2. These areas are to be retained for use as allotment gardens, and opportunities to improve these spaces will be pursued having regard to policy LP HS 3.
3. Regard should be given to Policy LP HS 11 when determining proposals for development on allotment gardens.

Policy 9

Playing Fields associated with Educational Uses

1. The locations of existing playing fields associated with educational uses are identified on the Policies Map, and a schedule of the playing fields associated with educational uses is included at Appendix 4.
2. Existing playing fields associated with educational uses will be retained and opportunities to improve them will be pursued having regard to policies LP HS 3.

3. Regard should be given to Policy LP HS 11 when determining proposals for development on existing playing fields associated with educational uses.
4. In cases where an educational facility is relocated or removed, the playing field(s) associated with the facility should be retained as open space; any development proposed for the resultant space will be subject to Policy LP HS 11.

Local Policy LP HS 10: Development of Community Facilities

Policy Context

12.70 The *NPPF* states that planning policies should plan positively for the provision of shared spaces and community facilities such as local shops, meeting places, sports venues, open space, cultural buildings, public houses, places of worship and other local services to enhance the sustainability of communities and residential environments. Policies should ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community.

Evidence Base

12.71 As well as improvements to existing infrastructure, there are long term infrastructure issues which need to be addressed such as the need for increased provision of certain types of facility to accommodate population growth in the borough as set out in this plan; this growth will require the provision of additional community facilities and services in order to ensure communities can meet their day to day needs.

12.72 Flexibility is also essential to the design of new and improved community facilities. This will ensure that they meet the changing needs of the community into the future, and also assist with enhancing community resilience by enabling the community to adapt spaces and places to meet their needs. For example, community facilities provide additional opportunities to provide community refuges and safe havens in the event of a natural or man-made incident. The *TE2100 Plan* supports the use of community spaces in this way.

12.73 Accessibility is also a fundamental consideration. Community facilities should be capable of being used by everyone within the community regardless of disability, or the ability of an individual to drive or own a car. Therefore, community buildings should be designed to allow for disabled access and should be located in order to provide the opportunity for as many people as possible to access the facility by foot and/or by public transport. Sites where many facilities are located together are supported due to the benefits they offer in terms of accessibility to those without private means of transport.

Policy 10

Development of Community Facilities

1. In order to allow communities to meet their day to day needs proposals for new and proposals for extensions, alterations or redevelopment of existing community facilities such as: education facilities; sports and leisure facilities; libraries; non residential health and social care facilities; cultural facilities; community centres; and places of worship, will be supported where it can demonstrated that the development will:
 - a. Respond to the modern needs of the local community;

- b. Provide flexible space that can respond to the changing and specific needs of the local community, and where appropriate be capable of offering safe refuge in the event of a natural or man-made incident occurring;
 - c. Provide inclusive access to all members of the community, including those with disabilities;
 - d. Be located in a sustainable location, and within walking distance of public transport provision; and
 - e. Comply with all other relevant policies in this plan.
2. Where a development proposal would result in the loss of a community facility, the proposal will only be supported where:
- a. An assessment has been undertaken which indicates that the existing facility is surplus to requirement; or
 - 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 S106 Agreement will be used to secure the replacement provision.

Local Policy LP HS 11: Appropriate Development on Open Spaces

Policy Context

12.74 The *NPPF* states that existing open spaces should not be built on unless an assessment has been undertaken which clearly shows the open space to be surplus to requirements or that the loss resulting would be replaced by an equivalent, better or alternative provision which clearly outweighs the loss of the current or former use.

Evidence Base

12.75 The *Open Space Appraisal* indicated whilst there is a significant amount of open space provision in the borough it is not considered that there is a surplus of open space provision. Therefore, open spaces are not proposed for redevelopment within this plan.

12.76 It is however considered that the quality of some of open spaces could be improved through the provision of public toilets and other amenities such as benches, signposting and maps. Additionally, there is a need in some open spaces for disabled access to be improved.

12.77 The *Castle Point Playing Pitch Strategy Assessment* meanwhile considered that some of the sports pitch provision in Castle Point could be improved through the provision and improvement of ancillary facilities such as changing rooms and floodlights.

12.78 Many schools and other community facilities within the Borough are situated adjacent to playing pitches or other open spaces. There could be a potential need for these community facilities to expand further in the future.

12.79 Some open spaces in Castle Point provide flood water storage. Other open spaces are located adjacent to the sea defences on Canvey Island, and may need to be kept clear of development to allow future flood defence works to take place. The *TE2100 Plan* seeks to improve the sea defences on Canvey Island during the next 100 years to accommodate the impacts of climate change. Open spaces are part of the Green Infrastructure network in Castle Point and consideration of the other environmental services an open space provides should be a consideration when determining applications affecting such areas.

Policy 11

Developments on Open Spaces; Allotment Gardens; and Playing Fields associated with Educational Uses

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 recreation use or improve the recreational quality of the space;
 - b. The overall use of the open space is retained for recreation purposes;
 - c. 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. The proposal would comply with all other relevant policies within this plan.
2. Any developments resulting in a loss of 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 requirement; or
 - b. The loss will be replaced by equivalent or better provision in terms of quantity and quality in a suitable location nearby. Where appropriate, a S106 agreement will be used to secure the replacement provision.

13 Promoting sustainable transport

Strategic Policy SP TP 1: Transport Strategy

Policy Context

13.1 The NPPF expects local planning authorities to consider transport issues at the earliest stages of plan-making. The planning system should actively manage patterns of growth, to support the following objectives:

- Addressing potential impacts of development;
- Opportunities from existing and proposed infrastructure, technology and use are realised;
- Opportunities to promote walking, cycling and public transport are pursued;
- The environmental impact of traffic and transport infrastructure is taken into account; and
- Movement, streets and parking are integrated into designs.

13.2 Furthermore the NPPF expects planning policies to be prepared with the active involvement of local highway authorities, other transport providers and operators and neighbouring councils, so that strategies and investment for sustainable transport and development are aligned.

13.3 Within Essex, the transport strategy is set out within the *Essex Local Transport Plan (June 2011)*. This document sets out the overall vision for transport provision in Essex as being “a transport system which supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.” In order to achieve this vision, five strategic outcomes are identified. These are to:

- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;
- Improve safety on the transport network and enhance and promote a safe travelling environment;
- Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and
- Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

13.4 Essex is a diverse county with different sub-areas that have different needs and issues with regard to transport provision. The South Essex sub-area, in which Castle Point is located, can be heavily congested, particularly at peak periods. The *Essex Local Transport Plan* therefore identifies a specific suite of priorities for South Essex that aims to promote more sustainable modes of transport that support economic growth ambitions. These priorities are:

- Providing for and promoting access by sustainable modes of travel to new development areas;

- Improving public transport links within and between the Thames Gateway towns (including the *A13 Passenger Transport Corridor* and other enhanced public transport schemes);
- Improving the availability of sustainable travel choices and raising public awareness of these through travel planning;
- Addressing maintenance, signing and broken links in the cycle network to improve conditions for cyclists and create a safer atmosphere for cycling.
- Improving the attractiveness and ease of use of public spaces to support regeneration;
- Improving journey time reliability on strategic inter-urban routes including the A127, A129, A130 and the A13;
- Improving access to London Gateway port and London Southend Airport.

13.5 Within South Essex, there are three Local Transport Authorities - Essex County Council, Southend-on-Sea Borough Council Unitary Authority and Thurrock Council Unitary Authority. These authorities are part of the Association of South Essex Local Authorities, and are pursuing a number of work-streams as part of the South Essex 20150 vision, including a Joint Strategic Plan, and transforming transport connectivity.

Evidence Base

13.6 Castle Point sits within the heart of the South Essex sub-area, and as a consequence suffers from congestion at peak times. A number of routes within and nearby Castle Point operate at capacity, and it is common for a single incident within the network to cause excessive journey times. The *Transport Evidence for the New Local Plan* undertook modelling of peak time traffic flows in Castle Point having regard to 17 key junctions across the borough. This indicates that currently some junctions operate at or over capacity. By 2033, it is expected that more of these junctions will exceed capacity, unless improvements are delivered to the highway network, and more sustainable modes of travel are encouraged.

13.7 There are four main issues with the transport network itself within Castle Point that aggravate the level of congestion experienced, and detract from the use of sustainable transport modes:

1. Many of the main routes within the borough are single carriageway roads with little prospect for widening due to the proximity of existing development. This also limits the potential to provide dedicated passenger transport routes and cycleways to support more sustainable means of transport. As a consequence buses are delayed within normal traffic flows and cyclists have to engage with traffic movements and the dangers that entails.
2. There are a limited number of routes into and out of the borough placing a considerable degree of pressure on a small number of key junctions and roads. This means that congestion is concentrated at a few key points, increasing the risk that a single traffic incident can create delays within the network. Buses use these routes and become trapped within the traffic at peak times and during traffic incidents.
3. Bus services operating within Castle Point are part of the Southend and Basildon bus networks. As a result, Castle Point is peripheral on the bus service network and whilst there are good services during the day on most routes, service frequency is not as good in the evenings and on Sundays. Additionally, there are areas of employment within

Basildon and Southend, near the A127, that are not served by direct bus services from Castle Point, with journeys to these locations requiring a change of service and taking in excess of one hour.

4. The cycle network within Castle Point is limited, and where it does exist it is disjointed and poorly maintained. This means that cyclists are forced to use the congested road network, which is neither a pleasant or particularly safe option, especially during peak hours.

13.8 Whilst there are many issues with the transport network within Castle Point, there are also some positive aspects. The railway station is well located to serve both Benfleet and Canvey Island, and provides fast access to employment opportunities in London and also in Basildon and Southend town centres. The wider strategic road network meanwhile provides direct road access to London, the M25 and also towards the north of the County via the A130. Finally, London Southend Airport provides local access to flights to Europe.

Policy 1

Transport Strategy

1. During the period from 2018 to 2033, the transport network in Castle Point will be enhanced to deliver:
 - a. Congestion management on key routes, and at key junctions within and around the borough;
 - b. Improved journey time reliability for buses, and enhanced services throughout the day and to a wider range of destinations; and
 - c. Greater opportunities to walk and cycle to access education, employment, services and recreation opportunities within the borough; and
 - d. Greater opportunities to access bridleways for horse riding for leisure/recreation.
2. This will be achieved by:
 - a. Working with neighbouring authorities and transport delivery partners across South Essex to implement any sub-regional transport initiatives at a local level to deliver improvements to transport networks, including opportunities for transport using the River Thames;
 - b. Maximising opportunities to secure investment in the transport network; and
 - c. Identifying development locations which:
 - i. Provide opportunities to secure additional improvements to the capacity and permeability of the highway network within Castle Point;
 - ii. Have the potential to support the viability of bus services, and provide the opportunity to enhance the provision of those services through development;
 - iii. Have the potential to provide opportunities for transport using the River Thames; and

- iv. Provide opportunities to enhance the walking, cycling and bridleway network within Castle Point.

Local Policy LP TP 2: Improvements and Alterations to Carriageway Infrastructure

Policy Context

13.9 The NPPF expects planning policies to be prepared with the active involvement of relevant stakeholders, so that strategies and investments for sustainable transport and development patterns are aligned.

13.10 Meanwhile the *Essex Local Transport Plan* prioritises improving journey time reliability on strategic inter-urban routes including the A127, A129, A130 and the A13, and providing for and promoting access by sustainable modes of travel to new development areas, amongst other things.

13.11 The *Castle Point Regeneration Framework* prioritises the regeneration of Town Centres in Castle Point. Transport movements are fundamental to the successful regeneration of town centres, as is evidenced by numerous examples of successful regeneration from around the country.

Evidence Base

13.12 Due to the physical constraints on the highway network in Castle Point, new infrastructure provision to the transport network is fundamental to delivering a wider choice of sustainable transport modes in the borough. Through the *Essex Local Transport Plan*, a number of highways schemes are proposed for Castle Point in order to address issues with the existing highway network. Each of these schemes are listed below, along with the reasoning behind their requirement. It must be noted that at this state these improvements are not yet funded.

13.13 Extension to Roscommon Way Phase 3: On Canvey Island, east-west movements are currently restricted to two roads - Somnes Avenue and Long Road. These routes become particularly congested at peak times, especially Long Road which services a large number of side streets. The extension to Roscommon Way from Haven Road to Western Esplanade will provide an alternative east-west route alleviating congestion on Long Road. This congestion relief will provide benefits to public transport users and cyclists as well as to private vehicle users. In addition to congestion relief, the existing Roscommon Way is elevated above projected flood water depths and designed to cope with a 1 in 100 year event. This will be extended across south Canvey, providing increased capacity for evacuation in the event of a flooding incident on Canvey Island. The project will deliver positive, cost effective improvements to the highway network in Castle Point.

13.14 Widening of Somnes Avenue: During the evening peak, Somnes Avenue becomes particularly congested between the Waterside Farm and Link Road junctions. This results in tailbacks that block access to Canvey Island via Canvey Way. It is proposed that Somnes Avenue is provided with additional capacity for the entire distance between these two junctions in order to accommodate this evening peak time traffic. This will provide congestion relief that benefits public transport users as well as private vehicle users. The project will deliver positive, cost effective improvements to the highway network in Castle Point.

13.15 New or Improved Access to Canvey Island: During both the morning and evening peaks, and also during times of sensitivity on the highway network (accidents, roadworks etc), access to and egress from Canvey Island is congested. There are currently two single carriageway routes on and off Canvey Island serving the population of around 40,000 residents. The primary route onto Canvey Island is Canvey Way, accessed from the Sadlers Farm Roundabout. Here delays on Canvey Way can cause congestion at this strategic junction during the evening peak. Canvey Way passes through open countryside, and unlike many other routes in the borough is not physically constrained by built development. There is therefore the opportunity to provide additional capacity, potentially delivered in phases.

13.16 Alternatively, proposals have been put forward for a *North Thames Link Road*, linking Northwick Road at west Canvey with the Manor Way in Corringham, Thurrock. There are significant proposals and development underway along the waterfront in Thurrock, as well as the potential for significant employment growth at west Canvey. This route has the potential to link these two areas better enhancing the economic growth potential of south Essex. In addition to the economic benefits such a route would provide, it would also improve the permeability of the strategic highway network in this part of south Essex, relieving congestion at Sadlers Farm. This would result in improvements to journey times and air quality in south Essex. It would also provide secondary benefits such as additional capacity for evacuation in the case of a natural or man-made incident on Canvey Island.

13.17 Both options (dualling of Canvey Way and the North Thames Link Road) would pass over open water and would therefore be costly to deliver. Additionally, there are areas of environmental sensitivity including sites designated for nature conservation purposes near the proposed route for a North Thames Link Road. As a consequence it will be necessary to fully evaluate all options for improving access to Canvey Island, and identify the option that offers the best outcomes in terms of limiting environmental impacts, and securing sustainability and deliverability.

13.18 A127 Corridor for growth and route management strategy: The A127, which passes along the borough's northern boundary, is a strategic route in South Essex which becomes congested during peak periods. Congestion at key junctions along its route is also a problem. Junctions which experience problems include the Fairglen Interchange and the Rayleigh Weir, located in Castle Point. 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. As a result, a strategy has been prepared for the A127 Corridor. This strategy proposes substantive upgrades to the Fairglen Interchange, and also improvements to the Rayleigh Weir Junction. The upgrades to the Rayleigh Weir Junction will link to improvements proposed for the A129, below.

13.19 In addition to those schemes required through the *Local Transport Plan*, the *Transport Evidence for the New Local Plan* identifies the need for additional improvements to the highway network in order to accommodate growth.

13.20 Route Improvements along the A129 between the Rayleigh Weir and Victoria House Corner junctions: As a result of the outcomes of the *Transport Evidence for the New Local Plan* which shows existing and future capacity issues at all junction on this route, Essex County Council support work to identify and deliver route improvements along the A129 Rayleigh Road to alleviate congestion.

13.21 Dualling of the northern section of the A130 Canvey Way to and from the Sadlers Farm junction: Whilst there is capacity to accommodate growth on this route (*Transport Evidence for the New Local Plan*), there are pressures on the northern entry to this road at the strategic Sadlers Farm junction during the evening peak. There is therefore a need to dual Canvey Way in the vicinity of Sadlers Farm. The land in this location is relatively flat and stable compared to the land further to the south on this route, and therefore the costs of dualling this stretch of road are likely to be less significant than southern sections.

13.22 Minor Junction improvements at both ends of Kenneth Road: The *Transport Evidence for the New Local Plan* indicates that the junctions at either end of Kenneth Road in Thundersley are likely to become increasingly congested through the plan period. Junction modelling indicates however that traffic flows can be improved at these junctions through modest alterations within the existing highway.

13.23 In addition to those projects identified through the *Essex Local Transport Plan*, and the *Transport Evidence for the New Local Plan*, masterplans have been prepared for *Canvey Town Centre* and *Hadleigh Town Centre* by the Regeneration Partnership. The objectives in the masterplans for these two town centres in order to improve traffic flows and to improve the quality of the shopping environment, will be supported.

Policy 2

Improvements and Alterations to Carriageway Infrastructure

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 during the plan period to 2033:
 - a. A127 Growth Corridor Strategy;
 - b. Extension to Roscommon Way Phase 3;
 - c. Widening of Somnes Avenue;
 - d. Route improvements along the A129 Rayleigh Road between the Rayleigh Weir and Victoria House Corner junctions;
 - e. Dualling of the northern section of the A130 Canvey Way in the vicinity of Sadlers Farm;

- f. Minor Junction improvements at both ends of Kenneth Road; and
 - g. Highway improvements in Canvey and Hadleigh Town Centres.
2. During the period to 2033, the Council will also work with partners to secure the investment necessary to deliver a new or improved access to Canvey Island.

Local Policy LP TP 3: Improvements to Footpaths, Bridleways and Cycling Infrastructure

Policy Context

13.24 With regard to walking and cycling, the *NPPF* expects Local Plans to support patterns of development which facilitate the use of sustainable modes of transport. In particular policies should provide for high quality walking and cycling networks and supporting facilities.

13.25 The *Essex Local Transport Plan* meanwhile seeks to promote sustainable travel, by amongst other things providing the infrastructure for sustainable travel and promoting the use of travel plans. With regard to cycling, the *Essex Local Transport Plan* considers actions to improve access for cyclists and pedestrians in particular, and identifies the following improvements as essential:

- addressing gaps in existing networks;
- better linking walking and cycling routes with the Public Rights of Way network;
- improving signing;
- improving crossing facilities; and
- ensuring that pedestrian routes are accessible for everyone.

13.26 Making the cycling network safer is also a key concern within the *Essex Local Transport Plan*. Policy 14 of the Local Transport Plan sets out the County Council's approach to encouraging cycling which includes developing cycle networks within towns across Essex and improving access to local services and schools for cyclists.

13.27 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.

Evidence Base

13.28 2011 Census data indicates that within Castle Point, only 1.6% of working residents commute by bike, and only 6.2% of working residents walk to work. This is despite 13% of working residents living within 2km of where they work and a further 12% living within 5km of where they work. Due to the steep nature of some roads within the mainland part of the borough, it is unlikely that it will be possible to encourage everyone to walk or cycle to work, but there is certainly the potential to increase commuting by bicycle in flatter areas such as Canvey Island, and within Hadleigh and South Benfleet.

13.29 All three areas would clearly benefit from a modal shift for peak time journeys to work and school. The *Transport Evidence for the New Local Plan* clearly shows peak time congestion in these towns. It is clear that there is a need to encourage people to travel by more sustainable forms of transport if congestion is to be managed in the future.

13.30 The *Essex Joint Strategic Needs Assessment (JSNA) A profile of people living in Castle Point* demonstrates that 41% of people said that in the last week they did 30 minutes of moderate physical activity on five days or more, 38% of people cited the reason for not taking part in more exercise is down to lack of time. Whilst walking and cycling may not be a suitable activity for all residents, it clearly presents an opportunity to improve the health and well-being of residents in a relatively cheap and efficient way - particularly when walking or cycling is a means to access employment and services.

13.31 There is therefore clear evidence as to the appropriateness of improving footpath provision and cycling infrastructure within Castle Point, particularly in flatter parts of the borough.

13.32 In terms of specific proposals for the delivery of enhanced footpath and cycling infrastructure there are the following opportunities:

- Improved links over a wider areas to the Hadleigh Farm and Country Park.
- The Thames Estuary Path Project, which recommends a number of projects within and nearby Castle Point in order to provide a footpath and cycleway network connecting Tilbury in Thurrock within Leigh-on-Sea, passing through Castle Point.
- The Canvey Town Centre Masterplan which emphasises the potential to enhance cycling access to Canvey Town centre through the provision of cycling infrastructure.

13.33 In addition to these specific projects, Essex County Council is reviewing the cycle network within Castle Point to identify gaps in the network, to identify the need for route improvements and to identify the need for additional ancillary infrastructure such as cycle parking and crossing facilities.

13.34 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.

Policy 3

Improvements to Footpaths, Bridleway and Cycling Infrastructure

In order to enhance opportunities to access employment, education, services and leisure/recreation opportunities by foot or by bicycle, and opportunities for leisure/recreation through horse riding, the following improvements to footpaths, bridleways and cycling infrastructure will be delivered during the plan period to 2033:

- a. Wider links to the Hadleigh Farm and Country Park Olympic Legacy Project;

- b. Improvements to the Thames Estuary Path running from Tilbury in Thurrock to Leigh-on-Sea, providing opportunities for walkers and cyclists to access opportunities for recreation and employment across South Essex;
- 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 that all routes are of a high quality; and
- d. Provision and enhancement of cycling infrastructure, in accordance with the latest Essex County Council Cycling Strategy, including cycle parking facilities and crossings, at public transport nodes and other appropriate destinations, including town centres, employment areas, schools and other publicly accessible buildings, within Castle Point.

Local Policy LP TP 4: Improvements to Public Transport Infrastructure and Services

Policy Context

13.35 The *NPPF* expects development to be directed into sustainable locations which can help to support reductions in greenhouse gas emissions and reduce congestion.

13.36 Meanwhile, the *Essex Local Transport Plan* prioritises the promotion and provision of public transport networks within South Essex.

Evidence Base

13.37 As set out in the evidence to policy SP TP 1, the bus network in Castle Point is peripheral to Southend and Basildon's networks and fails to effectively link places in Castle Point with existing and emerging employment opportunities near the A127 in Basildon and Southend. Furthermore, there are parts of the borough that are not served by buses, and evening and Sunday services throughout the borough are limited or non-existent. As a consequence *Census 2011* data shows that only 3.6% of the borough's working population commute by bus. This is significantly below the national average of 7.5%.

13.38 It should however be noted that 15.7% of the borough's working population commute by train. This is significantly above the national average of 5.3%. The quality and speed of provision, and the proximity of well paid employment opportunities in London drive this demand for train travel.

13.39 The following public transport improvements are proposed by the *Essex Local Transport Plan* in relation to Castle Point.

13.40 Enhanced Public Transport Network for South Essex: These proposals seek to make public transport a more favourable option for people travelling between towns in South Essex for work and leisure purposes. Projects such as this have the potential to deliver positive benefits for Castle Point due to its position between the main centres of Southend and Basildon.

13.41 A13 Passenger Transport Corridor: In order to promote public transport as a favourable option for people travelling along the A13 to Southend and Basildon town centres, a programme of bus prioritisation and improved bus waiting facilities has been instigated along the A13. To date this has delivered improvements in Benfleet, proposals to extend Passenger Transport Corridor to nearby destinations should also assist to widen travel choices and modal shift.

Policy 4

Improvements to Public Transport Infrastructure and Services

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 during the plan period to 2033:

- a. Enhanced public transport services connecting towns in Castle Point with employment locations in Basildon, Thurrock and Southend;
- b. The extension of any Passenger Transport Corridors through the borough to neighbouring destinations for employment, education, services and leisure/recreation opportunities; and
- c. Additional public transport infrastructure provision in and around development sites and town centres.

Local Policy LP TP 5: Transport Improvements Areas

Policy Context

13.42 The *NPPF* states that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Evidence Base

13.43 A number of the projects identified in policies LP TP 2, LP TP 3 and LP TP 4 require land to be made available to enable transport improvements to take place in the future. In particular, these include:

- Roscommon Way Phase 3;
- Improvements to Somnes Avenue between the Waterside Farm and Link Road junctions;
- Route improvements along the A129 Rayleigh Road between the Rayleigh Weir and Victoria House Corner Roundabouts;
- Dualling of the A130 Canvey Way from the Sadlers Farm junction for a distance of 900m;
- Minor junction improvements at both ends of Kenneth Road;
- Highway improvements in Canvey and Hadleigh Town Centres; and
- Improvements to passenger transport corridors through the borough.

13.44 These transport improvement projects are at early stages of development. It is important that the land requirements of these transport improvement projects are taken into account when assessing development proposals within their proximity in order to ensure that the development does not prevent the transport project from occurring, reduce its effectiveness, or substantially increase the cost of delivering the transport project.

Policy 5

Transport Improvement Areas

1. Transport Improvement Areas are those areas identified for the purpose of securing improvements to the transport network in Castle Point, as shown on the Policies Map.
2. Development proposals, within or adjacent to a Transport Improvement Area will be approved unless it is likely that the development will:
 - a. Prevent the delivery of transport projects within the Transport Improvement Area;
 - b. Significantly reduce the effectiveness of transport projects within the Transport Improvement Area; and/or
 - c. Significantly increase the cost of delivering transport projects within the Transport Improvement Area, without appropriate mitigation through a Section 106 Agreement.

13.45 Essex County Council have established a suite of development policies which it considers as the Highway Authority 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.

Local Policy LP TP 6: Congestion

Policy Context

13.46 The *NPPF* states that development should be focused on sustainable locations which support reductions in greenhouse gas emissions and congestion, whilst improving air quality and public health. However, development should only be prevented on transport grounds where the residual impacts of development, following mitigation, are severe or there would be an unacceptable impact on highway safety.

13.47 The *Essex Local Transport Plan*, amongst other things seeks a reduction in greenhouse gas emissions and also prioritises the improvement of journey times on key routes passing through Castle Point including the A130, A13 and A129 as key priorities for the South Essex sub-area. The capacity improvements are supported by the *Thames Gateway South Essex Planning and Transport Strategy*.

13.48 The *Essex Local Transport Plan Development Management Policies* set out a clear approach to congestion at policy DM15. This requires there to be no increase to congestion as a result of new development.

13.49 Essex County Council have established a suite of development management policies which it considers as the Highway Authority when consulted on planning applications. It is recommended that potential applicants for development within Castle Point have regard to these policies also when preparing planning proposals.

Evidence Base

13.50 *The New Local Plan Transport Evidence Report* demonstrates that the road network in Castle Point already experiences congestion on key routes and at key junctions during peak periods. It is therefore essential that the Council considers the likely impacts of development on the capacity of highway infrastructure and congestion when assessing planning applications, and ensures that mitigation minimises these impacts as far as is reasonably possible.

Policy 6

Congestion

1. All development proposals that are likely to generate significant amounts of movements must be accompanied by a Transport Assessment or Transport Statement, and a Travel Plan.
2. The assessment/statement and plan must demonstrate how the impacts of the development on the highway network will be mitigated to limit significant effects on highway and junction capacity.
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. Applications will be refused where:
 - a. A development is not able to fully mitigate its impacts; and
 - b. A junction or link of highway is expected to exceed its designed capacity as a result of residual cumulative impacts; or
 - c. A junction or link of highway that already exceeds its designated capacity will see its peak hour capacity exceeded still further and as a result the residual cumulative impacts are severe.
4. In appropriate circumstances, the Council will use planning conditions or a Section 106 Agreement to ensure that highway mitigation works and/or Travel Plan requirements are delivered to accompany the phasing of development.

Local Policy LP TP 7: Safe and Sustainable Access

Policy Context

13.51 The *NPPF* states that in relation to transport, decisions should take account of whether opportunities for sustainable transport modes have been taken up, and whether safe and suitable access to a development site can be achieved for all people.

13.52 The *Essex Local Transport Plan* sets out five objectives for improving the transport network in Essex. Two are particularly relevant in respect of securing safe and sustainable access to developments. These are:

- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology; and
- Improve safety on the transport network and enhance and promote a safe travelling environment.

13.53 The policies set out in the *Essex Local Transport Plan* highlight the importance that will be placed on the location of development and the design of development in seeking to achieve these objectives.

13.54 The *Essex Local Transport Plan Development Management Policies* meanwhile sets out detailed requirements in terms of securing safe and sustainable access to development. This includes the setting of requirements for highways access in policies DM2 to DM5, requirements for sustainable access, travel planning and the protection of public rights of way in policies DM9 to DM11 and specifying the requirements for Transport Assessments and Safety Audits at policies DM13 and DM14. The thresholds for the provision of Transport Statements and Assessments are set out at appendix B of the *Essex Local Transport Plan Development Management Policies*.

Evidence Base

13.55 The *Essex Local Transport Plan* sets out data justifying the need for safe and sustainable access to new developments.

13.56 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.

13.57 Essex County Council are working with schools of all ages to assist with the development of *School Travel Plans*. These have multiple aims including decreasing traffic levels around schools, improving pupils' road safety, interlinking with Healthy Schools status Bikeability, and helping everyone get to and from school actively. Particular regard within these plans should be given as to how pupils will access the school by sustainable modes of transport.

13.58 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 minutes normally deter use. The average person can walk up to 800m in ten minutes.

Policy 7

Safe and Sustainable Access

In order to ensure that development proposals offer safe and sustainable access either directly or via appropriate mitigation, the following requirements must be met:

- a. Safe access to the highway network for all users, having regard to the highway access policies of the Highway Authority;
- b. Safe access to the site for cyclists and pedestrians, including the approach to the site from the nearest public transport node; and
- c. Access to public transport services within 800m of the site.

Local Policy LP TP 8: Parking Provision

Policy Context

13.59 The *NPPF* states that local planning authorities may set local parking standards for residential and non-residential development, taking into account the following matters:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunity for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Evidence Base

13.60 The *Essex Vehicle Parking Standards* have been prepared taking into account those matters identified in the *NPPF*. It is considered that these standards are appropriate in Castle Point because they promote minimum requirements for parking for residential developments, and clearly justify maximum requirements for parking in non-residential developments.

13.61 *2011 Census* data shows that within Castle Point, car ownership levels are high. Compared to the national average, there are fewer homes with no car, and a greater number of homes with more than 2 cars. This has consequences in locations where there is insufficient off-street car parking, as this results in excessive on-street parking and illegal parking (on pavements, verges etc). Minimum residential parking standards are therefore appropriate to address this issue.

13.62 In order to promote sustainable transport patterns however, the *Essex Vehicle Parking Standards* continue to promote maximum car parking standards for non-residential developments. The purpose of this is to encourage residents to choose to walk, cycle or use public transport for journeys where their destination has limited parking provision. Most

non-residential development in Castle Point is located in places on public transport routes, and therefore this approach to parking provision for non-residential development is justified having regard to the objectives of the *NPPF* and the *Essex Local Transport Plan*.

13.63 The *Essex Vehicle Parking Standards* also set out minimum requirements in respect of disabled parking provision and bicycle parking provision.

13.64 In terms of disabled parking provision, these standards are considered appropriate due to the relatively high level of poor health in Castle Point compared to elsewhere. 2011 Census Data shows that within Castle Point a higher than average proportion of people consider their day to day activities to be limited a lot by ill health.

13.65 In terms of bicycle parking provision, these standards are again considered to be appropriate in order to encourage those who are more able to access employment and services by more sustainable means of transport to do so.

Policy 8

Parking Provision

Proposals for development will be expected to make provision for safe and secure car parking, parking for people with disabilities and parking for bicycles, in accordance with current adopted Essex Vehicle Parking Standards. Maximum car parking standards will only be applied where there are compelling planning and transport reasons to justify such restrictions.

Local Policy LP TP 9: Access for Servicing

Policy Context

13.66 The *NPPF* is clear that safe and suitable access to a development site should be achieved for all people.

13.67 The *Essex Local Transport Plan Development Management Policies* sets out specific requirements for developments that are likely to be regularly accessed by HGVs at policy DM19. This policy expects such developments to be located close to strategic, main or secondary distributor routes, with short sections of roadway connecting the development to these routes. It seeks to secure route management in respect of such developments, although case law indicates that this is notoriously difficult to enforce.

13.68 Additionally, all developments within Castle Point are serviced on a weekly basis by waste collection operatives. Requirements in relation to this matter are set out within section H6 of the *Building Regulations* which require waste collection points to be reasonably accessible to the size of the waste collection vehicle typically used by the waste collection authority. Within Castle Point, the waste collection authority require all new developments to have safe and convenient access for collection vehicles, or suitable on road stopping, with the access roads and highways being constructed of materials able to withstand the weight

of the collection vehicles. Preferably suitable turning facilities should be provided within all developments, in order to prevent the need for collection vehicles to reverse. However, where there is a necessity to reverse, this should be limited to short distances only, and the route must allow clear visibility, free from sharp turns and obstacles. This standard appears appropriate for other servicing and delivery vehicles that occasionally access many developments also.

Evidence Base

13.69 As set out in the evidence for policy SP TP 1, most roads in Castle Point are single carriageway, and this presents a problem for those developments which require regular servicing by HGVs. HGVs find it difficult to turn into inappropriately designed servicing areas and present a concern for congestion and for highway safety.

Policy 9

Access for Servicing

1. Development proposals that require regular servicing by HGVs should be located on main or secondary distributor routes, with appropriately designed servicing areas that enable HGVs to access and egress the development safely, in forward gear, without creating congestion.
2. All other developments should be designed to ensure that properties can be accessed in a safe and convenient way by waste collection operatives and delivery vehicles.

Local Policy LP TP 10: Waterborne Freight

Policy Context

13.70 The *NPPF* states that when planning for any large scale transport facilities including ports, plans should take into account the infrastructure required to support their operation and expansion.

13.71 The *National Policy Statement for Ports* meanwhile recognises that the growth of ports can have a variety of impacts on the surrounding road, rail and water infrastructure and consequently on the existing users of this infrastructure. It notes that the most significant of these impacts, in the case of unitised traffic, is likely to be on the surrounding road infrastructure. The impact from increased traffic would, unless mitigating measures are taken, be likely to be an increase in congestion. There are also environmental impacts of road transport as compared with rail and water transport in terms of noise and emissions. It therefore expects that a transport assessment and traffic plan are prepared to accompany any proposals to expand port facilities. Where additional transport infrastructure is required, it expects the applicants to secure the funding for this infrastructure in discussion with the Government and other potential investors.

Evidence Base

Currently, most of the waterborne freight received by the port facilities on Canvey Island is transported elsewhere in the UK via the pipeline network, and therefore has limited impact on the highway network on Canvey Island, or within the wider South Essex sub-region.

13.72 Given the intentions of the operators of the port facilities on Canvey Island to maintain their current operations, the *Transport Evidence for the New Local Plan* takes into account any growth at the ports during the period to 2033, as part of the general background traffic model. The modelling within the report shows that most junctions in Castle Point will be at or exceed their design capacity by 2033. Therefore, any change of operation at the port facilities which would result in more freight being transported by road will therefore require full mitigation.

Policy 10

River Thames and Freight

1. Any development proposals related to the port facilities located on Canvey Island, including changes of use or changes to hazardous substances consent, which continue to rely on the movement of freight by the Thames, will be supported in principle, subject to meeting all other relevant requirements of the plan.
2. Any development proposals related to the port facilities located on Canvey Island, including changes of use or changes to a hazardous substances consent, which will result in a significant increase in the movement of freight by road will be required to meet the requirements of policy LP TP 6.
3. The Council will seek compliance with this requirement, through the consultation process, in the event that a proposal in relation to port facilities on Canvey Island is of a sufficient size to be considered a National Infrastructure Project for determination by the Planning Inspectorate.

14 Supporting high quality communication infrastructure

Strategic Policy SP CM 1: Communications Infrastructure Strategy

Policy Context

14.1 The *NPPF* supports the provision of high quality and reliable communications infrastructure to deliver economic growth and social wellbeing. Planning policies should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Local Planning Authorities should take a positive approach to the provision of telecommunications equipment and not impose bans or strict restrictions on location or minimum distances. Department for Housing, Communities and Local Government (DHLCLG), along with the Department for Culture, Media and Sport (DCMS) has confirmed that telecommunications infrastructure should be considered alongside other key infrastructure such as roads and utilities.

14.2 The *Digital Communications Infrastructure Strategy (2015)* by DCMS is the national strategy for developing the coverage and capacity of the UK's broadband network and future communication technology services.

14.3 Essex County Council has adopted *21st Century Digital Essex (2011)*, the County Strategy for delivering world-class broadband in Essex, which aims to increase the amount of homes and businesses that have high quality telecommunications available to them.

Evidence Base

14.4 Communication technology is integral to daily life, with the Internet, mobile phones, radio and television being more obvious examples. In order to create sustainable and successful communities in the Borough and ensure new development opportunities for housing and employment are appropriately serviced, there is a need to make provision for the necessary supporting communications infrastructure in appropriate locations, and at the right times, to meet the needs of the community and businesses.

14.5 The *Digital Communications Infrastructure Strategy (2015)* expected the latest investment in superfast broadband and roll out of 4G networks to be completed by 2018. Interactive mapping data published by mobile phone operators on *Which?* shows that mobile phone coverage in the Borough is generally good. Vodafone, O2, EE and 3 all provide good 4G mobile coverage across the area, in fact latest mapping shows that 4G has a stronger signal presence than 2G and 3G coverage with EE appearing as the fastest and most reliable network in the region.

14.6 Mapping data published by network providers show that 2G/3G coverage has the strongest signal in South Benfleet and Central Canvey Island, other areas within the Borough have more sporadic signal, the areas that are further away from the main urban areas have weaker or no signal. This is also apparent for 4G coverage.

14.7 Broadband connection speeds in the borough are generally good. South Essex has benefited from the BT telephone exchanges being upgraded to accommodate high speed fibre optic “fibre to the cabinet” (FTTC) broadband connection. “Think Broadband” is an independent broadband news and information site which tracks broadband speeds in localities throughout the UK. Their results show that Castle Point ranked 105th out of 650 constituencies based on superfast coverage, over 24Mbps with 99.1% of premise covered. Mean download speeds have vastly improved since 2012 in the Borough from 8.1Mbps to 30.7Mbps in 2018, mean upload speeds have also steadily increased since 2009.

14.8 *The Broadband Impact Study* uses a variety of empirical studies to highlight the positive effects high speed broadband. The report states that high speed broadband can have positive economic, social and environmental impacts. These benefits for residents include greater access to essential services such as jobs, local authority services and health and social care as well as enabling work forces to be more competitive and flexible.

Policy 1

Communications Infrastructure Strategy

1. The Council will support the delivery of communications infrastructure in order to ensure that:
 - a. Higher speed and higher quality broadband connections are provided throughout the borough;
 - b. Higher speed and higher quality mobile phone coverage and mobile internet connection including next generation systems are delivered; and
 - c. Greater availability of communications infrastructure is provided to residents and businesses in peripheral areas of the borough.
2. These objectives will be achieved by working collaboratively with communications operators and providers, and supporting initiatives, technologies and developments which increase and improve broadband and mobile telephone coverage and quality in the borough.

Local Policy LP CM 2: Telecommunications Equipment Proposals

Policy Context

14.9 Many telecommunications developments do not require planning permission. *Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development Order) (England) 2015* allows telecommunications operators to install and replace certain types of telecommunications equipment, provided certain criteria are met.

14.10 Although the Council cannot object to the principle of development, in some instances, it can exercise control over the siting and appearance of telecommunications equipment in the interests of protecting amenity. Permitted Development is curtailed in Conservation Areas ⁽¹⁾ and where Article 4 Directions are in place which have removed the relevant Permitted Development rights. Similarly, Listed Building Consent is required for installations on, or within the curtilage of a Listed Building.

14.11 Applications which do not meet the Permitted Development criteria will require formal planning permission or prior approval by the local planning authority before equipment can be installed.

14.12 The *NPPF* states that planning policies should keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum, consistent with the needs of the consumer, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts, buildings and other structures should be encouraged. Where new sites are required, the *NPPF* states that equipment should be sympathetically designed and camouflaged where appropriate.

14.13 The *NPPF* states that local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system or set health safeguards different from the International Commission guidelines for public exposure, (as stated in *International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines*).

Evidence Base

14.14 There are specific challenges to providing the communications infrastructure needed to support existing social and economic activity in the Borough, and provide the infrastructure necessary to deliver the industrial, office, retail and housing growth envisaged in the plan period. Space for utilities under the Borough's streets is limited and, while the supply of services is currently adequate, there is a challenge to meet increased demand as the economy grows, whilst at the same time adapting to a low carbon economy, capable of managing its impact on the environment.

14.15 Historically, mobile network providers tend to co-locate antenna and dishes on existing masts; although the increasing demand for higher speed telecommunications equipment could result in a need for new masts and equipment. For these reasons there is likely to be an increase in the number of applications for antennae and other telecommunications equipment in the Borough in future years. The Local Plan will help manage that demand to reach an optimum solution for both network coverage and capacity, whilst protecting amenity.

14.16 In recent years there has been a considerable growth in the variety of digital telecommunications equipment located within neighbourhoods and there are already a number of digital telecommunications installations throughout the Borough that can be used to accommodate additional equipment. There are also parts of the Borough, such as Green

1 As designated by the Planning (Listed Buildings and Conservation Areas) Act 1990

Belt, areas of nature conservation, and heritage assets that are likely to be more sensitive to the installation of new masts and cabinets. It is therefore essential to ensure that the proliferation of new digital telecommunications equipment structures is kept to a minimum, that their visual impact is appropriately mitigated, and to seek opportunities for the rationalisation or screening of existing equipment, as necessary to improve amenity.

14.17 With continual advances in technology it is likely that demand for new digital telecommunications infrastructure will be sustained, albeit it may change form. It is in the interests of local residents and businesses that the Borough maintains the necessary infrastructure which will improve the quality of existing services and provides timely access to new digital services. The Council recognises the need to take account of the technical limitations on siting, but operators must also recognise the Local Plan's role in protecting areas which are more sensitive to matters such as visual intrusion, and the need to protect residential amenity.

14.18 It should be noted that telecommunications operators must demonstrate compliance with the ICNIRP statutory guidelines, when submitting applications for telecommunications equipment. The main purpose of the ICNIRP guideline is to protect public health from the effects of electromagnetic field (EMF) exposure that may result from masts, antennae and base stations. Following a review of the ICNIRP Guidelines in 2009, it was discovered that since their introduction in 1998, there has been no evidence to suggest that the effects of exposure to electric, magnetic and electromagnetic waves below the restricted levels has had any long term negative effect on the health of the general public. It is therefore widely recognised that applications that comply with the ICNIRP statutory guidelines cannot be refused on the grounds of impact on public health.

14.19 The *ICNIRP Guidelines* are not linked to the performance of the equipment for communication purposes.

Policy 2

Telecommunications Equipment Proposals

When considering planning applications, or determining whether prior approval is required for the siting and design of permanent telecommunications equipment and other associated permanent structures there will be a presumption in favour of proposals which can demonstrate:

- a. They will improve the speed, quality and availability of telecommunications services in the borough;
- b. They are designed sensitively and appropriately in respect of their setting and location; and
- c. In the case of applications for proposed masts, antennae, base stations or any other development which emit time-varying electric, magnetic or electromagnetic fields there is a signed International Commission on Non-Ionizing Radiation Protection, (ICNIRP) declaration.

Local Policy LP CM 3: New Development and Communications

Policy Context

14.20 The NPPF states that strategic policies should make sufficient provision for telecommunications infrastructure.

14.21 The *NPPF* states that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. High quality digital infrastructure, providing access to services from a range of providers is expected to be delivered and upgraded over time to promote economic growth and social wellbeing.

Evidence

14.22 Improvements to the delivery of a full range of infrastructure needs will be fundamental to achieving the development ambitions of the Borough, to cater for its growing population and expanding business base. It is recognised that a flexible approach will need to be taken, particularly in relation to delivering infrastructure for newly established or extended communities as they evolve throughout the plan period.

14.23 As new development increases the demand for digital communications infrastructure, it is likely that development sites will require new telecommunications equipment and infrastructure to be upgraded in order to provide the future occupiers with the effective mobile and broadband connectivity as required. This is especially the case for those sites that have been identified for development and are peripheral to the existing urban areas, where a

network may already be established. Proximity to communications infrastructure is sometimes key to the maximum effectiveness of such infrastructure, a result of direct relationship between connection speeds and proximity to exchanges or infrastructure centres.

Policy 3

New Development and Communications

When assessing proposals for major developments on greenfield or partially developed sites on the urban periphery, the Council will seek to ensure that adequate provision has been made to accommodate new communications infrastructure on site. This must include:

- a. the extension of broadband fibre optic cable to the serve the development with "fibre to the cabinet" broadband services;
- b. The provision of cabinets in suitable locations to provide superfast broadband connectivity speeds within the new development; and
- c. The provision of telecommunications equipment to ensure 3G and 4G mobile phone coverage across the site.

15 Achieving well designed places

Policy Context

15.1 The NPPF explains 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, it creates better places in which to live and work and helps make development acceptable to communities.

15.2 It further states that plans should set out clear design visions and expectations. Planning policies and decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Design should be sympathetic to local character and history, including the surrounding built environment and landscape setting. A strong sense of place should be established or maintained and policies should optimise the potential of the site to accommodate and sustain an appropriate mix of development (including green and other public space) and create places that are safe, inclusive and accessible and where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience.

15.3 Planning policies and supplementary documents provide a framework for creating distinctive places with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances of each place and allow a suitable degree of variety. Great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. The NPPF makes it clear that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area.

15.4 The NPPF makes it clear that design quality should be considered throughout the evolution and assessment of proposals. Early engagement on design including engaging with the local community, design advice and review arrangements and assessment frameworks are the most effective particularly for significant or large scale project. Applications that can demonstrate early proactive and effective engagement with the community should be looked on more favourably than those that cannot.

15.5 The NPPF highlights that the quality and character of places can suffer when advertisements are poorly sited and designed. Control over advertisements should be exercised in the interests of amenity and public safety, taking account of cumulative impacts. The majority of outdoor advertisements are within the control regime specified in the *Town and Country Planning (Control of Advertisements) Regulations 2007*. The Regulations enable local planning authorities to control advertisements where it is justified in the interests of “amenity” and “public safety”.

15.6 *By Design: Urban Design in the Planning System: Towards Better Practice* promotes higher standards in urban design. It states that a clear framework, delivered consistently, can successfully influence the outcomes of the design process and the places created. It sets out the following seven objectives, which are detailed at Appendix 1:

- Character / Identity

- Continuity / Enclosure
- Quality of the Public Public
- Ease of Movement / Permeability
- Legibility
- Adaptability / Robustness
- Diversity / Variety

15.7 *Building for Life 12* sets out 12 criteria for a vision of what housing developments should be: attractive, functional and sustainable.

15.8 *Safer Places: The Planning System and Crime Prevention* identifies seven attributes of places that should be considered in order to make them safer. These are defined as access and movement, structure, surveillance, ownership, physical protection, activity, and management and maintenance.

15.9 *Active Design - Planning for health and wellbeing through sport and physical activity* is a document created by the collaboration of Sport England and Public Health England. The document promotes ten active design principles that seek to encourage and promote sport and physical activity through the design and layout of the built environment.

Strategic Policy SP DS 1: General Design Principles

Evidence Base

15.10 The *Urban Design Characterisation* study of the Borough identifies it as being dominated by residential development, with a vernacular which comprises of an eclectic 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.

15.11 The majority of these dwellings are constructed of traditional materials. The properties of more modern design and materials stand out against the extensive backdrop of traditional dwellings.

15.12 Many of the dwellings have been extended, adding interest in some places and discord in others. Whilst many are sympathetic to the original dwelling and its surroundings, there are equally many which create unattractive features which detract from the streetscene.

15.13 Whilst the *Urban Design Characterisation* study identifies no discernible character or identity to the borough as a whole, there are a number of groupings of dwellings which exhibit the same design and/or pattern of layout, such as roofscapes, fenestration, front projections, detailing and materials, and open plan estates. These form small distinct and attractive character areas, worthy of recognition.

15.14 Other built development within the borough consists of commercial development in shopping areas, including town centres, and local shopping parades and employment areas. There are also community and leisure facilities within the borough, together with development located along the seafront. The *Urban Design Characterisation* study suggests buildings

contained within these areas are typically characteristic of such areas, and form an eclectic mix of old and new structures, ranging in height, size and materials. Some of these areas exhibit good design principles and create high quality environments, however many are inappropriately designed and have poor quality environments.

15.15 There is also residential and non-residential development located outside of the built up area, which varies considerably in terms of its design and quality.

Policy 1

General Design Principles

1. The Council will seek to improve the quality and attractiveness of the urban environment in Castle Point, and its integration with the natural environment, by seeking high quality design that reflects the borough's historic character, accentuates positive features of the urban environment, and contributes positively towards sustainability.
2. The Council will seek to promote healthy and active lifestyles through design of the built environment.
3. In order to achieve this the Council will:
 - a. Work with partners to deliver regeneration and public realm improvements in Canvey and Hadleigh Town Centres, as set out in policies LP TC 7 and LP TC 8;
 - b. Work with partners to achieve public realm improvements in and around employment areas;
 - c. Expect all forms of development to be designed to a high standard, meeting the design objectives set out at Appendix 1, and fully integrating the sustainability requirements of policies LP CC 7 and LP CC 8 as appropriate. Development proposals must be appropriate to the site and its surroundings having regard to:
 - i. Scale
 - ii. Density
 - iii. Massing
 - iv. Height
 - v. Landscape
 - vi. Layout
 - vii. Materials
 - viii. Detailing

- ix. Access
 - x. Security and crime prevention, having regard to the standards set out in *Secure by Design*
- d. Have regard to the *Residential Design Guidance SPD* in its consideration of all proposals for residential development.

15.16 NOTE: Guidance on the implementation of part 3c of policy SP DS 1 for residential development is set out in the Council's Residential Design Guidance.

Local Policy LP DS 2: Public Realm

Evidence Base

15.17 The public realm within the borough comprises of the residential streets, town centre, shopping, commercial and leisure / community areas, and the areas of open space. Public realm can also include those areas publicly accessible within communal developments such as flats or sheltered accommodation.

15.18 The *Urban Design Characterisation* study indicates that street furniture varies across the borough. In the residential areas this is fairly low key, not dominating the streetscape. However, within the town centres and shopping areas, there is often a proliferation of street furniture, together with advertisements and signage, which results in a cluttering of these streetscapes, and creation of obstacles for pedestrians. Within employment areas, boundary and surface treatments are often of a poor appearance, with no co-ordinated approach.

15.19 Infrastructure is evident in most parts of the borough with telegraph, electricity poles and lighting columns present in most streets. Electricity sub stations are also present around the borough. Most are unattractive in appearance.

15.20 The *Urban Design Characterisation* study indicates that in some parts of the borough there are grass verges and street trees, which are mostly well maintained and create an 'arcadian' impression. However, the prevalence of on street parking in some parts of the borough, including some parking on the grass verges, clutters the streetscene.

15.21 The public open spaces and recreation grounds within Council ownership are easily accessible in most cases; however some are isolated or fully enclosed, which creates an impression of limited natural surveillance, some with locked barriers and narrow accesses. However many of the children's playgrounds have been recently updated, with new forms of enclosure and new play equipment.

15.22 The *Urban Design Characterisation* study concludes that whilst overall the borough's public realm is of an acceptable quality for the most part, there are clear opportunities to improve it and ensure that it is of a high quality.

15.23 Town centre and employment area redevelopment is likely to occur in phases and over a number of years as funding become available, and it is important to ensure that a coordinated approach to the public realm is taken at that time. Work has been undertaken on *Public Realm Strategies* for Canvey Island and Hadleigh town centres.

15.24 *Canvey Island Town Centre Public Realm Strategy* identifies that the town centre features a mixture of materials, furniture, lighting and signage that creates a high level of visual and physical clutter and a low quality public realm that does not reflect or enhance the Island's unique heritage or character.

15.25 It also identifies that public art has the ability to enhance the aesthetics, character and interest of the public realm.

15.26 The initial baseline surveys for the *Hadleigh Town Centre Masterplan* indicated the need to provide for 'brighter shops', and resulted in this forming one of the top ten town centre regeneration proposals, in the 'options phase'. Responses received refer to improving the fabric of buildings and shop front designs, and demolishing some buildings as they were tired and tacky in appearance.

Policy 2

Public Realm

1. 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.
2. A co-ordinated approach should be taken to the selection of elements to form part of public realm enhancements, with a focus on the sustainability, durability and ongoing maintenance of those elements. This applies to the following:
 - a. Street furniture
 - b. Landscaping, including soft landscaping
 - c. Infrastructure and services
 - d. Palette of materials (structures and surfaces)
 - e. Public art
3. Such a co-ordinated approach should, where appropriate be set out in a public realm strategy. Applications for development within or adjacent to an area with a public realm strategy will be expected to contribute towards the achievement of that strategy. Elsewhere, applications for development should achieve the design objectives set out in appendix 1 for enhancements to the public realm, where appropriate co-ordinating with public realm enhancement schemes nearby.

NOTE: Guidance on the implementation of policy LP DS 2 as its related to residential development is set out in the Council's Residential Design Guidance.

Local Policy LP DS 3: Landscaping

Evidence Base

15.27 The *Urban Design Characterisation* study identified a mix of landscaping associated with a variety of forms of development, the quality of which differs considerably across the borough. Such landscaping includes both hard and soft features. The soft features include planting and water, whilst the hard features include paving and furniture.

15.28 Good landscaping can complement and enhance a development, whilst if the quality of landscaping is poor, it can detract from a development, as well as the existing and surrounding area. Both examples can be found in the borough. The *Essex Design Guide* emphasises the additional benefits landscaping can provide to an area; this includes creating an attractive place to live; encourages active lifestyles; enhance biodiversity; create multi-functional area uses; and ecological benefits.

15.29 Consideration of the location of any landscaping is important. Soft landscaping is often provided in narrow strips, evident in this borough close to highway boundaries and within commercial car parking areas, and/or in areas with limited daylight/sunlight, such as between buildings. Such areas are not suitable environments for vegetation to thrive and survive. Furthermore the appropriateness of the growth habits of vegetation in certain locations, both immediate and long term, is also an important consideration. The *Castle Point Residential Design Guidance* recommends a combination of hard and soft landscaping which can aid in adding visual interest and providing versatility of use.

15.30 Examples include the provision of fast growing shrubs, although these would not be suitable in areas where visibility splays or natural surveillance is required; and evergreen trees are not normally suitable in more confined areas, where light may be limited or restricted. On the positive side, defensible planting, such as spiny or thorny species, can be both unusual and attractive features, as well as an aid in the security of a development.

15.31 The selection of species is also of importance. Suitable native species should be the primary choice, particularly having regard to the potential ecological and biodiversity benefits. Consideration should also be given to climatic conditions, appropriate to relevant species. In Castle Point such considerations are particularly relevant for developments in proximity to the main roads and the coastline, and within areas at risk of flooding.

15.32 In respect of hard landscaping, this succeeds when it is integrated into the public realm as a whole. If treated as an afterthought such features can be seen as obtrusive or alien. Hard landscaping is also more successful if it is safeguarded against anti-social behaviour, such as graffiti and vandalism. The *Urban Design Characterisation* study highlights that graffiti and vandalism is evident in a number of the town centres and employment areas in the borough.

15.33 There are sustainability benefits from the provision of landscaping. It can form an integral part of Sustainable Urban Drainage Systems (SuDS), including the use of green roofs on buildings and water features at individual buildings or running through larger sites. Details on the design and adoption of SuDS can be found in the *Essex Sustainable Drainage Systems Design and Adoption Guidance*.

Policy 3

Landscaping

1. All development must provide landscaping, including the provision of trees appropriate to and suitable for the location and type of development provided. This should be set out in a landscaping scheme.
2. Where a landscaping scheme is prepared to accompany a large scale development proposal, regard should be given to the requirements of policies LP TP 3, LP DS 2, LP DS 7, LP HS 3, LP CC 6 and LP NE 8 in order that the proposals contribute effectively towards delivering the requirements of this plan.
3. Landscaping schemes are expected to include planting plans, identifying plant species, type, sizes, numbers, densities, planting regime and aftercare.
4. Landscaping schemes are expected to include native species, suitable to the location, climatic conditions, and to promoting biodiversity, and be appropriate in respect of growth habits.
5. Landscaping schemes should seek to incorporate SuDS in appropriate circumstances.
6. The maintenance and management of landscaping areas should be set out in the landscaping scheme and may in certain cases be secured through the use of appropriate planning conditions or planning obligations.

NOTE: Guidance on the implementation of policy LP DS 3 in relation to residential development is set out in the Council's Residential Design Guidance.

Local Policy LP DS 4: Advertisements

Evidence Base

15.34 Outdoor advertising is an important feature in the streetscene, particularly in the more commercial parts of the Borough. It is accepted that advertising is essential to commercial activity, and its function is to attract the attention of passers-by in order to inform, guide or direct.

15.35 As well as having the practical purpose of providing information about businesses, goods, events and other matters, the presence of advertising is often a great influence on the appearance of a street as seen by the passer-by.

15.36 It is therefore important to ensure that the cumulative effects of advertisements are not detrimental to the amenity and public safety of an area, or to the character and appearance of the borough.

15.37 The *Urban Design Characterisation* study highlights that many of the commercial properties within the borough are clearly identifiable by the advertisements attached to buildings and land; however the quality of these can be poor and/or inappropriate to their location. Furthermore it identifies an issue with proliferation of advertisements, particularly around town centres and employment areas, which results in a cluttering of these streetscapes.

15.38 Consultation responses to the *Canvey Island Town Centre Masterplan* referred to the town centre as being in need of improvement. The initial baseline surveys for the *Hadleigh Town Centre Masterplan* indicated the need to provide for 'brighter shops', and resulted in this forming one of the top ten town centre regeneration proposals, in the 'options phase'.

Policy 4

Advertisements

1. When determining applications for advertisements, and in addition to the two statutory tests of amenity and public safety consideration will also be given to how the proposal relates to the following:
 - a. Use of the building or site on which they are displayed;
 - b. Character of the building or site on which they are displayed; and
 - c. Character of surrounding area.
2. Consideration will also be had to the following, both individually and cumulatively:
 - a. Location
 - b. Size of advertisement and lettering/picture/logo etc
 - c. Materials
 - d. Design
 - e. Intensity of illumination
3. Advertisements will be approved where:
 - a. They do not harm the character of the building, site or area in which they are located;
 - b. They do not result in a proliferation of advertisements; and
 - c. They do not have an adverse effect on highway safety.

Local Policy LP DS 5: The Appearance of Business Premises

Evidence Base

15.39 The *Urban Design Characterisation* study identifies that the borough has a number of town centres, local shopping parades and employment areas, which are formed of a mix of old and new structures.

15.40 Various elements are usually evident on the frontage of commercial properties in the borough. These include the fascia, cornice, pilasters, consoles, mullions, glazing bars and stallrisers, all of which have their own visual and practical function.

15.41 The fascia is usually the most prominent feature on a non-residential frontage as it normally carries the name of the company and is located above the windows and doors. The cornice is a decorative and functional feature located above the fascia, and pilasters and consoles form the decorative features at either end of the fascia. Mullions and glazing bars provide the vertical supports in the fenestration for the frontages, and the stallriser is located at the bottom of the glazing, providing the physical and visual support.

15.42 The composition of these elements is important in order that the frontages of these buildings contribute positively to the character and appearance of the building as a whole, the neighbouring frontages and the surrounding area. The provision of such development must therefore consider the scale, rhythm, symmetry, proportions, architecture and detailing of these elements, as well as the proposed choice of materials and colour.

15.43 Within the borough there are areas where these important elements have been neglected, and in some cases have resulted in the frontages of the buildings and the surrounding streetscene being of poor design quality.

15.44 Within many of the town centres, local shopping parades and employment areas properties have roller shutters and other forms of security to their frontages. In many cases this has created an unwelcoming and hostile environment, with the external roller shutters in particular being targeted by graffiti and illegal fly posting.

15.45 It is acknowledged that there is a need for security to be provided for such properties, however a balance must be struck between ensuring that these properties are safe and secure while considering their impact on the appearance of the street. Such security measures are therefore most successful when they form an integral part of the property's frontage. This is best achieved at the design stage and not 'added on' as an afterthought.

15.46 Where external shutters have been used in the borough, the shutter box is often not located behind the existing fascia but instead protrudes out from the frontage, creating a bulky unattractive appearance. Furthermore such shutters often obscure the architectural features of the frontages. Many of these types of shutters are not painted or finished to integrate with the main frontage and building as a whole, and as a result retain their stark, unfinished appearance.

15.47 Where the box housings are concealed behind the fascia or incorporated flush beneath it, weaved shutters or roller grilles, rather than shutters, are provided, and they are coloured or finished to reflect the whole frontage and building as a whole, resulting in a far less dominating appearance.

15.48 Some commercial properties in the borough are provided with alternative forms of security measures, such as screens or grilles fixed to the outside of the frontage during closing hours only. These are often decorative in nature, and whilst providing the security required, give an open appearance, with views through them.

15.49 Some properties have taken this method further, by providing such grilles or meshes inside of the window frontage, thus minimising their impact to the shopfront, building and surrounding area further. This solution is often combined with the use of toughened and laminated glass.

Policy 5

The Appearance of Business Premises

1. Proposals for business premises or alterations to existing business premises must contribute towards improving the quality of the built environment and be appropriate to the site and its surroundings having regard to the following considerations:
 - a. Key elements, such as fascia's, stallrisers and glazing bars
 - b. Scale
 - c. Rhythm
 - d. Symmetry
 - e. Proportions
 - f. Architecture
 - g. Detailing
 - h. Materials
 - i. Colour
2. New business premises or alterations to existing business premises must contribute positively to the character and appearance of the following:
 - a. The business frontage;
 - b. The building as a whole;
 - c. The parade or block of buildings in which the premises is located; and
 - d. The surrounding area
3. The provision of security measures for business premises should form an integral part of the design approach to the business frontage and should have regard to the criteria set out in parts 1 and 2 of this policy. External roller shutters will only be acceptable if it can be demonstrated that there is no other suitable alternative. In such instances the roller shutters must be weaved or open-grille.

Local Policy LP DS 6: Design Approach

Evidence Base

15.50 The Design Council highlights that Design Review is a tried and tested method of promoting good design and is a cost-effective and efficient way to improve quality. It offers independent, impartial advice on the design of new buildings, landscape and public spaces.

15.51 The Essex Design Guide supports the delivery of high quality development that meets the needs of existing and future communities in Essex. Work is underway to establish a Quality Panel, with panellists drawn from a range of built environment professions and provide an independent view on development schemes across Essex and how they may be improved.

15.52 It is important that such skills are utilised in order to achieve high quality development throughout the borough. The Council would be prepared to refer to schemes to this at various stages of the planning process.

Policy 6

Design Approach

1. All applicants for developments of 10 dwelling units or more, or of 500m² of commercial floorspace or more, should be informed by a design statement, guide or code, as well as any master plan or planning development brief prior to the submission of any application in order to ensure that the design of their development best meets the requirements of policies SP DS 1 and LP DS 2.

Local Policy LP DS 7: Public Art & Interpretation

Evidence Base

15.53 The *Essex Design Guide* defines public art as art projects created by professional artists, creative practitioners and craftspeople, that can be enjoyed in public spaces by residents of and visitors to a community, rather than in an art gallery or institution. Public art can come in many forms including functional (seating, lighting etc), decorative, cultural experiences or artist residencies.

15.54 Public art has the ability to enhance the aesthetics, character and interest of the public realm and inspire community pride and ownership. It can be incorporated into development in a number of ways, through the introduction of physical elements such as sculptures and monuments, to elements of detailing in paving, elevational treatment, as well as temporary art exhibitions or installations.

15.55 Developing and delivering public art is most successful when considered at the concept stage of a development or scheme. This is best achieved as a collaboration between artists and developers from the concept stage. The provision of public art should not be a stand alone project.

15.56 Working with local communities in developing ideas and actual art work results in the local people creating their own environment and bringing about a sense of ownership and pride in their locality. This is more likely to result in a reduction in anti-social behaviour, such as graffiti and vandalism to art installations. Public art that is site specific and relates to the local context are considered to be consistently high quality.

15.57 It is important to consider what the public art is seeking to achieve and how appropriate it is to its surrounding. The size and complexity of each project will vary depending on the site, as well as the size and type of development proposed, and it is important to ensure that its design, palette of materials and location are sensitive to its surroundings, but at the same time not losing the 'statement' to be made by the public art.

15.58 Public art can contribute to local distinctiveness, increase the use of public open space, and can attract further investment and high quality forms of development into an area.

15.59 Examples of public art provision in Castle Point can currently be found in Hadleigh Town Centre and in South Benfleet.

15.60 In respect of interpretation, the *Urban Design Characterisation* study identifies that whilst there are many notable buildings and structures located within the borough, very few are successfully promoted. Furthermore there are areas of land which may have local or historical significance, which are not appropriately recognised. Where some form of interpretation is provided, its quality and design varies considerably.

15.61 The provision of interpretation / information is most successfully delivered where it is designed and located in a manner which reflects not only the 'item' that it is describing, but also the surrounding built form and natural environment.

15.62 Examples of local interpretation within Castle Point can currently be found in South Benfleet and at Canvey Village.

Policy 7

Public Art & Interpretation

1. The Council will seek the provision of high quality, sustainable public art within the following types of development:
 - a. Developments comprising 20 or more residential dwellings;
 - b. Developments comprising 1,000 sqm or more commercial floorspace;

- c. Developments which are likely to have a significant impact upon the public realm; or
 - d. Developments which are likely to have a high degree of public access.
2. In all other cases the Council will encourage the provision of high quality, sustainable public art.
 3. The provision of all public art and interpretation/information infrastructure must contribute positively to the locality and be site specific having regard to the following considerations:
 - a. Size
 - b. Materials
 - c. Siting
 - d. Crime prevention
 - e. Historical and/or local important information
 - f. The scale and type of development proposed
 - g. Policies SP DS 1, LP DS 2 and LP DS 3
 4. Developers are encouraged to engage local residents in the development of public art projects, and artists from the local area in the creation of public art works.
 5. Proposals for public art should be accompanied by clear commitments to their on going maintenance and ownership.

NOTE: Guidance on the implementation of policy LP DS 7 in relation to residential development is set out in the Council's Residential Design Guidance.

Local Policy LP DS 8: Local Reference Points

Evidence Base

15.63 The *Urban Design Characterisation Study* and references made by local residents and the local community archives operating in the area, indicate that there are various localities within the borough which the community use as reference or meeting points.

15.64 These often have historical origins, relating back to the name of a building or business that may have stood on a site, or an open space which may have been named after a locally important person.

15.65 Over time such buildings or places may be subject to redevelopment or be renamed, and there is the potential for these locally important reference points to be lost. In order to successfully integrate any new development of such buildings or places it is considered important to make reference back to them.

15.66 Such references can be provided in a number of ways. This can be in a simple sign or information/interpretation board attached to or in close proximity to the site, which is clearly visible and would be seen as a visual reference point, or can be incorporated into some form of public art.

Policy 8

Local Reference Points

1. The Council will seek the promotion and retention of existing local reference points, and will encourage the provision of new local reference points.
2. The provision of local reference points should be in the form of interpretation and/or public art informed by policy LP DS 6.

16 Protecting Green Belt land

16.1 The Green Belt in Castle Point is part of a wider network of Green Belt extending across south Essex. This extended network of Green Belt has been effective in maintaining the separation between the towns in south Essex, and within Castle Point by ensuring that the open land between towns has remained undeveloped. The Green Belt extent was established through the 1998 Local Plan and was at that time tightly drawn around the urban area, incorporating most of the undeveloped land within the borough. It is much valued by local residents for its benefit of keeping land permanently open and free from development that would harm the visual amenity of the borough and create urban sprawl, as well as providing opportunities for recreation and leisure.

Strategic Policy SP GB 1: Green Belt Strategy

Policy Context

16.2 The *NPPF* is clear that the Government attaches great importance to Green Belts. Plans should apply a presumption in favour of sustainable development and local policies should provide for objectively assessed need for housing and other uses unless the application of the green belt policy (amongst others) in the *NPPF* provides a strong reason for restricting the overall scale, type or distribution of development in the plan area or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the *NPPF*.

16.3 The *NPPF* identifies the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, with the essential characteristics of Green Belts being their openness and permanence. It's five purposes are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other land.

16.4 The *NPPF* requires local planning authorities to plan positively to enhance the beneficial use of the Green Belt, looking for opportunities to:

- provide access
- provide for outdoor sport and recreation
- retain and enhance landscape, visual amenity and biodiversity
- improve damaged and derelict land

Evidence Base

16.5 Evidence from historic SHLAAs and previous Local Plan preparation work identified that there is limited capacity within the urban areas in the borough to accommodate the needs of its communities. Therefore, the Council is required to look beyond the urban boundary and assess whether there is land outside the urban areas that could accommodate all or a proportion of this growth.

16.6 A *Green Belt Review 2018* was prepared; Part 1 examined how the Borough's Green Belt land contributes to the fundamental aim, characteristics and purposes of the Green Belt as set out by NPPF, Part 2 assessed a number of sites promoted to the Council for potential housing development in the Green Belt to establish the potential degree of harm that would be manifested on the Green Belt if those sites were allocated for housing.

16.7 Part 1 of the Review identified that all parts of the Green Belt in Castle Point contribute towards at least two of the five purposes of Green Belt as identified in the NPPF. The Assessment identified four strategic areas of Green Belt in the borough:

- Daws Heath "Ring"
- Central Corridor
- Lateral Strip
- Canvey Island

16.8 These strategic areas of Green Belt were also identified as particularly important at a sub-regional level, with regard to settlements in the districts and boroughs of Basildon, Rochford, Southend, and Thurrock.

Policy 1

Green Belt Strategy

1. The Council will seek to ensure that land designated as Green Belt is kept permanently open and continues to serve its identified purposes of:
 - a. checking unrestricted sprawl of large built-up areas;
 - b. preventing neighbouring towns merging into one another;

- c. assisting in safeguarding the countryside from encroachment; and
 - d. assisting in urban regeneration, by encouraging the recycling of derelict and other land.
2. The Council will seek to encourage positive uses in the Green Belt, particularly where they would achieve increased accessibility and improvements to the natural and built environment.

Strategic Policy SP GB 2: Green Belt Extent

Policy Context

16.9 The *NPPF* sets out the criteria to be applied when defining Green Belt boundaries. Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of local plans. Strategic policies should establish the need for any changes to the Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.

16.10 The *NPPF* indicates that when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. *NPPF* requires that before concluding that exceptional circumstances exist, the policy making authority should be able to demonstrate that it has fully examined all other reasonable options for meeting needs for development; and this strategy should:

- makes as much use as possible of suitable brownfield sites and underutilised land;
- optimises the density of development, including whether policies promote a significant uplift in minimum density standards in town centres and other locations well served by public transport
- be informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development

16.11 The *NPPF* goes on to require that where it is concluded that Green Belt boundaries should be changed, plans should first give consideration to land which has been previously developed and/or is well served by public transport.

16.12 When defining Green Belt boundaries the *NPPF* states that plans should:

- Ensure consistency with the development plan's strategy for meeting identified requirements for sustainable development
- Not include land which is unnecessary to keep permanently open

- Where necessary, identify in the plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period
- Make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following an update to the plan which proposes the development
- Be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent

Evidence Base

16.13 The Green Belt Topic Paper 2018 has concluded that exceptional circumstances exist to allow the release of Green Belt land for residential development in Castle Point. This is drawn from the Green Belt Review 2018. The conclusions of Part 2 of the Review establish the harm to the Green Belt from residential development at a number of sites proposed to the Council. These conclusions were drawn together in the Housing Options Topic Paper with a range of other criteria to establish the suitability and deliverability of these sites for residential development. The Housing Options Topic Paper concluded that 14 sites should be released from the Green Belt to meet the needs of sustainable residential development in Castle Point to 2033.

16.14 Evidence also shows that the extent of the Green Belt also compromises the ability of some schools in the borough to alter or expand so as to widen choice in education, as advocated in the NPPF. 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, Thundersley;
- Glenwood School, Benfleet;
- Kents Hill Infants and Junior School, Benfleet;
- Holy Family Catholic Primary School, Benfleet; and
- Cornelius Vermoyden, Canvey Island.

16.15 The extent of the Green Belt can also be reviewed in the West Canvey area. An employment allocation in the 1998 Plan at Northwick Road has now been qualified by the designation of the southern portion of the site, as a Site of Special Scientific Interest (SSSI). This designation now precludes inappropriate development, and therefore allows the Green Belt to be extended over this area.

16.16 Furthermore, development has also been approved and completed in Green Belt locations over the course of the previous 20 years, which means that the boundaries of the Green Belt should now be adjusted to reflect current site circumstances in these locations:

- Land at Crescent Road, Benfleet;
- Land at Solby Wood Farm, Daws Heath;
- Land at 396 - 408 London Road, Thundersley;
- Virgin Active, Rayleigh Road, Hadleigh;
- Fire Station, Rayleigh Road, Hadleigh; and
- Essex Auto Group, Stadium Way, Hadleigh.

16.17 This Plan retains 90.6% of the Green Belt extent identified in the 1998 Local Plan. 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.

16.18 The Green Belt extent, as set out in this plan is 2,490 ha.

Policy 2

Green Belt Extent

1. The extent of the Green Belt in Castle Point is defined on the Policies Map.
2. Within the extent of the Green Belt policy SP SD 1 does not apply.
3. Policies LP GB 3 to LP GB 9 should be applied when considering proposals for development within the extent of the Green Belt, in addition to other relevant policies in this plan.

Local Policy LP GB 3: New Development in the Green Belt

Policy Context

16.19 The *NPPF* makes it clear that the construction of new buildings in the Green Belt should be regarded as inappropriate subject to certain exceptions. 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 the inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Evidence Base

16.20 The Green Belt Review 2018 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.

Policy 3

New Development in the Green Belt

1. Inappropriate development in the Green Belt will be refused by reason of its harm to the Green Belt, except in very special circumstances.
2. The Council will ensure that harm is afforded substantial weight, and very special circumstances will not be considered to apply unless the harm is outweighed by other considerations where it can be demonstrated that:
 - a. Very special circumstances exist which justify the proposal. Very special circumstances are unique to the proposal and the site, and are incapable of frequent repetition;
 - b. The Green Belt of and in the vicinity of the proposal will continue to fulfil its purpose/s;
 - c. The proposal is designed to integrate well into the landscape in which it is set and to maintain the openness of the Green Belt;
 - d. The proposed development is an exemplar of high quality design; and
 - e. The proposal is consistent with all other relevant policies of this plan.
3. Insofar as new buildings are concerned the Council will consider these to be inappropriate development in the Green Belt, unless identified as one of the exceptions listed in the National Planning Policy Framework.

Local Policy LP GB 4 - GB 5: Extensions and Alterations to, and Replacements of Buildings in the Green Belt

Policy Context

16.21 The *NPPF* states that new buildings are inappropriate in Green Belt. The exceptions to this are:

- 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.

- Limited affordable housing for local community needs under policies set out in the development plan.
- Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development; or would not cause substantial harm to the openness of the Green Belt, where the development would reuse previously developed land and contribute to meeting an identified affordable housing need.

Evidence Base

16.22 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.

16.23 Previously the Council has applied a combined visual criteria based approach with a strict volumetric calculation to proposals for extensions and alterations to, and replacement buildings in the Green Belt. The use of a strict volumetric calculation has had some unintended consequences in terms of design, particularly in terms of the design of roofs. Elsewhere, strict floorspace calculations have been used and these have resulted in over-sized roof spaces being created. Furthermore, changes to the permitted development rights allow for many extensions and alterations to now occur, when previously they would have required planning permission meaning that policies based on volume or floorspace now have little meaning or relevance.

16.24 A review of the requirements for extensions and alterations to dwellings was undertaken in 2005 (*Metropolitan Green Belt Review of Existing Supplementary Planning Guidance Re: Provision of Replacement Dwellings and Extensions - December 2005*). It looked at a number of approaches to determining what may be considered an appropriate extension or alteration to, or replacement of a dwelling in the Green Belt. It concluded that a criteria based approach, would provide flexibility and balance between meeting the needs of owners and occupiers of buildings in the Green Belt, and the requirements of Green Belt policy. It recommended that the criteria to be considered should include:

- impact of the proposals on the openness of the Green Belt;
- visual impact on the character and appearance of the area;
- impact of the scheme on rural character and existing trees;
- size and scale of the proposals related to the size of the existing property;

- size of the existing dwelling in relation to the character of the plot and the boundaries of the site;
- relationship of the proposals with the existing built form of the dwelling including cumulative impact;
- nature and character of the proposed design and use of materials; and
- use of the proposed development as ancillary accommodation to a permanent dwelling;

16.25 Examples of successful criteria based development included concentrating development within the existing footprint of the building, or resiting an extension from the rear of a property to the side, to minimise the harm to the visual appearance of the property and the character, appearance and openness of the Green Belt.

16.26 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 increases over and above the numerical threshold 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.

16.27 The NPPF allows for limited infilling or the partial or complete redevelopment of previously developed land whether redundant or in continuing use subject to the tests of impact on openness and substantial harm; additionally the *NPPF* states that where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously developed and/or is well served by public transport. This means that replacement buildings may be proposed on sites which have been vacant for some time. However, it should be noted that land is not considered by the *NPPF* to be previously developed where the remains of the permanent structure or fixed surface structure have blended into the landscape through the process of time. It is therefore necessary to consider the extent to which the site retains brownfield characteristics such as buildings and structures, compared to the extent to which the site has developed greenfield characteristics such as vegetative cover, the growth of trees and the population of the site by wildlife. Where previous development has blended into the landscape, or been lost to vegetation and wildlife, proposals for development will not be classed as replacement buildings, but will instead be considered as a new building in accordance with policy LP GB 3.

Policy 4

Extensions and Alterations to Buildings in the Green Belt

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 ensures 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;
- e. The design and materials are of high quality;
- f. 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;
- g. It only provides ancillary accommodation to the existing building; and
- h. The proposal is compliant with all other relevant policies in the plan.

Policy 5

Replacement Buildings in the Green Belt

1. Proposals for replacement buildings in the Green Belt, including those delivered through the redevelopment of previously developed land, 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 ensures sufficient space around the building, between neighbouring buildings and between boundaries;
 - 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;
 - f. The proposal is an exemplar of high quality design and materials;
 - g. 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; and
 - h. The proposal is compliant with all other relevant policies in the plan.
2. Where the replacement building is approved, a condition may be applied to any permission granted any removing permitted 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.

Note: *If the replacement of a building results in a change of use, consideration should also be given to policy LP GB 6.*

Local Policy LP GB 6: Change of Use of Buildings and Land in the Green Belt

Policy Context

16.28 The *NPPF* explains that the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development should not be considered inappropriate.

16.29 The *NPPF* states certain other forms of development are also 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**.

16.30 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 as long as any buildings preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

Evidence Base

16.31 The Green Belt Review 2018 identifies much of the Green Belt in Castle Point as being rural in nature. By definition rural areas are typically quiet, with a low development density and low intensity uses.

16.32 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. Furthermore the re-use of an existing building in the Green Belt for residential purposes may also be considered acceptable in certain circumstances.

16.33 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.

16.34 This can be a particular 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.

16.35 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.

Policy 6

Change of Use of Buildings and Land in the Green Belt

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 proposals are compliant with all other relevant policies in the plan.

Note: *If the change of use requires new buildings, extensions or alterations to existing buildings, or replacement buildings then the appropriate Green Belt policy related to the form of development proposed will also be applied i.e. LP GB 3, LP GB 4, LP GB 5 or LP GB 7.*

Local Policy LP GB 7: Ancillary Buildings and Structures in the Green Belt

16.36 Many forms of development often have ancillary buildings associated with them. For example it is common for houses to have garages, shed 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.

16.37 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

16.38 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*.

Evidence Base

16.39 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.

16.40 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.

16.41 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 a occurrence that the local planning authority wishes to see continue or to be encouraged.

16.42 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.

16.43 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.

Policy 7

Ancillary Buildings and Structures in the Green Belt

1. The provision of ancillary buildings and structures in the Green Belt will be permitted, 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. 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 abandoned;
 - e. The design and siting ensures 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;
 - h. It is restricted to use as ancillary accommodation to the main building or use; and
 - i. The proposal is compliant with all other relevant policies in the plan.
2. In respect of the design of ancillary buildings and structures, strict regard should be had to the criteria set out in policy SP DS 1.
 3. The use of caravans, mobile homes or metal storage containers as ancillary buildings in the Green Belt will normally be refused.

Local Policy LP GB 8: Positive uses in the Green Belt

Policy Context

16.44 The NPPF states that local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

16.45 The NPPF makes it clear that buildings in the Green Belt are inappropriate, with the exception of certain types of development. Buildings for agriculture and forestry are not considered inappropriate uses in the Green Belt, nor is the provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, mineral extraction and engineering operations, as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

Evidence Base

16.46 The Green Belt in the borough is occupied by a diverse range of buildings, uses and activities. Commercial and residential uses have previously been discussed within this Green Belt section. However there are other forms of development located within the borough's Green Belt, including cemeteries, recreational uses - both formal and informal as well as agricultural, equine and animal husbandry activities (cattery's and kennels).

16.47 The latter activities are characteristic of more rural and countryside locations, designated as Green Belt in Castle Point. Such activities generally require more open spaces, with access to natural features, which are unlikely to be found in more urban locations, where the built form is more close knit and environments may not be in the best interests of the health of the animals and livestock. Furthermore such activities can produce levels of noise and odours which may not be compatible with residential uses. However it is important that such activities need to be within easy reach of the population they serve.

16.48 Examples within the borough's Green Belt include the provision of commercial kennels, cattery's, stables and riding schools, and limited cattle grazing. There are also individual stables located sporadically in the Green Belt, some of which are associated with residential properties.

16.49 The Green Belt in the borough also provides important leisure and recreation opportunities for both residents and visitors, which is highly valued by local residents. This includes formal and informal provision, in commercial, private and public ownership. 1,057ha of the borough's Green Belt is allocated as public open space, 890ha of the borough's Green Belt is designated due to its landscape quality, and 1,154ha of the borough's Green Belt is designated due to its ecological quality. Many of the open spaces within the Green Belt in Castle Point are Country Parks, Nature Reserves or natural/semi natural open spaces, and as a consequence there is a significant overlap between ecology and landscape designations and open space designations.

16.50 Access to the Green Belt, and opportunities to undertake outdoor sport and outdoor recreation in the Green Belt are promoted as positive uses of the Green Belt in the NPPF. Given that the Green Belt in Castle Point is tightly drawn around the existing urban area, its population are afforded these opportunities close to where they live and work, and the promotion of such positive uses can contribute towards the health and well-being of these communities. Furthermore given the diverse nature of the Green Belt within Castle Point there is also the opportunity to enhance the quality of landscapes and create multi-functional areas of open space that improve the visual amenity of the borough and contribute towards improving biodiversity and flood risk management.

16.51 This is particularly the case when considered against the pressures to accommodate needs within the borough. Furthermore, in order to accommodate growth, parts of the Green Belt may also need to be brought into use as public open space in order to offset potential impacts of recreation pressures arising from population growth on designated nature conservation sites, such as the Benfleet and Southend Marshes SPA.

Policy 8

Positive uses in the Green Belt

1. The Council will consider proposals favourably which seek to positively enhance the beneficial use of the Green Belt, by providing opportunities for:
 - a. improved access;

- b. outdoor sport and recreation;
 - c. landscape enhancements;
 - d. improvements to visual amenity;
 - 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.

Local Policy LP GB 9: Enclosure and Boundary Treatment in the Green Belt

Policy Context

16.52 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.

16.53 The *NPPF* makes clear that planning policies and decisions should aim to ensure that developments:

- 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 materials
- 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.

16.54 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.

Evidence Base

16.55 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.

16.56 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.

16.57 The *Urban Design Characterisation* 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.

16.58 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.

16.59 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.

Policy 9

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 and surrounding forms of enclosure and boundary treatment, both in terms of materials, height and positioning. It must not repeat poor forms of development.
2. Any means of enclosure or boundary treatment should not dominate the public realm.
3. 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.
4. 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 SPD. For all other landscaping, reference should be made to policy LP DS 3.

17 Meeting the challenge of climate change, flooding and coastal change

17.1 The *NPPF* identifies the purpose of the planning system as contributing towards the achievement of sustainable development. There are three overarching objectives to sustainable development. The environmental objective is set out as contributing to protecting and enhancing our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon future.

17.2 Planning is central to achieving these roles by helping to shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

17.3 Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

17.4 The *NPPF* states that planning policies should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes and policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

Strategic Policy SP CC 1: Responding to Climate Change

Policy Context

17.5 The *NPPF* is clear that the planning system plays a key role in helping shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the reuse of existing resources, including the conversion of existing buildings and support renewable and low carbon energy and associated infrastructure.

17.6 The *NPPF* states that planning policies should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes and policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

17.7 Local planning authorities are expected to plan for new development in locations and ways which reduce greenhouse gas emissions, and to actively support energy efficiency improvements to existing buildings.

Evidence Base

Impacts on Climate Change

17.8 The *Sustainability Appraisal* work sets out details of the borough's energy consumption, Castle Point has the ninth lowest level of renewable energy use in the county at just 0.14% of its total consumption. This is in stark contrast to the use of natural gas which contributes to just under half of the total energy use for the borough. Within Castle Point there are no significant sources of energy production, renewable or non-renewable. Furthermore, the Council has received no proposals for the provision of commercial scale renewable or non-renewable energy production in the borough, which is unsurprising given the size of the borough and the nature constraints present on its periphery. Castle Point is therefore reliant on energy produced elsewhere. The focus of climate change strategy in Castle Point therefore needs to be on how the individual can reduce their ecological footprint, and how developments can be planned to encourage this.

17.9 The *Transport Evidence for the New Local Plan* shows that Castle Point suffers congestion at peak times causing queuing at junctions and extended journey times. Congestion results in increased emissions from vehicles, including emissions of greenhouse gases that contribute towards climate change. The *Sustainability Appraisal* work indicates that transport in Castle Point contributes to 36.33% of CO₂ emissions within Castle Point.

17.10 Congestion is therefore contributing to both climate change and poor health outcomes for local people. A reduction in the need to travel, and good, sustainable access to public transport provision and services can therefore have a positive influence on the borough.

17.11 Whilst Castle Point has a high level of energy consumption, it also has a high quality green environment that contributes towards managing climate change.

17.12 There are significant areas of woodland, including ancient woodland located in the Thundersley and Hadleigh areas in particular. Additionally, there are many trees within the urban environment as a consequence of the borough's sub-urban character. Trees and woodlands play an important role in managing climate change by acting as a carbon sink for CO₂ emissions. Trees also play a role in managing surface water, and contribute positively towards urban cooling thereby managing the impacts of climate change also.

Impacts of Climate Change

17.13 Canvey Island is identified as being within Flood Zone 3a. It is defended by sea defences which are currently effective in managing the current tidal food risk to the Island . However the *South Essex Strategic Flood Risk Assessment 2018 (SFRA)* identifies that future impacts of climate change require these defences to be improved to take account of the possibility of over topping from an extremely high tide. The *Thames Estuary 2100 Plan (TE2100 Plan)* identified Canvey Island as being subject to policy P4 to take further action to keep up with climate and land use change so that flood risk does not increase.

17.14 Hadleigh Marshes and parts of South Benfleet are also affected by tidal flood risk, with both areas sitting within Flood Risk Zone 3. The *SFRA* indicates that the risk, depth and extent of flooding in these areas will increase as a result of climate change. The *TE2100*

Plan identifies the Hadleigh Marshes Policy unit as a subject of policy P3 to continue with existing or alternative actions to manage flood risk. Flood defences will be maintained at their current level, accepting that the likelihood and/or consequence of a flood will increase because of climate change. The southern section of South Benfleet within Flood Risk Zone 3 falls within the *TE2100 Plan's* Bowers Marsh policy unit which is subject to policy P4 to take further action to keep up with climate and land use change so that flood risk does not increase.

17.15 The *South Essex Surface Water Management Plan 2012* identifies the causes and locations of surface water flooding in the borough and a strategy for the future management of surface water flood risk, taking into account the impacts of climate change. This indicates that when the impacts of climate change are taken into account the likelihood and potential impacts of surface water flooding will be worse in the future than they are now. Extreme rainfall events will be more common and the depth of flood water will increase posing a risk to more properties.

17.16 Increased experiences of drought is also likely to be an impact of climate change. The *South Essex Watercycle Study 2012* indicates that water resources in the East of England are likely to become more scarce as a result of climate change. It recommends that consumption in Castle Point is reduced to 105 litres per person per day in order to reduce this deficit.

17.17 A changing climate can also impact on health. A report by the Health Protection Agency entitled the *Health Effects of Climate Change in the UK 2008* sets out evidence to this effect. Potential effects of climate change range from risks associated with flooding, to the effects of extreme temperatures.

17.18 The *Essex Joint Strategic Needs Assessment 2012* indicates that excess seasonal death is an important public health concern which sees an increase in mortality among people with cardiovascular diseases, respiratory diseases and amongst older people, mostly during winter but also during heat waves. Approximately 23% more winter deaths occur in Castle Point than would otherwise be expected. This is above the England average, reflecting the ageing population.

17.19 Meanwhile, poor air quality can affect the health of residents causing long-term chronic illnesses such as asthma and chronic obstructive pulmonary disease (COPD).

Policy 1

Responding to Climate Change

1. The Council will seek to reduce the carbon footprint of the borough, and the impact of the borough on climate change by encouraging greater levels of sustainability through development and by putting in place measures that encourage individual choices to be more sustainable. This will be achieved by:
 - a. Identifying development locations with good access to services and public transport provision;

- b. Working with partners to deliver improvements to the public transport, and footpaths and cycle paths, as set out in policies SP TP 1, LP TP 3 and LP TP 4;
 - c. Working with partners and developers to deliver multi-functional green infrastructure as set out in policy SP NE 1;
 - d. Seeking high quality sustainable design that promotes energy and water efficiency; and
 - e. Encouraging the provision of renewable energy and decentralised energy as part of development proposals as appropriate.
2. The Council will seek to minimise the impacts of climate change on its communities through flood risk management that reduces the risk to people and property from extreme weather and flooding events.

Local Policy LP CC 2 - LP CC 5: Tidal Flood Risk Management

Policy Context

17.20 The *NPPF* requires local planning authorities, when determining planning applications, to ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exceptions Test.

17.21 The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding, using the *SFRA* and the Exceptions Test must demonstrate that the development will offer wider sustainability benefits that outweigh the flood risk, and would be safe for its lifetime, without increasing flood risk elsewhere.

17.22 The *NPPF* states that planning policies should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast and be clear as to what development will be appropriate in such areas and in what circumstances, and make provision for development and infrastructure that needs to be relocated away from such areas.

Evidence Base

Canvey Island

17.23 The Environment Agency identifies Canvey Island as being within Flood Risk Zone 3a. Currently sea defences are effective in preventing Canvey Island from flooding from tidal inundation but there remains a very small probability that they could be overtopped or breached.

17.24 Fluvial flooding is also possible from the watercourses and dykes that form the drainage system on Canvey Island, due to the flat and low lying topography of the Island and the finite capacity of the piped sections of the drainage infrastructure. Some of this network drains to tide via flapped outfalls which only operate at low tide. If water were to overtop these dykes, the flat topography of the island could cause it to disperse over large areas.

17.25 The *SFRA* undertook modelling of the risk of flooding to Canvey Island. Currently, the sea defences are effective in preventing Canvey Island from being flooded but there remains a very small probability they could be overtopped or breached. However, when the future impacts of climate change are taken into account, it is possible that on an extremely high tide the defences in some locations around the Island would over-top. This means that there is a requirement over the next 50 years to invest in improving these defences in order to protect future populations. The *TE2100 Plan*, prepared by the Environment Agency, sets out a policy for the maintenance and improvement of the sea defences on Canvey Island. It will be necessary to work with the Environment Agency to secure the necessary funding to deliver the necessary improvements that will benefit both existing development and also any additional development that occurs.

17.26 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 necessary for taller defences with a larger footprint. Accessibility is also essential in delivering such improvements. The Environment Agency has advised that approximately 19m 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.

17.27 The *NPPF* sets out a sequential test that seeks for development to be located to avoid flood risk. Canvey Island comprises of around 40% of the borough's area and is home to around 40,000 people. It is not therefore always possible to avoid development. This community will have development needs that change over time. Furthermore, land currently in use will come forward for redevelopment. To leave this land vacant may undermine the quality of the local environment and have a detrimental effect on the community. The *TE2100 Plan* reinforces this stance, identifying Canvey Island as a thriving community with further development and regeneration planned in the future. It states that the maintenance and improvement of the sea defences is well justified, and that in order for these areas to thrive and for regeneration to be a success, flood risk management and emergency planning must continue to be integrated into the spatial planning process.

17.28 Where development is permitted on Canvey Island, it will need to demonstrate how it has satisfied the Sequential and Exception Tests, and will need to be designed to ensure the safety of future residents and/or users. Additionally, consideration will also need to be given as to how surface water flood risk can be managed on site, so that the new development does not increase the risk of flooding in neighbouring properties. Finally, in the event that a flood occurs, and there has been no or limited warning, properties should be designed to offer safe refuge above the depth of flood water. The *SFRA* identifies the likely depth of flooding across the Island during a 1 in 1000 year + climate change flood event. It is this depth of flooding that should be considered to help design refuge requirements for

development on Canvey Island together with a clear assessment of the likely time of site inundation and the evaluation of flood hazard arising at and around the site throughout a flood event.

17.29 Whilst new development proposals may incorporate flood resilient design measures, this does little to ensure the safety of existing residents, particularly the large number who occupy bungalows, caravans and mobile homes. The *TE2100 Plan* notes the prevalence of vulnerable development such as these properties on Canvey Island and seeks the redevelopment of such forms of development for homes that can offer more flood resilient design. Favourable consideration should be given to proposals that see the replacement of such vulnerable development with more resilient forms of development that can offer safe refuge in the event of a flood. Such decisions will of course need to be made within the context of the principles set out within the Council's Residential Design Guidance which seeks to ensure that privacy, amenity and high quality urban design are achieved, although some flexibility may be appropriate.

Hadleigh Marshes and South Benfleet

17.30 Tidal Flood Risk also affects Hadleigh Marshes and parts of South Benfleet, with both areas also within Flood Risk Zone 3 as identified by the Environment Agency and modelled by the *SFRA*. The *SFRA* indicates that the risk, depth and extent of flooding in these areas will increase as a result of climate change.

17.31 Hadleigh Marshes is a largely undeveloped area, protected from significant levels of development by other policy and nature conservation designations. As a consequence, the *TE2100 Plan* seeks to maintain these defences at their current level, but does not plan to enhance them in order to accommodate the impacts of climate change. This has two significant implications:

1. The loss of inter-tidal marshland habitats. The Benfleet and Southend Marshes is designated as a Special Protection Area and is recognised for its assemblage of migratory birds under the Ramsar Convention. As a consequence there is a need to identify compensatory habitat. The *TE2100 Plan* seeks to identify compensatory provision to account for this loss; and
2. The London Fenchurch Street to Southend Railway line passes through the area and is likely to be at risk from major flooding in the future. The owners and operators of this line will need to consider how it will deal with this issue. There is the potential that in the long-term (50 years +) they may decide to cease services if an economically viable solution to retaining the line in this location cannot be identified. The *TE2100 Plan* seeks to develop a joint long term programme to ensure the long-term implications of climate change on the C2C line are understood, and to build in infrastructure improvements and flood warning.

17.32 The area at risk of flooding in South Benfleet is largely undeveloped flood plain in the form of South Benfleet Playing Fields. There are however a small number of properties at risk of flooding in 'old' South Benfleet, including the railway station, and also some homes

on the periphery of the flood risk zone in the residential area. As with Hadleigh Marshes, the *TE2100 Plan* outlines that for the Bowers Marshes policy unit (encompassing South Benfleet) the aspiration is to take further action to keep up with climate and land use change so that tidal flood risk does not increase.

17.33 South Benfleet Playing Fields are a flood storage area recognised by the Environment Agency as a category C reservoir under the Reservoirs Act 1975. This area is therefore classified as falling within Flood Risk Zone 3b i.e. it is considered to be a functional flood plain. A functional flood plain is an area where water has flowed, or is stored, at times of flood with an annual probability of flooding of 5%.

17.34 The *Surface Water Management Plan* shows that South Benfleet Playing Fields have a significant role to play in managing surface water, with a significant catchment covering most of the South Benfleet area. Due to the increased risk of extreme rainfall events associated with climate change, this area should be retained as a flood storage area. The *Surface Water Management Plan* suggests that options should be considered for increasing the storage capacity of these fields in the longer-term.

Policy 2

Canvey Tidal Flood Risk Management Area

1. The extent of the Canvey Tidal Flood Risk Management Area is defined on the Policies Map.
2. Canvey Island is identified as a Tidal Flood Risk Management Area due to its low-lying nature and the potential risk of flooding, which is expected to increase with climate change. Within this area:
 - a. The sea defences will be maintained, and where necessary improved to mitigate the risk of over-topping;
 - b. New bungalows will be refused, 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. New development proposals will be permitted only where they meet the following criteria:
 - i. They are within the existing urban area, or for a site identified in this plan;

- ii. 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; and
 - iii. 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 + Climate Change flood event.
- d. Development proposals for sites beyond the existing urban area, where they are not identified in this plan, will be refused unless it can be robustly demonstrated that there is a need for that development to specifically serve the community of Canvey Island, there is no sequentially preferable sites on Canvey Island available for the development proposed, and all other policy requirements have been met.

Policy 3

Land Safeguarded for Future Flood Defence Works

1. 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. Only temporary development will be permitted on this land, subject to compliance with all other relevant policies in this plan.
2. 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.

Policy 4

Hadleigh Marshes Tidal Flood Risk Management Area

1. The extent of the Hadleigh Marshes Tidal Flood Risk Management Area is defined on the Policies Map.
2. Hadleigh Marshes is identified as a Tidal Flood Risk Management Area due to its low-lying nature and the potential risk of flooding, which is expected to increase with climate change. Within this area:

- a. 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 habitats resulting from climate change; and
- b. 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.

Policy 5

South Benfleet Tidal Flood Risk Management Area

1. The extent of the South Benfleet Tidal Flood Risk Management Area is defined on the Policies Map.
2. This area in South Benfleet is identified as a Tidal Flood Risk Management Area due to its low-lying nature and the potential risk of flooding from tidal, fluvial and surface water sources, which is expected to increase with climate change. Within this area:
 - a. The sea defences will be maintained, and where necessary improved to mitigate the risk of over-topping;
 - b. 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;
 - c. New development proposals will be permitted only where they meet the following criteria:
 - i. They pass the sequential test, as set out in the NPPF;
 - ii. They are within the existing urban area;
 - iii. 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; and
 - iv. 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 + Climate Change flood event.

Local Policy LP CC 6: Non Tidal Flood Risk Management

Policy Context

17.35 The *NPPF* requires that strategic policies should be informed by a strategic flood risk assessment and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting local areas susceptible to flooding and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.

17.36 The *South Essex Catchment Flood Management Plan* sets out the approach that should be taken to fluvial and surface water flood issues in South Essex. It identifies two policy units covering watercourses in the Castle Point area. These are:

- Southend-on-Sea/Rayleigh policy unit. Within this populated area it is expected that further action will be taken to reduce flood risk now and in the future.
- Thames Urban Tidal policy unit. Within this area further action should be taken to sustain the current level of flood risk into the future, responding to the potential increases in risk from development and climate change.

Evidence Base

17.37 Surface water can arise from a variety of sources, including sewers, drains, groundwater, and run-off from the land, water courses and ditches. Approximately, 2,700 homes within Castle Point are at risk of surface water flooding.

17.38 The *Surface Water Management Plan (SWMP)* sets out a framework to help understand the causes of surface water flooding in Castle Point and a strategy for the future management of surface water flood risk. It models the impact of a 1 in 100 year event to identify the likely impacts of severe rainfall in Castle Point. It also models the impact of a 1 in 100 year event plus an additional 20% allowance for climate change to assess the likely impacts of severe rainfall in the future.

17.39 The *SWMP* identifies that surface water flood risk across the borough, but excluding Canvey Island, is driven predominantly by topography relating to watercourse channels of Benfleet Creek, Prittle Brook and tributaries. Localised flooding is attributed in most cases to the steep westward sloping topography from an area of high elevation running through the borough, local topographic depressions, insufficient capacity in ordinary watercourse and culverted systems, and obstructions in the flow of surface water.

17.40 In respect of Canvey Island the surface water flood risk is largely associated with the localised capacity of the existing surface water sewer network to accommodate high intensity rainfall events or an associated failure of the managed and pumped drainage network during such events or as a result of tidelocking of gravity outfalls.

17.41 There are 25 main rivers, watercourses and many smaller reaches of ordinary watercourses (minor ditches and dykes), most of which are tributaries to main river reaches. Those on Canvey Island have been incorporated into a wider drainage system, elements of which are regulated by various risk management authorities, and is reliant predominantly upon gravity whilst being pumped to tide by external pumping stations. The areas of the Benfleet Creek, Prittle Brook and their tributaries and the tributaries of the Rawreth Brook are vulnerable to fluvial flooding, which can contribute to surface water flooding.

17.42 The *SWMP* identifies Critical Drainage Areas (CDAs), defined as geographic areas, usually a hydrological catchment, where multiple or interlinked sources of flood risk causes flooding during a extreme rainfall events which can affect people, property or infrastructure. There are six defined CDAs in Castle Point covering the vast majority of the borough's land area. There are as follows:

- South Benfleet (CAS 1)
- New Thundersley (CAS 2)
- East Thundersley (CAS 3)
- Hadleigh (CAS 4)
- A129 - A127 Roundabout (CAS 5)
- Canvey Island (CAS 6)

17.43 The Plan identifies a number of potential measures and options to deal with surface water within the borough, specific to those CDAs where the risk to people, property and infrastructure are greatest. Within Castle Point CDA 5 was not included in the assessment, as at the time no significant future development was considered likely in this area which could exacerbate surface water flooding. Should development come forward for this area, further studies and assessments will be required to establish the most appropriate measures and options for addressing surface water.

17.44 Of the remaining five CDAs, the potential future options included a variety of measures such as:

- a. increased community awareness
- b. improved management regimes of main rivers, ordinary water courses and their tributaries
- c. increased conveyance
- d. retained and increased flood storage capacity
- e. improved land management

- f. increased online storage
- g. incorporation of Sustainable Urban Drainage Systems (SuDS) appropriate to the development type, size and location

17.45 The *SFRA* makes reference to Prittle Brook and Benfleet Hall Sewer, as being sources of fluvial flooding. The Kersey Marsh Sewer and Hadleigh Marsh Sewer are also referred to as main rivers located within the borough. Fluvial flooding is also possible from the watercourses and dykes that form the drainage system on Canvey Island, due to the flat and low lying topography of the island and the finite capacity of the culverted sections of the drainage infrastructure. Some of this network drains to tide via flapped outfalls which only operate at low-tide. If water were to overtop these dykes, the flat topography of the borough could cause it to disperse over large areas.

17.46 A single integrated urban drainage model (IUD) has been prepared to enhance the understanding of the drainage network, and associated flood risk on Canvey Island. This collaborative work between risk management authorities (the Environment Agency, Anglian Water and Essex County Council) has provided a detailed representation of the drainage network on Canvey Island. This has been used to update the Environment Agency's *Risk of Flooding from Surface Water Map*. This map ascribes a high risk of surface water flooding to those areas where there is a 1 in 30 year chance of surface water flooding. A medium risk is ascribed to areas with a 1 in 100 year chance of surface water flooding.

17.47 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 property at the southern end of Benfleet Hall Sewer. The flood storage area does not however provide any protection from surface water flooding generated by flow paths from rainfall over the steep impermeable topography.

17.48 The evidence and guidance provided under the Tidal Flood Risk Management Area section, in respect of flood risk, and the use of the Sequential and Exception Tests is equally relevant when considering the impact of fluvial and surface water flooding on development and its location.

17.49 The *South Essex Outline Water Cycle Study* and the *SWMP* refer to the use of Sustainable Urban Drainage systems (SuDS). 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. 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 source control mechanisms. These can restrict the volume and rates of surface water runoff leaving a site.

17.50 Examples often used in the borough are rainwater harvesting, which captures and stores rainwater from roof runoff. This provides a dual advantage, of not only decreasing the volume of water leaving a site and decreasing surface water and potential flooding, but

also provides a direct source of water for re-use, thus reducing the amount of water supply to a site. Tree planting and the provision of green roofs can also act to reduce runoff, whilst also offering benefits to ecology.

17.51 Within larger 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.

Policy 6

Non-Tidal Flood Risk Management

1. The Critical Drainage Areas (CDAs) for the borough are defined on the Constraints Map.
2. New development proposals within flood risk zones 2 and 3 for fluvial flooding, or within an area at risk from surface water flooding in a 1 in 1,000 year event, will be considered against the sequential test set out in the NPPF. 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.
3. Where a development proposal is located in an area at risk of fluvial or surface water flooding and passes the sequential and, where appropriate, the exception tests, a sequential approach to 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.
4. Where a development proposal is for a site in an area at risk of fluvial or surface water flooding, or is within a Critical Drainage area identified on the Constraints Map or in the South Essex Surface Water Management Plan, any natural or semi-natural water features such as ditches, dykes and ponds must be retained in their natural or semi-natural form in order to maintain existing attenuation provision and existing flow paths.
5. All development proposals, including the redevelopment of existing buildings, must incorporate Sustainable Drainage Systems (SuDS) which attenuate surface water on-site, and slow run-off rates to natural levels. Proposals should seek to reduce the risk of flooding and ensure that it is not increased. Where possible, SuDS should be incorporated into the landscaping proposals for development schemes in order to achieve additional benefits for biodiversity and environmental quality.

6. Consideration must be given to the capacity of existing flow paths, and to the designed capacity of any SuDS proposals for a development, to cope with extreme rainfall events. Where appropriate, additional flow paths should be provided to direct excess surface water away from people and property. This must not increase the risk to existing properties nearby.
7. In order to protect people and property, any development located in an area at risk from fluvial or surface water flooding should be designed to be flood resistant to a 1 in 1,000 year + climate change level. Fluvial and/or surface water must not be able to enter property, and buildings should be hydrostatically resistant to prevent damage to the structure. Regard should be had to the Constraints Map and the South Essex Surface Water Management Plan, or the Risk of Flooding from Surface Water Map, to determine the need for flood resistant design. Where an application relies on guidance from the South Essex Surface Water Management Plan, or the Risk of Flooding from Surface Water Map, a precautionary approach will be taken, and upper flood depths for the location of the site will be applied when determining the appropriateness of the resistance proposed. Applications which seek to provide lower levels of resistance must be supported by their own robust, site specific, modelling which demonstrates that the development will be resistant to fluvial and/or surface water inundation and hydrostatic damage.

Local Policy LP CC 7 - LP CC 8: Sustainable Buildings

Policy Context

17.52 The *NPPF* advises that the planning system should support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

17.53 New development is expected to comply with adopted policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable, and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

17.54 The *NPPF* indicates that local planning authorities should not, however, require applicants for energy development to demonstrate the overall need for renewable or low carbon energy. Furthermore they should also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions. Applications should be approved if their impacts are (or can be made) acceptable, unless material considerations indicate otherwise.

17.55 There are standards in relation to ensuring new development is sustainable. For residential development the Government has set out energy efficiency standards within the Building Regulations for new development, which will become more demanding over time as energy efficiency technologies and innovations advance. With regard to water efficiency, there is a national minimum standard with the Building Regulations and a higher standard which may optionally be applied in areas of water deficit. For non-residential development, *BREEAM* standards are normally applied, which again set standards in terms of water and energy efficiency.

Evidence Base

17.56 The *Sustainability Appraisal* work advises on the ecological footprint of Castle Point. An ecological footprint measures the amount of land each person uses in order to sustain their lifestyle. This shows that Castle Point has an ecological footprint of 5.65 ha/person. This is higher than the national average of 5.4 ha/person, and significantly above the footprint considered to be sustainable at 1.8 ha/person.

17.57 Energy use accounts for 0.9 ha/person, and could be significantly reduced through improvements to the energy and thermal efficiency of the buildings which are constructed.

17.58 Reducing the emissions of greenhouse gases and the consumption of energy can be achieved in several ways. Simple measures such as loft insulation and cavity wall insulation can achieve significant reductions in energy consumption, whilst there is the opportunity through improvements to existing buildings and the provision of new buildings to integrate renewable energy sources such as solar and wind power. The installation of solar panels on residential properties and the provision of stand alone wind turbines to serve non-residential uses are popular choices in Castle Point.

17.59 The orientation of development is also important in influencing the potential to reduce energy consumption within the development and maximising the potential energy production from renewable sources. Careful orientation and arrangement of development can provide good opportunities for solar gain and daylight penetration. For example 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.

17.60 In respect of layout, providing taller buildings away from lower ones, or to the north of a development, providing parking and garaging to the north of buildings, as well as providing suitable vegetation in appropriate locations, can improve conditions for solar gain and reduce shadow.

17.61 Capital investment (including construction) accounts for a further 0.76 ha/person of ecological footprint, indicating that regard should be had to the materials used in building new homes in terms of the energy required in their production. Materials produced in a more sustainable way will have a smaller ecological footprint, whilst those sourced locally may have a reduced impact on the environment due to reduced transport distances.

17.62 Construction activities also produce waste, which can significantly increase the ecological footprint of new homes and buildings. The *Sustainability Appraisal* work advises that approximately 50% of the waste generated in Essex is from construction and demolition activities. It is therefore important that site waste is appropriately managed in order to promote re-use and recycling of materials, on-site where possible.

17.63 The *South Essex Watercycle Study (WCS)* shows that South Essex is a net importer of water. There are no sources of water supply within Castle Point itself. Currently, the supply of water is sufficient to meet the borough's needs as part of the wider network of water supply in the East of England. However, the East of England is the driest region in England, and there are likely to be significant pressures on water resources as the climate continues to change into the future, particularly as growth continues to occur and demand increases.

17.64 Water demand calculations in the *WCS* indicate that growth in Castle Point could result in over 1 mega-litres per day (MI/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. It is however recognised that there may be costs associated with achieving this level of water consumption reduction in the short-term.

17.65 In order to achieve water efficiency, measures such as rainwater harvesting and greywater recycling schemes can be installed within developments.

17.66 Many of the measures that would make new buildings more sustainable also apply to existing buildings. Applications for extensions and alterations present the opportunity to consider the installation of energy and water efficiency measures. It will also be possible in most cases to sustainably source materials for such works, and to make the best use of construction waste through re-use and recycling.

17.67 Additionally, extensions and alterations to existing buildings also present the opportunity to improve the resilience of existing buildings to extreme weather events such as heavy rainfall and periods of hot or cold weather. This can be achieved through measures such as raising the finished floor levels, installing high level electrical circuits and sockets, by being well insulated, and by arranging windows to enable passive air circulation.

17.68 The need for passive air circulation is relevant to habitable rooms. There are occasions where development schemes rely on non-opening windows within habitable rooms in order to meet residential amenity and privacy standards. This may not always be an appropriate method of making the development acceptable if it results in a room that cannot reasonably be cooled in a sustainable manner through passive air circulation.

17.69 Rooms such as bathrooms and utility rooms do not necessarily require passive air circulation since these rooms provide air changes via electrical extraction under the Building Regulations.

17.70 In order to ensure successful integration into a development, it is essential that sustainability requirements such as energy and water efficiency are considered from the outset. The installation, in particular, of renewable energy sources, on existing buildings

after construction can result in prominent structures and alien features, which detract from the appearance of the building and surroundings. The installation of such sources is also often more difficult and expensive to retro-fit.

17.71 The potential for maximising energy and water efficiency and the use of renewable energy sources will vary depending on the size and nature of the development it relates to, as well as feasibility and viability of a scheme. This is particularly the case within Castle Point where there is a mix of development types and sizes. In order for this to be effectively reflected it is important that each development can clearly demonstrate how it will achieve such measures. This is best understood by forming part of any planning application submission.

17.72 The visual impact of the provision of renewable energy sources and the layout outcomes of seeking to achieve the maximum energy and water efficiency of a development are also important considerations. There is a balance to be achieved between optimum energy and water efficiency and reducing energy consumption that can be achieved through a development, and the visual and amenity impacts such a development can have on buildings, and the surrounding area. This is particularly the case in relation to historic assets, and in conservation areas where the installation of modern technologies needs to have regard to the conservation of historic character. Regard should be given to the guidance produced by English Heritage on this matter.

Policy 7

Sustainable Buildings (New Builds)

1. 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. As a minimum:
 - a. Residential developments should achieve the energy efficiency requirements set out in Part L of the Building Regulations, or its equivalent; and
 - b. Non-residential developments should achieve at least 50% of the credits available for reduction in CO2 emissions under the relevant BREEAM scheme or its equivalent for the development proposed.
2. The design of all new development should incorporate measures for achieving high levels of water efficiency. As a minimum:

- a. Residential development should achieve the higher level of water efficiency set out in Part G2 of the Building Regulations or its equivalent; and
 - b. Non-residential development should achieve at least 50% of the credits available for water consumption under the relevant BREEAM scheme or its equivalent for the development proposed.
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.
 4. 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.
 5. 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, on-site where possible.
 6. 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.
 7. Regard should be had to the requirements of policies LP HE 2 and LP HE 3 when considering the installation of sustainability measures in, on or nearby designated heritage assets.

Policy 8

Sustainable Buildings (Existing Buildings)

1. Extensions and alterations to existing buildings should be constructed in a manner that reduces the property's risk to extreme weather events. As a minimum they should be resilient to surface water flooding and provide the opportunity for passive air circulation within habitable rooms.
2. The materials used in the construction of extensions and alterations to existing 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, unless it can be demonstrated that appropriate materials to complement the existing building cannot be sustainably sourced.

3. Site waste should be managed in a way that maximises the re-use and recycling of materials, on-site where possible.
4. The extension or alteration should not prevent the segregated storage of waste arising from the use of the development, or otherwise prevent recycling by users of the building.
5. Developers are encouraged to consider whether opportunities exist to make improvements to the energy and water efficiency of the existing building alongside the construction works required to deliver the proposed extension or alteration.

18 Conserving and enhancing the natural environment

Strategic Policy SP NE 1: Green Infrastructure and the undeveloped Coast

Policy Context

18.1 Green Infrastructure is a strategically planned and delivered network of green spaces and other environmental features, (such as the coast). 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 includes: public parks and gardens; playing fields; allotments; woodlands; heathlands; marshlands; wetlands; and coastlines.

18.2 One of the overarching objectives of the *NPPF* is that the planning system should contribute to protecting and enhancing our natural environment, including minimising waste and pollution and other adverse effects on the natural, built and historic environment.

18.3 The *NPPF* states that planning policies should identify and pursue opportunities for securing measurable net gains for biodiversity. Planning policies should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and sites of biodiversity value, maintaining the character of the undeveloped coast and improving public access to the coast where appropriate. Policies should establish coherent ecological networks that are resilient to current and future pressures.

18.4 In this regard the *NPPF* recognises that some open land can perform many functions for: wildlife, recreation, flood risk mitigation, carbon storage, or food production. Planning policies should encourage and promote the use of land to achieve multiple benefits. The *NPPF* is also clear that planning policies should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links where needed to the existing rights of way.

18.5 *NE176 – Natural England’s Green Infrastructure Guidance* sets out how local planning authorities should plan for Green Infrastructure in order to ensure it is multi-functional and provides environmental, social and economic benefits to the local community.

18.6 The *Thames River Basin Management Plan*, which has been prepared by the Environment Agency to deliver the requirements of the EU Water Framework Directive. With regard to the lower Thames Estuary, the plans objective is to achieve Good Ecological Potential by 2027 and Good Chemical Status by 2027. It contains an action plan for achieving this objective which requires local planning authorities to contribute towards improving water quality by seeking improvements to green infrastructure and biodiversity through the plan-making and decision-taking processes. This is a clear example of how green infrastructure can bring about multi-functional benefits in Castle Point.

18.7 The Greater Thames Marshes Nature Improvement Area, which covers 50,000ha of land in South Essex, North Kent and Greater London, includes around 50% of the southern part of Castle Point including Canvey Island and Hadleigh Marshes. It was established by DEFRA in 2011 with the aim of creating ecological networks in strategic locations to benefit wildlife and people. The overarching objectives of the Nature Improvement Area are:

1. Set out all evidence to date about existing biodiversity value and the anticipated pressures for change in the NIA.
2. Deliver on the ground through new and extensive projects for habitat creation, management and restoration. This will include creating and enhancing habitats for the scarce Thames Terrace Invertebrates and for breeding waders.
3. Deliver on the ground by working in partnership and adding value to existing initiatives. For example, working with landowners to maximise the biodiversity of the farmed landscape, piloting approaches to biodiversity off-setting and working more creatively with commercial regeneration partners.
4. Communication and access - through a variety of activities and projects increase local community and stakeholder understanding and participation in the NIA.
5. Provide a long term legacy through ongoing funding bids, investment in community involvement, stewardship and fostering long term stakeholder engagement.

18.8 The initial targets of the Nature Improvement Area Partnership are to deliver 158ha of restored grazing marsh; 16km of enhanced ditches with associated flora and fauna; the creation of Thames Terrace Invertebrate habitat; and an improved green infrastructure network. Beyond 2015, the partnership aim to create a minimum 500ha of new priority habitat for focal species. The Nature Improvement Area Partnership has prepared a *Planning Guidance Note* explaining how development proposals can contribute towards these aims and objectives.

18.9 The *Thames Gateway South Essex Green Grid Strategy* sets out a Green Infrastructure Plan for the sub-region; this has been recognised as good practice by Natural England. 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 aims and objectives of the Nature Improvement Area Partnership.

Evidence Base

18.10 The *South Essex Green Grid Strategy* has its own evidence base which describes and analyses the network of Green Infrastructure in South Essex; at the heart of this network is Castle Point. The borough has significant Green Infrastructure assets including a 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 Characterisation* identifies significant areas of historic value within Castle Point around the marshlands, Hadleigh Castle and Daws Heath.

18.11 The *Open Space Appraisal* identifies existing networks of green spaces and green corridors within Castle Point that are used for informal recreation and transport as well as acting as habitat corridors. There are also clear opportunities to enhance these networks through improving the accessibility of these spaces, providing new spaces and also the creation of additional green corridors throughout the borough.

18.12 There are a range of different users for these spaces; equestrians, cyclists, pedestrians and dog walkers all use the borough's green spaces. Along the borough's coastline there are also houseboats, the port facilities at South Canvey, beach users and also those that engage in motorised and non-motorised water sports. Where one or more of these uses are within proximity of each other there is the potential for conflicts to occur. The work undertaken for the Olympic Legacy at Hadleigh Farm and Country Park is an example of where a strategy has been developed to reduce conflict between different users. In some cases a more restrictive approach to conflict management will be required to ensure public safety.

18.13 As well as the amenity and biodiversity benefits green infrastructure provides, green infrastructure can also help reduce potential sources of pollution. Trees can capture and absorb large amounts of water and thus help to reduce surface water run-off, (a major cause of water based pollution in the borough). They also act to reduce levels of Carbon Dioxide (CO₂) and other pollutants in the air; there are currently no declared Air Quality Management Areas within the borough; however there are six areas which are being monitored for Nitrogen Dioxide levels, (all next to transport interchanges). The *2018 Air Quality Annual Status Report (ASR)* for Castle Point considered air pollution in the Borough to be generally low with no areas exceeding the objective air quality level. Monitoring of results from 2011-2017 show that the six locations with the highest measured concentrations are improving, however provision of green infrastructure can help reduce air pollution further.

Policy 1

Green Infrastructure and the undeveloped Coast

1. The Greater Thames Marshes Nature Improvement Area extends across the southern part of Castle Point, as identified on the Policies Map. Within this area, the Council will work with partners to deliver projects which contribute towards the aims and objectives of the Nature Improvement Area Partnership.
2. 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.
3. Through its partnership working, and when considering applications for development, the Council will be seeking to secure Green Infrastructure that offers multiple benefits to the environment and to the communities in Castle Point. In particular, the Council will be seeking to secure:
 - a. The preservation and enhancement of ecological and heritage assets, and areas of nature conservation, landscape and heritage value;

- b. A net increase in biodiversity across the borough's area with a focus on priority habitats and priority species;
 - c. Management of and a reduction in pollution to air, water and soil;
 - d. Opportunities for local food production;
 - e. Management of flood waters consistent with policy LP CC 6;
 - f. Recreational benefits for local people, including access to coast, consistent with policy LP HS 3; and
 - g. Opportunities for people to use active travel modes to access education, employment and services, consistent with policies SP TP 1 and LP TP 3.
4. In securing Green Infrastructure provision, the Council will work with partners and the community, including specific user groups, in order to minimise conflict between human activities, including recreation, and sensitive ecological and heritage assets, and also between different types of human activity. The Council will seek to ensure that everyone can enjoy the borough's Green Infrastructure in a sustainable way.

Local Policy LP NE 2 - LP NE 4: Historic Natural Landscapes

Policy Context

18.14 The *NPPF* states that planning policies should contribute to and enhance the natural and local environment by protecting, enhancing and conserving valued landscapes, sites of biodiversity or geodiversity, local wildlife habitats, protected species and wider ecological networks. Great weight should be given to conserving and enhancing landscape and scenic beauty in areas which have the highest status of protection.

18.15 The *NPPF* also emphasises the conservation of irreplaceable environmental and historic assets. Local planning policies should set out a positive strategy for the conservation and enjoyment of the historic environment and recognise and conserve historic assets which are an irreplaceable resource.

Evidence Base

18.16 The 1998 Local Plan identified two physically distinct ancient landscapes: Daws Heath Woodland and the Canvey and Hadleigh Grazing Marshes. These were landscapes that contained a significant assemblage of visual features, both man-made and semi-natural of pre 1600 origin.

18.17 The *Essex Thames Gateway Historic Environment Characterisation* reviewed the landscape in Castle Point in terms of its contribution towards the historic environment. Eighteen character areas were identified in Castle Point, and each was assessed against seven criteria,

scoring low (1) through to high (3) against each. Within Castle Point, seven of the character areas scored high (3) against six or more of the criteria. These character areas either aligned with, or are adjacent to those areas identified as ancient landscapes in the 1998 Local Plan. The areas are:

- Daws Heath and Pound Wood
- Hadleigh Great Wood
- West Wood
- Hadleigh Castle
- Hadleigh Marshes
- Benfleet Creek
- Canvey Marshes

18.18 Essex Wildlife Trust have developed a series of *Living Landscapes* across Essex with the aim of protecting significant landscape and ecological features whilst recognising that people live within these landscapes. The *Living Landscapes* are large landscape scale areas of the countryside, like river valleys, estuaries, forested ridges, and grass and heath mosaics. These areas are abundant in ecology and provide a superb range of habitats for many species of wild plants and animals.

18.19 There are four identified living landscapes within the borough: the network of woodlands around Hadleigh and Daws Heath; the areas around Hadleigh Downs and Benfleet and Southend Marshes (Hadleigh Castle and Hadleigh Marshes and Southend Seafront and Maplin Sands); and the marshland traversing west Canvey, Fobbing and Pitsea (South Essex Marshes: “Wat Tyler Complex”).

18.20 *Living Landscapes* is a strategic initiative involving partnership working to conserve, restore, recreate and re-connect priority habitats, ecological networks and populations of priority species across South Essex. These *Living Landscapes* are situated within the Greater Thames Marshes Nature Improvement Area.

18.21 The *Living Landscape* areas overlap significantly with the areas that scored highly in the *Historic Environment Characterisation*. There are therefore three areas of both historic and natural landscape value in Castle Point that need to be preserved and enhanced. Details of each of these three areas is set out below.

18.22 *The Daws Heath Historic Natural Landscape* - The *Historic Environment Characterisation* states that there has been a remarkable survival of historic patterns of irregular small fields and ancient woodland in the area surrounding Daws Heath. Many parts of the ancient woodland are in a favourable state due to their management as nature reserves. There is evidence within the area of archaeology indicating Roman settlement within the area. There are numerous earthworks throughout the woodland areas.

18.23 The *Hadleigh and Daws Heath Living Landscape Scheme* covers the area around Daws Heath. It recognises the area as an important historical landscape of ancient woodland with areas of open land supporting a wide range of wildlife including species which are scarce and declining in southern England. The scheme objectives are to:

- Conserve and positively manage ancient woodland and other important habitats which will benefit wildlife and people;
- Encourage the local community to use the land with public access and to be proud of its conservation and heritage value; and
- Safeguard and connect UK post-2010 Biodiversity Framework priority habitats within the landscape to make them more robust and sustainable.

18.24 *Hadleigh Castle and Marshes Historic Natural Landscape* - The Hadleigh Castle and Marshes Historic Natural Landscape falls within the extent of the Greater Thames Marshes Nature Improvement Area.

18.25 The Historic Environment Characterisation found favourable characteristics throughout this large landscape area. The area around Hadleigh Castle itself has an open and rural character with a dispersed settlement pattern and some mixed woodland. It is a topographically distinct area, comprising largely undeveloped land rising steeply above Hadleigh marshes and the Thames Estuary. The castle itself is a dominant feature within this landscape and dates back to the 13th Century when it was used as a royal palace.

18.26 The marshes meanwhile sit below the Castle. They are substantially undeveloped and provide open and exposed views across the Estuary. The field patterns in this area reflect historic patterns of land reclamation, with saltmarsh creeks and earthworks providing a regular pattern of large fields.

18.27 Both areas contain significant archaeological deposits including iron age, roman and medieval finds. There are also palaeo-environmental deposits throughout this area providing an insight into the past environment.

18.28 The creek that sits beyond the marsh is also historically significant. This area is rich in palaeo-environmental deposits also, as well as archaeological deposits covering an extensive period from the holocene to WWII. Examples of 16th Century Dutch sea defences can be seen in this area.

18.29 Significant areas of the marshland and creek in this location are designated due to its nature conservation value. Benfleet and Southend Marshes SSSI covers an extensive area of the marshland and creek, with a smaller area of this designated as a Special Protection Area under European law. The marshlands are important for migratory bird species and are therefore designated under the Ramsar Convention also. A large part of the SSSI is not currently considered to be in a favourable condition, and requirements enhanced management and improvement.

18.30 A Living Landscape scheme has not been devised for this area to date. However, it is clear that there is a significant need to preserve and enhance this landscape in order to retain important historical assets and to ensure that nature conservation is properly protected and maintained in a favourable condition in this area.

18.31 **Canvey Marshes Historic Natural Landscape** - The Canvey Marshes Historic Natural Landscape falls within the extent of the Greater Thames Marshes Nature Improvement Area.

18.32 The *Historic Environment Characterisation* identifies this area as being a relatively undisturbed landscape of marshland, which was enclosed into field systems for marsh grazing at an early date. There is evidence of Roman activity in this area from archaeological finds. Archaeology in this area extends to WWII when anti-glider systems were in place in the area. There are also paleo-environmental deposits in this area.

18.33 Canvey Marshes is also identified as a *Local Wildlife Site* due to its assemblage of *Biodiversity Action Plan* species and habitats. A significant part of this area is owned by the RSPB and managed as a nature reserve.

18.34 Canvey Marshes is part of a wider area of marshland also incorporating Bowers Marsh and Fobbing Marsh. A Living Landscape Scheme has been prepared to cover this wider area, known as *Central South Essex Marshes Living Landscape Scheme*. The vision for this living landscape is to deliver a range of benefits for wildlife, people and the local community:

- A landscape area of national and international conservation and heritage importance for its diverse habitats, associated important wildlife habitats and species that are flourishing in favourable condition as a result of good land management.
- Safeguarding UK and Essex with the UK-post-2010 Biodiversity Framework priority habitats and priority species as well as several nationally rare species within the Living Landscape Area.
- An exemplar of multifunctional green space where the many users from the local community are proud of the conservation and heritage value.

Policy 2

The Daws Heath Historic Natural Landscape

1. The extent of the Daws Heath Historic Natural Landscape is identified on the Policies Map.

2. Within this landscape area, proposals which seek to enhance the quality of the landscape and its historic or ecological assets, or seek to provide greater public enjoyment of the landscape and its features will be supported.
3. Proposals for development that may impact on the visual quality of the landscape, or the quality of historic or ecological assets in this landscape area will be permitted where it can be demonstrated that:
 - a. Harm to ecological assets will be avoided in accordance with policy LP NE 8;
 - b. A precautionary approach to the identification and protection of archaeological assets has been taken in accordance with policies LP HE 4 and LP HE 5;
 - c. Harm to the visual quality of the landscape will be minimised due to the scale, location and/or design of development;
 - d. Any residual harm to the quality of the landscape will be mitigated 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 within 2 years of the development occurring. Where possible landscaping should provide wildlife corridors and greenways ; and
 - e. All other relevant policies within this plan are complied with.

Policy 3

Hadleigh Castle and Marshes Historic Natural Landscape

1. The extent of the Hadleigh Castle and Marshes Historic Natural Landscape is identified on the Policies Map.
2. Development proposals will be supported within this area, subject to compliance with all other relevant policies in this plan, where they do not harm the open and undeveloped character of the landscape, or its ecological or heritage assets, including archaeology, and they deliver at least one of the following benefits:
 - a. Enhancement of the quality of the landscape and its heritage or ecological assets; or
 - b. Greater public enjoyment of this landscape area and its features without resulting in adverse harm to the quality of heritage or ecological assets, in particular those of national significance.

Policy 4

Canvey Marshes Historic Natural Landscape

1. The extent of the Canvey Marshes Historic Natural Landscape is identified on the Policies Map.
2. Development proposals will be supported within this area, subject to compliance with all other relevant policies in this plan, where they do not harm the open and undeveloped character of the landscape, or its ecological or heritage assets, including archaeology, and they deliver at least one of the following benefits:
 - a. Enhancement of the quality of the landscape and its heritage or ecological assets;
 - b. Enhancements to the landscape which enable it to deliver additional environmental services; or
 - c. Greater public enjoyment of this landscape area and its features without resulting in adverse harm to the quality of heritage or ecological assets.

Local Policy LP NE 5: The Green Lung

Policy Context

18.35 National Planning Policy is clear that planning policies should protect and enhance valued landscapes and biodiversity. When determining planning applications local planning authorities should refuse permission if significant harm to biodiversity resulting from an development cannot be avoided.

Evidence Base

18.36 The Green Lung is 51ha in size. Due to its location adjacent to the Hazardous Installations at South Canvey the majority of this designation is within the middle HSE consultation zone for these hazardous installations. Additionally, two Local Wildlife Sites (LoWS) are present within the Green Lung: CP35 Thorneycreek Fleet to the East and; CP38 Brick House Farm Marsh to the West. As a consequence only 7ha of the Green Lung is unconstrained by the hazardous installations or ecology.

18.37 The Green Lung acts as a landscape and ecological corridor across the South of Canvey Island. It links the two Local Wildlife Sites contained within the designation, and has the potential to contribute further towards habitat creation due to the limits to development and public access in this area. Located within the Greater Thames Marshes Nature Improvement Area this site has the potential to contribute towards targets related to improved ecology on farmland and also to the creation of lowland meadows.

18.38 The Green Lung also acts as a buffer between existing residential development to the north and the hazardous installations to the south.

Policy 5

The Green Lung

1. The extent of the Green Lung in Castle Point is identified on the Policies Map.
2. The Green Lung will be safeguarded from any form of development which will adversely affect its openness, its ecological or landscape value, or adversely affects the ability of the Green Lung to act as a strategically important ecological corridor.
3. Proposals which enhance the existing local wildlife sites or support the creation of new habitats, having regard to the targets for the Nature Improvement Area, will be supported in principle, subject to compliance with other relevant policies.

Local Policy LP NE 6: Local Wildlife Sites

Policy Context

18.39 The *NPPF* states that to protect and enhance biodiversity and geodiversity, planning policies should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks. Plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection of priority species

18.40 The *NPPF* states that planning permission for major developments in designated areas should be refused except in exceptional circumstances and where it can be demonstrated they are in the public interest.

Evidence Base

18.41 Local Wildlife Sites (LoWS), are locally designated sites recognised as comprising priority habitats or being home to priority species. The *Castle Point Local Wildlife Site Review 2012* identified 40 LoWS in Castle Point Borough totalling 872.1 hectares. These LoWS have been identified using selection criteria applied across Essex, and based on the *UK Post 2010 Biodiversity Framework*.

18.42 There is a reasonable geographic spread of LoWS across the Borough, although there are also some distinct clusters aligned closely with the *Living Landscapes*. These LoWS cover a broad range of different habitat sites including woodland, marshland and grassland habitats, reflecting the diversity of the natural environment in Castle Point.

18.43 Additionally, the review identified 7 Potential Local Wildlife Sites (PLoWS) within the borough. These are sites which have been identified as having the potential to meet the LoWS selection criteria in the future through improvement to the quality of the habitats on site.

Policy 6

Local Wildlife Sites

1. The extents of the Local Wildlife Sites and potential Local Wildlife Sites in Castle Point are identified on the Policies Map. A schedule of these sites is contained within Appendix 5.
2. The Council seeks the conservation and enhancement of Local Wildlife Sites and will support proposals which ensure the active conservation and enhancement of biodiversity interest at these sites.
3. The Council will encourage proposals for the active conservation management and biodiversity enhancement of potential Local Wildlife Sites in order to meet the selection criteria for designation as a Local Wildlife Site at a future date.
4. 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 the need for the development outweighs the harm to biodiversity. In such circumstances proposals must fulfil the requirements of parts 3 and 4 of policy LP NE 8.

Local Policy LP NE 7: Ensuring Capacity at Water Recycling Centres

Policy Context

18.44 The three Water Recycling Centres serving Castle Point (Benfleet, Canvey and Southend) all discharges into the Thames Estuary, or its tributaries. Waters within the Thames Estuary are designated as bathing waters and shellfish waters under EU Directives. Additionally the EU Water Framework Directive applies to the Thames Estuary, with the *Thames River Basin Management Plan* setting out water quality objectives for improving the ecological status and chemical loading of the estuary over the next 20 years in line with the requirements of the Directive. The Environment Agency is responsible for the development and monitoring of this plan, although a range of stakeholders are involved in its delivery including local planning authorities.

18.45 The Thames Estuary also forms part of the Greater Thames Marshes Nature Improvement Area (NIA); The NPPF states that where areas that are part of a Nature Recovery Network, Local Plans should consider specifying the types of development that may be appropriate in these Areas.

18.46 The NPPF states that proposed development on land within or outside of Sites of Special Scientific Interest (SSSI) and which is likely to have an adverse effect on a SSSI, it should not normally be permitted. The NPPF is clear that development proposals should seek to achieve measurable net gains in biodiversity.

Evidence Base

18.47 The three water recycling centres (WRC) treat and transmit sewerage and waste water. Canvey Island is served by Canvey WRC, South Benfleet and west of Thundersley are served by Benfleet WRC, and the east of Thundersley and Hadleigh are served by Southend WRC. These are combined works accommodating both foul and surface water.

18.48 The *South Essex Water Cycle Study* indicated that there is capacity to accommodate growth at the Canvey WRC and the Benfleet WRC. Anglian Water has also indicated that there is sufficient capacity within the Southend WRC to accommodate growth in Southend and those parts of Castle Point and Rochford served by the works. However, it advised that the removal of surface water from these combined systems would assist with capacity, and help to prevent storm discharges into the-Thames and Crouch Estuaries. Such discharges have the potential to cause harm to European sites in both estuaries, as well as preventing the attainment of targets set out in the Water Framework Directive. Additionally, there are bathing waters and shellfish waters located in the Thames Estuary that may be harmed through a decline in water quality. The potential impacts are therefore economic as well as environmental.

18.49 In order to reduce storm discharges, the *South Essex Water Cycle Study* recommends that surface water from new development sites, including brownfield sites that are being redeveloped, should not drain to the foul/combined network but should be managed on site. This approach to waste water management is supported by Anglian Water.

18.50 The *South Essex Water Cycle Study* indicates that new development in the South Essex area is likely to impact on water quality owing to Essex being the driest county in England. This will require mitigation within new development. The study found that it would be preferable to ensure that water efficiency is achieved in new developments, and that Sustainable Drainage Systems (SUDS) are secured as part of new development proposals in order to minimise impacts on water quality.

Policy 7

Ensuring Capacity at Water Recycling Centres

1. The extent of the areas served by Water Recycling Centres is identified on the Constraints Map.
2. Within these areas the following types of development must incorporate sustainable urban 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.
3. 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 urban drainage systems.
 4. In order to ensure that the provision of sustainable urban drainage systems also achieve nature conservation and climate change objectives, regard should be had to policies NE1 and CC6 in their design.

Local Policy LP NE 8: Determining Applications affecting Ecologically Sensitive and Designated Sites

Policy Context

18.51 The NPPF expects that local policies will identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity.

18.52 Planning policies should promote the preservation, restoration and re-creation of priority habitats and ecological networks and minimise the impacts on biodiversity. Plans should distinguish between the hierarchy of international, national and local designation and the level of protection afforded to them should be commensurate to their status. Planning permission should be refused for development where significant harm cannot be avoided, adequately mitigated or as a last resort compensated for.

18.53 The NPPF states that potential and designated Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites should be given the highest level of protection. Additionally, planning permission should be refused for developments resulting in the loss of irreplaceable wildlife habitats or landscapes such as Ancient Woodlands due to their irreplaceable features. 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.

18.54 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all local planning authorities to have regard to the purpose of conserving biodiversity. A key purpose of this duty is to embed consideration of biodiversity as an integral part of policy and decision making which should be seeking to make a significant contribution to the achievement of the commitments made by Government in its Biodiversity 2020 strategy.

Evidence Base

18.55 Castle Point has a unique natural environment that comprises a diverse mix of habitats of nature conservation importance. 1,154ha of the borough is designated due to its ecological quality. The following European and national designations are present within Castle Point: Benfleet and Southend Marshes Special Protection Area, Ramsar Site and SSSI; Canvey Wick SSSI; Garrolds Meadow SSSI; Great Wood and Dodds Grove SSSI; Thundersley Great Common SSSI. The Borough also has two Local Nature Reserves Belfairs and Canvey Lake as well as one Special Roadside Verge on Poors Lane North.

18.56 There are also proposals to designate the Thames Estuary as a Marine Conservation Zone (MCZ) in the long term due to its ecological status. Such zones, when identified, would be of the same status as SPAs and SACs, and should receive the highest level of protection. Additionally, there are locally recognised and valued areas of Ancient Woodland, which provide irreplaceable habitats for trees and mammals as well as a wide variety of invertebrates, fungi and flora.

18.57 In addition to nature conservation sites, biodiversity can be found throughout Castle Point on a range of greenfield and brownfield sites. There are numerous badger setts as well as other protected species throughout the borough.

18.58 Natura 2000 sites which comprise Ramsar, SPA and SAC sites are situated within the Borough's boundaries. Benfleet and Southend Marshes SPA and Ramsar is located within the Borough. Castle Point is also located within close distance of other designated sites and these cover the majority of the Essex coastline. These sites are designated for their inter-tidal habitats and/or the presence of rare and migratory bird species, 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 should normally be avoided, consistent with the NPPF. The Habitat Regulations Assessment prepared to accompany 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 sites through increased recreational pressure. Whilst on-site green infrastructure provision can offset some of this pressure, 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 development in the Borough to contribute towards the Essex Coast Recreation Avoidance and Mitigation Strategy (RAMS) to ensure these recreation pressures are appropriately avoided or mitigated.

Policy 8

Determining Applications affecting Ecologically Sensitive and Designated Sites

1. Proposals which can demonstrate a resultant net gain in biodiversity will in principle be supported, subject to compliance with other relevant policies in this plan.

2. Proposals resulting in any adverse impacts to European and internationally designated sites biodiversity including Ramsar sites, Special Protection Areas, potential Special Protection Areas, Marine Conservation Zones, Sites of Special Scientific Interest, Ancient Woodland, Local Nature Reserves and Special Roadside Verges will not be permitted except in exceptional circumstances when there are imperative reasons of overriding public interest. In such circumstances, adverse impacts should be controlled through avoidance, on-site management and on-site mitigation. Where this cannot be achieved development proposals will be refused.
3. Proposals which may result in adverse impacts to other sites with biodiversity interest, including those sites with protected species, priority species and/or priority habitats, will only be supported if they can meet the following requirements:
 - a. Firstly, the developer 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 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
 - e. 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.

4. 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.
5. Where appropriate, contributions from relevant developments through Section 106 Agreements will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS). Alternatively, the Council will seek contributions, through Section 106 Agreements where appropriate, from proposed residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive

NOTE: Regard should be had to the *Greater Thames Marshes Planning Policy Advice Note* which provides practical guidance on the types of biodiversity enhancements that may be suitable within the Greater Thames Marshes Nature Improvement Area.

Local Policy LP NE 9: Protecting and Enhancing the Landscape and Landscape Features

Policy Context

18.59 The *NPPF* states that the planning policies and decisions should contribute to and enhance the natural and local environment.

18.60 Policies LP NE 2 and LP NE 3 of this plan identify those areas of the borough where the landscape value is highest in Castle Point.

Evidence Base

18.61 Whilst not necessarily identifying other parts of the borough as historically significant, the *Thames Gateway Historic Environment Characterisation* does identify natural and semi-natural environment that contribute towards landscape character in the borough. These include vegetative features including hedgerows, trees, tree lines and areas of woodland. The nature of how these features interact to form field boundaries is also significant in some parts of the landscape.

18.62 There is limited reference to geological features in Castle Point, and indeed the borough is not renowned for its rock features. However, the topography of the borough is such that it contributes significantly to the landscape. Canvey Island is very flat and covered by a series of watercourses and flood defence bunds. This increases the prominence of taller buildings. Benfleet, Hadleigh and Thundersley meanwhile are on an escarpment which has several locally prominent ridge lines. Development on these ridge lines is likely to cause harm to the visual amenity of the landscape.

18.63 The urban areas of the borough are largely developed, and therefore it is unlikely that further development will impact on the quality of the urban landscape, although the integration of landscape features may make the environment greener and more attractive. However, both the *Thames Gateway Historic Environment Characterisation* considered the openness of land beyond the urban area. There are some areas beyond the urban area towards the north of the borough that are formed of plots separated by vegetation. In these areas there is low density development that co-exists with the landscape creating an active rural environment.

18.64 Other areas, particularly to the west and centre of the borough, and on Canvey Island where the land beyond the urban area is largely open and undeveloped. Development of any form is likely to have a more significant visual impact on the character of the landscape in these locations as a consequence.

Policy 9

Protecting and Enhancing the Landscape and Landscape Features

1. All development proposals must contribute positively towards creating a visually attractive green environment.
2. Development proposals must seek to protect and integrate key natural and semi-natural features including:
 - a. Established field boundaries, hedgerows and tree lines;
 - b. Established trees with a high visual amenity value;
 - c. Established areas of woodland; and
 - d. Topographical features including ridge lines, watercourses, ditch systems and bunds.
3. Development proposals must be designed to have regard to the character of the landscape, and seek to avoid harm to the landscape as a result of adverse impacts on:
 - a. The degree of openness;
 - b. The degree of tranquillity;

- c. The scale and nature of existing development; and
 - d. The amount and density of existing vegetative screening.
4. The Council will also have regard to the specific requirements of the relevant policy LP NE 2 to LP NE 4 when the development proposal is located within a designated Historic Natural Landscape.

Local Policy LP NE 10: Pollution Control and Residential Amenity

Policy Context

18.65 The *NPPF* states planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

18.66 The *NPPF* expects that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants., taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual site. It is therefore important to have regard to the legal requirements, objectives and targets set out in key pieces of European legislation including:

- The new *Air Quality Framework Directive 2008/50/EC* which sets limits for air quality related to the following pollutants: Sulphur Dioxide; Nitrogen Dioxide and other oxides of Nitrogen; Particulate Matter (PM₁₀ and PM_{2.5}); Lead; Benzene; and Carbon monoxide.
- The *Water Framework Directive 2000/60/EC* which requires Member States to aim to reach good chemical and ecological status in inland and coastal waters by 2015 subject to certain limited exceptions.
- The *Shellfish Waters Directive (2006/113/EC)* which aims to protect shellfish populations, maintaining the high quality of shellfish in coastal waters. The directive sets the standard for water quality in estuaries and other areas where shellfish grow and reproduce.
- The *Revised Bathing Waters Directive (76/160/EEC)* sets out stringent water quality standards for bathing waters, protecting public health whilst bathing.

18.67 The *Thames River Basin Management Plan* in setting out objectives for the lower Thames Estuary to meet the requirements of the Water Framework Objective, expects, amongst other things, for local planning authorities to have regard to the outcomes of watercycle studies in setting its policies, and for them to seek the avoidance of pollution of water sources from new development and as a consequence of construction activity. Water efficiency and sustainable urban drainage (SUDS) measures were also promoted in order to avoid undue pressure being placed on drainage infrastructure.

18.68 The *NPPF* also requires planning policies to mitigate and reduce potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life. Additionally policies should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Evidence Base

Air pollution

18.69 Castle Point Borough Council's *2018 Local Air Quality Annual Status Report* indicates that air quality in the borough is relatively of a good quality with no declared Air Quality Management Areas (AQMA) that exceed national standards within the Borough. There are 34 Nitrogen Dioxide (NO₂) monitoring locations throughout the borough, six of which where NO₂ levels have been considered a potential issue; these are situated on major transport corridors. The type and location of new development will influence traffic generation and the pattern and volume of vehicular movement, impact on the potential for EU Limit Values to be exceeded, the Council will look to locate new development, particularly those expected to generate a large number of vehicle journeys, to the most accessible locations encouraging alternative travel by active and sustainable travel modes. It will also seek to mitigate the highway impacts of development by improving highway and junction capacity. This will help to prevent congestion which can lead to cars remaining idle or queueing in peak periods. Developers will be expected to contribute towards accessibility and junction capacity improvements as detailed in chapter 10.

18.70 Increasing risks to air quality should also be addressed through tree planting to ameliorate impacts from emissions, and by ensuring the design of new development adopts appropriate energy efficient building techniques, contributing to a reduction of local greenhouse gas emissions and pollution levels.

Noise pollution

18.71 Noise can constitute a statutory nuisance and is subject to the provisions of the *Environmental Protection Act 1990* and other relevant law.

18.72 There are no EU monitored Noise Agglomerations in the Borough. As the Borough has largely separated land uses, industrial/residential noise quality conflicts are not regarded a major problem, but this will need to remain a consideration as permitted development occurs incrementally over time as granted by the *Town and Country Planning (General Permitted Development Order 1995)* (as amended), as the Borough grows, and as proposals are progressed bringing employment and residential uses into closer proximity through careful planning and design.

Water pollution

18.73 The Environment Agency's *Thames River Basin Management Plan* shows 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*.

18.74 The *South Essex Watercycle Study* indicates that new development in the South Essex area is likely to impact on water quality matters. However, this demonstrates that with improvements there is the capacity to accommodate growth in Castle Point without exceeding the qualitative and quantitative capacity of Water Recycling Centres. It is however preferable to ensure that water efficiency is achieved and SUDS are delivered as part of new development proposals in order to minimise impacts on drainage infrastructure, as required by the *Thames River Basin Management Plan*. The *South Essex Watercycle Study* recommends water

efficiency levels which reduce consumption levels to at most 105 lpppd should be achieved in new development, whilst the *South Essex Surface Water Management Plan* provides guidance on the appropriate use of SUDS in Castle Point.

Light pollution

18.75 Light pollution obscures the night sky and amenity around many urban areas within England, and can also have a disruptive impact on wildlife and habitats. At a local level light nuisances exist where a source of artificial light significantly and unreasonably interferes with a person's use and enjoyment of their property, or is prejudicial to their health. When decisions are made consideration should be given to potential light spillage and its effect on both the local environment, including wildlife, and on nearby local residents and their health and wellbeing.

Non residential development

18.76 Non-residential development may give rise to pollution to land and to water, and/or result in disturbance to habitats. Due to the limited scale of non-residential development proposed studies have not focused on the impacts of this type of development in Castle Point. These can however be dealt with on a case by case basis in order to ensure that activities do not have an adverse impact on the environment or residential amenity. In particular, the use of SUDS on non-residential development proposals needs to be carefully considered, to ensure that any pollutants carried in surface water do not result in the contamination of land or local water courses, or result in adverse impacts to human health or residential amenity.

Residential amenity

18.77 Planning conditions and environmental health regulations can be used to ensure that pollution and amenity impacts do not become a widespread issue within the borough. Where required, conditions limiting hours of construction, opening hours and placing requirements on applicants to submit details of waste storage and disposal have been implemented in order to ensure impacts on the environment and residential amenity have been reduced.

18.78 Harm to residential amenity may be caused where uses come into conflict. This may occur between commercial and residential uses. It may also occur where a new residential development is poorly located, poorly designed, or constitutes over-development resulting in a significant increase in disturbance to existing residents nearby. It is normal for individual development proposals in Castle Point to be considered in terms of their impact on residential amenity having regard to matters such as noise, light, heat, dust, vibrations and the potential to generate litter.

Policy 10

Pollution Control and Residential Amenity

1. All development proposals must 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 Infrastructure, consistent with other relevant policies in this plan.
2. All development proposals must be located and designed in such a manner as to not cause a significant adverse effect upon the environment, the health of residents or 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, vibrations and littering.
3. 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, where the criteria in the CIL Regulations are met.

Local Policy LP NE 11: Development on Contaminated Land

Policy Context

18.79 National policy places great importance on safeguarding the health of the environment and the public from contaminated land. *Part IIA of the Environmental Protection Act 1990* defines contaminated land as “any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that: (a) significant harm is being caused or there is a significant possibility of such harm being caused; or (b) pollution of controlled waters is being, or is likely to be caused”. With regard to the pollution of controlled waters the Environment Agency has prepared *Groundwater Protection: Principles and Practice* which should be referred to where contamination of such waters is a risk.

18.80 The *NPPF* states that planning policies and decisions should also ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities of the land and pollution arising from previous uses. Proposals for remediation of land should ensure that after remediation, as a minimum, land should not be capable of being determined as contaminated land under *Part IIA of the Environmental Protection Act 1990*. In order to ensure this adequate site investigation information, prepared by a competent person, should be presented as part of a planning application.

Evidence Base

18.81 There are numerous sites within the borough which could potentially be contaminated. Petrol stations, car washes, sites used for industrial and commercial storage, and other uses such as agriculture may have possible soil and water contamination due to pollutants produced by the previous or existing site uses. It is important to ensure that these pollutants do not harm the health of the public or environment and that future development does not exacerbate these issues.

Policy 11

Development on Contaminated Land

1. Where development is proposed on land which is either classified as contaminated or potentially contaminated, or suspected as being contaminated, a desktop environment study, and (if guidance from statutory body indicates it is necessary) an intrusive site investigation must be carried out and submitted with the planning application.
2. Where a site is contaminated the Council will only permit development where it is satisfied that land is capable of remediation and is fit for the proposed use.
3. An agreed programme of remediation and validation must be undertaken before the implementation of any planning consent on a contaminated site. Following the remediation, the site must not pose a threat to public health or that of the environment, nor pose a threat of pollution to controlled waters including ground water. Evidence of remediation should be to the satisfaction of relevant statutory regulators.
4. Where insufficient information is submitted with a planning application for a contaminated, potentially contaminated or suspected contaminated site, the Council will take a precautionary approach when making a decision.

Local Policy LP NE 12: Developments near Hazardous Uses

Policy Context

18.82 The *NPPF* recognises that Health and Safety Executive (HSE) consultation distances apply when mitigating the consequences of public safety from major accidents associated with major hazard sites, installations and pipelines. The Health and Safety Executive (HSE) provide planning advice to local authorities on developments which fall within the consultation zones of hazardous installations.

Evidence Base

18.83 As identified on the constraints map, there are two hazardous installations in Castle Point, located towards the south of Canvey Island. These installations are regulated by the Health and Safety Executive in accordance with Control of Major Accident Hazards (COMAH) regulations.

18.84 Each installation or pipeline has consultation zones around it which are determined by the HSE depending on the materials stored and technology operated at the site; these are periodically updated by the HSE. When considering application for development in or near a hazardous installation or pipeline regard is given to the most up to date consultation zones.

18.85 Where proposals fall within the HSE consultation zones then the local planning authority will consult the HSE by applying the *Planning Advice for Developments near Hazardous Installations* (PADHI) methodology. This will result in either a “Do not Advise Against” or “Advise Against” determination based on the level of risk posed to prospective occupants of the development.

18.86 Should the HSE revise its methodology on which it bases its advice with regard to developments within the proximity of Hazardous Installations then the Council will accept the advice emerging from this revised methodology.

Policy 12

Developments near Hazardous Uses

Development proposals will be assessed in accordance with the Health and Safety Executive (HSE) Guidance where they fall within a consultation zone for one or more hazardous installations. Where the HSE advises against development the planning application will be refused.

19 Conserving and enhancing the historic environment

19.1 The historic environment comprises of all those remnants of the past that have influenced the places that we see today. This includes ancient monuments and those older buildings and buildings of significant design that we can still see today. It also includes those things that are less obvious such as archaeology and archaeological features, features in the landscape and the arrangement of the towns in which we live. The names of places and streets can often reflect this history.

Strategic Policy SP HE 1: Conserving and Enhancing the Historic Environment

Policy Context

19.2 The *NPPF* expects local plans to set out a positive strategy for the conservation and enjoyment of the historic environment, the principles and policies of which apply to the heritage-related consent regimes for which the local planning authority is responsible under the *Planning (Listed Buildings and Conservation Areas) Act 1990*.

19.3 When developing a positive strategy, the *NPPF* requires account to be taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, as well as the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring. Furthermore consideration should be had to the desirability of new development making a positive contribution to local character and distinctiveness, and to opportunities to draw on the contribution made by the historic environment to the character of a place.

Evidence Base

19.4 There are a variety of designated and non-designated historic assets, as well as two Conservation Areas, located within the borough, details of which are set out in the rest of this chapter.

Policy 1

Conserving and Enhancing the Historic Environment

1. The Council will seek to positively conserve and enhance important elements of the borough's historic environment, which includes:
 - a. Scheduled monuments and other archaeological sites;
 - b. Listed buildings and other buildings of historic or significant architectural merit;
 - c. Conservation areas ;
 - d. Locally significant features in the landscape and townscape; and
 - e. The names of places and streets.

2. Proposals should seek to enhance the setting of heritage assets and draw on the contribution such assets make to the quality of the environment in order to deliver high quality sustainable development.
3. Development proposals which relate to the borough's historic environment should seek to increase knowledge of and access to it.

Local Policy LP HE 2 - LP HE 3: Designated Historic Assets

Policy Context

19.5 The *NPPF* makes it clear that policies should set out a positive strategy for the conservation and enjoyment of the historic environment, including Heritage Assets. In the case of this borough Listed Buildings, Scheduled Ancient Monuments and Conservation Areas are designated heritage assets. The *NPPF* is particularly clear on the level of protection that should be afforded those assets of the most significance. In the context of Castle Point, Grade I and Grade II* listed buildings should be offered the highest level of protection with any substantial harm or loss of such buildings being considered wholly exceptional.

19.6 At a local level, there are conservation area management plans in place for the South Benfleet Conservation Area, and the Florence Gardens Conservation Area.

Evidence Base

19.7 There are 34 Statutory Listed Buildings of Special Architectural or Historical Interest in Castle Point. In particular, there are 3 Grade I listed buildings, 3 Grade II* listed buildings and 28 Grade II listed buildings. A schedule of these buildings is included at appendix 6. Whilst these buildings are distributed throughout the borough, there is a notable collection in South Benfleet in the area around the High Street. This area is designated as South Benfleet Conservation Area (1988), and benefits from a *Conservation Area Management Plan* which has seen a number of unattractive developments in the area removed over recent years in favour of specially designed developments more in keeping with the historic character of the location.

19.8 Hadleigh is also a historic settlement with several listed buildings including the Grade I listed St. James the Less Church. Additionally, Hadleigh Castle which is a notable feature of local identity is also a Grade I listed building, as well as being a designated as a Scheduled Ancient Monument. Large areas of Hadleigh to the south of the London Road were developed by the Salvation Army in the late 19th and early 20th Centuries as a colony for the destitute of London. The Salvation Army still operate a farm and training facilities for those with learning disabilities in this area today and remain significant land owners. They also own a collection of cottages at Florence Gardens in Hadleigh, which are designated as *Florence Gardens Conservation Area* (1997) in their own right due to their design, layout and uniformity.

19.9 Canvey Island also has a number of listed buildings dating back to the Dutch occupation of the Island. This includes the Grade II listed Dutch Cottage on Canvey Road, and a collection of Grade II listed Dutch Cottages on Haven Road.

19.10 Castle Point also contains 7 Scheduled Ancient Monuments including Hadleigh Castle, a Roman settlement and saltern site as well as 3 World War II Heavy Anti-Aircraft gun sites. These are considered by Historic England to be exceptional survivals, which are of national importance, with World War II sites providing an exceptional insight into the Home Defence during WWII. A schedule of these monuments is included in appendix 6.

19.11 A schedule of the Conservation Areas located within the borough is included in appendix 6.

Policy 2

Designated Heritage Assets - General

1. Designated heritage assets within Castle Point will be protected from development proposals that may cause harm to their significance (including harm to their setting), weighing up the public benefits of the proposals against the harm.
2. Where appropriate, particularly in relation to the Conservation Areas, the Council will support projects and development proposals that result in enhancements to the setting of listed buildings or scheduled monuments, and the character and identity of heritage areas within the borough.

Policy 3

Designated Heritage Assets - Detail

1. Where development affects directly or indirectly, one or more heritage assets the following will be considered:
 - a. The scale of any harm or loss;
 - b. The significance of the asset/s;
 - c. The sustainable, economic and conservation benefits of the asset/s; and
 - d. The contribution the asset/s makes to local character and distinctiveness.
2. Such proposals will be approved where the benefits of the development are exceptional, and would clearly outweigh the harm to the significance of the heritage asset/s.
3. Where a development proposal involves the alteration or extension of a heritage asset they must:

- a. Be designed to preserve and/or enhance the character and historic interest of the asset and its setting;
- b. Be compatible with the original function and character;
- c. Strictly adhere to design policies SP DS 1 and LP DS 2 to LP DS 6;
- d. Include a programme of recording and understanding of the building and its setting; and
- e. Deposit the evidence of any programme of recording with the relevant Historic Environment Record, and any archives with a local museum or other public depository.

Local Policy LP HE 4 - LP HE 5: Archaeology

Policy Context

19.12 The *NPPF* is clear that non-designated assets of archaeological interest which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

Evidence Base

19.13 As set out in the previous section there are 7 scheduled ancient monuments in Castle Point.

19.14 Additionally, Essex County Council's Essex Historic Environment Record (EHER) database holds records for showing other significant archaeological finds in Castle Point. At 2014, there were 421 assets included within the Historic Environment Record for Castle Point. These indicate finds dating back to the Palaeolithic, Mesolithic and Neolithic eras, as well as from Anglo Saxon, Romans and Vikings. More recent finds relate to Medieval times and WWII structures.

19.15 There are also significant areas of Castle Point that are undeveloped, and the information on the Essex Historic Environment Record shows the potential for large parts of this undeveloped area of Castle Point to contain previously unidentified heritage assets.

Policy 4

Precautionary Approach to Archaeology

In order to ensure that archaeological assets are appropriately protected by the planning system, a precautionary approach will be taken. Applications for development in locations where previous archaeological finds have occurred, or within the historic natural landscape areas, should be accompanied by a pre-application archaeological evaluation, appropriate to the scale and location of the proposal.

Policy 5

Protecting Archaeological Assets

1. Where pre-application archaeological evaluation indicates the presence of archaeological assets of equivalent significance to a scheduled monument, policies LP HE 2 and LP HE 3 will be applied, otherwise the following sequential approach will be applied:
 - a. The development should be designed in such a way as to enable the archaeological asset to be retained in-situ.
 - b. Where a. cannot be achieved, the benefits of the development will be weighed against the harm or loss of the archaeological asset. Where the harm or loss of the asset outweighs the benefits of the development, the development will be refused.
 - c. Where the benefits of the development outweigh the retention of an archaeological asset in-situ, a programme of archaeological investigation, mitigation, and recording must be undertaken before the asset is removed.
2. The evidence collected from the archaeological recording should be deposited with the relevant Historic Environment Record, and any archives with a local museum or other public depository.

Local Policy LP HE 6: Non-Designated Buildings of Local Historic or Architectural Importance

Policy Context

19.16 The *NPPF* recognises that heritage assets are an irreplaceable resource and plans should set out a positive strategy for their conservation. Plans should also take into account the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring and the contribution they make to their environment.

19.17 The *NPPF* is clear that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. A balanced judgement is required in respect of scale of any harm or loss, and the significance of the asset.

Evidence Base

19.18 The *1998 Adopted Local Plan* identified a Local List of Buildings of Architectural or Historic Interest, which was subject to review by Historic England. Those assets on the list were not identified as designated heritage assets at that time. However, their local significance, historically and/or architecturally were considered worthy of a level of protection when considering development proposals.

19.19 It should be noted that since the adoption of the 1998 Local Plan in 1998, 3 WWII Anti-Aircraft gun emplacements and associated structures have been designated as Scheduled Ancient Monuments by English Heritage and 1 has been designated as a Grade II Listed Building. 1 building on the Local List has been demolished, and a further WWII Anti-Aircraft site has been removed from the list after further investigation revealed that it was actually sited just outside the borough boundary.

19.20 A *Review of the Local List of Buildings of Architectural or Historic Interest* was undertaken in January-February 2013 to establish whether the listing information was up to date and whether the records listed were still worthy of remaining on the list. Furthermore a review of the borough was undertaken in consultation with local community archives, to ascertain if there were any other records to be considered for inclusion on the Local List.

19.21 An updated List of non-designated buildings of local historic or architectural importance is included at appendix 7.

Policy 6

Non-Designated Buildings of Local Historic or Architectural Importance

1. A schedule of Non-Designated Buildings of Local Historic or Architectural Importance is set out in appendix 7.
2. The Council will seek to preserve and/or enhance the character and setting of Non-Designated Buildings of Local Historic or Architectural Importance.
3. Where proposed development directly or indirectly affects such a building or its setting, the following should be taken into account:
 - a. the scale of any harm or loss;
 - b. the significance of the building;
 - c. the contribution the building makes to local character and distinctiveness; and
 - d. the sustainable, economic and conservation benefits of the building.
4. Any new development, whether it be an alteration, extension or replacement must:
 - a. Be designed to reflect the character and historic interest of the building and its setting;
 - b. Include a programme of recording and understanding of the building and its setting; and
 - c. Ensure that evidence is deposited with the relevant Historic Environment Record, and any archives with a local museum, local community archive, or other public depository.

20 Monitoring and Review

Monitoring

20.1 The NPPF is clear that plans and decisions should apply a presumption in favour of sustainable development. In order that local circumstances are adequately addressed through the plan-making process it is important that the policies set out in this plan are monitored in order to ensure that they are delivering the objectives of this plan.

20.2 Additionally, this plan is the subject of a sustainability appraisal. The sustainability appraisal has its own objectives against which the impacts of this plan have been assessed. In order to ensure that this plan does not have any unexpected adverse impacts on sustainability, the Council is required to monitor the impacts of the plan against these objectives as it is delivered.

20.3 In order to ensure that the monitoring process is efficient, the indicators used to monitor the sustainability objectives will be used to monitor the objectives of the local plan also. The Local Plan Monitoring Framework is set out below. It shows the alignment between the monitoring of the local plan and the sustainability appraisal. The outcomes of this monitoring will be reported in the annual monitoring report, prepared each year to meet the requirements of regulation 34 of the *Town and Country Planning (Local Plan)(England) Regulations 2012*.

Policy 1

Monitoring and Review

1. The Council will ensure that the strategies and policies in this Local Plan remain up-to-date and consistent with national policy and guidance by completing a review within five years of its adoption. The Council will carry out this work by regular reviews of land availability, monitoring of development activity and by an annual update of the Brownfield Land Register.
2. The Council is committed to working with its neighbouring and nearby authorities on a Joint Strategic Plan for South Essex. Policies in that Strategic Plan will take a strategic sub-regional approach to matters such as housing needs. This may well require the Council to carry out an earlier focussed review of this Local Plan to ensure that it is fully aligned with the Strategic Plan.

Table 20.1 Local Plan Monitoring Framework

Related Sustainability Objective	Indicator	Target	Data Source
Local Plan Objective 1: To promote more sustainable travel patterns within Castle Point through the location of development, and the provision of public transport and cycling infrastructure to compliment the existing highway network.			

Related Sustainability Objective	Indicator	Target	Data Source
17: Reduce traffic congestion.	Journey time reliability as measured by am and pm peak free flow % speeds.	Free flow speeds greater than 40% across the entire strategic road network in Castle Point during the am and pm peaks.	ECC - Highways Monitoring
18: Improve the adequacy of bus services and promote active travel modes in Castle Point.	Frequency of bus services along A13 Corridor	At least 10 per hour	ECC – Highways Monitoring
	Frequency of bus services along Long Road/Link Road/Benfleet Station Route	At least 10 per hour	ECC – Highways Monitoring
	Frequency of bus services in Daws Heath and Thundersley	At least 4 per hour	ECC – Highways Monitoring
	Proximity of new housing completions of sites of 10+ dwellings to public transport provision	75% within 400m and 100% within 800m	Development monitoring
	Provision of am and pm services linking Canvey Island and employment areas in Basildon and Southend.	At least 2 services per hour to each during am and pm peak.	ECC – Highways monitoring
	New development completions of 10+ homes or 200m+ floorspace meeting the requirements for bicycle parking provision set out in the Essex Vehicle Parking Standards	At least 90%	Development monitoring
Local Plan Objective 2: To protect and enhance the network of high quality, accessible green and open space throughout Castle Point.			
7: Make provision for additional high quality public open space, connected to the wider network of accessible green spaces.	Area of additional public open space provided.	At least 32ha of additional open space.	Development monitoring
	Length of additional Public Right of Ways delivered	At least 2km of additional Public Rights of Way.	Development monitoring
8: Protect the Green Belt from inappropriate development that undermines its stated purposes,	Area of Green Belt lost as a result of development.	No more than 5% of the Green Belt extent (2,734 ha) in this plan.	Development monitoring

Related Sustainability Objective	Indicator	Target	Data Source
and encourage appropriate activities in the Green Belt.			
Local Plan Objective 3: To protect and enhance the range of services that support healthy and active communities within Castle Point.			
9: Balancing the population by making provision for the needs of older people and young people.	Number of starter sized homes provided (1-2 beds)	At least 50 starter sized homes per annum (25% of supply)	Development monitoring
	JSA Claimant data for 18-24 year olds (identifying NEETs).	Reduced to within 1% of the overall JSA Claimant rate (6.2% compared to overall rate of 3.5% in 2013)	ONS Claimant Count – accessed via NOMIS
	Proportion of adults engaging in regular exercise sufficient to benefit health	At least 25% (18% at 2012)	Essex County Council – Public Health
	Number of additional bedspaces provided in residential/nursing homes.	At least 90 additional bed spaces	Development monitoring
	Number of older people with social care needs	Less than 8,990 in 2020, less than 10,170 in 2025 and less than 11,220 in 2030 (based on 2010/11 projections)	ECC – Adult social care
14: Improve educational attainment at all ages on Canvey Island.	Indices of Multiple Deprivation Education Score.	No Lower Super Output areas in 20% most deprived (currently 14 of 25 on Canvey Island)	ONS – IMD updates
Local Plan Objective 4: To make the town centres in Castle Point places where local people want to shop.			
16: Provide additional retail floorspace within town centre locations.	Area of additional retail floorspace provided.	At least 3,300m ² of additional convenience retail floorspace At least 8,350m ² of additional comparison retail floorspace	Development monitoring
	Proportion of additional retail floorspace within Town Centre boundaries.	At least 80% within existing town centre boundaries	Development monitoring
Local Plan Objective 5: To create an environment that supports business growth, and creates local job opportunities.			

Related Sustainability Objective	Indicator	Target	Data Source
11: Reduce the levels of deprivation on Canvey Island.	Indices of Multiple Deprivation overall score.	No Lower Super Output areas in 20% most deprived (currently 2 of 25). Less than 8 Lower Super Output areas in 40% most deprived (currently 11 of 25).	ONS – IMD updates
	Life Expectancy	Life expectancy in all areas at or above the national average (78.3 males; 82.3 females).	ONS
12: Reduce the number of people commuting out of Castle Point for work.	People living in Castle Point and working in Castle Point	Greater than 45% (43% in 2011)	ONS – Annual Population Survey Commuting Patterns Data Reference Table 7.
	Area of additional employment (B1, B2 and B8) floorspace provided.	More than 10,000m ² (500m ² per annum)	Development monitoring
13: Improve the value of local jobs in Castle Point.	1. Resident Earnings 2. Workplace Earnings	Residential earning at or above Essex average Workplace earnings at or above south Essex average	Annual Business Inquiry – accessed via NOMIS
Local Plan Objective 6: To provide high quality homes in sustainable locations that meet the needs of local people through an appropriate mix of housing sizes, types and tenures.			
10: Make provision for additional homes, including affordable housing.	Net number of new homes provided.	At least 100 homes per annum	Development monitoring
	Number of affordable homes provided.	At least 20 affordable homes per annum	Development monitoring
	Average house price to income ratio.	Less than 5 (9.19 in 2012)	CLG Live Table 577
	Number of households living in mobile homes.	Less than 1,000 (Census 2011 shows 1,009)	Council tax registrations
Local Plan Objective 7: To protect and enhance the quality of the natural and built environment within Castle Point, having particular regard to features of ecological, landscape and historic importance.			

Related Sustainability Objective	Indicator	Target	Data Source
1: Conserve, enhance and increase biodiversity and natural habitats in Castle Point.	SSSIs in a good or improving condition.	100% by 2015 onwards	Natural England – annual reporting
	Area of Local Wildlife Site coverage.	At least 872ha	Five yearly Local Wildlife Site Reviews, plus development monitoring
	Proportion of new developments over 1ha incorporating Green Infrastructure provision.	100% upon adoption of New Local Plan	Development monitoring
3: Development proposals should seek to improve the water quality of water bodies in and around Castle Point.	Developments approved against the advice of Anglian Water.	0% (annual monitoring)	Development monitoring
	Ecological and chemical levels in Thames Estuary (EA)	Good Ecological Potential by 2027 Good Chemical Status by 2027	Environment Agency – annual reporting
5: Improved air quality across Castle Point.	Number of monitoring points across the borough where NO ₂ levels exceed statutory maximum limits (40 ug ^m ⁻³).	100% of monitoring points with NO ₂ levels less than 40 ug ^m ⁻³ (currently 22% are at or exceed this level).	Annual diffusion tube monitoring – CPBC
6: Protect the Thames Estuary Landscape and its historic assets from inappropriate development.	Development within Historic Natural Landscape	No instances of inappropriate development within Historic Natural Landscape areas	Development monitoring
	Heritage assets on the 'Heritage at Risk Register'	No heritage assets on the 'Heritage at Risk Register'	English Heritage 'Heritage at Risk Register'
	County Buildings at Risk Register	No buildings on the County Buildings at Risk Register	Essex County Council 'Buildings at Risk Register'
15: Improve the quality of the public realm.	Customer satisfaction with: <ul style="list-style-type: none"> ● Parks and open spaces ● Keeping land clear of litter and refuse. 	At least 80% satisfied or very satisfied.	Annual Customer Survey

Local Plan Objective 8: To promote high levels of sustainability and resilience to natural and man-made risks through the location and design of development, having particular regard to the implications of climate change.

Related Sustainability Objective	Indicator	Target	Data Source
2: Reduce the risk of flooding from all sources and climate change for current and future residents and businesses.	Developments approved against the advice of the Environment Agency (Fluvial and Tidal).	0% (annual monitoring)	Development monitoring
	Development approved against the advice of the Lead Local Flood Authority (Surface Water).	0% (annual monitoring)	Development monitoring
4: Development proposals include a high level of sustainable design and construction, promoting water, energy and thermal efficiency, and ensuring waste minimisation during construction.	Development proposals measured against the Building Regulations for Residential development, or the relevant BREEAM standard for non-residential development.	100% residential - 110lpppd water efficiency	Development monitoring
		100% non-residential – at least 50% of the credits available for reduction in CO ₂ emissions (Ene1)	Development monitoring
		100% non-residential - at least 50% of the credits available for reduction in water consumption (Wat1)	Development monitoring

Review

20.4 In order to ensure that the policies in this plan remain relevant and applicable to the socio-economic and environmental circumstances of the borough, and any policy context in which the plan-making and development management processes operate, the Council will as necessary undertake partial reviews of this plan. The results of monitoring against the monitoring framework set out above will be used to indicate where socio-economic or environmental change justify such a review.

20.5 A full review of this plan will commence no later than 2026, and must be completed no later than 2031 in order to ensure that the borough benefits from continuity of coverage in planning policy terms.

Appendix 1 Urban Design Objectives

Urban Design Objectives

Table 1.1 Appendix 1: Urban Design Objectives

Title	Definition	Objective
Character	A place with its own identity	To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture
Continuity and Enclosure	A place where public and private space are clearly distinguished	To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas
Quality of the Public Realm	A place with attractive and successful outdoor areas	To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people
Ease of Movement	A place that is easy to get to and move through	To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport
Legibility	A place that has a clear image and is easy to understand	To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around
Adaptability	A place that can change easily	To promote adaptability through development that can respond to changing social, technological and economic conditions
Diversity	A place with variety and choice	To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs

Appendix 2 Urban Design Approaches

Urban Design Approaches

Table 2 Appendix 2: Urban Design Approaches

Approach	Appropriate Elements
Arcadia	<ul style="list-style-type: none"> ● housing laid out according to landscape dominated principles; ● creating the illusion of a rural environment in a residential area; ● layout allows houses to appear at intervals among trees and landscape features as surprise hidden features in the dominant landscape; ● 'leafy' suburbs concealing houses among mature trees so visual appearance is of a landscape setting rather than housing; ● typified by layout of parks of great country houses; ● front gardens should be enclosed by hedges in order for the landscape to dominate the housing; ● most suitable sites are those which already have significant density of mature trees and hedges; ● consideration of how to enhance existing tree cover with new planting, and to establishing new patterns of substantial tree and hedge cover where existing vegetation is sparse; ● plant material should not be alien to naturally occurring species
Boulevard	<ul style="list-style-type: none"> ● formal plans and geometric patterns, such as boulevards, avenues, crescents, circuses, ovals or rectangles, and common architectural style and detailing; ● success depends on abundant and appropriate tree planting; ● structural tree and hedge planting reinforces the concept; ● trees predominate and enclose public space, but more formal arrangement of housing allows higher densities than the Arcadia approach; ● trees provide link between housing , which appears at intervals seen through driveway entrances; ● tree lined avenues contain space for motorists, and pedestrians contained within inner space formed by roadside trees and front garden hedges; ● layout relying on subtle combination of landscape and buildings; ● create the right relationship between the height of buildings and trees and width of spaces between them, where spaces are partly created by trees and hedges and partly reliant on building groupings
Major Entry Point	<ul style="list-style-type: none"> ● housing arranged as a composition centred on junction giving access to the site; ● focal feature at junction; ● tree planted verges along entrance road into site;

Approach	Appropriate Elements
	<ul style="list-style-type: none"> ● anti-noise bunds if heavily trafficked; ● entrances to dwellings onto entrance road, rather than existing main road, to discourage on street or front forecourt parking
Large Landscaped Square	<ul style="list-style-type: none"> ● housing enclosing a large landscaped square; ● parking and garaging provided on-plot to the rear, accessed through carriage arches to prevent car-dominated frontages; ● front gardens achievable; ● generous tree planting around and within square; ● possible reduction in private garden provision due to housing facing landscaped square; ● particularly successful in combination with the Arcadia or Boulevard approaches
Formal Square	<ul style="list-style-type: none"> ● similar to the Large Landscaped Approach, but mainly detached houses designed to a single architectural theme set in a formal plan; ● parking and garaging provided on-plot between housing or to the rear, accessed through gateways; ● front gardens achievable; ● formal tree planting in square and central feature; ● particularly successful in combination with the Arcadia or Boulevard approaches
Village Green	<ul style="list-style-type: none"> ● variety of housing providing continuity of frontage to the green; ● parking provided on-plot or communally with natural surveillance; often accessed through carriage arches; ● possible reduction in private garden provision due to housing facing green; ● particularly successful in combination with the Arcadia approach
Mews Court	<ul style="list-style-type: none"> ● housing arranged in courtyard layout; ● courtyard containing visitor parking square and trees; ● enclosed corners to square; ● resident parking beneath or behind buildings; ● carriage arches maintain continuity of frontage; ● taller buildings emphasis central axis

Appendix 3 Open Spaces

Table 2.1 Schedule of Open Spaces

Name	Address	Ward	Type of Open Space
Arthur Stevens Open Space	Top of Limetree Avenue, Benfleet	Appleton	Natural and semi natural areas
The Crescent Recreation Ground	Crescent Road, Hadleigh	St. James	Amenity greenspace
The Crescent Play Area	Crescent Road, Hadleigh	St. James	Young people and children
Thundersley Glen	Off Kiln Road, Thundersley	Boyce	Natural and semi natural areas
Hadleigh Castle Country Park	Castle Lane, Hadleigh	St. James	Country parks
John H Burrows Recreation Ground	Daws Heath Road, Hadleigh	Victoria	Outdoor sports facilities
John H Burrows Play Area	Daws Heath Road, Hadleigh	Victoria	Young people and children
King George V Playing Field (Thun)	Shipwrights Drive, South Benfleet	Boyce	Amenity greenspace
King George V Playing Field Play Area (Thun)	Shipwrights Drive, South Benfleet	Boyce	Young people and children
Little Common	Great Burches Road, Thundersley	St. Peters	Natural and semi natural areas
Memorial Ground	London Road, Hadleigh	St. James	Amenity greenspace
Memorial Ground Play Area	London Road, Hadleigh	St. James	Young people and children
Memorial Ground War Memorial Garden	London Road, Hadleigh	St. James	Parks and Public gardens
Runnymede Paddocks	Kiln Road, Thundersley	Cedar Hall	Amenity greenspace
Shipwrights Wood	Shipwrights Drive, South Benfleet	Boyce	Natural and semi natural areas
South Benfleet Playing Fields	Brook Road, South Benfleet	St. Marys	Outdoor sports facilities
South Benfleet Playing Fields Play Area	Brook Road, South Benfleet	St. Marys	Young people and children

Name	Address	Ward	Type of Open Space
Swans Green Recreation Ground	Hart Road, Thundersley	Cedar Hall	Amenity greenspace
Swans Green Play Area	Hart Road, Thundersley	Cedar Hall	Young people and children
Tarpots Recreation Ground	Church Road, New Thundersley	St. George	Amenity greenspace
Tarpots Play Area	Church Road, New Thundersley	St. George	Young people and children
Thundersley Great Common	Common Approach, Thundersley	Cedar Hall	Natural and semi natural areas
Thundersley Common Recreation Ground	Common Approach, Thundersley	Cedar Hall	Amenity greenspace
Thundersley Common Recreation Ground Play Area	Common Approach, Thundersley	Cedar Hall	Young people and children
Woodside Park	Manor Road, New Thundersley	St. Peters	Amenity greenspace
Woodside Park Playing Fields	Manor Road, New Thundersley	St. Peters	Outdoor sports facilities
Woodside Park Playground (East)	Manor Road, New Thundersley	St. Peters	Young people and children
Woodside Park Playground (West) (Skate Ramp)	Manor Road, New Thundersley	St. Peters	Young people and children
Beveland Open Space	Beveland Road, Canvey Island	Canvey East	Amenity greenspace
The Gun Site Recreation Ground	West Crescent, Canvey Island	Canvey Central	Amenity greenspace
King George V Recreation Ground (Canvey)	Blackthorne Road, Canvey Island	Canvey South	Outdoor sports facilities
King George V Play Area (Canvey)	Blackthorne Road, Canvey Island	Canvey South	Outdoor sports facilities
Kismet Park	Weel Road, Canvey Island	Canvey East	Amenity greenspace
Kismet Park Play Area	Weel Road, Canvey Island	Canvey East	Young people and children

Name	Address	Ward	Type of Open Space
Labworth Park	Furtherwick Road, Canvey Island	Canvey South	Amenity greenspace
Inland Esplanade	Furtherwick Road, Canvey Island	Canvey East	Green corridors
Thames Estuary/ Waterfront	Furtherwick Road, Canvey Island	Canvey East	Thames Estuary / Waterfront
Esplanade paddling pool	East Esplanade, Canvey Island	Canvey South	Young people and children
Thorney Bay Play Area	Furtherwick Road, Canvey Island	Canvey South	Young people and children
The Lake	End of Denham Road, Canvey Island	Canvey Central	Green corridors
Larup Gardens	Larup Avenue, Canvey Island	Canvey North	Young people and children
Canvey FC	Park Lane, Canvey Island	Canvey East	Outdoor sports facilities
Leigh Beck Recreation Ground	Park Lane, Canvey Island	Canvey East	Amenity greenspace
Leigh Beck Recreation Ground	Park Lane, Canvey Island	Canvey East	Young people and children
Waterside Farm Synthetic Pitch	Somnes Avenue, Canvey Island	Canvey West	Outdoor sports facilities
Woodside Park Playing Fields Play Area (West)	Manor Road, New Thundersley	St. Peters	Young people and children
Russell Head Farm	Somnes Avenue, Canvey Island	Canvey West	Amenity greenspace
Smallgains Recreation Ground	Creek Road, Canvey Island	Canvey East	Outdoor sports facilities
Southwick Dyke	Link Road, Canvey Island	Canvey Central	Green corridors
Tewkes Creek Recreation Ground	Dovervelt Road, Canvey Island	Canvey W.Gardens	Outdoor sports facilities
Tewkes Creek	Dovervelt Road, Canvey Island	Canvey W.Gardens	Natural and semi natural areas

Name	Address	Ward	Type of Open Space
Villa Road Recreation Ground	Villa Road, South Benfleet	Appleton	Amenity greenspace
Villa Road Play area	Villa Road, South Benfleet	Appleton	Young people and children
Waterside Farm Recreation Ground	Somnes Avenue, Canvey Island	Canvey West	Outdoor sports facilities
Waterside Farm Play Area	Church Parade, Canvey Island	Canvey West	Young people and children
Waterside Farm Skate Park	Somnes Avenue, Canvey Island	Canvey West	Young people and children
Canvey Heights Country Park	Off Smallgains Avenue, Canvey Island	Canvey North	Country parks
Two Trees Island	Two Trees Island, Leigh-on-Sea	St. James	Country parks
Concord Rovers FC	Thames Road, Canvey Island	Canvey West	Outdoor sports facilities
Dutch Cottage Garden	Canvey Road, Canvey Island	Canvey West	Parks and public gardens
Northwick Road Playing Field	Canvey Road, Canvey Island	Canvey West	Outdoor sports facilities
Hadleigh tennis club	Elm Road, Hadleigh	St. James	Outdoor sports facilities
Canvey FC Youth Team	Somnes Avenue, Canvey Island	Canvey West	Outdoor sports facilities
St Michaels Church	Bramble Road, Hadleigh	Victoria	Natural and semi natural areas
South Benfleet Cemetery	Jotmans Lane, South Benfleet	St. Marys	Cemeteries and churchyards
Woodside Cemetery	Woodside Avenue, Thundersley	St. Peters	Cemeteries and churchyards
St. Mary's Churchyard	High Road, South Benfleet	St. Marys	Cemeteries and churchyards
St. Peter's Churchyard	Church Road, Thundersley	St. Peters	Cemeteries and churchyards
St. James-the-less Churchyard	50 Rectory Road, Hadleigh	St. James	Cemeteries and churchyards

Name	Address	Ward	Type of Open Space
Willow Cemetery	Northwick Road, Canvey Island	Canvey West	Cemeteries and churchyards
St. Katherine's Churchyard	Canvey Road, Canvey Island	Canvey West	Cemeteries and churchyards
North Benfleet Hall Wood	Woodside Avenue, Thundersley	St. Georges	Natural and semi natural areas
Coombe Wood	London Road, Hadleigh	St. Peters	Natural and semi natural areas
Starvelarks Wood	Off Daws Heath Road, Hadleigh	Victoria	Natural and semi natural areas
Tile Wood	St Michael's Road, Benfleet	Victoria	Natural and semi natural areas
Wyburn Wood (Tile Wood West)	Off Daws Heath Road, Hadleigh	Victoria	Natural and semi natural areas
Pound Wood	Bramble Road, Benfleet	Victoria	Natural and semi natural areas
Great Wood Nature Reserve	Scrub Lane, Hadleigh	St. James	Natural and semi natural areas
Dodds Grove	Off Poors Lane, Hadleigh	Victoria	Natural and semi natural areas
Poors Lane Golf Course	From Poors Lane North and Sylvan Road	Victoria	Natural and semi natural areas
West Wood	Off Rayleigh Road, Hadleigh	Victoria	Natural and semi natural areas
Fane Wood	Off Fane Road, New Thundersley	St. Peters	Natural and semi natural areas
Castle Point Golf Course	Somnes Avenue, Canvey Island	Canvey W. Gardens	Outdoor sports facilities
Boyce Hill Golf Course	Vicarage Hill	Boyce	Outdoor sports facilities
West Canvey Marshes (RSPB Land)	Off of roundabout junction of Canvey Road and Roscommon Way	Canvey West	Natural and semi natural areas
Canvey Wick SSSI	Northwick Road, Canvey Island	Canvey West	Natural and semi natural areas
Creekside	Creekside Recreation Ground, Watlington Road, Benfleet	St. Marys	Natural and semi natural areas

Name	Address	Ward	Type of Open Space
Woodside Avenue Recreation Ground	Woodside Avenue, Benfleet	St. Georges	Amenity greenspace
Kismet Park Adizone	Eastern Esplanade, Canvey Island	Canvey East	Outdoor sports facilities
West Canvey Marshes Play Area	Off of roundabout junction of Canvey Road and Roscommon Way	Canvey West	Young people and children
Labworth Park Bumblebee Park	Furtherwick Road, Canvey Island	Canvey South	Parks and Public gardens
Labworth Park Sensory Gardens	Furtherwick Road, Canvey Island	Canvey South	Parks and Public gardens
Canvey Gateway	Canvey Way, Canvey Island	Canvey West	Parks and Public gardens
Hadleigh Castle	Castle Lane, Hadleigh	St. James	Natural and semi natural areas
Long Road Playing Field	Long Road, Canvey Island	Canvey Central	Outdoor sports facilities
King George V Childrens Play Area (Canvey)	Blackthorne Road, Canvey Island	Canvey South	Young people and children
Legacy XS Centre Skate Park	Richmond Park, High Road	St. Marys	Young people and children
Woodside Park Bowls Pavilion	Woodside Park, Manor Road, Thundersley	St. Peters	Outdoor sports facilities
Hadleigh Bowls Club Pavilion	John H Burrows Recreation Ground, Rectory Road, Hadleigh	Victoria	Outdoor sports facilities
John H Burrows Recreation Ground Tennis Courts	Rectory Road, Hadleigh	Victoria	Outdoor sports facilities
South Benfleet & Canvey Bowling Club	Brook Road, Benfleet	St. Marys	Outdoor sports facilities
Canvey Sea Wall (North)	Canvey Island	Canvey East	Green corridors
Benfleet to Leigh Pathway	Benfleet	Boyce	Green corridors
Daws Heath Evangelical Church	Daws Heath Road, Daws Heath	Victoria	Cemeteries and churchyards

Name	Address	Ward	Type of Open Space
Wall Road Amenity Space	Wall Road, Canvey Island	Canvey East	Amenity Space

Table 2.2 Schedule of Allotment Gardens

Name	Address	Ward
Daws Heath Allotment	Daws Heath Road, Hadleigh	Victoria
London Road Allotment	London Road, Hadleigh	St. James
Jotmans Farm Allotment	Malwood Road, Benfleet	Appleton
Waterside Farm Allotment	Ferry Road, Canvey Island	Canvey West
Smallgains Allotment	Smallgains Avenue, Canvey Island	Canvey East
Watlington Allotment	Watlington Road, South Benfleet	St. Marys
Hatley Gardens Allotment	Hatley Gardens, Benfleet	Appleton

Table 2.3 Schedule of Playing Fields Associated with Educational Uses

Name	Address	Ward
Kingston Primary School	Church Road, Thundersley	St. Peters
Thundersley Primary School	Hart Road, Thundersley	Cedar Hall
Cedar Hall School	Hart Road, Thundersley	Cedar Hall
King John Senior School	Shipwrights Drive, Benfleet	Boyce
The Deanes School	Daws Heath Road	Victoria
Appleton School	Croft Road, South Benfleet	Appleton
Kents Hill Infant and Junior Schools	Kents Hill Road, South Benfleet	Appleton
Jotmans Hall Primary School	High Road, Benfleet	Appleton
Robert Drake Primary School	Church Road, Benfleet	St. Peters
Montgomerie Primary School	Rushbottom Lane, Thundersley	St. Georges
Glenwood School	Rushbottom Lane, Thundersley	St. Georges
Hadleigh Junior School	Bilton Road, Hadleigh	St. James

Name	Address	Ward
Westwood Academy	Beresford Close, Hadleigh	Victoria
South Benfleet Primary School	High Road, South Benfleet	St. Marys
St Katherines Primary School	Hilton Road, Canvey Island	Canvey W.Gardens
St Josephs Primary School	Vaagen Road, Canvey Island	Canvey Central
Leigh Beck Junior School	Point Road, Canvey Island	Canvey East
Lubbins Park Community School	May Avenue, Canvey Island	Canvey South
Northwick Park Nursery, Infant and Junior Schools	Third Avenue, Canvey Island	Canvey W.Gardens
William Read Primary School	Long Road, Canvey Island	Canvey West
Canvey Infant and Junior Schools	Long Road, Canvey Island	Canvey West
Canvey Skills Campus (Formerly Castle View)	Meppel Avenue, Canvey Island	Canvey W. Gardens
Cornelius Vermuyden School	Dinant Avenue, Canvey Island	Canvey West
Castle View School (Formerly Furtherwick School)	Meppel Avenue, Canvey Island	Canvey South
Leigh Beck Infants and Nursery School	Point Road, Canvey Island	St. Marys
Woodham Ley Primary School	Rushbottom Lane, Benfleet	St. Georges
Holy Family Catholic School	Kents Hill Road, Benfleet	Appleton
Winter Gardens Primary School	Hilton Road, Canvey Island	Canvey East
The Chase Playing Fields	The Chase, Benfleet	Cedar Hall

Appendix 4 Local Wildlife Sites

Table 3.1 Schedule of Local Wildlife Sites

LoWS Name	Selection Criteria	England BAP Priority Habitats
CPT3 Rushbottom Lane Flood Pound	HC11 Other Neutral Grasslands HC28 Small-component Mosaics	None
CPT4 West Canvey Marshes	HC20 Coastal Grazing Marsh HC23 Saltmarsh and Mudflats SC1 Vascular Plants SC16 Hotspots for Reptile Diversity	Coastal and Floodplain Grazing Marsh Coastal Saltmarsh Intertidal mudflats
CPT5 Canvey Village Marsh	HC15 Reedbeds HC20 Coastal Grazing Marsh SC12 Breeding Water Vole Colonies SC18 England BAP Priority Invertebrates	Coastal and Floodplain Grazing Marsh Reedbed -
CPT6 Benfleet Sewage Works	HC20 Coastal Grazing Marsh HC23 Saltmarsh and Mudflats HC28 Small Component Mosaics SC16 Hotspots for Reptile Diversity	Coastal Saltmarsh Intertidal Mudflats Coastal and Floodplain Grazing Marsh
CPT7 North Benfleet Hall Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites SC18 England BAP Priority Invertebrates	Lowland Mixed Deciduous Woodland -
CPT8 Fane Road Meadows	HC9 Lowland Meadows	Lowland Meadows -
CPT9 Kents Hill Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland

LoWS Name	Selection Criteria	England BAP Priority Habitats
CPT10 Coombe Wood	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland -
CPT11 Mount Road Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT12 Vicarage Hill	HC11 Other Neutral Grassland HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	None
CPT13 Reeds Hill Pasture	HC9 Lowland Meadows HC11 Other Neutral Grasslands	Lowland Meadows
CPT14 Thundersley Glen	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites HC9 Lowland Meadows HC13 Heathland and Acid Grassland	Lowland Mixed Deciduous Woodland Lowland Meadows Lowland Dry Acid Grassland
CPT15 Jervis Wood Lane	HC8 Hedgerows and Green Lanes	Lowland Mixed Deciduous Woodland
CPT16 The Chase Paddocks	HC9 Lowland Meadows	Lowland Meadows
CPT17 Shipwrights Meadow	HC9 Lowland Meadows HC11 Other Neutral Grasslands	Lowland Meadows
CPT18 Shipwrights Wood	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-Ancient Sites	Lowland Mixed Deciduous Woodland
CPT19 The Lake, Canvey	HC15 Reedbeds	Reedbed
CPT20 Coopers Wood	HC2 Lowland Mixed Deciduous Woodland on Non-Ancient Sites	Lowland Mixed Deciduous Woodland

LoWS Name	Selection Criteria	England BAP Priority Habitats
CPT21 Thundersley Great Common Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT22 Nine Acre Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT23 Thundersley Plotlands	HC28 Small-component Mosaics HC31 Urban Sites	Lowland Mixed Deciduous Woodland Lowland Meadows
CPT24 West Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT25 Castle Farm	HC9 Lowland Meadows HC13 Heathland and Acid Grassland SC16 Hotspots for Reptile Diversity SC19 Important invertebrate Assemblages	Lowland Meadows Lowland Dry Acid Grassland
CPT26 Cottage Plantation and Rag Wood	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland
CPT27 Hadleigh Marsh Borrow Dyke and Sea Wall	HC11 Other Neutral Grassland HC15 Reedbeds	Reedbed
CPT28 Little Haven/Tile Wood Complex	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites HC13 Heathland and Acid Grassland HC11 Other Neutral Grasslands SC18 England BAP Priority Invertebrates	Lowland Mixed Deciduous Woodland Lowland Dry Acid Grassland
CPT29 Two Tree Island West	HC24 Saline Lagoons and Borrow Dyke Habitat HC27 Post-industrial Sites SC1 Vascular Plants	Saline Lagoons Open Mosaic Habitats on Previously Developed Land

LoWS Name	Selection Criteria	England BAP Priority Habitats
	SC5 Notable Bird Species SC16 Hotspots for Reptile Diversity SC18 England BAP Priority Invertebrates SC19 Important Invertebrate Assemblages	
CPT30 Coxall Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT31 Pound Wood	HC1 Ancient Woodland Sites HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites SC7 Dormouse SC18 England BAP Priority Invertebrates	Lowland Mixed Deciduous Woodland
CPT33 Oakwood Reservoir	HC13 Heathland and Acid Grassland	Lowland Dry Acid Grassland
CPT34 Belfairs Park Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT35 Thorneycreek Fleet	HC15 Reedbeds	Reedbed
CPT36 Northwick Farm and Sea Wall	HC15 Reedbeds HC27 Post-industrial Sites SC18 England BAP Priority Invertebrates SC19 Important Invertebrate Assemblages	Reedbed Open Mosaic Habitats on Previously Developed Land
CPT37 Benfleet Marsh	HC20 Coastal Grazing Marsh	Coastal and Floodplain Grazing Marsh
CPT38 Brick House Farm Marsh	HC20 Coastal Grazing Marsh SC1 Vascular Plants	Coastal and Floodplain Grazing Marsh
CPT39 Benfleet Creek and Sea Wall	HC11 Other Neutral Grassland HC20 Coastal Grazing Marsh	Coastal Saltmarsh Intertidal Mudflats

LoWS Name	Selection Criteria	England BAP Priority Habitats
	HC23 Saltmarsh and Mudflats HC27 Post-industrial Sites HC31 Urban Sites	
CPT40 Thundersley Brickfields	HC1 Ancient Woodland Sites HC27 Post Industrial Sites HC28 Small Component Mosaics SC19 Important Invertebrate Assemblages	Open Mosaic Habitats on Previously Developed Land Lowland Mixed Deciduous Woodland
CPT41 Wall Wood	HC1 Ancient Woodland Sites	Lowland Mixed Deciduous Woodland
CPT42 Hadleigh Castle Grasslands	HC9 Lowland Meadows SC1 Vascular Plants SC18 England BAP Priority Invertebrates SC19 Important Invertebrate Assemblages	Lowland Meadows
CPT43 Badger Hall Woods	HC2 Lowland Mixed Deciduous Woodland on Non-ancient Sites	Lowland Mixed Deciduous Woodland

Table 3.2 Schedule of Potential Wildlife Sites

PLoWS Name	Future Potential Selection Criteria
PLoWS 1 Thorney Bay	HC24 Sand Dune and Shingle Beach Vegetation SC19 Important Invertebrate Assemblages
PLoWS 5 Land off Manor Trading Estate	HC27 Small-component Mosaics HC9 Lowland Meadows (may or may not be applied)
PLoWS 8 Grasmere Road Pastures	SC18 England BAP Priority Invertebrate SC19 Important Invertebrate Assemblages

PLoWS Name	Future Potential Selection Criteria
PLoWS 9 Glyders Meadow	HC9 Lowland Meadow
PLoWS 10 Braeside Farm Pastures	HC12 Heathland and Acid Grassland SC19 Important Invertebrate Assemblages
PLoWS 11 St Michael's Road Fields	HC27 Small component Mosaics Other Species criteria could be applied
PLoWS 12 Canvey Heights Country Park	SC16 Hotspots for Reptile Diversity

Appendix 5 Designated Historic Assets

Designated Historic Assets

Listed Buildings

Benfleet

There are 19 Listed Buildings located in Benfleet.

Table 5.1 Benfleet Listed Buildings

Address / Building Name	Grade	Date First Listed
Benfleet Water Tower, Benfleet Road	II	06-10-1981
The Roundhouse, 106 Benfleet Road	II	22-06-1981
Shipwrights, 241 Benfleet Road	II*	30-10-1979
5 and 7 The Close	II	15-01-1980
Street Lamp outside 7 The Close	II	22-07-1986
The Anchor Inn and Building attached to right, Essex Way	II*	22-07-1986
South Benfleet War Memorial, Essex Way	II	28-02-2008
Former Pumping Station, High Road	II	22-07-1986
Church of St Mary the Virgin, High Street	I	07-08-1952
Group of headstones between 18-22m south east of south porch of Church of St Mary the Virgin, High Street	II	22-07-1986
Table tomb approximately 14m south of south porch of Church of St Mary the Virgin, High Street	II	22-07-1986
The Hoy and Helmet Inn, High Street	II	07-08-1952
Street Lamp to west of 23 High Street	II	22-07-1986
The Half Crown Inn, 25, 27, 29 High Street	II	22-07-1986
Benfleet Conservative Club, 67 and 69 High Street	II	22-07-1986
Jarvis Hall, Thundersley Park Road	II	22-07-1986
Barn immediately to north of Jarvis Hall, Thundersley Park Road	II	22-07-1986

Address / Building Name	Grade	Date First Listed
Cartlodge immediately north east of barn at Jarvis Hall, Thundersley Park Road	II	22-07-1986
Old Vicarage, Vicarage Hill	II	14-02-1994

Canvey Island

There are 5 Listed Buildings on Canvey Island.

Table 5.2 Canvey Island Listed Buildings

Address / Building Name	Grade	Date First Listed
Dutch Cottage, Canvey Road	II	05-02-1952
Dutch Cottage, 6 Haven Road	II	05-02-1952
The Lobster Smack Public House, Haven Road	II	03-11-1972
1 - 9 Coastguard Cottages, Haven Road (consecutive)	II	13-09-1973
Labworth Café, Western Esplanade	II	16-04-1996

Hadleigh

There are 5 Listed Buildings in Hadleigh.

Table 5.3 Hadleigh Listed Buildings

Address / Building Name	Grade	Date First Listed
Hadleigh Castle, Castle Lane	I	07-08-1952
96 and 98 Daws Heath Road	II	22-07-1986
Tylerset Farmhouse, 325 Daws Heath Road	II	22-07-1986
Church of St James the Less, High Street	I	07-08-1952
Junction of London Road and Meadow Road Milestone	II	06-06-1990

Thundersley

There are 5 Listed Buildings in Thundersley.

Table 5.4 Thundersley Listed Buildings

Address / Building Name	Grade	Date First Listed
Great Burches Farmhouse, Burches Road	II	22-07-1986
Church of St Peter, Church Road	II*	07-08-1952
Thundersley Hall, 192 Church Road	II	05-02-1981
8 and 10 Hart Road	II	22-07-1986
Thundersley Lodge, Runnymede Chase	II	22-07-1986

Scheduled Ancient Monuments

Benfleet

There are no Scheduled Ancient Monuments in Benfleet.

Canvey Island

There are 3 Scheduled Ancient Monuments on Canvey Island.

Table 5.5 Canvey Island Ancient Scheduled Monuments

Address / Monument Name	Date First Scheduled
Heavy Anti-aircraft gunsite 170m south west of the junction of Cedar Road and West Crescent	22-01-2001
Roman Saltern 260m south east of Great Russell Head Farm	15-03-1972
Heavy Anti-aircraft gunsite 380m east of Northwick Farm	07-07-2000

Hadleigh

There are 4 Scheduled Ancient Monuments in Hadleigh.

Table 5.6 Hadleigh Ancient Scheduled Monuments

Address / Monument Name	Date First Scheduled
Hadleigh Castle: An enclosure castle and an associated dam and mill	13-01-1915
Roman-British site N of Pound Wood	13-09-1974
Roman Fort (near Hadleigh)	14-01-1955
Heavy Anti-aircraft gunsite on Sandpit Hill	09-03-2001

Thundersley

There are no Scheduled Ancient Monuments in Thundersley.

Conservation Areas

Benfleet

There is 1 Conservation in Benfleet.

South Benfleet Conservation Area - Designated 18th November 1988

An Article 4 (2) Direction was made on 29th October 1997 which removed permitted development rights for the following:

- The erection, alteration or removal of a chimney on a dwellinghouse or on a building within the curtilage of a dwellinghouse
- Any of the following development which would front a highway, waterway or open space:-
 - The enlargement, improvement or any other alteration of a dwellinghouse
 - The alteration of a dwellinghouse roof
 - The erection or construction of a porch outside any external door of a dwellinghouse
 - The provision within the curtilage of a dwellinghouse of a building, or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such, or the maintenance, improvement or other alteration of such a building or enclosure
 - The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such
 - The installation, alteration or replacement of a satellite antenna on a dwellinghouse, or within its curtilage

- The erection, construction, maintenance, improvement, alteration or demolition of any gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse
- The painting of the exterior of any part of a dwellinghouse or a building or enclosure within the curtilage of a dwellinghouse

Canvey Island

There are no Conservation Areas on Canvey Island.

Hadleigh

There is 1 Conservation Area in Hadleigh.

Florence Gardens Conservation Area - Designated 18th November 1997

An Article 4 (2) Direction was made on 29th October 1997 which removed permitted development rights for the following:

- The erection, alteration or removal of a chimney on a dwellinghouse or on a building within the curtilage of a dwellinghouse
- The enlargement, improvement or any other alteration of a dwellinghouse where any part would front a highway, waterway or open space
- The alteration of a dwellinghouse roof where any part would front a highway, waterway or open space
- The erection or construction of a porch outside any external door of a dwellinghouse where that would front a highway, waterway or open space
- The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such where it would front a highway, waterway or open space
- The installation, alteration or replacement of a satellite antenna on a dwellinghouse, or within its curtilage, where the part of the building or structure on which is to be installed would front a highway, waterway or open space
- The erection, construction, maintenance, improvement, alteration or demolition of any gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse where it would front a highway, waterway or open space
- The painting of the exterior of any part of a dwellinghouse or a building or enclosure within the curtilage of a dwellinghouse where it would front a highway, waterway or open space

Thundersley

There are no Conservation Areas in Thundersley.

Appendix 6 Non-Designated Buildings of Local Historic or Architectural Importance

Non-Designated Buildings of Local Historic or Architectural Importance

Benfleet

There are 13 non-designated Buildings of Local Historic or Architectural Importance in Benfleet.

Table 6.1 Benfleet

Address / Building Name	Reason for Designation
The Close	A group of dwellings located within the Conservation Area, along the line of a medieval street. The area is one of pedestrian scale with attractive rendered and timber clad dwellings, retaining some of the character of Old Benfleet. Vacant gaps along The Close have been developed in a sensitive manner serving to preserve and enhance the setting of The Close.
Bus Shelter, bottom of Essex Way	Late 1930's bus shelter erected by public subscription. It is clad in Waney-edged weatherboarding and has a clock in the top of the front façade. Refurbishments have ensured its features have been retained in good condition.
The Essex Gallery, 8 Essex Way	Pedimented façade and unusual brickwork with courses made up of tile.
74 Essex Way "The Moorings"	Mentioned on the Tithe Map of 1840, thought to have been part of the original workhouse for the parish of South Benfleet, the greater part of the house was demolished approximately thirty years ago. This dwelling together with the other two sites on Essex Way serve to retain some of the character of old Benfleet.
84 Essex Way, "Forge Cottage"	Timber clad cottage, originally single storey, but recently extended. This dwelling forms a central element in a frontage of turn of the century dwellings. This dwelling together with the other two sites on Essex Way serve to retain some of the character of old Benfleet.
86-92 Essex Way	A terrace of turn of the century timber clad cottages forming an attractive feature in the streetscene. These dwellings together with the other two sites on Essex Way serve to retain some of the character of old Benfleet.
Brook Cottage, 2 Hall Farm Close	Picturesque cottage, marked on the Benfleet Tithe map of 1841. Detailed architectural elements retained.

Address / Building Name	Reason for Designation
Horse Trough at junction of High Road / Jotmans Lane / Benfleet Park Road (Cemetery Corner)	Attractive, decorative horse trough of red stone, inscribed. Currently utilised as a street flower planter. Originally installed at Church Corner in 1911, likely to have been relocated to Cemetery Corner when road changes made at Church Corner.
Saltbox Cottage, 362 High Road	Attractive cottage thought to be over 150 years old, by its construction. The stock bricks are 3 times larger than normal bricks and not made after 1900, and the white lime cement that holds them together, still visible in the loft, is considered to date from a similar period.
43-51 High Street	An attractive group of buildings, including one of the best preserved Victorian buildings in the area, Ivy & Rose Cottages.
101-105 High Street	3 Victorian terraced properties, comprising residential dwellings and a shop, historically known as Station Stores. Many of the original Victorian features have been retained, including original windows and shop front, and contrasting brick detailing.
73, 77, 81, 85, 89, 93 Vicarage Hill	A grouping of 6 dwellings constructed in the 1960's, exhibiting distinct architectural design reflective of the 1920's & 1930's work of architect Frank Lloyd Wright. Flat roofed 2 and 3 storey structures with projecting canopies and balconies intersecting the elevations of multi red facing bricks and cedar boarding. Subsequent extensions have been sympathetic in design and materials.
Victorian Wall Post Box, outside 250 Vicarage Hill	Victorian wall Post Box thought to date from late 19 th century. Specific design was introduced changing a flap and aperture to an upshot as protection against theft and rain. Features Royal cipher.

Canvey Island

There are 12 non-designated Buildings of Local Historic or Architectural Importance on Canvey Island.

Table 6.2 Canvey Island

Address / Building Name	Reason for Designation
2 and 3 Beechcroft Road	“Dutch” Cottages dating from the 1920s/1930s. Although of no great historical merit, these cottages are of considerable architectural interest and represent a design that is peculiar to, and characteristic of, Canvey Island.
The Stepping Stones, Canvey Gateway open space, Canvey Road	The Stepping Stones were originally the only means of crossing Benfleet Creek on foot at low tide. There is photographic evidence from the late 19 th Century of these stones. Three surviving stones were placed outside the old Council Offices on Long Road, but have recently been relocated to the Canvey Gateway open space on Canvey Road.
St. Katherine's Church, Canvey Road	The church was originally built in 1874 on the site which had been occupied by a church since 1712. The new church retained the porch and 5 windows from the previous church. Originally timber framed, it was rendered in the 1930's. It now houses the Heritage Centre.
The Monico, Eastern Esplanade	Art Deco semi-circular building, with first floor sun balcony following the full curve of the building, built in 1938. Elevational treatment includes cream/white render with black detailing. As originally built it had a waterproof ‘tank’ for a cellar, which was some 4.9m below the high water level, and was the first building on the Island to have gas central heating. It is seen as having historical and local importance, representing Canvey Island’s past as a popular holiday and day-tripper destination.
7 Ferndale Crescent	“Dutch” Cottage dating from the 1920s/1930s. Although of no great historical merit, this cottage is of considerable architectural interest and represents a design that is peculiar to, and characteristic of, Canvey Island.
1, 3, 5, 7 Haven Road	Timber-framed cottages/shops dating from late 19 th century, originally housing the Canvey Village Stores and Post Office. Although modern additions have altered their intrinsic character, they remain of considerable local historic / architectural importance, having formed part of a group of buildings surrounding the old market square, village pump and horse trough, and contribute to the appearance and character of the Dutch Village.

Address / Building Name	Reason for Designation
2 Haven Road and 1 Canvey Road	Timber-framed cottages/shops dating from late 19 th century. Although modern additions have altered their intrinsic character, they remain of considerable local historic / architectural importance, having formed part of a group of buildings surrounding the old market square, village pump and horse trough, and contribute to the appearance and character of the Dutch Village.
9 Haven Road	Timber-framed cottage dating from late 19 th century. Although rendered, most of the original features have been retained and it remains of considerable local historic / architectural importance, having formed part of a group of buildings surrounding the old market square, village pump and horse trough, and contribute to the appearance and character of the Dutch Village.
Council Offices, Long Road	Predominantly Georgian structure, completed in 1934 with barrel-vaulted chamber, and a history of civic uses, originally housing the Council in the central block, ambulance station in the west wing and fire brigade in the east wing. The two wings have since been adapted for office accommodation, but the main building remains today as it was built, having both historic and architectural significance.
Cold War Nuclear Monitoring Post, south side of Northwick Road at the junction with disused access road to Charfleets industrial estate	Cold War underground nuclear monitoring post, in reasonable external condition with some land erosion around the access shaft. The Fixed Survey Metre pipe is mounted on a raised concrete plinth and the airshaft is mounted on ten course of bricks. Internally the post is in good condition.
Bus Depot, Point Road	Former Canvey & District Motor Transport Co. Ltd, built in 1934. This structure is of considerable visual prominence and is of unusual architectural design - very much designed for a specific purpose. It now houses a transport museum.
Degaussing Station, Western Esplanade	2 storey flat roofed building currently in use as a museum for the display of military artifacts. Formerly a MOD degaussing station constructed by Admiralty in 1960's, during the Cold War era, to monitor the magnetic signatures of ships in the Thames estuary, through coiled cabling along the bed of the river, making them less susceptible to the effects of magnetic mines.

Hadleigh

There are 29 non-designated Buildings of Local Historic or Architectural Importance in Hadleigh.

Table 6.3 Hadleigh

Address / Building Name	Reason for Designation
William Booth Memorial, Castle Lane	Freestanding stone fountain forming a memorial to William Booth founder of the Salvation Army. Importance is in the structure rather than its current location.
WWII Pill Box, western end of Castle Road	WWII FW3/22 brick and concrete pillbox intended to halt enemy approaching across open fields. Specific feature of these pillboxes is the equal length of their six walls.
Methodist Church, Chapel Lane	1930's Methodist Church displaying pleasing style and detailing associated with the 1930's era. Historical connections with the Salvation Army Colony.
Sayers Farmhouse, Chapel Lane	Replacement timber-clad farmhouse, built c. 1810 on the site of former dwellings, believed to have been built on the site since the 15th Century, and owned by William Sayer. During the early part of 20 th century, the farm was the main dairy serving the Salvation Army Colony, and the farmhouse was originally the residence of the Farm Superintendent.
Daws Heath sign, corner of Daws Heath Road & Tollgate	Freestanding place name and illustration. Importance is in the name and pictorial evidence rather than its current design.
137 Daws Heath Road	An attractive pair of farm labourer cottages, now occupied as one dwelling with matching detached, pitched roofed garage.
185 Daws Heath Road	Residential dwelling formerly a chapel of the Banyards (The Peculiar People movement) a religious sect founded in this area c. 1837-8. This was the third chapel to be built in the Daws Heath area; the two earlier chapels were demolished and redeveloped.
389 Daws Heath Road	Attractive, well maintained example of Victoria style villa. Displaying good proportions and retention of important features and detailing.
399 & 401 Daws Heath Road	Visually attractive, semi-detached pair of timber clad cottages, forming an attractive feature in the streetscene. Possible links to Howards Dairies.

Address / Building Name	Reason for Designation
412 & 414 Daws Heath Road	Two visually attractive, rendered cottages, displaying good proportions and retention of detailing, including embossing.
1-25 Florence Gardens	A group of bungalows built in the 1920's to house retired Salvation Army Officers, and still in use presently. The group represents uniform design and materials, strong integrity, formal layout, and landscaped verges and gardens. The group form the Florence Gardens Conservation Area.
The Castle Public House, High Street	Building is of locally historic interest, having been the site of an inn or public house since the mid 17 th century, and said to be the oldest public house in Hadleigh. The current building is likely to have been established in the mid 18 th century, with subsequent, sympathetic extensions. It remains in good condition and is of attractive design, well proportioned, retained strong detailing elements.
12 and 14 High Street	Originally known as 'Ebenezer' and 'Green' cottages. Visually attractive, semidetached pair of timber clad cottages, dating to the 19th Century.
Gas Lamp, St. James Church	Located to the south of the Porch, the lamp column represents an example of a largely unaltered Victorian gas lamp column which are rare within the Borough.
Hadleigh sign opposite Salvation Army Temple, London Road	Freestanding place name and illustration. Importance is in the name and pictorial evidence rather than its current design.
Bronze, Steel and Brick Sculpture, outside Morrison's, London Road	Freestanding bronze, steel and brick sculpture in reference to the London 2012 Olympic mountain biking event, the Salvation Army and Hadleigh's history. Importance is in the structure rather than its detailed location.
Murals on wall of Morrison's supermarket, London Road	Six mural series depicting different aspects of Hadleigh's history. Importance is in historical / pictorial evidence rather than its current design, and structure rather than its current location.
War Memorial, London Road	Monument - erected 1922, located in a public garden at the junction of London Road and Chapel Lane.
73 London Road	Visually attractive timber clad cottage, in good condition, with original detailed architectural elements retained.

Address / Building Name	Reason for Designation
Salvation Army Cottages outside Salvation Army Hadleigh Temple, 150 London Road	Visually attractive, timber clad cottages, dating to the 19th Century, providing accommodation associated with the Salvation Army Colony.
'Cunning' Murrell bas relief, Hadleigh Library, 180 London Road	Local brick clay bas-relief forming a memorial to 'Cunning' Murrell. Importance is in the bas-relief rather than its current location.
Former Hadleigh Public Hall, 363 London Road	Public Hall built in 1912 of historic and architectural interest. It was Hadleigh's first general social meeting place, used for a variety of purposes, including dancing and social gatherings during WWII, roller skating and a cinema. Most of the original features are retained, including proportions and detailing elements.
Junction of St. Michaels Road and Bramble Road Street sign	1925 Cast-Iron Finger Post plus three associated Cast-Iron Reflector Bollards, from the Stratford-upon-Avon Royal Labels Foundry. Extremely rare, this is believed to be the last in the borough and only example of Royal Labels Factory in South East Essex.
Park Farm House, Park Chase	Purchased by The Salvation Army in 1891, becoming the residence of the Colony's Governor. A large, early Victorian farmhouse dating from approximately 1861. Interest lies in the fact that a dwelling has existed on, or adjacent to this site since circa 1234 when this site formed part of the royal park attached to Hadleigh Castle. Recently refurbished and sympathetically converted into a further training facility for the Salvation Army.
WWII Pill Box, adjacent to 17 Park Chase	WWII FW3/22 brick and concrete pillbox intended to halt enemy approaching across open fields. Specific feature of these pillboxes is the equal length of their six walls.
183 & 185 Rayleigh Road	Picturesque pair of chalets, constructed of red brick and red tiles, with white render and decorative black stained timber detailing to the elevations. The front gable end of each property is provided with decorative white painted fascia boards, and a small pitched roofed bow window at first floor level, with detailed lead windows. They are located on both corners of Rayleigh Road's junction with Queensmere, creating an attractive gateway.
Solby's House, 107 Rectory Road	Late 18 th century landowner's country house believed to have been named after its first owner William Solby, and later occupied by a prominent farmer and landowner Jonathon Wood, and J.H.Burrows, who the Recreation ground is now named

Address / Building Name	Reason for Designation
	after. Attractive building exhibiting good proportions, and detailing elements such as flat roofed projecting bay windows and front canopy supported by decorative pillars.
31-33 Rectory Road	An attractive pair of late 19th Century timber clad cottages similar in appearance to Nos. 12 and 14 High Street.
3-16 (consecutively) Seaview Terrace	An attractive frontage of Victorian dwellings displaying architectural unity and harmony. Despite the replacement of original windows with windows of modern materials, and some rear extensions, the architectural merits of the grouping of dwellings has been maintained.
Salvation Army Barge Staithe/Wharf, Hadleigh Ray, Hadleigh	Remains of Salvation Army staithe/wharf, in use between the 1890's and 1950's by sailing barges to load and unload bricks and agricultural produce they were transporting between the Salvation Army colony and brickworks, and London.

Thundersley

There are 4 non-designated Buildings of Local Historic or Architectural Importance in Thundersley.

Table 6.4 Thundersley

Address / Building Name	Reason for Designation
No. 17 Chancel Close, Thundersley	A pleasant example of early twentieth century Water Authority 'Station - houses'. Usually associated with a well or similar water source. The building is visually attractive and its relationship with the development of a piped water system in the Borough makes it of local interest.
No. 15 Common Approach, Thundersley	A pleasant example of early twentieth century Water Authority 'Station - houses'. Usually associated with a well or similar water source. The building is visually attractive and its relationship with the development of a piped water system in the Borough makes it of local interest.
Thundersley sign, corner of Dark Lane & Hart Road	Freestanding place name and illustration. Importance is in the name and pictorial evidence rather than its current design.
Nos. 523 and 529, Rayleigh Road, Thundersley	Two attractive, detached, turn-of-century houses displaying pleasing proportions and create a positive gateway to the entrance to Sandown Road.

1 Policies Map