

Draft New Local Plan

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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 2014 to 2031 will be met. It also sets out the policies that will be applied to ensure that individual development proposals contribute positively towards this plan.

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

2.3 The evidence for this local plan also consists of consultation responses received during the *Issues Consultation* undertaken in 2012. This has helped the Council prioritise issues associated with infrastructure, and to understand the value residents place on features of the local environment.

2.4 It is clear from the evidence that there is need for sustainable development and growth in Castle Point, due to its location in the Thames Gateway and close to London. However, the evidence also reveals constraints on growth arising from the natural environment including nature conservation, landscape protection and flood risk.

2.5 Castle Point has 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 is also a constraint on development.

2.6 Having regard to this evidence, the Council has taken a capacity led approach to preparing this plan which seeks to meet the development needs of Castle Point in a way which respects, and is constrained by, the natural environment and the strategic corridors of Green Belt.

2.7 Having regard to the issues arising through consultation, the Council also aims to secure improvements to road infrastructure and community facilities alongside the delivery of development within this 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 Thames Gateway 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 the strategic Green Belt in Castle Point 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 currently 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.

National Policy Context

Planning Policy

3.2 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 *NPPF*.

3.3 In accordance with the *NPPF*, Local Plans should reflect the vision and aspirations of the local community and seek to achieve each of the economic, social and environmental dimensions of sustainable development. In particular, they should include strategic policies to deliver:

- The homes and jobs needed in the area;
- The provision of retail, leisure and other commercial development;
- The provision of infrastructure for transport, telecommunications, waste management, water supply, waste water, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- The provision of health, security, community and cultural infrastructure and other local facilities;
- Climate change mitigation and adaption, conservation and enhancement of the natural and historic environment, including landscape.

3.4 The *NPPF* requires that Local Plans are prepared positively, and preferably cover a timescale of 15 years or longer. Local Plans should identify allocations for development as well as identifying those areas where development may be restricted for good reason. Local Plans should be prepared using a proportionate evidence base, and should address issues that cross administrative boundaries. There is a duty on local planning authorities to co-operate on such matters.

3.5 The section of the *NPPF* which addresses achieving sustainable development provides policy on a range of specific themes including economic growth, town centres, housing, Green Belt and flooding. The requirements of these policies will be drawn out throughout the New Local Plan.

3.6 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.

The Economy

3.7 The global recession of 2008 and 2009, and the ongoing issues in the Euro Zone are having an effect on the national economy in the UK. The UK economy grew by just 0.8% in 2011 and is expected to only grow at a similar rate in 2012. Meanwhile, energy prices have been influential in driving up living cost in the UK, with inflation in 2011 reaching 4.6% (CPI).

3.8 This is having an impact on household incomes, with wage levels increasing by just 1.5% on average in 2011. Unemployment also remains relatively high for the UK at around 8%, with 18-24 year olds being disproportionately affected across the country.

3.9 Streamlining of the Planning System to encourage growth and activity in the construction sector has been a focus of the Government's efforts to improve the national economy. Additionally, investment has been directed at significant national infrastructure and energy projects across the Country in order to overcome barriers to growth, and to help stabilise the energy market in the UK.

Housing

3.10 The rates of house building in England have failed to keep up with household growth. In 2009/10 115,000 new homes were built compared to a rate of household formation in the region of 232,000. Additionally, as a consequence of the economic recession in 2008, there has been a lack of available financing for housebuilding and mortgages. Housebuilding in England is therefore now at its lowest level since the 1920s.

3.11 The low supply of housing has resulted in the cost of homes rising sharply in comparison to incomes. As a result, the affordability ratio in England has increased from 4.21 times income in 2000 to 7.01 times income in 2010. This is having implications for first time buyers, with the average age of a first time buyer now at over 30 years.

3.12 In order to address these issues, the Government has published new housing policy for England in a document entitled *Laying the Foundations: A housing strategy for England*. This document seeks to:

- Get the housing market moving again;
- Lay the foundations for a more responsive, effective and stable housing market in the future;
- Support choice and quality for tenants; and
- Improve environmental standards and design quality.

3.13 Increasing the supply of housing is seen to play a pivotal role in achieving the ambition of the housing strategy for England. Planning and the New Local Plan, therefore have a role to play in delivering this element of national policy.

Infrastructure

3.14 Infrastructure is recognised by the Government as a key barrier to, and an opportunity to promote economic growth. The *National Infrastructure Plan 2011* identifies the importance of using national infrastructure spending to unblock barriers to economic growth. As such

funding has recently been directed towards the delivery of the London Gateway project in Thurrock in order to facilitate the eventual provision of up to 12,000 jobs. Meanwhile, future investment is also planned for a Lower Thames crossing, the options for which have been the subject of initial consultation.

3.15 Additionally, the Government is in the process of preparing options for growth in airport capacity in and around London. The Mayor of London carried out preliminary investigations into airport capacity in the sub-region and identified a shortfall, which is potentially a barrier to economic growth in London and the South East. The Government is now considering a range of options to address this capacity deficit including the creation of a new airport in the Thames Estuary.

3.16 Whilst there has been a significant focus on large infrastructure projects, the *Sustainable Transport White Paper (2011)* sets out a vision for a transport system that is not only an engine for economic growth, but also one that is greener and safer and improves quality of life in our communities. The promotion of sustainable local transport choices relevant to local areas is seen as a key mechanism in achieving this vision.

3.17 Significant types of infrastructure such as energy infrastructure and ports are the subject of separate national policy documents. Given the Thames Estuary waterfront on Canvey Island, and the current use of land in that location for gas and oil storage, the *National Policy Statement for Ports*, and the *National Policy Statement for Energy* are both relevant to Castle Point. The requirements of these policies will be drawn out in the relevant sections of the New Local Plan related to the economy and energy infrastructure.

3.18 The coastal location of Castle Point also creates a requirement for flood risk management infrastructure to prevent risk to life and property in the Borough. *The Thames Estuary 2100 Plan*, prepared by the Environment Agency and approved by DEFRA sets out policies and proposals for the ongoing maintenance and enhancement of flood risk infrastructure in the Thames Estuary until the year 2100. This plan has implications for the Council's approach to planning, and will therefore influence relevant sections of the New Local Plan, including the location and design of development and policies related to climate change and the natural environment.

The Environment

3.19 The *Natural Environment White Paper (2011)* sets out the Government's policies for improving the quality of the natural environment in England for the next 50 years, with the aim of moving towards a net gain in the value of nature. A number of actions are proposed to deliver this ambition including actions associated with the *UK Biodiversity Action Plan*, the introduction of biodiversity off-setting (Essex is part of the trial for biodiversity off-setting) and the creation of Nature Improvement Areas (including Greater Thames Marshes).

Sub-national Policy Context

3.20 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.

Local Enterprise Partnership

3.21 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 combined population of this area is 3.9m people, and there are over 130,000 businesses providing 1.3m jobs.

3.22 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”.

3.23 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 is currently being developed in order to identify the funding priorities for the SELEP area and to set out a programme for delivering economic growth and change.

Essex Integrated County Strategy

3.24 The *Integrated County Strategy* (ICS) provides a shared vision for Essex, Southend, and Thurrock, to identify the priorities needed to achieve increased economic growth. The purpose of the *ICS* is to help ensure that available funding is invested towards priorities which are most likely to generate long-term economic growth. The *ICS* has three strategic foci. These are:

- Low Carbon Energy
- Key Towns
- Thames Gateway South Essex

3.25 In order to deliver long-term economic growth around these strategic foci, a number of priority themes have been identified. These are:

- Town Centre – regeneration
- Neighbourhood Regeneration
- Sustainable growth – balance of housing provision and job growth
- Economic drivers – maximizing their benefits
- Skills – to meet business needs
- Sustainably connectivity
- Key sectors – supporting growth

3.26 Given that Castle Point is located in the Thames Gateway South Essex, the ICS is relevant to the delivery of projects related to the priority themes.

A Planning and Transport Strategy for Thames Gateway South Essex

3.27 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.

3.28 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.

3.29 The shared 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.

An Economic Growth Strategy for Thames Gateway South Essex

3.30 In order to deliver Economic Growth in Thames Gateway South Essex, the Thames Gateway South Essex Partnership is in the process of preparing an *Economic Growth Strategy*. This Strategy provides the link between the Thames Gateway South Essex *Planning and Transport Strategy* and the SELEP *Strategic Economic Plan*, explaining how growth will be delivered in South Essex and setting out the resources required to achieve such growth.

3.31 The *Economic Growth Strategy* recognises the string of industrial opportunities located along the Thames riverside in Thurrock and on Canvey Island. Thurrock and Castle Point are therefore considered as a growth area within the Economic Growth Strategy. Separate growth areas are identified in Basildon and in Southend and Rochford. Within these growth areas, the strategy aims to:

- Encourage private investment in new or refurbished commercial space that complements our priority sectors
- Use public sector borrowing where appropriate to support or augment private sector investment, including the use of joint ventures and other investment vehicles
- Work in partnership across the authorities and with other statutory bodies to bring forward land suitable for employment growth
- Ensure a suitable supply of 'shovel-ready' sites
- Be flexible in terms of use class designations where appropriate to bring sites to market
- Manage our property portfolios so as to maximise growth.

3.32 The Strategy also identifies priority sectors for employment, with a focus on those sectors that have the potential to increase the value of the sub-regional economy. These sectors are:

- Advanced Manufacturing & Engineering
- Transport and Logistics
- Environmental Technologies and Energy
- Digital, Cultural & Creative

3.33 The Strategy identifies a range of projects across the three growth areas with the capacity to deliver approximately 40,000 jobs and 20,000 homes. Approximately £2.3bn is required to deliver these projects, of which approximately £640m is required from the Local Growth Fund distributed by the SELEP.

3.34 In terms of Castle Point, projects included within the Strategy are *Gateway Canvey* - employment sites at west Canvey, *Canvey Town Centre Regeneration*, the *North Thames Link Road* and an *Advanced Engineering Centre of Excellence at SEEVIC College*.

3.35 Other significant projects included within the Strategy include widening of the A13, improvements at junction 30/31 of the M25, improvements to the A127 and employment growth in Basildon, around Southend Airport and at Lakeside.

Local Policy Context

3.36 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

3.37 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, although support in the New Local Plan is now needed to deliver some of the development related proposals.

Castle Point and Rochford Local Strategic Partnership

3.38 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.

3.39 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'.

3.40 A new Community Strategy is under development by the Local Strategic Partnership, however key elements of this will be around addressing issues of deprivation, health and wellbeing, making communities feel safer, and improving the skills of the population in line with the needs of businesses.

Castle Point Leisure and Recreation Strategy

3.41 The Council is currently coming to the end of delivering against a *Leisure Strategy* and *Playground Strategy*. Combined these strategies have seen the delivery of 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.

3.42 Issues associated with the quality of provision have now been addressed to large degree. The Council is now moving forward with the development of 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. It is likely that the evidence base for this plan will contribute towards the Leisure and Recreation Strategy, and that the Leisure and Recreation Strategy will influence the Infrastructure Delivery Plan associated with this plan.

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 Thames Gateway 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.

Picture 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 Canvey 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. There are two SSSIs and 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.

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 over the past five years to address deprivation issues. This new infrastructure includes a new healthcare centre, two new secondary schools, a new vocational college, works to improve the quality of the public realm within the employment area, and the construction of the second phase of Roscommon Way providing access to new employment land to the south of Charfleets Industrial Estate. 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 is now substantially defended by some of the best sea defences in the Country. 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 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

4.11 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 Benfleet, Hadleigh and Thundersley compared to Canvey, although there are some low-lying areas still at risk. Surface water flood risk however presents a more significant issue, particularly in parts of South Benfleet and Thundersley.

4.12 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.

4.13 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.

4.14 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 a stable, robust and competitive economy. Local Plans are expected to support this agenda by recognising and seeking to address potential barriers to investment, such as a poor environment or any lack of infrastructure, services or housing (paragraph 21 of the *NPPF*). This requirement has significant implications for the levels of growth identified in the New Local Plan.

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 Consultation with residents 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 Strategy, the Integrated County Strategy 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 Regeneration Framework and 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 nature conservation 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. This is promoted as part of the *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 in the Thames 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. These will have effects on food supply, as well as the health and well-being of people, particularly the elderly and other vulnerable groups. There is a need to ensure that development and communities are resilient to the impacts of extreme weather events.

Significant Projects in South Essex

5.12 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)** - Construction is underway at the UK's newest deep-sea container port combined with Europe's largest logistics park, on the northern bank of

the Thames in Thurrock. Once complete, it is expected that London Gateway will create 12,000 direct jobs and over 20,000 indirect jobs.

- **Southend Airport** – Over the past two 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 draft Basildon Core Strategy* 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* 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.

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.

By 2031, 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 natural 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*, 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 and built environment within Castle Point, having particular regard to features of ecological, landscape and historic 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.

8 The presumption in favour of sustainable development

Policy Context

8.1 Paragraphs 11 to 16 of the *NPPF* set out a presumption in favour of sustainable development which expects that where development proposals conform with the 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 SD 1

The Presumption in Favour of 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.

9 Building a strong, competitive economy

STRATEGIC POLICIES

E1: Economic Strategy

Policy Context

9.1 Section 1 of the *NPPF* sets out the Government's policies in relation to planning for a strong and competitive economy. Paragraph 20 is clear that local planning authorities have a key role to play in planning proactively to meet the development needs of business and support an economy fit for the 21st Century.

9.2 Paragraph 21 of the *NPPF* sets out the specific requirements for local planning authorities in terms of planning for economic growth. It expects that policies address potential barriers to investment and do not over-burden businesses through excess requirements. Local Plans should set out a clear economic vision and strategy for their area, which supports existing and emerging business sectors, identifies priorities for regeneration, infrastructure provision and environmental enhancement, and promotes the development of clusters and the knowledge economy.

Evidence Base

9.3 Evidence in relation to the economy, employment and economic growth in Castle Point is set out in the *Employment and Retail Needs Assessment*. This report identifies the key strength and the key weaknesses in the economy within Castle Point.

9.4 The key strengths were identified as being: low unemployment; reasonable transport links to London; low cost base (premise and wages); resilient manufacturing base less affected by global pressures; above average business formation rates and high levels of self-employment indicating entrepreneurial activity; and potential spin-offs from London Gateway and Southend Airport.

9.5 The key weaknesses were identified as being: lack of modern employment premises; below average skills and workplace wages; high reliance on public sector and retail jobs; low representation in growth and knowledge based sectors; no strong sectors with growth potential businesses; cutbacks in public sector employment; limited attraction to inward investment; and competition from larger centres nearby.

9.6 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. GVA per head in Castle Point is £12,453.07, compared with £15,266.36 in Essex and £19,061.71 nationally. 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 respectively.

9.7 Modelling was undertaken to determine the future demand for employment. This modelling considered past development trends, economic growth scenarios and labour market based scenarios. Experian and the East of England Forecasting Model indicate the potential for 3,120 and 2,100 additional jobs in Castle Point respectively. This growth would require between 4,060m² and 10,112m² depending on the nature of the future jobs provision. Flexibility around the use of employment provision is likely to be necessary to accommodate uncertainties around the ongoing success of manufacturing in the area. Demand is variable between the models in respect of warehousing (B8) requirements. Due to the peripheral location of Castle Point in respect of distribution networks, it is not likely that the demand for B8 will be significant.

9.8 Despite the potential for growth, there is a risk that a reducing local labour supply will restrict the demand for jobs and potentially act as a constraint on the growth of businesses in Castle Point. This is recognised in the assessment and recommendations are made in order to overcome this issue. These recommendations include: the provision of new employment locations to the north of the borough, close to the strategic road network (around 4ha); promoting greater growth of indigenous businesses; generating growth in office and knowledge based activities; and providing start-up accommodation for new businesses. The *Strategic Housing Market Assessment* indicates that whilst local labour supply is expected to decrease, there is expected to be growth in the working aged population across South Essex ensuring sufficient labour supply to support the 35,000 jobs projected for the wider area by the East of England Forecasting Model and Experian. Creating an attractive business environment will encourage those living in neighbouring boroughs to work in Castle Point.

9.9 In order to encourage businesses to locate in Castle Point, and for people to want to work in Castle Point, there is a need to improve the quality of many of the employment areas in Castle Point and provide more flexibility in the supply of employment premises in order to attract investment and encourage indigenous companies to stay in the borough as they grow. There is also a need to address issues in the skills level of the labour market by linking local training provision to the needs of local businesses. Finally, Castle Point has an under-developed office market 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.

9.10 The Regeneration Partnership has already started to put the mechanisms in place to address some of these issues. Around the environmental quality of the estates, new gateways and signage has 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 Thames Gateway South Essex Economic Growth Strategy sets out 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 SEEVIC college in Thundersley.

Policy E 1

Economic Strategy

1. In order to support the wider economy in Thames Gateway South Essex, during the period 2014 to 2031, the economy of Castle Point will be enhanced to deliver:
 - a. At least 2,100 additional jobs;
 - 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 areas 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 which has the potential to deliver at least 10,000m² of additional employment floorspace for B1a, B1c and B2 uses;
 - 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.

SITE ALLOCATIONS

Policy Context

9.11 Bullet point 2 of paragraph 21 of 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. Additionally, bullet point 5 expects local planning authorities to identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.

E2: Existing Employment Estates

Evidence Base

9.12 The *Employment and Retail Needs Assessment* indicates that the three existing employment estates 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.

Policy E 2

Existing Employment Estates

1. The existing employment estates, listed below, will be retained for B1a, B1c, B2 and B8 employment purposes:
 - a. Charfleets Industrial Estate, Canvey Island
 - b. Manor Trading Estate, Thundersley
 - c. Stadium Way Estate, Rayleigh
2. The extent of these allocations are shown on the Proposals Map.

E3: Extension to Manor Trading Estate

Evidence Base

9.13 The *Employment and Retail Needs Assessment* identified a need for additional employment land to be made available in the northern part of the borough.

9.14 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.

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

9.16 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.

9.17 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*. During the summer of 2012, a property within the vicinity of the Manor Trading Estate

experienced inundation by surface water. 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.

Policy E 3

Extension to Manor Trading Estate

The 4ha site identified on the Proposals Map as an extension to the east of Manor Trading Estate will be made available for development for B1b, B1c and B2 employment purposes where it can be demonstrated that:

- a. Access suitable for commercial vehicles has been secured for the site;
- 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.

E4: Extension to Charfleets Industrial Estate

Evidence Base

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

9.19 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.

9.20 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. Ideally, surface water will be managed sustainably and will not require connection to the piped drainage network.

Policy E 4

Extension to Charfleets Industrial Estate

The 7ha site identified on the Proposal Map as an extension to the south of Charfleets Industrial Estate will be made available for development for B1b, B1c and B2 employment purposes where it can be demonstrated that:

- a. Access suitable for commercial vehicles has been secured for the site;
- 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, with no increase in the risk of surface water flooding to nearby land and properties; and
- e. The proposal meets all other requirements of this plan.

E5: Land for Employment South of Northwick Road

Evidence Base

9.21 This site was allocated in the *1998 Adopted Local Plan*. However, it has not been developed to date. Work for the site, carried out by the HCA and the Castle Point Regeneration Partnership, supports employment provision on this site, including the provision of an enterprise centre to support indigenous business growth.

9.22 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 8ha are now available for development purposes. Development proposals must limit their impact on the SSSI and provide mitigation and compensation for any biodiversity that is present on the site.

9.23 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 sufficient high quality to act as a landmark for Canvey.

9.24 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.

Policy E 5

Land for Employment South of Northwick Road

The 8ha site identified on the Proposals Map as land for employment South of Northwick Road will be made available for development for B1b, B1c and B2 employment purposes where it can be demonstrated that:

- a. An enterprise centre 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. Development proposals are designed to reflect the prominent location of the site as the gateway to West Canvey; and
- f. The proposal meets all other requirements of this plan.

DEVELOPMENT MANAGEMENT POLICIES

E6: Locations for Economic Development

Policy Context

9.25 The *NPPF* requires local planning authorities to set criteria, or identify strategic sites for the location of employment development.

Evidence Base

9.26 The *Employment and Retail Needs Assessment* indicates that the locations allocated for employment development (B Class Uses) in policy E2-E5 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.

Policy E 6

Locations for Economic Development

Applications for employment development (B class uses) will be given favourable consideration in those locations allocated for employment purposes. B1a class uses will also be given favourable consideration above shops within town centres. B class uses 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.

E7: Protecting Employment Land

Policy Context

9.27 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.

9.28 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

9.29 The *Employment and Retail Needs Assessment* indicates that the existing employment estates identified in policy E2 are well occupied with vacancy levels of around 1% only. Therefore, the ongoing protection of these areas for employment purposes is appropriate.

9.30 However, over 90% of the employment floorspace in Castle Point is currently used for industrial purposes. Several of the scenarios considered in the *Employment and Retail Needs Assessment* indicated that there may be a decrease in demand for industrial floorspace as a consequence of a potential decline in manufacturing. New demand may arise from non-traditional employment sectors such as the sports and leisure sector. 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.

9.31 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*.

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

Policy E 7

Protecting Employment Land

Applications for uses falling outside class B of the Use Classes Order will be permitted within those employment areas identified in policies E2 to E5 of this plan where they accord with the following criteria:

- a. It can be demonstrated that the alternative use will provide an equivalent number of jobs compared to a B1c or B2 use of the site, meeting the requirements of policy E8 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.

E8: Promoting higher skilled jobs

Policy Context

9.33 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

9.34 The *Employment and Retail Needs Assessment* indicates that the knowledge based economy is significantly under-represented in Castle Point. Castle Point has a low skills base amongst its residents, and those with skills are often attracted to higher paying jobs in London. 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.

9.35 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. The *Employment and Retail Needs Assessment* recommends the delivery of office space and more knowledge-based activities in order to grow the local economy sustainably.

Policy E 8

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 given favourable consideration where:

- a. A defined end-user/s can demonstrate that at least 50% of the jobs that they propose to create will require at least NVQ level 3 qualifications; or
- b. Where there is no defined end-user, the mix of units proposed comprises at least 50% floorspace suitable for office or knowledge based activities, and a S106 Obligation has been agreed to seek higher skilled jobs on-site requiring at least NVQ level 3 qualifications.

POLICIES FOR OTHER EMPLOYMENT RELATED MATTERS

E9: Seafront Entertainment Area

Policy Context

9.36 There are no specific policies in the *NPPF* with regard to the role of tourism in the 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

9.37 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.

9.38 This level of provision is despite the fact that the seafront area on Canvey is in need of regeneration. Despite some investment from the public sector and redevelopment of a key piece 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.

9.39 Due to the decline in the seafront area, there are pressures emerging from convenience retailers to occupy units within the seafront parade. This would undermine the seafront area as a leisure and tourism destination and prevent its rejuvenation.

Policy E 9

Seafront Entertainment Area

Within the allocated seafront entertainment area, as shown on the Proposals Map, favourable consideration will be given to high quality development proposals that support the tourist industry. In particular, proposals for classes A3, A4, A5 and D2 uses at ground-floor level will be supported. Additionally, proposals for class A1 uses will be supported where:

- a. The proposed A1 floorspace is less than 100m² in size; and
- b. The purpose of the A1 floorspace is to sell comparison goods associated with seaside / tourist activities.

E10: Port Related Activities

Policy Context

9.40 The *NPPF* expects local planning authorities to support existing business sectors, and accommodate for 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. Paragraph 172 is clear that planning policies should be based on up-to-date information related to major hazards.

9.41 With regard to port developments, the Government has published a *National Policy Statement for Ports*. With regard to ports used for energy supply, paragraph 3.1.5 states that ensuring security of energy supplies through ports will be an important consideration, and ports will need to be responsive both to changes in different types of energy supplies needed.

Evidence Base

9.42 There are two port facilities in Castle Point at South Canvey. These port facilities provide reception and storage for the receipt of hazardous liquids and liquid gases. There are pipelines from these facilities linking these installations to the wider network. These facilities are considered to be nationally significant and have a role to play in ensuring the security of energy supplies in the UK.

9.43 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 European Habitat Directive, it is necessary for any significant negative impacts on these sites to be minimised.

9.44 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 CC3.

9.45 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 oil reception and storage facility at Haven Road in order to adapt to the changing demands related to fuel supply in the UK.

9.46 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 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.

9.47 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 E 10

Port Related Activities

1. Applications for development associated with 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 posed by the site will be reduced compared to existing levels at the time of application, as a consequence of the proposals;
 - c. The design of the proposed development does 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 is retained and improved; and
 - e. The future operation of the site will not result in increased harm to water quality or nature conservation in the Thames Estuary, having particular regard to European Designated Sites.
2. 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 meet the criteria set out above.

E11: Supporting the Local Construction Industry

Policy Context

9.48 The *NPPF* expects local planning authorities to support existing business sectors.

Evidence Base

9.49 The *Employment and Retail Needs Assessment* indicates that the construction sector in Castle Point employs 20% more people than the average across the East of England. This is a sector within Castle Point that therefore needs support.

9.50 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.

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

Policy E 11

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. The Council will look upon proposals favourably where a developer is prepared to commit to such support, subject to compliance with all other relevant policies in this plan.

10 Ensuring the vitality of town centres

STRATEGIC POLICIES

R1: Town Centre Retail Strategy

Policy Context

10.1 Paragraph 23 of the *NPPF* expects that planning policies are prepared that are positive and promote competitive town centre environments. Policies should set out how town centres will be managed and grow over the plan period having regard to a range of factors including the role of town centres within the community, the need for a diverse retail offer that reflects the individuality of the town, the role of other uses such as leisure, commercial, office, tourism, cultural, community and residential uses in making town centres successful and vibrant places, and the need for regeneration in order to ensure declining town centres have a successful economic future. Where possible provision should be made for the introduction of markets.

Evidence Base

10.2 The *Employment and Retail Needs Assessment* for the borough, has considered the need for retail provision in Castle Point, as well as other types of leisure and commercial floorspace. An assessment of the role of the retail sector in Castle Point, as well as the health of town centres was included within this assessment.

10.3 Castle Point is well provided for in terms of supermarkets. As a consequence, 70% of convenience spending is retained within the borough. There is a north-south split within the borough with 76% of Canvey residents convenience spend being retained upon Canvey Island, and 55% of the Benfleet, Hadleigh and Thundersley convenience spend being retained within those towns. The Tesco Store at Pitsea has a greater impact on convenience retail spend leakage from western parts of Benfleet than other parts of Castle Point (27%).

10.4 The assessment indicates that the supermarkets in Castle Point are currently over-trading, with each square metre of floorspace generating a greater income than similar stores elsewhere. Additionally, convenience retail spending is expected to increase by around 0.2% per year to 2031. As a result, there is a need for 3,300m² of additional convenience retail floorspace in Castle Point by this date.

10.5 Town centres in Castle Point perform a local function, with larger centres in Basildon and Southend acting as key hubs for retail and office space provision in South Essex. Additionally, Lakeside Shopping Centre and Retail Park, and the 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 retail spend from Castle Point. Only 31% of comparison retail spend is retained within the borough.

10.6 Furthermore, 55% of the local comparison retail spending that occurs in Castle Point is at the Rayleigh Weir Retail Park. Only 11.7% of the borough's total local comparison spend takes place in local town centres. The *Employment and Retail Needs Assessment* does however indicate that there is the potential to increase the retention of retail spend retained within the individual towns within Castle Point to 30% in Canvey Town Centre (from 24%), and 15% in Hadleigh Town Centre (from 11%) through the regeneration of Canvey and Hadleigh Town Centres. It recommends that around 8,350m² of additional comparison floorspace should be delivered in these centres in the period to 2031, in order to achieve an increase in spend retained.

10.7 The assessment does not indicate a requirement for additional retail provision beyond existing town centres, and the out of centre shopping areas already identified.

10.8 In terms of other town centre uses, the assessment considered the need for employment provision and also the need for commercial leisure. The assessment indicates that edge of town centre locations, and mixed use schemes within town centres may be the appropriate location for new, small scale office developments. Additionally, the assessment identified the need for approximately 3,600m² of additional A2, A3, A4 and A5 provision to complement the growth in retail provision proposed.

10.9 Town centres are also suitable locations for a range of community facilities such as post offices, health centres, community halls and libraries. Work on both the Canvey and Hadleigh Town Centre Masterplans has found that residents favour the location of such facilities within town centres as it ensures accessibility and enables multi-purpose trips to be undertaken.

Policy R 1

Town Centre Retail Strategy

1. During the period 2014 to 2031, town centres in Castle Point will be enhanced with the aim of:
 - a. Delivering 3,300m² of additional convenience floorspace 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 8,350m² of additional comparison floorspace in these locations; and
 - c. Increasing the range of other economic and community activities in town centres.
2. This will be achieved by:
 - a. Delivering projects 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, community or residential accommodation; and
- c. 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.

R2: Canvey Town Centre Regeneration

Policy Context

10.10 Paragraph 24 of the *NPPF* states that where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

Evidence Base

10.11 The *Employment and Retail Needs Assessment* included a health check of the town centres in Castle Point. This found that Canvey Town Centre, although having the potential to be a vibrant town centre has some weaknesses that have caused it to decline in the recent economic downturn. In particular, the Knightswick Centre has been unable to adapt to the challenging economic climate and as a result a significant proportion of its units are currently empty. The road layout was also noted as a weakness, making the town centre difficult to navigate.

10.12 The findings of the *Employment and Retail Needs Assessment* reflect earlier work that was carried out during the preparation of the *Canvey Town Centre Masterplan*. The Masterplan was developed following a detailed review of the town centre and considerable community consultation. A development partner has been selected by the Regeneration Partnership to deliver the Masterplan. It is considered that the proposals set out in the masterplan are deliverable and will have positive benefits for the community and environment on Canvey Island.

10.13 The *Canvey Town Centre Masterplan* set out proposals that will deliver up to 13,000m² of additional retail floorspace (6,500m² convenience and 6,500m² comparison), community facilities and additional homes. Mixed use developments with the potential to include office floorspace are also proposed.

Policy R 2

Canvey Town Centre Regeneration

Canvey Town Centre will be regenerated with the aim of providing up to 13,000m² of additional retail floorspace 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 proposals set out in the Canvey Town Centre Masterplan will be delivered.

R3: Hadleigh Town Centre Regeneration

Policy Context

10.14 Paragraph 24 of the NPPF states that where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

Evidence Base

10.15 The *Employment and Retail Needs Assessment* included a health check of the town centres in Castle Point. This found that Hadleigh Town Centre has a low proportion of comparison retail stores compared to the national average. Additionally, it also found that there were very limited opportunities for entertainment in Hadleigh Town Centre.

10.16 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. It is known that there is considerable interest from developers in Hadleigh Town Centre, and therefore the masterplan is considered deliverable and is expected to be delivered early in the plan period.

10.17 The *Hadleigh Town Centre Masterplan* sets out a number of projects with the capacity to deliver around another 1,300m² of retail floorspace (in addition to the new supermarket which was completed in 2012) as part of mixed use development schemes that also secure new community space, residential accommodation and office space.

Policy R 3

Hadleigh Town Centre Regeneration

Hadleigh Town Centre will be regenerated with the aim of providing up to a further 1,300m² of additional retail floorspace 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 proposals set out in the Hadleigh Town Centre Masterplan will be delivered.

ALLOCATION POLICIES

R4: Town Centres

Policy Context

10.18 Paragraph 23 of the *NPPF* states at bullet point 3 that local planning authorities should define the extent of town centres.

Evidence Base

10.19 The existing town centres in Castle Point have been reviewed as part of the *Employment and Retail Needs Assessment*. They are all identified as providing a town centre function, although some minor amendments have been made to the existing boundaries to ensure that they reflect changes since they were initially allocated. These changes are shown on the Proposals Map.

Policy R 4

Town Centres

1. There are four town centres in Castle Point, as identified on the Proposals Map, at:
 - a. Canvey Island
 - b. Hadleigh
 - c. South Benfleet
 - d. Tarpots
2. Uses falling within classes A1 - A5, B1a, D1 and D2 of the Use Classes Order will normally be permitted at ground floor level within town centres, having regard to policy R5 regarding primary shopping frontages, and all other relevant policies in this plan.

R5: Primary Shopping Frontages in Town Centres

Policy Context

10.20 Paragraph 23 of the *NPPF* states at bullet point 3 that local planning authorities should define the extent of primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres.

Evidence Base

10.21 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 Proposals Map.

Policy R 5

Primary Shopping Frontages

1. The following parades of shops, as identified on the Proposals 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% A1 uses at ground floor. Other uses falling within use classes A2-A5, B1a, D1 and D2 will normally only be permitted at ground floor within the primary shopping frontage where there is the requisite proportion of A1 uses, and the proposed use would provide an active shop front.

R6: Local Shopping Parades

Policy Context

10.22 There is no specific policy in the *NPPF* in relation to local shopping parades, with the emphasis being on town centre developments. However, paragraph 30 of the *NPPF* requires local planning authorities to support patterns of development which facilitate the use of sustainable modes of transport. Paragraph 37 states that planning policies should aim for a balance of land uses within an area so that people can be encouraged to minimise journey length for amongst other things shopping. The provision of small local shops near where people live may well prevent people using their cars to access shops for top-up shopping.

Evidence Base

10.23 The *1998 Adopted Local Plan* allocated 18 Local Shopping Parades. The *Employment and Retail Needs Assessment* considered each of these parades in terms of meeting local needs. One of the parades has been redeveloped for residential purposes. A second parade, is allocated separately below as part of a leisure quarter, due to the abundance of leisure uses within and adjoining it. Across the remaining 16 parades there are a total of 149 shop units, 11 of which were convenience stores at 2012. In 2012, only nine units across the full schedule of parades were vacant. These parades are clearly well supported and offer local shopping opportunities near where people live. Since 1998 an additional parade has been provided on Meppel Avenue to support housing growth in this location.

Policy R 6

Local Shopping Parades

1. There are 17 local shopping parades in Castle Point, as identified on the Proposals 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
2. Uses falling within 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.

R7: Out of Centre Shopping Areas

Policy Context

10.24 The *NPPF* is clear that ensuring the vitality of town centres is fundamental, and therefore retail developments should only be located in out of town locations where a sequential test has been applied that demonstrates that the proposal cannot be accommodated within a town centre, and that the impact of locating a development outside of a town centre will not harm the vitality and viability of town centres within the wider area.

10.25 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.

Evidence Base

10.26 There are two out of centre shopping areas in Castle Point, as identified in the 1998 *Adopted Local Plan*. The supermarket at the Stadium Way shopping area accounts for 23% of the convenience retail spend in the borough, whilst the other stores in this area account

for 55% of the comparison shopping spend in the borough. It should however be noted that a significant number of the comparison retail units in the area comprised bulky goods such as furniture and DIY, which are not always suited to town centre sites.

10.27 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. The supermarket at the Northwick Road shopping area accounts for 23% of the convenience retail spend in the borough. There is extant permission for 4,571m² of net additional retail floorspace at this site.

10.28 The *Employment and Retail Needs Assessment* which took into account the extant consent for additional retail floorspace in the Northwick Road shopping area, indicated an increased requirement for both convenience and comparison retail floorspace over time. It is unlikely that the town centres in Castle Point can accommodate all of this additional growth, nor re-provide sites for those uses currently within out of centre shopping areas. Therefore, these existing out of centre shopping areas will be retained. No additional out of centre shopping areas are proposed.

Policy R 7

Out of Centre Shopping Areas

1. There are two out of centre shopping areas in Castle Point, as identified on the Proposals Map, at:
 - a. Stadium Way, Rayleigh
 - b. Northwick Road, Canvey Island
2. Uses falling within classes A and D of the Use Classes Order will be permitted within out of centre shopping areas where 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. Impact assessment will be required for proposals of 1,500m² or greater, consistent with the requirements of policy R9.

R8: South Benfleet Leisure Quarter

Policy Context

10.29 Paragraph 23 of the *NPPF* expects local planning authorities to allocate a range of suitable sites to meet a range of needs including leisure needs.

Evidence Base

10.30 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 five 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".

10.31 There are a small number of units that continue to operate as shops within this area. There is the potential that these may be brought forward as restaurants or bars over time. It would be important for any such development to complement the existing range of uses, given the reasonable quality of provision that has been achieved already. There is also a need for any development to reflect the historic character of the area, given that the area is also identified as a conservation area. Finally, 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.

Policy R 8

South Benfleet Leisure Quarter

1. South Benfleet Leisure Quarter is identified on the Proposals 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, proposals for A3 and A4 uses that complement the existing range of provision within the area will be supported, subject to considerations around design, the historic environment and residential amenity being fully addressed.

DEVELOPMENT MANAGEMENT POLICIES

R9: Locations for Retail Development

Policy Context

10.32 The *NPPF* is clear that ensuring the vitality of town centres is fundamental, and therefore retail developments should only be located in out of town locations where a sequential test has been applied that demonstrates that the proposal cannot be accommodated within a town centre, and that the impact of locating a development outside of a town centre will not harm the vitality and viability of town centres within the wider area.

10.33 The *NPPF* does however go on to state that it is important that the needs for retail, leisure, office and other town centre uses are met in full and are not 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

10.34 The *Employment and Retail Needs Assessment* does not indicate a requirement for additional retail provision beyond existing town centres, and the out of centre shopping areas already identified.

10.35 In terms of establishing a threshold for impact assessment, the *Employment and Retail Needs Assessment* shows the existing levels of retail floorspace within town centres in Castle Point. Canvey Island has the greatest amount with 12,767m², Hadleigh has 7,052m², Tarpots 2,523m² and South Benfleet has just 1,550m².

10.36 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 R 9

Locations for Retail Development

Applications for retail development and related uses will normally be permitted in those locations allocated in policies R4 to R8 of this plan, having regard to the specified uses and any other criteria associated with those allocations. Beyond those locations allocated in policies R4 to R8 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 in Castle Point, 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 the residential amenity of nearby properties by virtue of disturbance, or as a consequence of increased on-street parking or congestion; and
- d. Other relevant policies within this plan are also complied with.

R10: Encouraging the Re-use of Empty Shops

Policy Context

10.37 The *NPPF* expects local planning policies to positively promote competitive town centre environments, and put in place policies to support their viability and vitality. Where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

Evidence Base

10.38 The *Employment and Retail Needs Assessment* indicates that at 2011 there were 46 vacant retail units in Castle Point with a capacity of 4,600m² of retail floorspace. This represents 8.4% of the borough's retail floorspace area. 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.

10.39 The *Employment and Retail Needs Assessment* indicates that there will be demand for 7,900m² of retail floorspace in the future, and therefore there is the potential for existing empty units to return to retail use in the short to medium term. However, there may also be demand from alternative uses in the short term which 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 R 10

Encouraging the Re-use of Empty Shops

1. Where a shop unit has been vacant for 6 months or longer, and the owner can demonstrate that all reasonable endeavours have been made to promote its re-use consistent with policies R4 to R8 of this plan, consideration will be given to permitting the re-use of the shop unit for an alternative use to that prescribed by the afore mentioned policies, subject to the following criteria:
 - a. The use must be compatible with other existing uses adjacent to the development; 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, the owner must submit details demonstrating that a thorough further search for a policy compliant occupier has been undertaken.

R11: Hot Food Takeaways

Policy Context

10.40 The NPPF states that local planning authorities should, amongst other things, promote a diverse retail offer and make clear which uses should be permitted in town centre locations and other shopping areas.

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

Evidence Base

10.42 The *Employment and Retail Needs Assessment* indicates that nationally, between 2001 and 2011 the proportion of A3-A5 uses within town centres increased by 41%. Nationally, such uses now make up 15.8% of retail units.

10.43 During the same period of growth in A3 to A5 uses, there has been a decline in A1 uses nationally of 15%. The increased proliferation of A3-A5 uses is reducing the diversity of retail offer.

10.44 Within Castle Point, A3-A5 uses currently make up 15.8% of the uses in Canvey and Hadleigh Town Centres, consistent with the national average. In Tarpots town centre and South Benfleet town centre however the proportions are higher at 17% and 18.5% respectively.

10.45 A4 uses (bars and pubs) and A5 uses (restaurants and cafés) however make up a relatively small proportion of the A3-A5 mix within town centres in Castle Point, particularly in Canvey and South Benfleet Town Centres. A significant proportion of the A3-A5 mix within these two town centres in particular comprises hot food takeaways.

10.46 Furthermore, visual inspection shows that A5 uses also make up a significant proportion of units in local shopping parades within Castle Point also. 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.

10.47 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 Health Profile* indicates that 26.4% of the adult population is considered to be obese. This is above the national average. At the same time, only 22.4% of the adult population are considered to be healthy eaters. This is below the national average.

10.48 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 R 11

Hot Food Takeaways

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.

11 Promoting sustainable transport

STRATEGIC POLICIES

T1: Transport Strategy

Policy Context

11.1 The *NPPF* expects local planning authorities to set out transport policies that facilitate sustainable development by giving people a real choice about how they travel. They should create a transport system that is balanced in favour of sustainable transport modes, having regard to the different policies and measures that are required in different communities to maximise sustainable transport modes.

11.2 Furthermore, the *NPPF* expects local planning authorities to work across boundaries with neighbouring authorities and relevant transport authorities to develop strategies for the delivery of viable transport infrastructure necessary to support sustainable development.

11.3 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.

11.4 Essex is a diverse county with different sub-areas that have different needs and issues with regard to transport provision. The Thames Gateway 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.

11.5 Within Thames Gateway South Essex, there are three Local Transport Authorities - Essex County Council, Southend-on-Sea Borough Council Unitary Authority and Thurrock Council Unitary Authority. As a consequence, a Planning and Transport Board has been formed for the sub-area in order to coordinate the prioritisation and delivery of transport infrastructure in the sub-area. This board has developed a *Planning and Transport Strategy* aimed at delivering the transport infrastructure required to support and unlock growth at the sub-regional and local level.

Evidence Base

11.6 Castle Point sits within the heart of the Thames Gateway South Essex sub-area, and as a consequence suffers quite severe congestion at peak times. A number of routes within and nearby Castle Point operate at capacity, and it is common for a single accident 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 2029, it is expected that all but three of these junctions will exceed capacity, unless improvements are delivered to the highway network, and more sustainable modes of travel are encouraged.

11.7 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. These means that cyclists are forced to use the congested road network, which is neither a pleasant or particularly safe option, especially during peak hours.

11.8 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, the newly opened London Southend Airport provides local access to flights to Europe.

Policy T 1

Transport Strategy

1. During the period from 2014 to 2031, 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.
2. This will be achieved by:
 - a. Working with neighbouring authorities and transport delivery partners across the Thames Gateway South Essex sub-area to implement the *Thames Gateway Planning and Transport Strategy* at a local level to deliver improvements to transport networks;
 - 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; and
 - iii. Provide opportunities to enhance the walking and cycling network within Castle Point.

T2: Improvements and Alterations to Carriageway Infrastructure

Policy Context

11.9 The *NPPF* expects local authorities to identify viable infrastructure required to support sustainable development, and to seek improvements to the transport network that cost effectively limit the significant impacts of development.

11.10 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.

11.11 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

11.12 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.

11.13 Extension to Roscommon Way Phase 2: 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 *Transport Evidence for the New Local Plan* indicates that this project will deliver positive, cost effective improvements to the highway network in Castle Point.

11.14 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 dualled in the eastbound direction only 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 *Transport Evidence for the New Local Plan* indicates that this project will deliver positive, cost effective improvements to the highway network in Castle Point.

11.15 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 heavily 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 a dualled carriageway, potentially delivered in phases.

11.16 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 by relieving barriers to investment. 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.

11.17 Both options (dualling of Canvey Way and the North Thames Link Road) would pass over open water and environmentally sensitive marshland, and significant investment is therefore required to secure their delivery.

11.18 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.

11.19 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 are undertaking work to identify and deliver route improvements along the A129 Rayleigh Road to alleviate congestion. Housing growth is proposed within the proximity of the A129 in policy H10 of this plan. In order to accommodate growth in this location the developers will be expected to deliver access arrangements for their site which help to alleviate congestion at the Woodmans Arm junction in particular.

11.20 A new junction on the A130 Canvey Way to provide access to the west of Benfleet: The *Transport Evidence for the New Local Plan* shows that the Tarpots junction is approaching capacity at this time, and that growth is likely to result in capacity being exceeded. This already causes tailbacks affecting the strategic Sadlers Farm junction. Such

tailbacks are expected to worsen. In order to accommodate growth whilst alleviating pressure on the Tarpots junction, it is proposed that an additional access to Benfleet is provided from the A130 Canvey Way.

11.21 Dualling of the A130 Canvey Way between the Sadlers Farm junction and the new junction on the A130 Canvey Way: The new junction on the A130 will increase traffic on Canvey Way. 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. The additional junction for access to Benfleet will increase this pressure. There is therefore a need to dual Canvey Way between Sadlers Farm and the newly proposed junction. 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.

11.22 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 as a consequence of growth. Junction modelling indicates however that traffic flows can be improved at these junctions through modest alterations within the existing highway.

11.23 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. These masterplans propose revised layouts to the road networks in these two town centres in order to improve traffic flows and to improve the quality of the shopping environment.

Policy T 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 2031:
 - a. Extension to Roscommon Way Phase 2;
 - b. Widening of Somnes Avenue;
 - c. Route improvements along the A129 Rayleigh Road between the Rayleigh Weir and Victoria House Corner junctions;
 - d. A new junction on the A130 Canvey Way to provide access to the west of Benfleet;
 - e. Dualling of the A130 Canvey Way between the Sadlers Farm junction and the junction referred to in 1(d);

- 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 2031, the Council will also work with partners to secure the investment necessary to deliver a new or improved access to Canvey Island.

T3: Improvements to Footpaths and Cycling Infrastructure

Policy Context

11.24 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 plans should be located and designed to amongst other things give priority to pedestrian and cycle movements, and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

11.25 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.

11.26 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.

Evidence Base

11.27 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.

11.28 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.

11.29 The *Castle Point Health Profile* demonstrates that levels of physical activity amongst adults in Castle Point at just 8% is lower than the national average of 10.8%. 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.

11.30 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.

11.31 In terms of specific proposals for the delivery of enhanced footpath and cycling infrastructure there are two specific projects already identified. These are the regeneration of Canvey Town Centre where the potential to enhance cycling access was emphasised through the *Canvey Town Centre Masterplan* and its associated transport study. The second project is the Hadleigh Farm and Country Park Olympic Legacy Project which will see substantive provision of new and improved cycleways and footpaths to the south of Hadleigh.

11.32 In addition to these specific projects, Essex County Council is reviewing the cycle network across south Essex in order to identify gaps in the network and also to identify the need for additional ancillary infrastructure such as cycle parking and cross facilities. Recent investment in cycle parking infrastructure at Benfleet Station has seen a significant number of people cycling to the station during peak periods. Opportunities to repeat this modal shift to cycling and walking will be sought through the review.

Policy T 3

Improvements to Footpaths and Cycling Infrastructure

In order to enhance opportunities to access employment, education, services and recreation opportunities by foot or by bicycle, the following improvements to footpaths and cycling infrastructure will be delivered during the plan period to 2031:

- a. The Hadleigh Farm and Country Park Olympic Legacy Project;
- b. Improvements to the footpath and cycling networks across Castle Point in order to address any gaps in these networks; and
- c. Provision and enhancement of cycling infrastructure, 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.

T4: Improvements to Public Transport Infrastructure and Services

Policy Context

11.33 The *NPPF* expects local policies to be balanced in favour of sustainable transport models and to encourage solutions that support reductions in greenhouse gas emissions and reduce congestion.

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

Evidence Base

11.35 As set out in the evidence to policy T1, 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%.

11.36 It should however be noted that 14% 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.

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

11.38 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.

11.39 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, but has not been extended into Hadleigh. It is proposed that the A13 Passenger Transport Corridor is extended from Kenneth Road to the borough's boundary with Southend, with a new bus hub created in Hadleigh Town Centre.

Policy T 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 2031:

- a. Enhanced public transport services connecting towns in Castle Point with employment nodes in Basildon and Southend;
- b. The extension of the A13 Passenger Transport Corridor from Kenneth Road to the boundary with Southend; and
- c. Additional public transport infrastructure provision in and around development sites.

ALLOCATION POLICIES

T5: Transport Improvements Areas

Policy Context

11.40 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

11.41 A number of the projects identified in policies T2, T3 and T4 require land to be made available to enable transport improvements to take place in the future. In particular, these include:

- Roscommon Way Phase 2;
- Widening of 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;
- A new junction on the A130 Canvey Way to provide access to the west of Benfleet;
- Dualling of the A130 Canvey Way between the Sadlers Farm junction and the new junction;
- Minor Junction improvements at both ends of Kenneth Road;
- Highway improvements in Canvey and Hadleigh Town Centres; and
- Extension of the A13 passenger transport corridor from Kenneth Road to Southend.

11.42 These transport improvement projects are at early stages of development, but all have, at the very least indicative diagrams identifying their land requirements. 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 T 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 upon the Proposals 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.

DEVELOPMENT MANAGEMENT POLICIES

11.43 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.

T6: Congestion

Policy Context

11.44 The *NPPF* states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. However, development should only be prevented on transport grounds where the residual impacts of development, following mitigation, are severe.

11.45 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 Thames Gateway South Essex sub-area. The capacity improvements are supported by the *Thames Gateway South Essex Planning and Transport Strategy*.

11.46 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.

Evidence Base

11.47 The *New Local Plan Transport Evidence Report* demonstrates that the road network in Castle Point has, or will have issues associated with congestion on key routes and at key junctions. It is therefore appropriate that the Council should consider the likely impacts of development on highway capacity and congestion when assessing planning applications.

Policy T 6

Congestion

Where development proposals are likely to have a detrimental impact on congestion, applications will only be approved where the developer can robustly demonstrate to the satisfaction of the Council that appropriate mitigation can be delivered, and an appropriate legal agreement has been secured to ensure that the mitigation works are delivered prior to the development being occupied.

T7: Safe and Sustainable Access

Policy Context

11.48 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.

11.49 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.

11.50 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.

11.51 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

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

11.53 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.

11.54 With regard to the need for sustainable access arrangements for new developments, the *Essex Local Transport Plan* provides data showing that in 2008 111 tonnes of carbon dioxide were released into the atmosphere as a result of road transport movements in Castle Point. Additional development will increase, rather than decrease, carbon dioxide emissions within Castle Point unless that development has sustainable access to services and public transport provision.

11.55 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 T 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, 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.

T8: Parking Provision

Policy Context

11.56 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
- An overall need to reduce the use of high-emission vehicles.

Evidence Base

11.57 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, but maximum requirements for parking in non-residential developments.

11.58 *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.

11.59 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 also appears appropriate having regard to the objectives of the *NPPF*, the *Essex Local Transport Plan* and policy CPP1 of this plan.

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

11.61 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.

11.62 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 T 8

Parking Provision

Proposals for development will be expected to make provision for car parking, provision for disabled parking and provision for safe and secure parking for bicycles, in accordance with current adopted *Essex Vehicle Parking Standards*.

T9: Access for Servicing

Policy Context

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

11.64 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.

11.65 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

11.66 As set out in the evidence for policy T1, 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 T 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.

T10: Waterborne Freight

Policy Context

11.67 The *NPPF* states that when planning for ports, plans should take into account their potential for growth.

11.68 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

11.69 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 Thames Gateway South Essex sub-region.

11.70 In the event that this situation should change, and proposals are brought forward which would see a greater proportion of the freight received at the port facilities on Canvey Island requiring transportation by road, it is likely that there will be a need for significant highways improvements in the local area, particularly in relation to access to and egress from Canvey Island. The *Transport Evidence for the New Local Plan* indicates that existing routes and junctions already operate close to capacity during peak hours. They would therefore require upgrading to accommodate significant port related traffic.

Policy T 10

Waterborne Freight

1. Development proposals related to the port facilities located on Canvey Island will be required, where there is likely to be a significant increase in the movement of freight by road, to make improvements to routes providing access and egress to Canvey Island to accommodate the growth in freight movements.
2. 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, and the proposal would significantly increase in the movement of freight by road, the Council will seek through the consultation process to secure improvements to routes providing access and egress to Canvey Island to accommodate the growth in freight movements.

12 Supporting high quality communication infrastructure

STRATEGIC POLICIES

COM1: Communications Infrastructure Strategy

Policy Context

12.1 The *NPPF* places great importance on the provision of high speed communications networks in delivering sustainable development and economic growth. It requires local plans to support the expansion of electronic communications networks, including telecommunications and high speed broadband. Local Planning Authorities should take a positive approach to the provision of telecommunications equipment and not impose bans or strict restrictions on location or distances.

12.2 The Department of Media, Culture and Sport has developed a national strategy for developing high speed communications infrastructure. *Britain's Superfast Broadband Future*. This strategy has been adopted at county level. *21st Century Digital Essex* aims to increase the amount of homes and businesses that have high quality telecommunications available to them.

Evidence Base

12.3 Interactive mapping data published by mobile phone operators shows that mobile phone coverage in the borough is generally good. There are variations however: Vodafone, O2, EE and 3 all provide very good 2G (texts and calls) coverage whereas 3G (mobile internet and calls) and 4G coverage is sporadic.

12.4 Mapping data published by network providers shows that some of the networks only operate effective outdoor 3G coverage; 3G is also very weak in less developed areas of the borough such as Daws Heath, Hadleigh Country Park and North Canvey. Data published by EE show that 4G coverage in the borough is limited to the areas around Canvey and Hadleigh town centres; many areas away from the main urban centres of the borough have weak or no signal.

12.5 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 from mapping network speeds shows that broadband connection speeds are high in the town centres with connection speeds of up to 50mbps, however these speeds decrease further away from cabinets and exchanges, and are poor in South Canvey and Daws Heath, where speeds of less than 1mbps have been recorded.

12.6 *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 COM 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.

DEVELOPMENT MANAGEMENT POLICIES

COM2: Determining Applications for Telecommunications Equipment

Policy Context

12.7 Many telecommunications developments do not require planning permission. *Part 24 of the General Permitted Development Order (1995) (As Amended)* "Development by Telecommunications Code System Operators" allows telecommunications operators to install and replace certain types of telecommunications equipment, provided certain criteria are met. Applications which do not meet the criteria will require formal planning permission or prior approval by the local planning authority before equipment can be installed.

12.8 In September 2012, relaxation of regulations for telecommunications equipment in areas other than designated areas was proposed; this will restrict the powers local authorities have in controlling certain telecommunications equipment for a period of 5 years.

12.9 Paragraph 43 of the *NPPF* states that local planning authorities should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum, consistent with the efficient operation of the network so as not to be detrimental

to the built or natural environment. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, the *NPPF* states that equipment should be sympathetically designed and camouflaged where appropriate.

12.10 Paragraph 46 of the *NPPF* states that local planning authorities must determine applications on planning grounds; they should not seek to prevent competition between different operators, question the need for the telecommunications system or determine health safeguards if the proposal meets International Commission guidelines for public exposure, (as stated in *International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines*).

Evidence Base

12.11 As set out in the evidence for policy COM1, there is a need to improve 3G and 4G coverage in Castle Point. 3G coverage remains weak in peripheral locations and new 4G services only cover the main urban centres.

12.12 Historically mobile network providers tend to co-locate antenna and dishes on existing masts; although the higher demand for higher speed telecommunications equipment could result in a demand 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.

12.13 In order to ensure that public health is not put at risk from masts, antennae and base stations the ICNIRP has put in place statutory guidelines, which telecommunications operators must demonstrate compliance with when submitting applications for such development. The main purpose of the guideline is to protect public health from the effects of electromagnetic field (EMF) exposure. A review of the *ICNIRP Guidelines* took place in 2009. It found 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.

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

Policy COM 2

Determining Applications for Telecommunications Equipment

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.

COM3: Requirement for Communications Infrastructure in New Development Locations

Policy Context

12.15 Paragraph 42 of the *NPPF* states that advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

12.16 The *NPPF* states that local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. Paragraph 162 of the *NPPF* states that local planning authorities should use a proportional evidence base and work with other authorities and providers to: assess the quality and capacity of infrastructure including telecommunications and its ability to meet forecast demands as well as take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

Evidence

12.17 New development locations for housing and non-residential development, such as offices, will increase the demand for communication infrastructure in particular broadband connectivity. The borough currently benefits from “fibre to the cabinet” (FTTC) high speed broadband connectivity. This is considered the most cost effective system as it utilises the current communications infrastructure (copper) to connect premises with cabinets, however this results in a direct relationship between connection speeds and proximity to infrastructure. The further a property is away from cabinets and telephone exchanges the slower connection will be.

12.18 Proximity to cabinets is therefore key in the effectiveness of broadband. In order to provide sites which may not have communications infrastructure on site with effective high speed broadband connectivity, new telecommunications equipment and infrastructure should be provided.

12.19 Many of the strategic sites identified for housing development are peripheral to the existing urban area. It is likely that these sites will therefore experience issues with mobile phone connectivity.

Policy COM 3

Requirement for Communications Infrastructure in New Development Locations

When assessing proposals for major development proposals 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 should 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.

13 Delivering a wide choice of high quality homes

STRATEGIC POLICIES

H1: Housing Strategy

Policy Context

13.1 Paragraph 47 of the *NPPF* expects local planning authorities to **boost significantly** the supply of housing. Local planning authorities are expected to use their evidence base to ensure that their local plan meets the **full, objectively assessed needs** for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the *NPPF*.

13.2 Paragraph 50 of the *NPPF* expects that a wide choice of high quality homes are delivered within an area that responds to current and future demographic and market trends and the needs of different groups. Local planning authorities should identify the size, type, tenure and range of homes that should be provided to reflect these trends, and should make provision for the delivery of affordable housing.

13.3 Paragraph 159 of the *NPPF* establishes the information that should form the evidence base for housing. This includes a Strategic Housing Market Assessment (SHMA) which identifies the scale and mix of housing and the range of tenures the local population is likely to need over the plan period, taking into account household and population projections that include both demographic change and migration. The needs for special types of housing should be considered.

13.4 Paragraph 159 also expects a Strategic Housing Land Availability Assessment (SHLAA) to be prepared in order to inform housing policy. This should establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.

13.5 The Green Belt is tightly defined within Castle Point. Therefore, policies within the *NPPF* regarding the Green Belt are also relevant to the consideration of housing. Paragraph 79 identifies the fundamental aim of the Green Belt as being the prevention of urban sprawl by keeping land permanently open. There are five purposes of Green Belt, and these include the prevention of urban sprawl, the prevention of neighbouring towns merging, and the safeguarding of the countryside from encroachment. Paragraph 83 is clear that once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the plan. In reviewing boundaries, consideration should be given to their intended permanence in the long term, ensuring consistency with the Local Plan strategy for meeting identified requirements for sustainable development.

13.6 The *NPPF* does not however expect the delivery of homes to be achieved at any cost. It is important that development contributes towards the delivery of sustainable development that fulfils economic, social and environmental roles in an integrated way consistent with paragraphs 6 to 10 of the *NPPF*.

13.7 Policies elsewhere in this plan including policies in chapter 14: Requiring good design, policy T1: Transport Strategy, policy HC1: Active and Health Communities, policy HC3: Opportunities for Outdoor Recreation, policy CC1: Responding to Climate Change, policy CC7: Sustainable Buildings (New Builds) and policy NE1: Green Infrastructure and the undeveloped coast all need to be considered when identifying the location of housing in order to ensure sustainability. Additionally, the requirements of these policies need to be considered in the design and layout of residential developments in order to create high quality living environments that contribute towards a sustainable community and sustainable ways of living.

Evidence Base

Housing Need

13.8 The *National Planning Practice Guidance* indicates that the starting point for determining housing need should be the *CLG Household Projections*. The 2011 interim projections indicate a need for 320 homes per annum in Castle Point. This is consistent with the average level of growth indicated by previous *CLG Household Projections* between 2006 and 2010.

13.9 Consistent with the requirements of the NPPF, a *Strategic Housing Market Assessment* (SHMA) has been prepared for the Thames Gateway South Essex housing market area. A full review of the drivers for housing need was undertaken as part of this assessment. Additionally, sensitivity testing was undertaken on the *CLG Household Projections*. This indicated that past migration rates for Castle Point were significantly lower than the *CLG Household Projections*. As a consequence the assessment determined that a more realistic level of housing need in Castle Point was of the order of 200 homes per annum, as part of a sub-region wide requirement for 2,800 homes per annum.

13.10 As the findings of the SHMA were significantly lower than the *CLG Household Projections*, a *Housing Growth Topic Paper* was prepared. This built on work undertaken across Essex on the *Greater Essex Demographic Forecasts*. It also tested the requirements of the beta version *National Planning Practice Guidance* with regard to the assessment of development needs. The *Housing Growth Topic Paper* considered demographic scenarios including the *Sub-national Population Projections*, 5 year migration trends and 10 year migration trends. It also tested economic scenarios arising from the *East of England Forecasting Model* and *Experian*. Additionally, market trends such as affordability ratios, affordable need, land prices, house prices and historic build rates were taken into account. These were compared against a baseline position of 200 homes per annum. This report indicated that the objectively assessed need for housing was far greater than 200 homes per annum, and sat within the range of 400 to 500 homes per annum. The upper end of this range would drive significant growth in the local economy. This plan only seeks to achieve a relatively modest level of employment growth (2,100 jobs - 105 jobs per annum). Therefore, the objectively assessed need for housing is at the lower end of this range i.e. 400 homes per annum or 8,000 homes in the period 2011 to 2031.

13.11 Migration is a significant driver of housing growth requirements in Castle Point. The Nil Net Migration Scenario tested through the *Greater Essex Demographic Forecasts (phases 2 and 3)* shows that demographic change makes up a very small element of future housing need. *The SHMA* shows meanwhile that migration from elsewhere in south Essex (Basildon and Thurrock) and from parts of East London have historically driven population growth in Castle Point and are expected to continue to do so into the future. *The Greater Essex Demographic Forecasts (phase 4)* shows that some districts in East London are unlikely to deliver sufficient homes to meet their forecast needs. This will potentially cause an increase in migration to those districts that have historically seen flows from East London, including Castle Point.

13.12 The *SHMA* has identified the need for affordable housing in south Essex using a whole market model. It shows that across the housing market area there is a need for at least 43% of new homes to be affordable. This requirement varies from district to district reflecting the profile of housing need and profile of the housing market in each place. In Castle Point there is a need for at least 73% of new homes to be affordable, assuming delivery at 200 homes per annum.

13.13 The need for affordable housing in Castle Point is for both intermediate housing and for social housing. Intermediate housing is for those who do not qualify for social housing, but cannot afford market housing. These are typically young working people and young families unable to access the housing market.

13.14 The need for social housing meanwhile is generally from low income families living within the borough. There are currently around 2,700 households in Castle Point receiving housing benefits to live in the private rented sector. There are over 1,500 households on the Council's housing register having met the Council's preferred needs criteria. This includes many of those living in private rented sector accommodation.

13.15 The *SHMA* shows that there has been a significant increase in the size of the private rented sector to address the un-met demands for affordable housing. Between 2001 and 2011, the proportion of homes in private rent sector in Castle Point increased by 5.9%. This shift was almost entirely from the owner occupied sector. This shift reflects the difficulties first-time buyers are experiencing in accessing mortgages, along with the increased reliance of the social sector in using benefits to accommodate residents in the private sector. This means that significant public resources in the form of benefits payments, are being directed towards private profit as opposed to sustainable long-term investment in housing provision.

13.16 The *SHMA* model also shows the likely demand for different sized housing. Across all tenures there is a need for approximately 35% of new homes in Castle Point to be smaller (1 or 2 bedrooms). There is currently a lack of first-time buyer accommodation in Castle Point with flats and small terraced homes making up just 18% of the housing stock. The remaining need will primarily be focused around 3 bedroom homes. For affordable housing provision, the demand is greater for smaller homes at around 40%. This reflects recent changes to the welfare system, which has reduced benefit payments to households under-occupying properties.

13.17 The *Greater Essex Demographic Forecasts* show that 35% of the population will be retirement age or older (65+) by 2031. However, advances in medicine and lifestyle quality mean that most people now do not experience the consequences of older age until much later in their lives. *Housing in later life - planning ahead for specialist housing for older people* recommend calculating need for specialist accommodation based on the 75+ age group. When applied to the likely population of Castle Point when delivering growth set out in this plan there is significant need for specialist accommodation for older people including extra care (733 homes) and enhanced sheltered accommodation (326 homes), accommodation for people with dementia (98 homes) and sheltered housing for the active elderly (1,955 homes). To a large extent, the nature of existing housing provision in Castle Point (including a large number of bungalows and park homes) address the demand from the active elderly within the community; however specialist accommodation that includes the provision of care is currently under provided in Castle Point, with need in the region of 1,150 homes.

13.18 The *2011 Census* has revealed a considerable increase in the number of people living in static caravans within Castle Point. Between 2001 and 2011, the proportion of households living in caravans increased from 1.2% to 2.8%. This has been driven by the conversion of Kings Park and Thorney Bay caravan parks from holiday accommodation to residential accommodation. The activities at Kings Park have acted to diversify the housing stock in Castle Point by providing older people with the opportunity to live in a secure, attractive environment within an established community of older people. Thorney Bay however has seen existing holiday caravans re-used as rental accommodation for those on low incomes. This has caused social and health impacts for the community and services of Canvey Island. The market response at Thorney Bay highlights the importance of providing sufficient affordable housing to ensure people have appropriate accommodation.

Housing Capacity

13.19 The Council has prepared a *Housing Capacity Topic Paper*. This sets out the constraints on Castle Point in terms of being able to deliver housing in Castle Point. 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.

13.20 When this document is considered alongside the *SHLAA Update 2013*, it is clear that the borough has capacity to accommodate in the region of 4,000 homes in the period 2011 to 2031. To date only 125 homes have been delivered in Castle Point since 2011, and only around 1,840 homes can be secured within the existing urban area of Castle Point. There is therefore 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 is greater than that which the borough has capacity to accommodate.

13.21 In order to ensure that the strategic functions of the Green Belt have been retained through this plan, it is necessary for the Green Belt separating New Thundersley and Bowers Gifford to be protected within Basildon's local authority area. This will enable Castle Point to identify housing site provision between the western extent of the existing urban area and the

A130 without causing coalescence of towns in south Essex. Within the borough, a *Green Belt Boundary Review* has been used to ensure that the strategic functions of the Green Belt have been retained whilst identifying additional sites for development.

13.22 This approach has enabled the identification of sites in the Green Belt with capacity in the region of 2,200 homes to be identified. It is therefore realistic to deliver a target of 200 homes per annum - 4,000 homes in total for the period 2011 to 2031. 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

13.23 The approach taken by this plan utilises the *SHLAA Update 2013* 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, and therefore there is a reasonable prospect that the level of housing growth proposed can be achieved. Sensitivity testing undertaken in the *SHLAA* indicates that the level of growth proposed is within the range of growth that can reasonably be expected to be delivered in the period 2013 to 2028. The *SHLAA* does not include a windfall allowance, and therefore any windfall that does occur will be additional to the calculated supply and increase the plans flexibility.

13.24 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. Evidence in the *SHMA*, the *Housing Growth Topic Paper* and in the *Glebelands Appeal Decision* is clear that the supply of land has previously obstructed the delivery of homes in Castle Point. 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.

13.25 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.

13.26 With regard to affordable housing provision, the *Whole Plan Viability Assessment* indicates 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 community infrastructure levy in order to pay for other infrastructure requirements. In order to ensure the viability of development throughout the borough, and to ensure that developments are supported by the transport, community and green infrastructure needed to create sustainable communities, 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 (40 homes per annum). 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.

Policy H 1

Housing Strategy

1. During the period 2011 to 2031 at least 4,000 new homes will be delivered in Castle Point. These new homes will respond to the likely needs of the borough's residents and include additional smaller homes for first time buyers and more specialist accommodation for older people.
2. In order to ensure that homes are delivered when people need them, the market will be allowed to determine the rate of supply over time during this period, within the capacity of those sites identified in this plan. However, the supply of homes must be aligned with the provision of infrastructure to meet the needs of a growing population and increased traffic on the road network.
3. In order to create more long-term sustainability in the housing market, at least 20% of new homes will be affordable, as defined by the NPPF. This will comprise a mix of both intermediate housing and social housing aimed at the needs of local people.
4. Homes will be delivered in sustainable locations that make the best use of land, in particular the best use of previously developed land, and ensure that the strategic functions of the Green Belt are retained in order to maintain the individual identities of towns and places in South Essex. Opportunities will be sought through the location and design of development to achieve the wider objectives of this plan including:
 - a. High standards of design that create places people want to live now and in the future, and high standards of sustainability within the design and construction of new homes so that people can enjoy a low cost, healthy living environment;
 - b. The provision of more public open space, and the enhancement of the Green Infrastructure network to offer a range of environmental benefits including the management of the impacts on and impacts of climate change; and
 - c. The wider use of public transport and active modes of transport to access employment, education, services and recreation opportunities. Access should be inclusive and encourage community cohesion. The location of new homes should not encourage social isolation.

H2: Residential Institutions

Policy Context

13.27 The *NPPF* does not set out specific policy requirements in respect of residential institutions, however paragraph 50 does require local planning authorities to plan for the housing needs of different groups in the community and this could reasonably be interpreted to incorporate the needs of those who may need to live in residential institutions in order to receive the care they require.

13.28 The *Technical Guidance to the NPPF* identifies residential institutions such as care homes as being more vulnerable to flood risk. This will impact on the locations where such development should be located in Castle Point having regard to the sequential and exception test set out in the *NPPF*.

13.29 The Government, through its housing and adult social policies seeks for more older people to remain within the communities in which they live rather than move into residential or nursing homes. The *Housing LIN publication Strategic Housing for Older People Resource Pack* indicates that this has been the policy of successive governments, and is also the preference for most people approaching old age.

Evidence Base

13.30 Whilst it is Government policy to create and improve opportunities to enable older people to live and remain within their communities, it is inevitable that there will remain a need for residential and nursing care in Castle Point as a result of the ageing population and issues of ill health, including the need for dementia care. The *Essex County Council Social Care Market Position Statement 2012* shows that there are currently 644 residential care beds in Castle Point. This is measured against the population of people aged 65+, and shows provision at 32.4 beds per 1,000 people. This is below the national average of 45 beds per 1,000 people aged 65+.

13.31 However, advances in medicine and lifestyle quality mean that most people now do not experience the consequences of older age until much later. Calculations for the need for specialist accommodation for older people now focus on the 75+ age group. If the current level of provision (644 beds) is compared against the population of residents expected to be 75+ in 2031, there would be 39.5 beds per 1,000 people. To increase this level of provision to 45 beds per 1,000 people aged 75+ there would be a need for an additional 90 beds - 2 standard size residential or nursing homes.

13.32 There is no evidence to suggest the need for other types of residential institutions in Castle Point.

Policy H 2

Residential Institutions

The Council will seek to ensure that the need for residential or nursing care within Castle Point is met through the provision of 2 additional residential care and nursing homes in Castle Point with a total capacity of 90 additional beds in the period to 2031. This will be achieved by identifying sites in suitable locations to accommodate this provision through this plan.

ALLOCATION POLICIES

H3: Established Residential Areas

Policy Context

13.33 The *NPPF* sets out a presumption in favour of sustainable development. A policy which sets out where development is promoted will assist in ensuring the presumption is applied in the right locations in Castle Point.

Evidence Base

13.34 The extent of established residential areas within Castle Point were determined through the *1998 Adopted Local Plan*.

13.35 There is no evidence of any residential areas within Castle Point having been abandoned, and there is therefore no need to reduce the extent in any way.

13.36 However, land to the south of Thorney Bay Road, allocated as a new housing site by policy H3 of the *1998 Adopted Local Plan* has now been developed and will now be included within the established residential area.

13.37 Land at Kings Park was allocated as a long-term housing site in the *1998 Adopted Local Plan*. Since this allocation occurred the site has changed substantially, with previous holiday caravans replaced with modern park homes. These park homes provide permanent residential accommodation and contribute towards the diversity of housing supply in Castle Point. However, this site is on Canvey Island, which is within flood risk zone 3a. Park homes used for residential purposes are classified as being highly vulnerable to flooding, as set out in the *NPPF Technical Guidance*. The allocation of this site for the provision of park homes would therefore be inconsistent with national policy. Therefore, whilst there are no known proposals for the redevelopment of this site for traditional housing, the boundary of the established residential area has been extended to encompass this site. This will enable the redevelopment of the site for residential uses that are less vulnerable to flooding to occur in the future, consistent with the actions set out in the *TE2100 Plan*.

13.38 The *SHLAA Update 2013* indicates that there is the opportunity to deliver around 950 homes on smaller sites within the existing urban area of Castle Point between 2014 and 2031.

Policy H 3

Established Residential Areas

The extent of established residential areas within Castle Point is defined on the Proposals Map. Within these areas the principle of housing development and improvements to existing housing is supported, having regard to all other relevant policies set out in this plan.

Policies H4 - H15: New Housing Sites

Policy Context

13.39 Paragraph 47 of the NPPF requires local planning authorities to set out policies which identify key sites which are critical to the delivery of housing over the plan period.

13.40 To meet the broader requirements of the NPPF as set out in paragraphs 6 to 10, development locations must be sustainable and deliver economic, social and environmental benefits in an integrated manner.

13.41 As part of the process of identifying and delivering these housing sites the NPPF at paragraph 57 highlights the importance of planning positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

13.42 Paragraph 58 seeks the development of robust and comprehensive policies which set out the quality that will be expected for the area, and that planning policies and decisions should aim to ensure that developments will function well and add to the overall quality for the area, establish a strong sense of place, using streetscapes and buildings, optimise the potential of the site to accommodate development, including the incorporation of green and other public spaces, respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation, create safe and accessible environments, and are visually attractive as a result of good architecture and appropriate landscaping.

13.43 *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:

- Character / Identity
- Continuity / Enclosure

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

13.44 The details of these objectives are included at appendix 1 and should be referred to when preparing proposals in Castle Point, consistent with the design policies in this plan.

13.45 *By Design* is clear that integrating new development into its landscape setting reduces its impact on nature and reinforces local distinctiveness. Furthermore responding to local building forms and patterns of development in the detailed layout and design of development helps to reinforce a sense of place. It also makes reference to successful places being those with a system of open and green spaces which respect natural features and that are accessible. *By Design* highlights the importance of developing urban design frameworks, which enable the design of whole or parts of complex urban environments to be dealt with in a comprehensive and connected manner.

13.46 *Better Places to Live By Design* further builds on *By Design*. The document emphasises that successful integration of new housing with its surrounding context is a key design objective, and is clear on the importance placed on the need for a thorough understanding of the context within which new housing will sit, the nature of the site itself, and the immediate surroundings.

13.47 *The Essex Design Guide* (EDG) details various urban design principles and approaches to development. It also highlights the importance of undertaking context appraisals of sites and their surroundings. *The Urban Place Supplement* (UPS) provides further detail in this respect, and indicates that such appraisals should include consideration of the following:

- Visual and physical character of site and their relationship to townscape and landscape
- Views into and out of site
- Movement patterns, barriers, desire lines, access points, and public transport
- Building and structures
- Topography, geology, ecology, archaeology, and natural and semi natural features

13.48 The EDG details a number of urban design approaches to development which can be applied to different locations and environments. There are a number of elements of these approaches which could be considered to be appropriate within the context of the borough of Castle Point. The approaches are listed below and the further details are set out in Appendix 2:

- Arcadia Approach
- Boulevard Approach
- Major Entry Point Approach
- Large Landscaped Square Approach
- Formal Square Approach

- Village Green Approach
- Mews Court Approach

13.49 It is important to note that these approaches should not be seen in isolation, and that combinations of such approaches may be the most suitable solutions in some locations. Furthermore there are circumstances where these may not be appropriate. It is therefore important that context appraisals of sites and their surroundings are undertaken and utilised throughout the design and development process of all schemes. In certain circumstances a broader masterplan approach may also be considered the most appropriate.

H4: New Housing Site - Land off Kiln Road, Thundersley

Evidence Base

13.50 This site is approximately 47 ha in size. 11.3 ha was designated as a long-term housing site in the *1998 Adopted Local Plan*. The remainder of the site is designated Green Belt. Public open space provision amounting to 1.4 ha and playing fields associated with schools amounting to 6.7 ha overlay the Green Belt designation.

13.51 A significant proportion of the land allocated for long-term housing has planning consent and work is underway on site to deliver 150 homes. A proportion of the allocated land to the east of the site does not currently benefit from planning consent. This area has capacity for approximately 50 homes.

13.52 The Green Belt land does not benefit from planning consent currently. This area of Green Belt is surrounded by residential development and has a small link across the Rayleigh Road to the wider Green Belt. The *Green Belt Boundary Review* does not consider this site to contribute significantly towards the strategic function of the wider Green Belt.

13.53 There is however a Local Wildlife Site designation across most of the site. This is not in relation 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 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.

13.54 In addition to the wildlife on this site, there is 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 Council is concerned that the removal of these trees will have a negative impact on biodiversity and on the quality of the landscape in this area. As a result, the area of land proposed for development during the plan period to 2031, excludes 8ha of land to the north-east of this site.

13.55 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 to be enjoyed by all. It should also integrate sustainable urban drainage techniques given that the *Surface Water Management Plan* identifies the site to be 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. Having regard to this design approach, it is considered that approximately 250 homes could be accommodated on this part of the site, bringing the total site capacity to 450 homes.

13.56 In order to support this level of growth a modern healthcare centre should be provided on site in conjunction with the existing local GP Surgeries in Thundersley. Additionally, 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. The *Transport Evidence for the New Local Plan* indicated the need for some improvements to junctions nearby this site including those on Kenneth Road. Additionally, there is need for improvements to the public transport network nearby this site in order to encourage sustainable transport movements.

13.57 With regard to the 8ha of land to the north-east of the site which is excluded from development within the plan period to 2031, it is proposed that this land is safeguarded from development, with the potential for this position to be reviewed when the local plan is reviewed. This will ensure that the abundance of trees in this location is protected from development at this time, providing an opportunity for less sensitive development locations to be identified if possible to meet the need for housing beyond 2031.

Policy H 4

New Housing Site and Safeguarded Land - Land off Kiln Road, Thundersley

1. 39ha of Land off Kiln Road, Thundersley, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 450 new homes by 2031. 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. The masterplan must deliver the following:
2.
 - 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 NE8 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 retention of 1.5ha of existing open space and 3.2ha of playing fields, and an increase in open space provision across the site consistent with the

- requirement of policy HC3, delivering additional accessible natural green space and children's play equipment;
 - f. Local highways and junction improvements to ensure the accessibility of new development and reduce the impacts of development on the existing road network, including junction improvements on Kenneth Road; and
 - g. The provision of a modern healthcare centre on site, in conjunction with the existing local GP surgeries in the Thundersley area.
3. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
 4. Development of additional homes on this site, beyond those currently consented, may not occur until junction improvements on Kenneth Road have been delivered.
 5. During the delivery of homes on this site, public transport waiting facilities and services must be improved adjacent to the site on the A13 in order to promote sustainable travel patterns.
 6. 8ha of Land off Kiln Road, Thundersley, as identified on the Proposals Map, is safeguarded for the purpose of meeting housing needs in the period beyond 2031. Land within this area will not be made available for development unless a review of the Local Plan indicates that it is necessary to release further land for housing, and it can be demonstrated that proposals for the land will not result in a net loss in biodiversity.
 7. Until such time as a review of the Local Plan indicates that the area of safeguarded land should be made available for development, any proposals for development in this area will be treated in accordance with the Green Belt policies set out in section 16 of this plan.

H5: New Housing Site - Land at Thorney Bay Caravan Park, Canvey Island

Evidence Base

13.58 This site is approximately 21.8 ha in size, and was designated as part of a long-term housing site 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. 1.4 ha of the eastern part of the site is public open space.

13.59 The site is located on Canvey, and 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.

13.60 It will also be necessary to demonstrate on-site surface water management when considering detailed matters. Canvey Island is identified as a Critical Drainage Area (CAS 6), and it is necessary 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.

13.61 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. This is consistent with the Boulevard urban design approach. Furthermore the entrances to this site lend themselves to being designed using elements of the Major Entry Point urban design approach.

13.62 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 drive, and 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 H 5

New Housing Site - Land at Thorney Bay Caravan Park, Canvey Island

1. Land at Thorney Bay Road, Canvey Island, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 600 new homes and a residential care home by 2031.
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 retention of 1 ha of existing open space, and an increase in open space provision across the site consistent with the requirement of policy HC3;

- f. The provision of open spaces and greenways throughout the site, with links to existing and proposed green infrastructure and the coast; and
 - g. A protected line of land for delivery of the Roscommon Way Phase 2 Extension.
3. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
 4. During the delivery of homes on this site, public transport services must be extended to the southern part of Canvey Island to provide opportunities for sustainable travel patterns.

H6: New Housing Site - Land at Point Road, Canvey Island

Evidence Base

13.63 This site is approximately 2.8 ha in size, and was designated as a new development site for residential purposes 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. However, the western part of the site, some 1.7 ha, benefits from a resolution to grant outline planning consent for housing development totalling 99 homes. The remainder of the site has capacity in the region of 60 homes.

13.64 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 consent also contains details on flood resilience and resistance and adopts a design approach which sees parking provision provided at ground floor level with habitable accommodation above. It will be necessary for development on the eastern part of the site to demonstrate satisfaction of the exceptions test and flood resilience and resistance.

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

13.66 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.

13.67 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.

13.68 The *Transport Evidence for the New Local Plan* shows that the strategic road network on Canvey Island will become more congested over time. This site is on 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 H 6

New Housing Site - Land at Point Road, Canvey Island

1. Land at Point Road, Canvey Island, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 160 new homes by 2031.
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. 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; and
 - 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.
3. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
4. Development of additional homes on this site, may not occur until suitable sites for the relocation of existing businesses have been identified elsewhere in the borough.
5. During the delivery of homes on this site, public transport waiting facilities and services must be improved at the eastern end of Canvey Island to provide opportunities for sustainable travel patterns.

H7: New Housing Site - Land off Scrub Lane, Hadleigh

Evidence Base

13.69 This site is approximately 1.6 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.

13.70 The redevelopment of this site forms part of a wider scheme seeking to relocate the Hadleigh Junior School, currently in Church Road, to share the site of the Infant School. This site would be the first phase of the wider scheme, which would be best achieved as part of a masterplan combining the redevelopment of the two sites.

13.71 The front of the site sits within an existing residential streetscene, which exhibits elements of the Boulevard urban design approach, with Scrub Lane provided 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 64 homes on this site.

13.72 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 H 7

New Housing Site - Land off Scrub Lane, Hadleigh

1. Land off Scrub Lane, Hadleigh, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 64 new homes by 2031.
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 walking and cycling routes and open space adjacent to the school entrance; and
 - 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.

3. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
4. The phasing of delivery of housing on this site must be aligned with the phased approach for the delivery of a wider scheme incorporating the relocation of Hadleigh Junior School and the redevelopment of the current Hadleigh Junior School site.

H8: New Housing Site - Land at the former Castle View School, Canvey Island

Evidence Base

13.73 This site is approximately 1.2 ha in size, and is designated Green Belt and a school site in the *1998 Adopted Local Plan*. The site is previously developed and is currently occupied by the redundant school buildings of the former Castle View School.

13.74 This area of Green Belt is surrounding by residential development to the south and west, the Canvey Skills Campus to the east and public open space to the north. The *Green Belt Review* highlights the presence of the existing school buildings and the limited impact replacement of these would have, and the Review does not consider this site to contribute significantly towards the strategic function of the wider Green Belt.

13.75 The site is located on Canvey, and needs to be considered against the sequential test, and the exception test as part of the planning application process. It will also be necessary to demonstrate flood resilience and resistance of any scheme. Whilst the site may not be considered sequentially preferable, the site is previously developed land, currently occupied by redundant school buildings. The Council would not wish to see this site vacant for a long period of time and the building to become derelict.

13.76 It will also be necessary to demonstrate on-site surface water management when considering applications. Canvey Island is identified as a Critical Drainage Area (CAS 6), and it is necessary to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site.

13.77 In terms of a design approach, the site is fairly well contained. Having regard to the surrounding context, the residential development to the south of this site is isolated by a main road and is also designed to 'turn its back' on the road. Furthermore the location of the site set back from the road, opposite the residential development to the west, results in the site being more generally viewed in the context of the Skills Campus to the east and the the playing fields to the north. Such circumstances are likely to be suited to a more compact, higher density form of development, potentially flatted, given its limited footprint and existing school buildings present. The design and development of the site should follow the context appraisal approach. Such circumstances of the site also represent an opportunity to deliver specialist accommodation for older people consistent with Essex County Council's *Older Peoples Accommodation Needs Strategy*. A site capacity in the region of 50 units is considered appropriate.

13.78 The *Transport Evidence for the New Local Plan* shows that the strategic road network on Canvey Island will become more congested over time. The length of road between Waterside Farm and the Link Road junction is a particular issue, causing peak time congestion on the eastbound carriageway. There are proposals to widen the eastbound carriageway of this road to alleviate this congestion. Additionally, this site is on 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 H 8

New Housing Site - Land at the former Castle View School, Canvey Island

1. Land at the former Castle View School, Meppel Avenue, Canvey Island, as identified on the Proposals Map, is allocated for residential purposes, to deliver approximately 50 units of specialist extra care accommodation for older people by 2031.
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 surrounding landscape. In order to ensure that the development is of a high quality and responds to local circumstances the development must:
 - a. Be resilient and resistant 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; and
 - 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.
3. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
4. The development of homes on this site may not occur until Somnes Avenue has been widened in the eastbound direction between the Waterside Farm and Link Road Junctions.
5. During the delivery of homes on this site, public transport waiting facilities and services must be improved along Somnes Avenue to provide opportunities for sustainable travel patterns.

H9: New Housing Site - Land between Felstead Road and Catherine Road, Benfleet

Evidence Base

13.79 This site is approximately 13 ha in size, and is designated Green Belt in the 1998 *Adopted Local Plan*. The northern section of the site, some 1.2 ha, is currently occupied by a hand car wash, car sales and a residential property, but benefits from extant planning consent for housing development, totalling 51 homes. The remainder of the site is heavily wooded, many covered by Tree Preservation Order's (TPO's), 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.

13.80 The *Green Belt 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.

13.81 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.

13.82 It is therefore considered that the 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 200 homes could be accommodated across the whole site.

13.83 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.

13.84 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 *Transport Evidence for the New Local Plan* shows a considerable increase in congestion in this part of the borough over time, and therefore the importance of improving public transport facilities and services to encourage their use is highlighted.

Policy H 9

New Housing Site - Land between Felstead Road and Catherine Road, Benfleet

1. Land between Felstead Road and Catherine Road, Benfleet, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 200 new homes by 2031.
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 NE8 and results in a net gain in biodiversity;
 - c. The provision of greenways through the site, linking to the existing network of green infrastructure;
 - d. An increase in public open space provision across the site consistent with the requirement of policy HC3, delivering additional accessible natural green space and children's play equipment; and
 - e. 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* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
4. Development of homes on this site may not occur until traffic calming measures have been delivered on neighbouring side roads, and around the primary schools on Kents Hill Road.
5. During the delivery of homes on this site, public transport waiting facilities and services must be improved on Kents Hill Road and the A13 in order to promote sustainable travel patterns.

H10: New Housing Site - Land East of Rayleigh Road, Hadleigh

Evidence Base

13.85 This site is approximately 29.4 ha in size, and is designated Green Belt in the 1998 *Adopted Local Plan*. 3.6 ha, in the eastern part of the site 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 are 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.

13.86 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 refined 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 the Arcadia urban design approach, to ensure low density and integration into the existing landscape.

13.87 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.

13.88 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.

13.89 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.

13.90 In order to support this level of growth 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 the Woodmans Arms junction. The *Transport Evidence for the New Local Plan* indicates that congestion around Hadleigh will become worse over time, and therefore bus waiting facilities and services should be improved within proximity of this site also to provide opportunities for sustainable transport choices.

Policy H 10

New Housing Site - Land East of Rayleigh Road, Hadleigh

1. Land East of Rayleigh Road, Hadleigh, as identified on the Proposals Map, is allocated for residential purposes, to deliver around 430 new homes by 2031.
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. Access arrangements for the site which ease peak time congestion at the nearby Woodmans Arms junction;
 - 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. An approach to wildlife that is consistent with policy NE8 and results in a net gain in biodiversity;
 - 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 HC3, delivering additional accessible natural green space and children's play equipment;
 - 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; and
 - g. 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 SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
4. Access arrangements for the site, which relieve peak time congestion at the Woodmans Arms junction, must be delivered during the first phase of development on this site.
5. During the delivery of homes on this site, public transport waiting facilities and services must be improved on Rayleigh Road and Daws Heath Road in order to promote sustainable travel patterns.

H11: New Housing Site - Land South of Daws Heath, Hadleigh

Evidence Base

13.91 This site is approximately 8.34 ha in size, and is designated 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 are 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.

13.92 This area of Green Belt is bounded by residential development to the north. The *Green Belt Review* considers that a redefined 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.

13.93 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.

13.94 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 which sits within the natural environment. In this circumstance a transition between the two development patterns would be appropriate. A context appraisal should inform the 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, in order to ensure the development integrates into the existing environment.

13.95 The overall design for the site should ensure linkages to neighbouring 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) 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. Having regard to these design approaches, it is considered that approximately 180 homes could be accommodated across the whole site.

13.96 This site is not within easy walking distance of local services and facilities and it is therefore important that public transport provision is extended to service this part of the borough. It is considered that this could be best achieved in partnership with Land off Central Avenue, Hadleigh. Improving the opportunity for sustainable travel choices is important to ensure that congestion on the strategic road network is managed over time, as recommended by the *Transport Evidence for the New Local Plan*.

Policy H 11

New Housing Site - Land South of Daws Heath, Hadleigh

1. Land South of Daws Heath, Hadleigh, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 180 new homes by 2031.
2. 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 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. Make provision of greenways through the site, linking to the existing network of green infrastructure;
 - e. Adopt an approach to wildlife that is consistent with policy NE8 and results in a net gain in biodiversity; and
 - f. 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* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
4. During the delivery of homes on this site, public transport services must be extended to along Daws Heath Road to provide opportunities for sustainable travel patterns.

H12: New Housing Site - Land South of Eastwood Old Road, Eastwood

Evidence Base

13.97 This site is approximately 6.6 ha in size, and is designated Green Belt in the *1998 Adopted Local Plan*. The site comprises open farmland compartmentalised by established hedge and tree lined field boundaries.

13.98 This area of Green Belt is bounded by residential development to the north and east, with further open land to the south and west. The land immediately to the west of the site is Garrolds meadow SSSI. There is ancient woodland forming part of the Daws Heath Historic Natural Landscape beyond this. The *Green Belt Review* considers that a redefined boundary

to incorporate this land within the residential area of Eastwood will not have an adverse impact on the function of the Green Belt in this location, with separation between the settlements in South Essex being retained.

13.99 Given the proximity to the Garrolds Meadow SSSI, it will be necessary for a substantive buffer of at least 50m to be retained between the SSSI and any residential development. This buffer should be appropriately landscaped to support the biodiversity of the SSSI and to prevent incursion into the SSSI by invasive garden species and domestic animals.

13.100 The site is not included within any flood risk zone for tidal, fluvial or surface water. However, in order to ensure the success of the nearby SSSI, it is important that the development does not have an adverse impact on drainage or the water table within the locality. It is therefore expected that the development will incorporate Sustainable Urban Drainage techniques in order to ensure the well-being of the SSSI.

13.101 The site has a close relationship with the existing residential area to the east, whilst to the west the adjacent land is undeveloped. The site itself is well contained by the established tree and hedge field boundaries. A context appraisal is therefore 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 development to the east and incorporates measures and features to ensure an appropriate transition into the surrounding landscape. Having regard to this design approach, it is considered that between 50 and 100 homes could be accommodated across the site.

13.102 This site, is located within proximity of Eastwood. Eastwood is within Southend borough. Southend-on-Sea Borough Council is a unitary authority and provides many of its own services separate to those provided by the borough and county council elsewhere in Castle Point. Due to the location of this site it is illogical for it to be expected that residents would use services in Castle Point. Therefore, Southend-on-Sea Borough Council will identify infrastructure requirements arising from this development.

Policy H 12

New Housing Site - Land South of Eastwood Old Road, Eastwood

1. Land off South of Eastwood Old Road, Eastwood, as identified on the Proposals Map, is allocated for residential purposes, to deliver at least 50 new homes by 2031.
2. 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 semi-rural environment;

- b. Provide a 50m wide landscaped buffer between the Garrolds Meadow SSSI and the proposed housing development. The landscaping must support the biodiversity of the SSSI; and
 - c. Manage surface water on and adjacent to the site, ensuring that changes to drainage patterns and the water table do not cause harm to the SSSI.
3. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
 4. In order to ensure that this development does not have an adverse impact on the capacity of infrastructure or services within Eastwood, all reasonable infrastructure requirements of Southend-on-Sea Borough Council must be met before development on this site can be occupied.

H13: New Housing Site - Land West of Glebelands, Thundersley

Evidence Base

13.103 This site is approximately 7.7 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.

13.104 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.

13.105 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. 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.

13.106 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 100 homes could be accommodated on the site.

13.107 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 for surface water flooding (CAS2) as identified in the *Surface Water Management Plan*.

13.108 Access for this site is taken from residential side roads. Additionally, traffic flows from the site pass close by two primary schools. Therefore, locally it is necessary for traffic calming measures to be installed nearby the site to ensure road safety. The *Transport Evidence for the New Local Plan* meanwhile indicates that the strategic network is congested in this area of the borough, and congestion is expected to get worse over time. This is despite recent improvements to the Tarpots and Sadlers Farm junctions. Therefore, it is recommended that public transport provision is improved near development sites in order to encourage more sustainable travel choices.

Policy H 13

New Housing Site - Land West of Glebelands, Thundersley

1. Land West of Glebelands, Thundersley, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 100 new homes by 2031.
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 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 NE8 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 HC3, delivering additional children's play equipment and playing pitches; 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* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
 4. Development of homes on this site may not occur until traffic calming measures have been delivered on neighbouring side roads, and around primary schools on Rushbottom Lane.
 5. During the delivery of homes on this site, public transport waiting facilities and services must be improved adjacent to the site on the A13 in order to promote sustainable travel patterns.

H14: New Housing Site - Land West of Benfleet

Evidence Base

13.109 This site is approximately 46.2 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.

13.110 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.

13.111 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 site's topography, which includes some prominent hill tops within the middle section of the site.

13.112 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. 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, 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.

13.113 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 HC3, and can 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.

13.114 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 800 homes could be accommodated on the site.

13.115 Additionally, it is considered that there is sufficient capacity on this site to seek the provision of a residential care and nursing home to address the shortage in residential care beds in the borough as a result of an increase in the ageing population, as identified in the *Essex County Council Social Care Market Position Statement 2012*.

13.116 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. In order to maintain traffic flows onto Canvey Island, this access cannot be provided until such time as Somnes Avenue improvements have been delivered at the end of this strategic corridor. 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 good traffic flows. Additionally, it is recommended that public transport provision is improved near development sites in order to encourage more sustainable travel choices.

13.117 Meanwhile, the *Community Infrastructure Needs Assessment*, 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. There is also a need for additional GP and NHS dental provision within Castle Point arising from the needs of new development. Again, it is appropriate to secure the provision of a healthcare centre on this site in order to ensure that there is sufficient provision of these services to meet the needs of the development.

Policy H 14

New Housing Site - Land West of Benfleet

1. Land West of Benfleet, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 800 new homes and a residential care home by 2031.
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 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 NE8 and results in a net gain in biodiversity;
 - iv. 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 HC3, delivering additional children's play equipment; 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.
 - c. Access to the site from the A130 Canvey Way, comprising a roundabout with a segregated northbound carriageway for existing traffic, and also access from the existing urban area;

- d. A nursery and one form of entry primary school, with associated play space; and
 - e. A healthcare centre, with the option of providing dental services in addition to GP services.
3. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.
 4. Development of homes on this site may not occur until:
 - a. The new access to the A130 has been created to serve the site; and
 - b. Somnes Avenue widening has been delivered to assist with congestion management along the A130 strategic corridor.
 5. During the delivery of homes on this site, traffic calming measures must be delivered 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.

NOTE: A concept diagram that sets out the Council's aspirations for this site is included at appendix 3.

H15: New Housing Site - Land off the Glyders, Benfleet

Evidence Base

13.118 This site is approximately 1.2 ha in size, and is designated 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.

13.119 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.

13.120 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.

13.121 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 hotspot. 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.

13.122 Given the sites 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 35 homes could be accommodated across the site.

Policy H 15

New Housing Site - Land off the Glyders, Benfleet

1. Land off the Glyders, Benfleet, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 35 new homes by 2031.
2. 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 NE8 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* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.

H16: New Housing Site - Land East of Canvey Road

Evidence Base

13.123 This site is approximately 13.78ha 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. This area of Green Belt is surrounded on three sides by residential development and a school.

13.124 The *Green Belt Review* considers that a redefined boundary in this location to fully enclose this parcel of land would still 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.

13.125 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. It will however be necessary for the planning application to demonstrate that any proposals are designed to meet the exceptions test, particularly in relation to flood resistance and flood resilience.

13.126 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.

13.127 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.

13.128 The site is adjacent to a number of differing 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.

13.129 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 other urban design approaches set out in Appendix 1 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 approximately 275 homes can be delivered in this location, along with additional space for community uses.

13.130 The *Transport Evidence* for the *New Local Plan* shows that the strategic road network on Canvey Island will become more congested over time. The site is adjacent to a bus route, and improvements to nearby bus waiting facilities are important to encouraging sustainable transport choices.

Policy H 16

New Housing Site - Land East of Canvey Road

1. Land East of Canvey Road, Canvey Island, as identified on the Proposals Map, is allocated for residential purposes, to deliver up to 275 new homes by 2031.
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 sufficient 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 NE8 and results in a net gain in biodiversity;
 - iv. The provision of public open space within the site consistent with the requirement of policy HC3, delivering additional children's play equipment; 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

4. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery SPD*, and be compliant with all other relevant policies in this plan.
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. During the delivery of homes on this site, public transport waiting facilities and services must be improved on Canvey Road in order to promote sustainable travel patterns.

H17: New Residential Institution Site - Land Fronting Canvey Road, Canvey Island

13.131 This site is approximately 0.5 ha in size, and comprises previously developed land currently in use as a garden centre and two residential dwellings.

13.132 To the east of the site is Canvey Road, a strategic route on the Canvey highway network. To the west and north of the site is an area of open land valued for its contributions to nature conservation and the historic environment. This open land immediately adjacent to the site is used for the grazing of horses. Land further afield forms part of the West Canvey Marshes Nature Reserve. To the south of the site is Charfleets Industrial Estate and a Morrisons Supermarket. Roscommon Way and Northwick Road, both routes on Canvey's strategic highway network, run through this open land.

13.133 Canvey Road acts to separate this site from the main urban area on Canvey Island, and the Green Belt review indicates that in relation to the wider 'triangle site' which this site forms part of, the development of land in this location would create an inappropriate incursion into the Green Belt. However, this land is, in the main, previously developed, and the redevelopment of this site would therefore be exceptionally permitted in accordance with paragraph 89 of the NPPF. The current owners of the site have promoted its redevelopment as a residential care home for older people, meeting the need identified in policy H2.

13.134 The site is located on Canvey, and needs to be considered against the sequential test, and the exception test as part of the planning application process. It will also be necessary to demonstrate flood resilience and resistance of any scheme. Whilst the site may not be considered sequentially preferable, the site is mainly previously developed land. The Council would wish to see the best use made of previously developed land within Castle Point.

13.135 It will also be necessary to demonstrate on-site surface water management when considering applications. Canvey Island is identified as a Critical Drainage Area (CAS 6), and it is necessary to ensure that surface water is managed appropriately in order to prevent flooding of properties on or nearby the site.

13.136 In terms of a design approach, the site is fairly open, having regard to the open land to the west and north of the site, and limited vegetation density in this area. Additionally, the Dutch Cottage, a listed building, is located immediately to the north of this site. However, the site is also opposite Charfleets Industrial Estate which is densely developed. The design of the proposal will need to reflect this context, following a context appraisal design approach, with the appropriate provision of landscaping to mitigate any remaining impacts of the development on the openness of the site to the west and north, or on the setting of the listed building. The choice of landscaping for this site should support nature conservation in the area.

13.137 It is anticipated that the redevelopment of this site will result in the loss of two houses, but will provide approximately 40 to 50 residential care bed spaces required to meet the needs of the ageing population in Castle Point.

Policy H 17

New Residential Institution Site - Land Fronting Canvey Road

1. Land Fronting Canvey Road, Canvey, as identified on the Proposals Map, is allocated for the purpose of providing a residential care home with the capacity to accommodate up to 50 residential care bed spaces by 2031.
2. The redevelopment of this site will be permitted when it can be demonstrated that there are no other sites reasonably available for the provision of a residential care home in Castle Point, and the sequential and exception tests can be met.
3. 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 open landscape and historical features;
 - b. Deliver a landscape strategy that comprises mature planting along the western and northern boundaries of the site;
 - c. Adopt an approach to wildlife that is consistent with policy NE8 and results in a net gain in biodiversity;

- d. Be resilient and resistant 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; 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.
4. Detailed design proposals for the site must have regard to the Council's *Residential Design Guidance SPD* and *Open Space Design and Delivery Guidance SPD*, and be compliant with all other relevant policies in this plan.

H18: Area of Search and Safeguarded Land - North West Thundersley

Policy Context

13.138 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.

13.139 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

13.140 The sites identified in policy H4 to H16 of this plan have a combined capacity of approximately 3,444 homes. When combined with the capacity of the existing urban area the likely capacity of housing from identified sites and the urban area totals around 4,400 homes. In order to boost significantly 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.

13.141 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 Proposals 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.

13.142 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 2031 in order to meet housing needs in that period also.

13.143 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 developer or legal arrangements in place to bring development forward with ease. Additionally, significant investment in infrastructure would be required to support growth in this location (including potentially a new access from the strategic or local route network, water supply, drainage and energy infrastructure and community services) affecting the viability and likelihood of development at this time (2014).

13.144 Compared to elsewhere in the borough however, 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*.

13.145 This location does however fulfil an important Green Belt function, as set out in the *Green Belt Functions Assessment*, 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. Development in this location would significantly affect this function at a strategic level.

13.146 Furthermore, 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.

13.147 In order to support growth within the plan period, an area of search has been identified within the northern part of this location, adjacent to the A127, where the redevelopment of low density industrial units and other previously developed land is sought in order to improve the character of the landscape. It hoped that approximately 400 homes will be secured in this area through comprehensive development that secures appropriate access arrangements, infrastructure provision and high quality landscaping that improves the attractiveness of the locality and maintains the function of the Green Belt as a visual separation between the settlements in South Essex.

13.148 In order to support growth beyond the plan period, the remainder of the land in this location is safeguarded for housing provision beyond 2031, subject to a review of the New Local Plan. It is estimated that land in this location has the capacity to deliver approximately 800 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 H 18

Area of Search and Safeguarded Land - North West Thundersley

1. 22.8ha of land to the North West of Thundersley has been identified on the proposals map as an area of search for housing provision in the period up to 2031. Land within this area will be made available for housing development when a comprehensive masterplan for the area has been prepared and agreed by the Council which meets the following criteria:
 - a. Appropriate access arrangements have been agreed, and there is a strong likelihood that funding will be 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 HC3 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 CC6;
 - 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 NE1;
 - 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 1. any proposals for development in this area will be treated in accordance with Green Belt policies as set out in section 16 of this plan.
3. 104.2ha of land to the North West of Thundersley has been identified on the proposals map as safeguarded land for the provision of housing in the period beyond 2031. Land within this area will be retained within the Green Belt until at least 2031, and will not be made available for development until a review of the Local Plan

indicates that it is necessary to release further land in the Green Belt for housing, and a comprehensive masterplan for the area has been prepared which meets the following criteria:

- a. Appropriate access arrangements have been agreed, and there is a strong likelihood that funding will be 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 retain or ensure the replacement of existing open space facilities at Woodside Park, and also include additional open space provision in conformity with policy HC3 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 CC6;
 - 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 NE1;
 - 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.
4. Until such time as a review of the Local Plan indicates that the area of safeguarded land should be made available for development, and the above criteria can be met, any proposals for development in this area will be treated in accordance with the Green Belt policies set out in section 16 of this plan.

DEVELOPMENT MANAGEMENT POLICIES

H19: Location of housing development

Policy Context

13.149 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.

13.150 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

13.151 A significant part of the borough's existing urban area is allocated 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.

13.152 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.

13.153 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.

13.154 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 H 19

Location of housing development

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 Proposals Map, in accordance with policies H3 to H18;
 - b. Above shops within shopping frontages in town centres and local shopping parades, as identified on the Proposals Map; and
 - c. Above leisure provision within the Canvey Seafront Entertainment Area, as identified on the Proposals Map.
2. Proposals for housing development elsewhere within the urban area⁽¹⁾ 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;
 - 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; and
 - d. The proposal is compliant with all other relevant policies in this plan.

H20: An appropriate mix of housing sizes and types

Policy Context

13.155 Paragraph 50 of the *NPPF* expects local planning authorities to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups within the community.

Evidence Base

13.156 The evidence base to policy H1 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. There are relatively few smaller properties in Castle Point which has made it difficult for first time buyers to access the local market. This is causing young, economically active people to move elsewhere to buy their first homes. Meanwhile, there is

¹ This specifically excludes land within the Green Belt including previously developed land. See chapter 16 of this plan for policies related to development in the Green Belt.

an increasing population of older people. As the population of elderly people (80+) increases, this will generate a demand for specialist housing. By securing an appropriate mix of homes on development sites, these particular difficulties can be addressed.

13.157 Having regard to the mix of sites identified in the *SHLAA*, it is clear that 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.

Policy H 20

Size and Type of Homes

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 Proposals Map; or
 - b. Canvey Seafront Entertainment Area.

H21: Securing more Affordable Housing

Policy Context

13.158 Paragraph 50 of the *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

13.159 The evidence base for policy H1 highlights the difficulties experienced by those on low incomes and newly formed households in accessing housing in Castle Point. The *SHMA* indicates 73% of homes should be affordable.

13.160 However, the *Whole Plan Viability Assessment* clearly indicates that the provision of affordable housing will affect the commercial viability of development. Therefore, policy H1 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%.

13.161 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. Castle Point has a very small stock of social housing, and the lowest proportion of housing association accommodation in the Country. The housing register is therefore extensive, and in most cases only those in the most need (priority 1) are accommodated through the re-let of properties. There is therefore a clear need for additional social housing provision.

13.162 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 in Castle Point and wider issues in the housing market associated with mortgage availability. Diversification of the housing stock to include more smaller properties, and also the Government's mortgage guarantee scheme will assist these people access the general housing market.

13.163 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.

13.164 Due to the constrained nature of the borough, which limits the capacity of the borough to accommodate housing generally, 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⁽²⁾.

13.165 The *Whole Plan Viability Assessment* indicates that it is possible, in terms of viability, to seek affordable housing from small housing proposals as well as large housing proposals. However, it is not always practical to deliver affordable housing on-site for very small proposals. Therefore, housing proposals resulting in a net increase of 10 homes or less will be permitted to make a payment in lieu of on-site provision. This payment will be equivalent to the cost of on-site provision⁽³⁾. Additionally, in order to ensure that self-builds are excluded, the policy will only be applied for proposals resulting in 2 or more net additional homes.

2 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%

3 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%

13.166 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.

13.167 It is expected that a Registered Provider will normally be engaged in the delivery of the affordable housing on development sites. Registered Providers receive funding from the Homes and Communities Agency (HCA) and are restricted in the properties that they can acquire in terms of design and sustainability in particular. Additionally, there are management requirements which mean that affordable housing provision should be self contained and not part of a leaseholder arrangement.

Policy H 21

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 2 or more net additional homes will be required to make the following level of provision of affordable housing:
 - a. Canvey Island - 15%
 - b. Benfleet, Hadleigh and Thundersley - 25%
2. Affordable housing provision will normally be expected to 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 be permitted for sites comprising between 2 and 10 net additional homes. Such payments should be equivalent to the cost of on-site provision.
3. At least 50% of the affordable housing units should be made available for affordable rent. The remaining affordable housing units should be made available for intermediate housing.
4. The mix of affordable housing units should comprise 11% 1 bedroom units, 32% 2 bedroom units and 57% 3 bedroom units. However, variations to this mix will be considered having regard to the overall mix of development proposed.
5. In order to ensure that any affordable housing provision is deliverable, affordable housing units must be:

- a. Designed to the specifications of the HCA; and
 - b. Capable of freehold transfer to a Registered Provider.
6. Significant weight will be given to this policy when considering the suitability of applications for housing development, and mixed use proposals including a housing element.

H22: Enhancing Quality in the Private Rented Sector

Policy Context

13.168 Paragraph 50 of the *NPPF* expects local planning authorities to deliver a wide choice of high quality homes and plan for a range of tenure types that reflects local demand.

Evidence Base

13.169 The *SHMA 2012* shows that currently 11.8% of the borough's housing stock is privately rented. This is significantly less than the England average of 18.2%. It is however an increase on 2001 when only 5.9% was privately rented.

13.170 Increasingly the private rented sector is being relied on to house low income families in receipt of housing benefits. Almost 3,000 housing benefit claimants in Castle Point live in the private rented sector. This has increased by 170 claimants per year since 2009.

13.171 As a result of this increasing demand for private rented accommodation from benefits claimants, combined with increased demand from young households currently unable to access owner-occupied accommodation due to the accessibility of mortgages, demand is outstripping supply and the cost of private rented accommodation is the most expensive form of tenure in Castle Point, with a one-bedroom property costing £137 per week at July 2012 (*TGSE Hometrack Report*).

13.172 This increased cost is not always reflected in the quality of accommodation provided. In particular, it should be noted that the former holiday caravans at Thorney Bay will be included within the data for the private rented sector. It is therefore important that such provision is secured in a way that offers potential tenants good quality accommodation for a fair local price. A landlord accreditation scheme operates across the TGSE sub-region, although is not widely developed at the present time.

Policy H 22

Enhancing Quality in the Private Rented Sector

Where it is known that homes are being built, or being extended or improved, to enter the private rented sector, the Council will encourage the owner of the development to become part of the landlord accreditation scheme.

H23: Preventing the loss of homes

Policy Context

13.173 Paragraph 51 of the *NPPF* states that local planning authorities should normally approve planning applications for change to residential use from commercial buildings where there is an identified need for additional housing in that area.

13.174 It could be interpreted therefore, that planning applications for change of use from residential should not normally be approved, where there is an identified need for additional housing in that area.

Evidence Base

13.175 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.

13.176 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 H 23

Preventing the loss of homes

The redevelopment of residential properties for alternative uses will only be permitted if the proposal furthers other sustainable development objectives promoted in this plan.

H24: Bringing Empty Homes back into use

Policy Context

13.177 Paragraph 51 of the *NPPF* requires local planning authorities to identify and bring back into residential use empty houses and buildings.

Evidence Base

13.178 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 H 24

Bringing Empty Homes back 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.

H25: Caravan Parks

Policy Context

13.179 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 development, including homes, in creating safe and sustainable communities.

13.180 The *NPPF* at paragraph 100, when read alongside tables 1, 2 and 3 of the *NPPF* Technical Guidance indicates that caravans, mobile homes and park homes intended for permanent residential use are highly vulnerable to flooding and should not be located within areas at high risk of flooding. The use of such sites for holidaying and short term lets is classed as 'more vulnerable' and therefore represents an alternative use that is more appropriate than residential use in areas at high risk of flooding, although still presents a risk.

Evidence Base

13.181 There is no evidence to suggest additional demand for caravan park provision in Castle Point. 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

13.182 Kings Park and Thorney Bay Park were originally holiday parks. However, in recent years there has been a decline in the tourist industry 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.

13.183 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 quietly and integrate into the wider community.

13.184 Holehaven Caravan Park provides a similar form of accommodation but in a more open in format. Due to its relatively small scale and integration with surrounding development it also operates quietly.

13.185 Thorney Bay provides rented accommodation within previous holiday type caravans. At April 2011 there were 333 caravans on the site in permanent residential use, with around a further 700 caravans in transient use. 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 be retained towards the western extent of the site under existing planning permissions.

13.186 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.

13.187 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 H 25

Caravan Parks

1. Proposals for new caravan parks, and for extensions to existing caravan parks in Castle Point will only be supported where:
 - a. 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; and
 - b. All other relevant policies within this plan have been complied with.
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.

14 Requiring good design

Policy Context

14.1 The Government makes it clear that good design is a key aspect of sustainable development. The importance of planning positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes is set out in paragraph 57 of the *NPPF*. The importance of integrating new development into the natural, built and historic environment, and addressing the connections between people and places is clear in paragraph 61.

14.2 Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development expected for the area, and should ensure that developments will function well and add to the overall area for their lifetime, establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit, incorporate green and other public space, as well as built form, and create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

14.3 The *NPPF* is clear that planning policies and decisions should not attempt to impose architectural styles or particular tastes and should not stifle innovation, originality or initiative, and that great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. However it is also clear that it is proper to seek to promote or reinforce local distinctiveness. Furthermore at paragraph 64 it makes it clear that poor design, that fails to take the opportunities available for improving the character and quality of an area, should be refused.

14.4 The *NPPF* states that local planning authorities should have local design review arrangements in place to provide assessment and support to ensure high standards of design. They should also when appropriate refer major projects for a national design review. In assessing applications regard should be had to the recommendations from the design review panel. The *NPPF* highlights that generally early engagement on design produces the greatest benefits. The Planning Act 2008 requires local planning authorities, in producing local development documents, to exercise this function with the objective of contributing to the achievement of sustainable development, and to have regard to the desirability of achieving good design.

14.5 At Paragraph 67 the *NPPF* highlights that poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Control over outdoor advertisements should be efficient, effective and simple in concept and operation, and 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”.

14.6 *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

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

14.8 *Code for Sustainable Homes* is a national standard for use in the design and construction of new homes with a view to encouraging continuous improvement in sustainable home building.

14.9 *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.

STRATEGIC POLICIES

DES1: General Design Principles

Evidence Base

14.10 The *Urban Design Characterisation* 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.

14.11 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.

14.12 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.

14.13 Whilst the *Urban Design Characterisation* 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.

14.14 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* 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.

14.15 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 DES 1

General Design Principles

1. All forms of development must deliver high quality sustainable design and contribute positively to the locality, both in terms of the neighbouring forms of development and the surrounding area, and should have regard to the following criteria:
 - a. Scale
 - b. Density
 - c. Massing
 - d. Height
 - e. Landscape
 - f. Layout
 - g. Materials
 - h. Detailing
 - i. Access
 - j. Crime prevention
2. All planning applications must clearly demonstrate how the following have been considered:

- a. Current urban design objectives, as set out in appendix 1; and
 - b. Policies contained within the Council's detailed design guidance, including the Residential Design Guidance SPD.
3. Such consideration must be evidenced clearly in Design and Access Statements and/or planning statements and/or a planning rationale, which ever is appropriate accompanying all planning applications.

DES2: Public Realm

Evidence Base

14.16 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.

14.17 The *Urban Design Characterisation* 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.

14.18 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.

14.19 The *Urban Design Characterisation* 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.

14.20 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.

14.21 The *Urban Design Characterisation* 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.

14.22 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.

14.23 *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.

14.24 It also identifies that public art has the ability to enhance the aesthetics, character and interest of the public realm.

14.25 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. This proposal is well supported by local residents who responded to consultation on the *Masterplan*.

Policy DES 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. Such enhancements should seek to achieve a co-ordinated approach to the provision of the following:
 - a. Street furniture
 - b. Landscaping
 - c. Infrastructure and services
 - d. Palette of materials (structures and surfaces)
 - e. Public art
3. Such a co-ordinated approach should, where appropriate, follow a Public Realm Strategy, which sets out clear principles and objectives. Where a Public Realm Strategy is not in place development should seek to achieve the general principles and objectives set out in policy DES1.

4. For public realm relating to open space, reference should be made to the *Open Space Design and Delivery Guidance SPD*.
5. For public realm relating to residential development, reference should be made to the *Residential Design Guidance SPD*.

DEVELOPMENT MANAGEMENT POLICIES

DES3: Landscaping

Evidence Base

14.26 The *Urban Design Characterisation* 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.

14.27 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.

14.28 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.

14.29 Examples include the provision of fast growing scrubs, which 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.

14.30 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.

14.31 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* highlights that graffiti and vandalism is evident in a number of the town centres and employment areas in the borough.

14.32 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 DES 3

Landscaping

1. All development should seek to provide soft and/or hard landscaping, appropriate to and suitable for the type of development provided, and this should be set out in a landscaping scheme.
2. The landscaping forming part of the public realm within large scale development should be set out in a landscaping scheme, and should have regard to policies DES2 and DES7.
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 a landscaping scheme and may in certain cases be secured through the use of appropriate planning conditions or planning obligations.
7. For landscaping relating to open space, reference should be made to the *Open Space Design and Delivery Guidance SPD*.
8. For landscaping relating to residential development, reference should be made to the *Residential Design Guidance SPD*.

DES4: Advertisements

Evidence Base

14.33 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.

14.34 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.

14.35 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.

14.36 The *Urban Design Characterisation* 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.

14.37 Consultation responses to the *Canvey Island Town Centre Masterplan* referred to the town centre as being run-down, shabby and 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 DES 4

Advertisements

1. When determining applications for advertisements, consideration will be given to how the proposal relates to the following:
 - a. Use of the building or site they are displayed on/at;
 - b. Character of the building or site they are displayed on/at; 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/log etc
 - c. Materials
 - d. Design
 - e. Intensity of illumination
3. Advertisements will be approved where they do not harm the character of the building, site or area in which they are located, and do not result in a proliferation of advertisements.
4. Advertisements will be approved unless they have an adverse effect on highway safety.

DES5: The Appearance of Business Premises

Evidence Base

14.38 The *Urban Design Characterisation* 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.

14.39 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.

14.40 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.

14.41 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.

14.42 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.

14.43 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.

14.44 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.

14.45 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.

14.46 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.

14.47 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.

14.48 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 DES 5

The Appearance of Business Premises

1. Proposals for business premises or alterations to existing business premises should have regard to the following:
 - 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 should 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.

DES6: Design Review

Evidence Base

14.49 *Design Review Principles and Practice* published by the Design Council in 2013 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.

14.50 The Essex Design Review Panel is part of Essex County Council's Place Services, and supports the delivery of high quality development that meets the needs of existing and future communities in Essex. The panelists are drawn from a range of built environment professions and provide an independent view on development schemes across Essex and how they may be improved.

14.51 It is important that such skills are utilised in order to achieve high quality development throughout the Borough. The Council has referred a number of schemes to this review panel at various stages of the planning process, and this has achieved a number of improvements to the schemes as they were originally designed.

Policy DES 6

Design Review

Applicants are encouraged to engage in a relevant Design Review process where appropriate. This should initially form part of the pre-application process, with further review panels through the formal planning application process if required.

DES7: Public Art & Interpretation

Evidence Base

14.52 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.

14.53 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.

14.54 Working with local communities in developing ideas and actual art work results in the local people creating their own environment and bringing about a better 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.

14.55 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.

14.56 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.

14.57 Examples of public art provision in Castle Point can currently be found in Hadleigh Town Centre and in South Benfleet.

14.58 In respect of interpretation, the *Urban Design Characterisation* 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.

14.59 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.

14.60 Examples of local interpretation within Castle Point can currently be found in South Benfleet and at Canvey Village.

Policy DES 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 25 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, be site specific, and have regard to the following criteria:
 - a. Size
 - b. Materials

- c. Siting
 - d. Crime prevention
 - e. Historical and/or local important information
 - f. Proposed development
 - g. Policies DES1, DES2, and DES3
4. For public art and interpretation relating to open space, reference should also be made to the Open Space Design and Delivery Guidance SPD.
 5. For public art and interpretation relating to residential development, reference should also be made to the Residential Design Guidance SPD.

DES8: Local Reference Points

Evidence Base

14.61 The *Urban Design Characterisation* 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.

14.62 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.

14.63 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.

14.64 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 DES 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 DES6.

15 Promoting healthy communities

STRATEGIC POLICIES

HC1: Active and Healthy Communities

Policy Context

15.1 The *NPPF* states that the planning system has an important role to play in creating healthy and inclusive communities. Planning policies should aim to achieve places which promote opportunities for people within the community to meet each other through the creation of inclusive and active environments. Communities should also be safe and accessible, encouraging community cohesion and activity.

15.2 The *NPPF* expects Local Plans to plan positively for the provision of community facilities, guard against their unnecessary loss, ensure they are fit for purpose and able to meet the changing needs of the community, and are well integrated with the community in which they are located.

15.3 The *NPPF* places considerable emphasis on ensuring that there are sufficient choice of school places to meet the needs of existing and new communities. It also values the importance of open spaces, and opportunities for sports and recreation in contributing to the health and well-being of communities.

15.4 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, Local Children's Commissioning & Delivery, and Employment Skills & Business.

Evidence Base

15.5 The *Essex Joint Strategic Needs Assessment (JSNA) Castle Point Health Profile* sets out information on the health and well-being of residents in Castle Point. This shows that Castle Point has the highest level of obesity amongst adults across Essex at 28%. Meanwhile, only 18% of adults in Castle Point take part in sufficient physical activity to benefit health. Opportunities to encourage physical activity therefore have an important role to play in making the community in Castle Point healthier.

15.6 The impacts of obesity and low levels of physical activity are reflected in the health of the population. 35% of adult residents are estimated to have high blood pressure, with 26 people per 100,000 population dying from coronary heart disease. Compared to elsewhere in Essex a high proportion of people consider their health to be bad or very bad (8.2%), whilst 43% of the borough's population report having a long-standing illness, disability or infirmity - again this is high when compared to elsewhere in Essex.

15.7 Castle Point has an ageing population, and this is another factor affecting the health profile of the population in the borough. 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. At 2010, there were 1,345 people with dementia in Castle Point. It is expected that this will rise to 2,666 people by 2030 as the population continues to age.

15.8 The *Essex Adult Social Care Market Position Statement 2012* indicates that there are currently 6,750 older people with care needs in Castle Point. This is projected to increase to 11,220 older people by 2030. Social isolation is identified as a key determinant in people requiring social care support. It is estimated that 38% of those aged 65+, and 51% of those aged 75+ live alone. It is therefore 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.

15.9 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.

15.10 The *JSNA Castle Point Health Profile* shows clear inequalities in health across the borough. Typically, the population living in Benfleet, Hadleigh and Thundersley have healthier lifestyles and experience better health outcomes than people living on Canvey Island. There are particular issues to the west of Canvey Island where all-cause total and female mortality rates are significantly worse than the England average, with female life expectancy rates significantly below average. In this area obesity rates, smoking rates and binge drinking are more prevalent than elsewhere in Castle Point and are above the Essex average also. Measures of deprivation meanwhile show this area to be deprived. Unemployment and long-term unemployment are more prevalent in this area than elsewhere in Castle Point. In seeking an active and healthy community it is therefore necessary to consider how policies can benefit areas of inequality in particular.

15.11 A *Community Infrastructure Needs Assessment* has been prepared in order to determine the current and future needs for community facilities and services within the communities in Castle Point. This determined that as a consequence of the ageing population, the need focused more greatly on those services used by adults and older people, and less on schools and facilities for younger people, although there will remain a need to retain and ensure that facilities and services for this group meet the changing needs of this group. High quality facilities for children and young people will ensure that they are able to meet their full potential and will ensure that those affected by deprivation have the chance from a young age to flourish, preventing a spiral of deprivation through the ages.

15.12 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 tennis courts, basketball courts, playing pitches and outdoor bowls rings, 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.

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

15.14 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.

15.15 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.

15.16 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.

Policy HC 1

Active and Healthy 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 delivery multi-functional open spaces and green infrastructure projects consistent with policy NE1;
- 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.

HC2: Opportunities for Indoor Leisure and Sports

Policy Context

15.17 The NPPF expects planning policies to plan positively for the provision of a range of community facilities including, amongst other things, meeting places and cultural venues.

15.18 The NPPF is clear that access to opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

15.19 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

15.20 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. Additionally, participation in competitive physical activities is also low at just 17% of the adult population.

15.21 The *Community Infrastructure Needs Assessment* identified good provision of indoor sports and leisure provision in purpose built facilities in Castle Point. When the *Sports England Sport Facility Calculator* was applied there was sufficient gymnasium and swimming pool provision given the size of the population, and predicted changes in the population.

15.22 The *Community Infrastructure Needs Assessment* did however identify deficiencies in publicly accessible sports hall facilities, indoor bowls and tennis within the borough. In Benfleet, Hadleigh and Thundersley there are no sports halls which are readily available to the public during conventional working hours. Canvey Island has one publicly available sports hall at Waterside Farm.

15.23 The *Sport England Sport Facility Calculator* showed a shortfall of at least 1 indoor bowls centre and 7 bowling rinks within the Borough, as well as 1 publicly accessible community sports hall within the borough. The need for bowling facilities increases as a consequence of the Borough's ageing population.

15.24 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 HC 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. An indoor bowling centre; 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.

HC3: Opportunities for Outdoor Recreation

Policy Context

15.25 The *NPPF* expects planning policies to aim to achieve places which promote, amongst other things, high quality public spaces, which encourage the active and continual use of public areas. It recognises that open spaces can make an important contribution to the health and well-being of communities. Existing open spaces should not be built on 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.

15.26 Additionally, the *NPPF* expects public rights of way to be protected, and improved in order to enhance the experience of users.

15.27 Finally, in relation to open spaces, the *NPPF* expects local planning authorities to plan positively for the creation, protection, enhancement and management of networks of green infrastructure. This encompasses those formal and informal open spaces used for sport and recreation purposes.

15.28 *Policy NE1* 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

15.29 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.

15.30 There is a particular requirement for the Borough 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.

15.31 In order that new development does not increase recreational pressures on those areas of open space that have a nature conservation value, Natural England requires the provision of 8ha of additional public open space per 1,000 population. The level of development proposed by this plan will result in the borough's population increasing by around 4,000 people. This means there is a requirement for at least 32ha of additional open space in Castle Point. This broadly equates to 2ha per 100 homes, or 200m² per home.

15.32 Two projects are underway which will deliver additional open space in Castle Point:

- Olympic Legacy Project at Hadleigh Farm, which will provide access to the Olympic Mountain Biking Track, associated mountain biking facilities, and a series of cycling and walking trails extending the existing Hadleigh Castle Country Park westwards.
- Canvey Wick Nature Reserve on Canvey Island will see 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.

15.33 These two projects do however both affect areas of nature conservation value (Benfleet and Southend Marshes Ramsar site/SPA/SSSI and Canvey Wick SSSI respectively). There is therefore the need to also introduce other new open spaces to accompany new development proposals. This will ensure that increased recreational pressures emerging from the residents of new developments do not place increased pressure on these spaces and result in harm to biodiversity value.

Policy HC 3

Opportunities for Outdoor Recreation

1. Public access will be secured to at least an additional 32ha of open space in Castle Point during the period 2014 to 2031 in order to support active and health 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 including the Olympic Legacy Project at Hadleigh Farm, and a Nature Reserve at Canvey Wick. This will be supplemented by additional provision secured on development sites. Residential development sites in excess of 3ha will be required to provide 200m² of high quality public open space per home.
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 developments sites in appropriate locations, and by working with partners:
 - a. Additional parks and gardens throughout the borough;
 - b. Additional accessible natural green space in Thundersley to the north of the A13;
 - c. Additional children's play spaces in:
 - i. West Canvey
 - ii. East Canvey
 - iii. Central Thundersley
 - iv. Daws Heath
 - d. Outdoor bowls provision on Canvey;
 - e. Tennis court provision and improvements on Canvey and in Thundersley;

- f. Hard-court provision and improvements in Benfleet and in Thundersley; and
 - g. Improved playing pitch provision, including the creation of additional pitches in less flood prone locations.
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.

HC4: Education, Skills and Learning

Policy Context

15.34 Paragraph 72 of the *NPPF* states that the Government attaches great importance on ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

15.35 Skills are key priorities for the County Council, as identified in the *Integrated County Strategy* and for the South Essex Local Enterprise Partnership.

15.36 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

15.37 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

15.38 Essex County Council is responsible for ensuring adequate school places are provided within the County. Essex County Council's *Commissioning School Places* document forecasts a surplus of 806 primary school places and 905 secondary school places in the Borough by 2016; this is due to the decrease in the school age population in the Borough. The *Community Infrastructure Needs Assessment* indicates that the level of growth proposed in this plan would not result in additional demand for school places in the period to 2031.

15.39 In terms of quality, both primary and secondary schools in Castle Point generally perform well in terms of their outcomes i.e. the performance of pupils against grading indicators such as SATs results and GCSE results. In the main, they are also judged as providing a good level of education 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.

15.40 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.

15.41 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

15.42 There are currently three locations providing further education provision in Castle Point. SEEVIC college, located in Thundersley, is the largest provider offering a range of academic and vocational course. The King John School, also in Thundersley, has a sixth form which also offers 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 Prospects College which has other centres in Basildon and Southend.

15.43 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 move the South Essex College in Basildon into the town centre. This may therefore prove a more attractive destination to Castle Point students in the future.

15.44 The *Community Infrastructure Needs Assessment* does not anticipate a significant increase in demand for additional further education provision within Castle Point in the long-term, although there might be some short term demand related to changes in the requirements for school leavers post 2013 which requires young people to remain in formal education, training or an apprenticeship until they are 17 years old. It is unlikely that additional facilities will however be needed to address this short term demand, as further education can be offered in a more flexible way than school based education.

15.45 In terms of higher education, there are no establishments offering full degree courses in Castle Point. It is however possible to take access and foundation courses at 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 and East London in particular.

Adult Community Learning

15.46 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% 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.

15.47 Adult education has a role in play in addressing issues associated with a low skills base and inequalities in educational attainment. Uptake of adult education amongst the borough's population is currently relatively low - only 1,645 Castle Point residents were registered with the Essex County Council's Adult Community Learning scheme in 2012.

15.48 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.

15.49 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

15.50 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 entitlement changes take effect which extend free provision to the 40% most deprived 2 year olds over the period 2013 to 2015. In Castle Point it is considered that the impact of this change will be most significant on Canvey Island. Additionally, they report the need for flexibility within the supply of different types of early years and childcare services and facilities in order to respond to the different needs of families as their economic and working arrangements change.

15.51 In addition to nurseries and pre-schools, children's centres 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.

Youth Services

15.52 The Essex Youth Service provides young people with the opportunity 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. They do not report the requirement for 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

15.53 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 HC 4

Education, Skill 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. 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.

HC5: Health and Social Care Provision

Policy context

15.54 Paragraph 171 of the *NPPF* states that local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being.

15.55 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 old people, long term chronic illness and conditions and mental health.

15.56 Meanwhile, the provision and commissioning of primary and secondary healthcare services is the responsibility of 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.

15.57 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

15.58 In terms of access to primary healthcare services, findings from the *Community Infrastructure Needs Assessment* have identified that there is currently an adequate ratio of GPs to the existing population of the borough. The assessment identified that in the long term as the population rises there will be an increased demand placed on GP provision in the Borough; based on the average person visiting a GP 5.5 times a year. The predicted increase in the retirement age population (up to 10,000 by 2031) will add increasing burden on healthcare provision in the Borough.

15.59 Generally, GP provision in Castle Point is assessed by the Care Quality Commission and through patients surveys as being of a good standard. However, it is evident through a physical review of facilities that some buildings in which GPs operate are not fit for purpose in the 21st Century. This also applies to those buildings used by Southend hospital to provide out-reach services.

15.60 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, and greater levels of community and voluntary sector involvement in care provision and in reducing social isolation and the need for care.

15.61 As set out in the evidence base for policy HC1, 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 HC 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 a residential or mixed use development proposal, by virtue of its scale and/or location will increase demand for healthcare provision beyond the capacity of services available within the local area, additional facilities may be sought on site through a Section 106 Agreement.

ALLOCATION POLICIES

HC6: Community Areas

Policy Context

15.62 Paragraph 70 of the *NPPF* states that planning policies should guard against the unnecessary loss of valued community 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 in a way that is sustainable, to retain benefits for the community.

Evidence Base

15.63 The *Community Infrastructure Needs Assessment* identified that 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.

Policy HC 6

Community Areas

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

HC7 - HC9: Open Spaces; Allotment Gardens; and Playing Fields associated with Educational Uses

Policy Context

15.64 The *NPPF* is clear that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. There is an expectancy that once identified open spaces, allotments, playing fields and other recreational land will be preserved from development.

Evidence Base

15.65 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 HC 7

Open Spaces

1. The locations of existing open spaces are identified on the Proposals Map, and a schedule of these open spaces is included at Appendix 4.
2. Existing open spaces, identified on the Proposals Map, will be retained and opportunities to improve them will be pursued having regard to policy HC3.
3. Regard should be given to Policy HC12 when determining proposals for development on open space.

Policy HC 8

Allotment Gardens

1. The locations of existing allotment gardens are identified on the Proposals 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 HC3.
3. Regard should be given to Policy HC12 when determining proposals for development on allotment gardens.

Policy HC 9

Playing Fields associated with Educational Uses

1. The locations of existing playing fields associated with educational uses are identified on the Proposals 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 HC3.

3. Regard should be given to Policy HC12 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 HC12.

HC10: The John H Burrows Sport and Community Hub

Policy Context

15.66 Paragraph 70 of the *NPPF* states that in order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared space, community facilities (such as meeting places, sports venues, cultural buildings and public houses) and other local services to enhance the sustainability of communities and residential environments.

Evidence Base

15.67 John H Burrows recreation ground is a 8.8ha open space situated on Rectory Road, Hadleigh. The space comprises Hadleigh Hall, a hall for the WRVS, a childrens play area, tennis courts, football pitches, a bowling green and pavilion building, and cricket facilities and pavilion building. The site is surrounded by residential development.

15.68 The *Open Space Appraisal* classified the public open space as good. There are two high quality open spaces within the site - the recently renovated children's play area and the bowls club. There is however a need for improvements to the tennis courts. Additionally, there is a need for sports changing facilities and toilet facilities at the site.

15.69 The community buildings meanwhile are in need of redevelopment, and present the opportunity to address the issues associated with a lack of ancillary facilities for the open spaces.

15.70 The Council's ambition is create a sports and community hub at the site. In order to achieve this a commercial leisure development will be permitted on the footprint of the existing developed area towards the eastern part of the site in order to compliment recreational activity on the site and make the provision of new community facilities economically viable.

Policy HC 10

The John H Burrows Sports and Community Hub

1. The extent of John H Burrows Sports and Community Hub is identified on the Proposals Map.
2. Within this hub, a commercial leisure development will be permitted within the existing footprint of development towards the eastern boundary of the site.
3. The Council, in partnership with the developer of the commercial leisure development, the local community, and local voluntary organisations will provide a multi-use community hub with integrated changing facilities for sports users towards the eastern boundary of the site.
4. The existing sports pitches and facilities on the site will be retained, and where necessary improved in order to encourage sporting activity within the community.
5. Parking facilities will be improved in order to support increased recreational activity at this site.
6. Any proposal for development on the site should be in compliance with other relevant policies contained within this plan.

DEVELOPMENT MANAGEMENT POLICIES

HC11: Development of Community Facilities

Policy Context

15.71 The *NPPF* states that local authorities should plan positively to deliver community facilities, sports venues, cultural buildings and other local services the communities needs; guard against the loss of valued facilities; and ensure facilities and services can modernise in a sustainable way and retain the benefit for the community. Planning policies and decisions should plan to enhance the sustainability of communities and their environment.

Evidence Base

15.72 The *Community Infrastructure Needs Assessment* identified the need for some community facilities in the borough to be modernised in order to meet current day needs. Ageing premises affect maintenance costs and limit the quality and accessibility of services provided.

15.73 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.

15.74 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.

15.75 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 HC 11

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; and 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
- a. Comply with all other relevant policies in this plan.
2. Developments which propose a loss of community facility or service should demonstrate that the overall benefits to the community of the proposals will outweigh the loss.

HC12: Developments on Open Spaces; Allotments; and Playing Fields associated with Educational Uses

Policy Context

15.76 Paragraph 74 of the *NPPF* states that development will be permitted on open space if an assessment has been undertaken and shows that the space is surplus to requirements; the loss of the open space is to be offset elsewhere, (with greater quality or quantity) or the development is for alternative sport and recreation provision.

Evidence Base

15.77 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.

15.78 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.

15.79 The *Playing Pitch 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.

15.80 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. Initial findings from the *Community Infrastructure Needs Assessment* have identified some essential and desired improvements to existing schools in the Borough; this may increase pressure on schools to expand, placing existing playing pitches at risk.

15.81 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 HC 12

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 other developments resulting in a loss of publicly available open space; allotment garden; or playing field associated with educational uses will only be supported if the loss of the open space, allotment or playing field is to be offset with a space of greater quantity and quality in a suitable location nearby.

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 in Castle Point comprises 2,533ha and is tightly drawn around the existing 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 countryside and create a more urban environment, as well as providing opportunities for recreation and leisure.

STRATEGIC POLICIES

GB1: Green Belt Strategy

Policy Context

16.2 The *NPPF* is clear that the Government attached great importance to Green Belts. Paragraph 14 and footnote 9 make it clear that the presumption in favour of sustainable development does not apply to proposals for development in the Green Belt.

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, taking 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 A *Green Belt Functions Assessment* was prepared by the Council in 2010 in order to examine the role different areas of the Green Belt in Castle Point play in fulfilling the five purposes. The Assessment took into account both the functions at the local and strategic level, whilst recognising the sub regional context of the Metropolitan Green Belt.

16.6 The Assessment identified that most 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

16.7 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.

16.8 A *Green Belt Landscape Assessment* was prepared on behalf of the Council in 2010 in order to examine the contribution different areas of the Green Belt make to the character of Castle Point. This identified the sensitivity of the Green Belt landscape in its own right, and its likely sensitivity to development. The sensitivity of the Green Belt varied across Castle Point due to the diversity of natural habitats and landscape features that exist within the Green Belt. Areas of high habitat and landscape value were found to be more sensitive to development than areas of lower value. Areas of high sensitivity include the Canvey Marshes, which has a very flat and open topography and high biodiversity value, the Hadleigh Escarpment which provides open and expansive views of the Thames Estuary and has a high biodiversity value, and the wooded areas around Thundersley and Daws Heath.

16.9 Much of the Green Belt in the borough is privately owned, and as such is not generally accessible.

Policy GB 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.

ALLOCATION POLICIES

GB2: Green Belt Extent

Policy Context

16.10 The *NPPF* at paragraph 83 states that Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The Green Belt boundaries should be considered having regard to their permanence in the long term, so that they should be capable of enduring beyond the plan period.

16.11 Paragraph 84 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.

16.12 Paragraph 85 sets out clear points for consideration by local planning authorities when defining boundaries, as follows:

- Ensure consistency with the Local Plan 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 a Local Plan review which proposes the development
- Satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period
- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent

Evidence Base

16.13 Building on the work undertaken in 2010 on the *Green Belt Functions Assessment* and the *Green Belt Landscape Assessment*, a *Green Belt Boundary Review* has been prepared. This considered both the need to release sites from the Green Belt to meet the needs of development, and also the need to amend Green Belt boundaries in order to reflect changes that have occurred since the Green Belt was last reviewed in the 1998 Local Plan. This review indicated that 92% of the Green Belt extent identified in 1998 should be retained in order to maintain the strategic areas of Green Belt necessary to ensure it continues to serve its purpose. The Green Belt extent, as set out in this plan is 2,517ha - 56% of the borough's land area.

Policy GB 2

Green Belt Extent

1. The extent of the Green Belt in Castle Point is defined on the Proposals Map.
2. Within the extent of the Green Belt policy SD1 does not apply.
3. Policies GB3 to GB9 should be applied when considering proposals for development within the extent of the Green Belt.

DEVELOPMENT MANAGEMENT POLICIES

GB3: New Development in the Green Belt

Policy Context

16.14 The *NPPF* makes it clear that development in the Green Belt is inappropriate, with the exception of certain types of development as listed in paragraphs 89 and 90. It defines inappropriate development as harmful to the Green Belt and such development 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, is clearly outweighed by other considerations.

Evidence Base

16.15 The *Green Belt Boundary Review* considered carefully the extent of the Green Belt boundary, and the contribution different parts of the Green Belt make to its overall function. Therefore, it is likely that development within the defined extent of the Green Belt will cause harm to the Green Belt either in terms of its openness or its function. The *Green Belt Landscape Assessment* will provide advice to decision makers on the potential for a development to impact on openness and landscape character, whilst the *Green Belt Functions Assessment* will provide advice on the likely impact on Green Belt functions.

Policy GB 3

New Development in the Green Belt

1. There is a presumption against inappropriate development in the Green Belt, having regard to the exceptions identified in the National Planning Policy Framework.
2. Proposals for inappropriate development in the Green Belt will be refused, unless 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.

GB4 - GB5: Extensions and Alterations to, and Replacements of Buildings in the Green Belt

Policy Context

16.16 The *NPPF* at paragraph 89 exceptionally permits a number of forms of development in the Green Belt, including the following:

- 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.
- partial or complete redevelopment of previously developed sites (brownfield 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.

Evidence Base

16.17 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.

16.18 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.

16.19 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;

16.20 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.

16.21 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.

16.22 The *NPPF* allows for the redevelopment of previously development land in the Green Belt, whether redundant or in continuing use. 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 GB3.

Policy GB 4

Extensions and Alterations to Buildings in the Green Belt

Proposed extensions and alterations to existing buildings 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. 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 GB 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, 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 resiting 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 materially larger than the original building, a condition will be applied to any permission granted removing permitted rights which allow for further enlargements to the building, and/or the provision of ancillary buildings within the curtilage of the building.

Note: *If the replacement of a building results in a change of use, consideration should also be given to policy GB6.*

GB6: Change of Use of Buildings and Land in the Green Belt

Policy Context

16.23 The *NPPF* at paragraph 89 exceptionally permits the partial or complete redevelopment of previously developed sites (brownfield 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.

16.24 Paragraph 90 of the *NPPF* indicates that there are certain other forms of development which are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purpose of including in Green Belt. The re-use of buildings provided that the buildings are of permanent and substantial construction falls within this category.

16.25 Some uses, may be associated with other permissible forms of development in the Green Belt, as identified in paragraphs 89 and 90, such as agriculture, forestry, and outdoor sport, recreation and cemeteries.

Evidence Base

16.26 The *Green Belt Landscape Assessment* 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.

16.27 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.

16.28 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.

16.29 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.

16.30 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.

16.31 The findings of the 2005 Review of the Green Belt policies relating to extensions and alterations, and replacement of buildings in the Green Belt, are considered equally relevant to the change of use of development, particularly in respect of adopting a criteria based approach to assessment.

Policy GB 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. GB3, GB4, GB5 or GB7.*

GB7: Ancillary Buildings and Structures in the Green Belt

16.32 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.

16.33 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

16.34 The *NPPF* does not make specific reference to ancillary buildings, however it does list in paragraphs 89 and 90 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 paragraphs 79 and 80.

Evidence Base

16.35 The provision of buildings and structures described above to serve an acceptable use in the Green Belt, such as a garage or shed for a residential property, a stable for the keeping of horses and hay and tack store to serve the stables, or a building to store equipment or good 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.

16.36 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.

16.37 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 the storage of materials and equipment in association with 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.

16.38 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 sit-on lawn mower and larger tools specific to works on trees and hedges. Equally a smaller property on a smaller plot, would be more likely to be adequately served by a standard garden shed.

16.39 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 GB 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 DES1.
3. The use of caravans, mobile homes or metal storage containers as ancillary buildings in the Green Belt will normally be refused.

GB8: Positive Uses in the Green Belt

Policy Context

16.40 The *NPPF* at paragraph 81 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.

16.41 The *NPPF* makes it clear that development in the Green Belt is inappropriate, with the exception of certain types of development as listed in paragraphs 89 and 90. 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 it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

Evidence Base

16.42 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).

16.43 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.

16.44 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.

16.45 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.

16.46 Access to the Green Belt, and opportunities to undertake outdoor sport and 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 are also opportunities to retain and enhance its landscapes, as well as its visual amenity and biodiversity.

16.47 This is particularly the case when considered against the pressures to accommodate a growing population 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 GB 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. retention and enhancement of landscapes;
 - d. improvements to visual amenity;
 - e. improvements to biodiversity; or
 - f. improvements to damaged and derelict land.
2. Such proposals must clearly demonstrated 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 is 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 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.

GB9: Enclosure and Boundary Treatment in the Green Belt

Policy Context

16.48 Paragraph 57 of the *NPPF* clearly indicates the importance of planning positively for the achievement of high quality and inclusive design for all development, including individual buildings and public and private space.

16.49 At paragraph 58 the *NPPF* makes clear that planning policies and decisions should aim to ensure that developments:

- Establish a strong sense of place, using streetscape and buildings, to create attractive and comfortable places to live, work and visit

- Respond to local character and history, and reflect the identity of local surroundings and materials
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion
- Are visually attractive as a result of good architecture and appropriate landscaping

16.50 Paragraph 79 of 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

16.51 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.

16.52 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.

16.53 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.

16.54 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.

16.55 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 live stock, 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 GB 9

Enclosure and Boundary Treatment in the Green Belt

1. For properties 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 DES3.

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. It considers there to be three dimensions to sustainable development. The environmental role is set out as contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt 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 local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking account of flood risk, coastal change and water supply and demand considerations.

STRATEGIC POLICIES

CC1: Responding to Climate Change

Policy Context

17.5 Paragraph 93 of the *NPPF* is clear that planning plays a key role in helping 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. It states that this is central to the economic, social and environmental dimensions of sustainable development.

17.6 The *NPPF* requires local planning authorities to adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations, both for the immediate future and in the long term.

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 Scoping Report* sets out details of the borough's ecological footprint. In terms of Castle Point's impact on Climate Change, it is clear that the borough's ecological footprint is high and likely to be contributing to more extreme weather events. A footprint of 1.8 is considered sustainable, as it represents the earth's capacity to supply energy in a renewable and sustainable way, without relying on the consumption of fossil fuels. The UK has an ecological footprint of 5.4 and Castle Point has a higher than average footprint of 5.65, which is considered an unsustainable level of energy consumption. Consumption is particularly high in terms of domestic energy consumption, food production and in relation to transport.

17.9 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.

17.10 The *Transport Evidence for the New Local Plan* shows that Castle Point suffers congestion at peak times causing queueing 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 Scoping Report* indicates that air quality along key routes and at key junctions in the borough is worse than elsewhere in Castle Point.

17.11 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.

Impacts of Climate Change

17.12 Canvey Island is identified as being within Flood Zone 3a. It is defended by sea defences which are currently effective in preventing Canvey Island from flooding. However the *South Essex Strategic Flood Risk Assessment 2010 (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 a P4 area whereby it is proposed that the sea defences will be maintained, and improved to accommodate the impacts of climate change.

17.13 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 this area as a P3 area whereby defences will be maintained at their current levels. This is likely to result in over-topping occurring when the impacts of climate change are taken into account.

17.14 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.

17.15 Increased experiences of drought is also likely to be an impact of climate change. The *South Essex Watercycle Study 2011* 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 lpppd in order to reduce this deficit.

17.16 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.

17.17 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.

17.18 Data on deaths associated with heatwaves is not provided at a local level, however analysis of the 2006 heatwave set out in the *Heatwave Plan for England* showed that in the East of England there were approximately 12% excess deaths during that period than would otherwise have been expected.

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). The *JSNA Castle Point Health Profile* shows that the occurrence of deaths associated with COPD amongst those aged under 75 in Castle Point is high in a number of areas across the borough.

Policy CC 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 individuals within the community 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 T1, T3 and T4;
 - c. Working with partners and developers to deliver multi-functional green infrastructure as set out in policy NE1;
 - 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 and coastal zone management that reduces the risk to people and property from extreme weather and flooding events.

ALLOCATION POLICIES

CC2 - CC5: Coastal Change Management

Policy Context

17.20 Paragraph 103 of 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 *SFRA* and the Exceptions Test must demonstrate that the development will be safe for its lifetime, using a site specific flood risk assessment, and also offer wider sustainability benefits. The *Technical Guidance to the National Planning Policy Framework* sets out the flood zones and flood risk vulnerability classifications.

17.22 Paragraph 106 of the *NPPF* states that local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical change to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast. These

should be clear as to what development will be appropriate in such areas and in what circumstances, and will 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 being flooded 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 restrictions on flow caused by sea defences and pump drains at the downstream end of these watercourses. If water were to overtop these dykes, the flat topography of the borough could cause it to disperse over large areas. The grazing marshes in the west of the island have extensive networks of channels to provide storage when the gravity outfalls are tide locked.

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. The Environment Agency have 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. Therefore proposals that meet local needs and re-use land within the existing urban area will need to be permitted, despite the sequential approach, in order to ensure the wellbeing of Canvey residents.

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 1,100 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 siting 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, protect 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 likely to be affected by 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* seeks to maintain defences for South Benfleet at their current level, but not increase them to accommodate climate change. As a consequence the number of existing properties in South Benfleet at risk of tidal flooding will increase over time.

17.33 The *Surface Water Management Plan* shows that South Benfleet Playing Fields, as well as providing a storage area for flood water in the event of tidal flooding, also provides storage for surface water flooding, with a significant catchment covering most of the South Benfleet area.

17.34 Due to the increased risk of tidal flooding to South Benfleet as a result of climate change, combined with the increased risk that more extreme rainfall events may bring, it is clear that South Benfleet Playing Fields should remain undeveloped and continue to act 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 CC 2

Canvey Coastal Change Management Area

1. The extent of the Canvey Coastal Change Management Area is defined on the Proposals Map.
2. Canvey Island is identified as a Coastal Change 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 prevent against 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 residents 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 CC 3

Land Safeguarded for Future Flood Defence Works

Land adjacent to the existing flood defences on Canvey Island, as shown on the Proposals 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.

Policy CC 4

Hadleigh Marshes Coastal Change Management Area

1. The extent of the Hadleigh Marshes Coastal Change Management Area is defined on the Proposals Map.
2. Hadleigh Marshes is identified as a coastal change 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 flooding of local railway lines in the long-term, to ensure the ongoing provision of services.

Policy CC 5

South Benfleet Coastal Change Management Area

1. The extent of the South Benfleet Coastal Change Management Area is defined on the Proposals Map.
2. An area in South Benfleet is identified as a Coastal Change 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 prevent against 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.

CC6: Fluvial and Surface Water Flood Management

Policy Context

17.35 The *NPPF* requires the development of policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies.

Evidence Base

17.36 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.

17.37 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.

17.38 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.

17.39 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.

17.40 There are 25 main rivers watercourses and many smaller reaches of ordinary watercourse (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, which is partly pumped. 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.

17.41 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 severe rainfall event which can affect people, property or infrastructure. There are six defined CDAs in Castle Point 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)

17.42 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 require to establish the most appropriate measures and options for addressing surface water.

17.43 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

17.44 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 restrictions on flow caused by sea defences and pump drains at the downstream end of these watercourses. If water were to overtop these dykes, the flat topography of the borough could cause it to disperse over large areas. The grazing marshes in the west of the island have extensive networks of channels to provide storage when the gravity outfalls are tide locked.

17.45 Main river channels on Canvey Island benefit from defences offering a 1 in 20 year level of protection from fluvial flooding, and Benfleet Hall Sewer enters a flood storage area preventing flooding of residential areas and the railway line nearby. The presence of these defences will prevent flooding during a 5% (1 in 20 year) or greater annual probability flood. The evidence and guidance provided under the Coastal Change 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 flooding on development and its location.

17.46 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.

17.47 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, it also provides a direct source of water for re-use, thus reducing the amount of water supply to a site. The use of greywater recycling is also increasing within the borough. This involves the treatment and re-use of waste water from showers, baths and sinks, for other uses where water quality is not essential, such as toilet flushing.

17.48 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 CC 6

Fluvial and Surface Water Flood Management

1. The Critical Drainage Areas (CDAs) for the borough are defined on the Constraints Map.
2. Within the identified CDAs development must not increase the risk of fluvial or surface water flooding, and should seek to reduce the risk of fluvial and surface water flooding through the delivery of the following measures as appropriate to the location of the proposal and recommendations in the *South Essex Surface Water Management Plan*:
 - a. Increased community awareness;
 - b. Improved management regimes of main rivers, ordinary water courses and their tributaries;
 - c. Increased conveyance;
 - d. Retention and increased flood storage capacity;
 - e. Improved land management;
 - f. Increased online storage; and
 - g. Incorporation of Sustainable Urban Drainage Systems (SuDS) appropriate to the development type, size and location.
3. New development proposals within flood zones 2 and 3, in respect of fluvial flooding, will be permitted only where they meet the following criteria:
 - a. Where the proposal passes the sequential test, as set out in the NPPF;
 - b. The proposal is for land within the existing urban area;
 - c. The proposal has been designed to make space for water and reduce the risk of flooding to prospective users/residents of the site, and to neighbouring properties;
 - d. The proposal is 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; and
 - e. For development proposals that are required by the NPPF to pass the exception test, the sustainability benefits of the proposal must outweigh the risk posed by flooding.

DEVELOPMENT MANAGEMENT POLICIES

CC7-CC8: Sustainable Buildings

Policy Context

17.49 Paragraph 95 of the *NPPF* advises that in order to support the move to a low carbon future local planning authorities should:

- plan for new development in locations and ways which reduce greenhouse gas emissions;
- actively support energy efficiency improvements to existing buildings; and
- when setting any local requirements for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards

17.50 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.

17.51 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.

17.52 There are various national standards in relation to ensuring new development is sustainable. For residential development the *Code for Sustainable Homes* sets out requirements for ensuring new homes are sustainable. This sets out minimum requirements in terms of water and energy efficiency. For non-residential development, *BREEAM* standards are normally applied, which again set minimum requirements in terms of water and energy efficiency.

Evidence Base

17.53 The *Post Consultation Sustainability Appraisal Scoping Report 2012* sets out data 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 1.8 ha/person.

17.54 Energy use accounts for 0.9 ha/person, and could be significantly reduced through improvements to the energy and thermal efficiency of the buildings that we construct.

17.55 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.

17.56 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.

17.57 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 wind shadow.

17.58 Capital investment (including construction) accounts for a further 0.76 ha/person of ecological footprint, indicating that we should also have regard 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.

17.59 Construction activities also produced waste, which can significantly increase the ecological footprint of new homes and buildings. The *Sustainability Appraisal Scoping Report 2012* sets out data which shows 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.

17.60 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.

17.61 Water demand calculations in the *WCS* indicate that growth in Castle Point could result in over 1 MI/d of additional water being needed to meet demand by 2031. This could be reduced by at least 0.17MI/d if Code for Sustainable Homes Level 3 and 4 water requirements are sought from new developments - 105 lpppd. Up to 0.38MI/d could be saved if Code for Sustainable Homes Level 5 and 6 requirements were sought - 80 lpppd. It is however recognised that there may be costs associated with achieving this level of water consumption reduction in the short-term.

17.62 In order to achieve water efficiency, measures such as rainwater harvesting and greywater recycling schemes can be installed within developments. The use of green roofs on buildings and the incorporation of Sustainable Urban Drainage Systems (SuDS) in development can also achieve water efficiency.

17.63 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.

17.64 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.

17.65 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 is also an important consideration. There is a balance to be reached 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.

Policy CC 7

Sustainable Buildings (New Builds)

1. The design of all new development should incorporate measures for achieving high levels of water and 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, the re-use/recycling of water, and the use of decentralised energy sources. As a minimum:
 - a. Residential developments should seek to achieve water and energy efficiency consistent with *Code for Sustainable Homes* level 4, increasing in line with Building Regulation requirements over time; and
 - b. Non-residential developments should seek to achieve water and energy efficiency consistent with *BREEAM* Very Good, increasing in line with Building Regulation requirements over time.

2. The materials 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.
3. 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, on-site where possible.
4. 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.

Policy CC 8

Sustainable Buildings (Existing Buildings)

1. 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.
2. Site waste should be managed in a way that maximises the re-use and recycling of materials, on-site where possible.
3. Applicants 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 POLICIES

NE1: 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 core principles of the *NPPF* is to contribute to enhancing and conserving the natural environment and reducing pollution. Paragraph 110 of the *NPPF* states that in preparing plans to meet development needs, local authorities should aim to minimise pollution and other adverse effects on the local and natural environment.

18.3 The *NPPF* seeks to get away from a loss of biodiversity and instead achieve net gains in biodiversity; Green infrastructure across local authority boundaries can help deliver this. Paragraph 114 of the *NPPF* promotes a strategic approach for planning networks of green infrastructure; local authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure; and maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, as well as improve public access to and enjoyment of the coast.

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. The promotion of the use of land to achieve multiple benefits is a core planning principle of the *NPPF*. The *NPPF* is also clear that planning policies should protect and enhance public rights of way and access; 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 plan's 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 *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 there are proposals to create a nature reserve at Canvey Wick SSSI.

18.8 The *Greater Thames Marshes Nature Improvement Area*, (NIA) will also help to deliver green infrastructure and the improvement of important landscapes in Castle Point and beyond. Initiatives throughout the NIA will deliver as a starting point: 158ha restored grazing marsh; 16 km of enhanced ditches and associated flora and fauna; the creation of 255ha of Thames Terrace Invertebrate habitat; and post 2015 a minimum of 500ha new NIA habitat.

Evidence Base

18.9 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.

18.10 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.

18.11 There are however competing users for these spaces; equestrians, cyclists, pedestrians and dog walkers all use the borough's green spaces. Along the coastline houseboats, yachting, beach users and uses relating to hazardous installations also conflict with each other. The work undertaken for the Olympic Legacy in Hadleigh Country Park is an example of where a strategy has been developed to reduce conflict between different users.

18.12 As well as the amenity and biodiversity benefits green infrastructure provides, green infrastructure can also improve 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).

Policy NE 1

Green Infrastructure and the undeveloped Coast

1. The Council will work with partners to deliver the South Essex Green Grid Strategy and the Nature Improvement Area Business Plan in order to expand and manage the network of high quality Green Infrastructure, including the undeveloped coast, within Castle Point and beyond.
2. 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 areas of nature conservation and landscape value;
 - b. A net increase in biodiversity across the borough's area;
 - 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 CC6;
 - f. Recreational benefits for local people, including access to coast, consistent with policy HC3; and
 - g. Opportunities for people to use active travel modes to access education, employment and services, consistent with policies T1 and T3.
3. 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 and the natural environment, 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.

ALLOCATION POLICIES

NE2 - NE4: Historic Natural Landscapes

Policy Context

18.13 The *NPPF* places great emphasis on the protection and enhancement of valued landscapes and wider ecological networks including the protection of protected species and their habitats. To minimise impacts on biodiversity and geodiversity planning policies should plan for biodiversity at a landscape scale across local authority boundaries. Paragraph 115 of the *NPPF* states that, great weight should be given to conserving landscape and scenic beauty in areas which have the highest status of protection.

18.14 The *NPPF* also emphasises the conservation of irreplaceable environmental and historic assets. Paragraph 126 states that authorities should set out a positive strategy for the conservation and enjoyment of the historic environment and should recognise historic heritage assets as irreplaceable.

Evidence Base

18.15 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.

18.16 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

18.17 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.

18.18 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”).

18.19 The *Living Landscapes* is a strategic initiative which seeks to preserve, restore and re-create priority habitats, ecological networks and populations of priority species across South Essex. These Living Landscapes are situated within the Thames Greater Marshes Nature Improvement Area.

18.20 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.

18.21 ***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.

18.22 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 existing Biodiversity Action Plan (BAP) habitats within the landscape to make them more robust and sustainable.

18.23 ***Hadleigh Castle and Marshes Historic Natural Landscape*** - 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.

18.24 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.

18.25 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.

18.26 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.

18.27 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.

18.28 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.

18.29 **Canvey Marshes Historic Natural Landscape** - The *Historic Environment Characterisation* identifies this areas 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.

18.30 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.

18.31 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 Biodiversity Action Plan habitats and 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 NE 2

The Daws Heath Historic Natural Landscape

1. The extent of the Daws Heath Historic Natural Landscape is identified on the Proposals 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 the visual quality of the landscape, or to historic or ecological assets will be minimised due to the scale, location or design of development;
 - b. Any residual harm will be mitigated through the provision of landscaping, which must be sufficiently mature to integrate effectively into the environment and provide mitigation within 2 years of the development occurring;
 - c. Archaeological investigation is undertaken before the development takes place, with any records included on the Historic Environment Record, and any finds provided to a local museum; and
 - d. All other relevant policies within this plan are complied with.

Policy NE 3

Hadleigh Castle and Marshes Historic Natural Landscape

1. The extent of the Hadleigh Castle and Marshes Historic Natural Landscape is identified on the Proposals 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 and they deliver at least one of the following benefits:
 - a. Enhancement of the quality of the landscape and its historic or ecological assets; or
 - b. Greater public enjoyment of this landscape area and its features without resulting in adverse harm to the quality of historic or ecological assets, in particular those of national significance.

Policy NE 4

Canvey Marshes Historic Natural Landscape

1. The extent of the Canvey Marshes Historic Natural Landscape is identified on the Proposals 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 and they deliver at least one of the following benefits:
 - a. Enhancement of the quality of the landscape and its historic 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 historic or ecological assets.

NE5: The Green Lung

Policy Context

18.32 National Planning Policy is clear on the importance of preserving landscapes and biodiversity. Paragraph 114 of the *NPPF* states that local planning authorities should set out a strategic approach in their Local Plans for the preservation of landscapes and paragraph 118 states that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity.

Evidence Base

18.33 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.

18.34 The Green Lung acts as a landscape and ecological corridor along the South of Canvey Island. It links the two LoWS contained within the designation, and also acting as a more strategic East - West link between the two Living Landscapes which enclose the Island, (Wat Tyler Complex to the West and Maplin Sands to the East). It therefore contributes significantly towards the Green Grid Strategy. The potential redevelopment of Thorney Bay Caravan Park could further enhance green space linkages in Castle Point by incorporating high quality green spaces throughout the development.

18.35 The Green Lung also acts as a buffer between existing residential development to the north and the hazardous installations to the south.

Policy NE 5

The Green Lung

1. The extent of the Green Lung in Castle Point is identified on the Proposals 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 for enhancement of existing local wildlife sites, the landscape character and strengthening of the strategic ecological corridor will be supported in principle, subject to other policies contained in this plan.

NE6: Local Wildlife Sites

Policy Context

18.36 Paragraph 117 of the *NPPF* states that in order to minimise impacts on biodiversity, planning policies should plan for biodiversity at a landscape-scale across local authority boundaries and identify and map components of the local ecological networks and locally designated sites of importance for biodiversity. Within these areas preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations should be sought.

18.37 Paragraph 116 of 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

18.38 Local Wildlife Sites, (LoWS) are locally designated sites recognised as having nationally and regionally important habitats and 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 and Essex *Biodiversity Action Plans*.

18.39 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.

18.40 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 NE 6

Local Wildlife Sites

1. The extents of the Local Wildlife Sites (LoWS) and potential Local Wildlife Sites (PLoWS) in Castle Point are identified on the Proposals Map, a schedule of these sites is contained within Appendix 5.
2. Development affecting a LoWS will be supported, if it can be demonstrated that the proposals will improve the quality and quantity of habitats and species on the site.
3. Developments affecting Potential Local Wildlife Sites (PLoWS) will be supported if it can be demonstrated the proposed development will enhance the biodiversity or habitats of the PLoWS to the level of a LoWS.
4. Development resulting in harm to a LoWS will only be supported where the requirements of parts 3 and 4 of policy NE8 are fully complied with.

NE7: Ensuring Capacity at the Southend Water Recycling Centre

Policy Context

18.41 The Southend Water Recycling Centre discharges into the Thames Estuary. 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 are responsible for the development and monitoring of this plan, although a range of stakeholders are involved in its delivery including local planning authorities.

18.42 The Thames Estuary also forms part of the Greater Thames Marshes Nature Improvement Area (NIA); paragraph 117 of the NPPF states where an NIA is present, Local Plans should consider specifying the types of development that may be appropriate in these Areas.

18.43 The NPPF states that proposed development on land or outside of Sites of Special Scientific Interest (SSSI) likely to have an adverse effect on a SSSI should not normally be permitted. The NPPF is clear that development proposals should seek to achieve net gains in biodiversity, rather than net losses.

Evidence Base

18.44 The borough is served by three water recycling centres (WRC) which 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.

18.45 The *South Essex Water Cycle Study* indicated that whilst there is capacity to accommodate growth at the Canvey WRC and the Benfleet WRC, there is insufficient capacity to accommodate growth at the Southend WRC without compromising quality thresholds imposed on the site to ensure water quality in the Thames and Crouch Estuaries. Exceeding quality thresholds has 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.

18.46 The *South Essex Water Cycle Study* recommended that consideration should be given to reducing the flow of surface water through the Southend WRC in order to allow it to accommodate additional foul water arising from new development.

18.47 Anglian Water have since advised that there is capacity to accommodate the level of growth proposed by this plan, in-combination with growth in Southend and Rochford districts, within the Southend WRC drainage area. However, in order to achieve this, surface water from new development sites, including brownfield sites that are being redeveloped, should not drain to the foul/combined network in order to ensure capacity at the Southend WRC in the long term.

Policy NE 7

Ensuring Capacity at the Southend Water Recycling Centre

1. The extent of the area served by the Southend Water Recycling Centre is identified on the Constraints Map.
2. Within this area 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. 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.

DEVELOPMENT MANAGEMENT POLICIES

NE8: Determining Applications affecting Ecologically Sensitive and Designated Sites

Policy Context

18.48 Paragraph 117 of the NPPF expects local planning authorities to set criteria based policies against which the impacts on wildlife can be judged. It expects distinctions to be made between the hierarchy of international, national and local designations, so that protection is commensurate to their status, and the contribution they make to wider ecological networks.

18.49 Paragraph 118 of 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; these should be afforded the same protection as SPAs.

18.50 Locally, work has been undertaken by partners across Essex to prepare guidance on integrating biodiversity into development. This promotes design that leaves space for nature, and also encourages the creation of wildlife corridors throughout development sites. Work is also underway with partners on the Essex Biodiversity Off-setting Project Pilot; this is considering how a formal system of off-site compensation could be delivered. DEFRA have prepared guidance on the qualitative and quantitative requirements for such off-setting.

Evidence Base

18.51 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.

18.52 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.

18.53 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.

Policy NE 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 biodiversity within Ramsar sites, Special Protection Areas, Marine Conservation Zones, Sites of Special Scientific Interest, and Ancient Woodland 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 harm to other sites with biodiversity interest, including those sites with protected species, will only be supported if they can meet the following requirements:
 - a. Firstly, the development proposal should seek to avoid adverse harm to biodiversity by virtue of the design and layout of the development. The Council must be satisfied that all reasonable opportunities to avoid harm to biodiversity have been taken;
 - b. Where it has not been possible to avoid all harm to biodiversity, as required by a), 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;
 - c. Where it is likely that harm to a protected species, or BAP species is not fully addressed through a) and b), species relocation within the site, or to a site nearby will be required to address the remaining harm 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
 - d. As a last resort, if the harm to biodiversity in terms of both quantity and quality have not been fully addressed through a), b) and c) 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 Institute of Ecology and Environmental Management (IEEM) or an equivalent standard. Where insufficient information is provided, the Council will take a precautionary approach to the protection of ecological assets.

NE9: Protecting and Enhancing the Landscape and Landscape Features

Policy Context

18.54 Paragraph 109 of the *NPPF* states that the planning system should contribute to and enhance the natural and local environment.

18.55 Policies NE2 to NE4 of this plan identify those areas of the borough where the landscape value is highest in Castle Point.

Evidence Base

18.56 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.

18.57 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.

18.58 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* and the *Green Belt Landscape Assessment* 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.

18.59 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 NE 9

Protecting and Enhancing the Landscape and Landscape Features

1. All development proposals must contribute positively towards creating a visually attractive green environment by protecting key natural and semi-natural features and the character of the landscape from inappropriate development, and seeking development proposals that enhance the quality and visual amenity of the landscape and urban environment.
2. The Council will consider the impact of development, and the degree of integration the development achieves, with regard to the following natural and semi-natural features:
 - 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. The Council will consider the impact of the development, and the degree of integration the development achieves, with regard to the following characteristics of the landscape in which the development is located:
 - 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 NE2 - NE4 when the development proposal is located within a designated Historic Natural Landscape.

NE10: Pollution Control and Residential Amenity

Policy Context

18.60 Paragraph 120 of the *NPPF* states that to prevent unacceptable risks from pollution, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.

18.61 Paragraph 124 expects planning policies to contribute towards EU limit values or national objectives for pollutants. 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.

18.62 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.

18.63 The *NPPF* also requires local planning authorities to consider other types of pollution when considering development proposals. Paragraph 123 states that planning policies and decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development as well as in the construction of development. Paragraph 125 encourages good design, planning policies and decisions in order to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Evidence Base

18.64 DEFRA's *Local Air Quality Management 2010 Air Quality Progress Report for Castle Point* and the *2012 Air Quality Updating and Screening Assessment for Castle Point* indicate that air quality in the borough is relatively of a good quality with no declared Air Quality

Management Areas within the borough. There are 30 Nitrogen Dioxide (NO₂) monitoring locations through the borough, six of which where NO₂ levels have been considered a potential issue; these are situated on major transport corridors.

18.65 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*.

18.66 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 the Benfleet and Canvey Waste Water Treatment Works. 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.

18.67 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.

18.68 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.

18.69 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 designed, or constitutes over-development, and would significantly increase disturbance to existing residents within proximity of the proposal. 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 NE 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 designed in such a manner as to not have 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, 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.

NE11: Development on Contaminated Land

Policy Context

18.70 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”.

18.71 Paragraph 121 of 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

18.72 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 NE 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.

NE12: Developments near Hazardous Uses

Policy Context

18.73 Paragraph 172 of the *NPPF* states that planning policies should be based on up to date information on the location of major hazards and on the mitigation of the consequences of major accidents. 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

18.74 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.

18.75 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.

18.76 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.

18.77 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 NE 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 POLICIES

HE1: 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 evidence base for the Development Management Policies.

Policy HE 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. ancient monuments and buildings of historical or significant architectural merit;
 - b. archaeology and archaeological features;
 - c. locally significant features in the landscape and townscape; and
 - d. names of places and streets.

2. Proposals should seek to draw on the contribution made by the borough's important historic environment 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.

DEVELOPMENT MANAGEMENT POLICIES

HE2 - HE3: Designated Historic Assets

Policy Context

19.5 The *NPPF* sets out very clear policies in respect of the protection that should be afforded to designated historic assets in paragraphs 128 to 134. In the case of this borough Listed Buildings, Scheduled Ancient Monuments and Conservation Areas are designated historic assets. Paragraph 132 of 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, 3 of which are World War II Heavy Anti-Aircraft gun sites, including the gun emplacements and various other associated buildings and structures along the Thames Estuary. These are considered by English Heritage to be exceptional survivals, which are of national importance, providing an exceptional incite 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 HE 2

Designated Historic Assets - General

Designated historic assets within Castle Point will be protected from development proposals that may cause them harm, or cause harm to their setting. 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 historic areas within the borough.

Policy HE 3

Designated Historic Assets - Detail

1. Any development affecting directly or indirectly a designated historic asset or its setting must take into account:
 - a. The scale of any harm or loss;
 - b. The significance of the building;
 - c. The sustainable, economic and conservation benefits of the historic asset; and
 - d. The contribution it makes to local character and distinctiveness.
2. Any alteration, extension or replacement of a designated historic asset 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 DES1, DES2, DES3, DES4, DES5 and DES6;

- 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.

HE4 - HE5: Archaeology

Policy Context

19.12 The policy context for archaeology is as for Historic Assets generally. Paragraph 139 of the *NPPF* is clear that non-designated assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments should be considered subject to the policy for designated historic 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. Records 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 are identified by Essex County Council as an archaeological consultation area. There is the potential for further archaeological remains to be found in this area, the significance of which are currently unknown. The designated archaeological assets are the Scheduled Ancient Monuments described under policy HE1.

Policy HE 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 HE 5

Protecting Archaeological Assets

1. Where pre-application archaeological evaluation indicates the presence of archaeological assets of equivalent significance to a scheduled monument, policies HE2 and HE3 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.

HE6: Non-Designated Historic Assets

Policy Context

19.16 The *NPPF* affords the greatest level of protection to designated historic assets. However, it recognises that historic assets generally can have wider social, cultural, economic and environmental benefits, and that they can contribute towards the character of place.

19.17 Paragraph 135 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 English Heritage. Those assets on the list were not identified as designated historic 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 house and 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 assets is included at appendix 7.

Policy HE 6

Non-Designated Historic Assets

1. A schedule of Non-Designated Historic Assets is set out in appendix 7.
2. The Council will seek to preserve and/or enhance the character and setting of Non-Designated Historic Assets.
3. Where proposed development directly or indirectly affects such an asset or its setting, the following should be taken into account:
 - a. the scale of any harm or loss;
 - b. the significance of the asset;
 - c. the contribution the asset makes to local character and distinctiveness; and
 - d. the sustainable, economic and conservation benefits of the asset.
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 asset and its setting;
 - b. Include a programme of recording and understanding of the asset 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 Traveller Sites

GT1: Gypsy and Traveller Accommodation

Policy Context

20.1 National policy in relation to Gypsy and Traveller accommodation is set out in *Planning Policy for Traveller Sites* (March 2012).

20.2 Paragraph 6 of *Planning Policy for Traveller Sites* states that local planning authorities are expected to use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions. This will reduce their reliance on unauthorised sites and promote greater inclusion into the wider community.

20.3 Once a need has been established, local authorities are expected to identify a supply of sites for the provision of gypsy and traveller accommodation. Where the evidence base has demonstrated there is no identified need for such provision criteria based policies should be put in place in order to deal with any planning application which arise in that period. These policies should be fair and should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community.

20.4 Provision for Gypsy and Traveller accommodation in the Green Belt, (temporary or permanent) constitutes as inappropriate development and should only be approved where very special circumstances have been demonstrated. The *NPPF* states that Green Belt boundaries should be altered only in exceptional circumstances as part of the local plan making process. Local planning authorities can redefine the Green Belt boundary in order to allocate land to address the need of gypsy and traveller accommodation; this however should not be in response to a planning application.

20.5 The *NPPF* sets out a sequential test which seeks to locate development away from areas at risk of flooding. Highly vulnerable forms of development, including caravans to be used for residential purposes, should not be located in areas at risk of flooding. This is clearly set out in the *NPPF Technical Guidance*.

Evidence Base

20.6 At January 2012, there were two authorised Gypsy and Traveller Pitches and three unauthorised Gypsy and Traveller Pitches in Castle Point.

20.7 The *Essex Gypsy and Traveller Accommodation Assessment*, (Fordham Research, 2009) indicates a very low demand for gypsy and traveller accommodation in Castle Point. A review of this assessment is currently underway to determine whether this situation has changed.

20.8 Evidence from both Castle Point and elsewhere in Essex indicates that gypsies and travellers have a preference for sites on the urban periphery and in rural locations. Castle Point has a tightly drawn Green Belt boundary, and as a consequence any demand for gypsy and traveller accommodation is likely to have an impact of the Green Belt.

Policy TS 1

Gypsy and Traveller Accommodation

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.

21 Monitoring and Review

Monitoring

21.1 The NPPF is clear that where a plan, or policies within it are out-of-date the presumption in favour of sustainable development applies. In order than 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.

21.2 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.

21.3 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*.

Table 21.1 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.			
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

Related Sustainability Objective	Indicator	Target	Data Source
	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, and encourage appropriate activities in the Green Belt.	Area of Green Belt lost as a result of development.	No more than 8% of current Green Belt extent (2,750 ha)	Development monitoring
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

Related Sustainability Objective	Indicator	Target	Data Source
	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.			
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

Related Sustainability Objective	Indicator	Target	Data Source
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 200 homes per annum	Development monitoring
	Number of affordable homes provided.	At least 40 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.			
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	Developments approved against the advice of Anglian Water.	0% (annual monitoring)	Development monitoring

Related Sustainability Objective	Indicator	Target	Data Source
water quality of water bodies in and around Castle Point.	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'
15: Improve the quality of the public realm.	Customer satisfaction with: - 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.			
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.	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 Code for Sustainable Homes, or equivalent BREEAM rating for non-residential development.	100% residential – Code Level 4 or above.	Development monitoring
		100% non-residential – BREEAM Good or above.	Development monitoring

Review

21.4 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.

21.5 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

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

Appendix 2: Urban Design Approaches

Approach	Appropriate Elements
Arcadia	• 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	• 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	• 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
	• 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	• 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	• 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	• 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	• 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 Concept Diagram for Land West of Benfleet

Concept Diagram for
Land West of Benfleet (Policy H14)



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KEY

- | | |
|-------------------------|--------------------|
| Landscape Buffer | Retained Reservoir |
| Relocated Allotments | Roads |
| Open Space | New Road Junction |
| Residential Development | School & Nursery |

Appendix 4 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 5 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 6 Designated Historic Assets

Designated Historic Assets

Listed Buildings

Benfleet

There are 19 Listed Buildings located in Benfleet.

Table 6.1 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 6.2 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 6.3 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 6.4 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 6.5 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 6.6 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 7 Non Designated Historic Assets

Non-Designated Historic Assets

Benfleet

There are 13 non-designated historic assets in Benfleet.

Table 7.1 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 historic assets on Canvey Island.

Table 7.2 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 historic assets in Hadleigh.

Table 7.3 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,

Address / Building Name	Reason for Designation
	and J.H.Burrows, who the Recreation ground is now named 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.

Thundersley

There are 4 non-designated historic assets in Thundersley.

Table 7.4 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.